

**2013**

# Public Transportation Fact Book



AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION

# 2013 PUBLIC TRANSPORTATION FACT BOOK

*64th Edition*

October 2013

PUBLISHED BY

**American Public Transportation Association**

Fact book historical tables and additional data are available at:  
<http://www.apta.com/resources/statistics/Pages/transitstats.aspx>

**American Public Transportation Association**

1666 K Street, N.W., Suite 1100

Washington, DC 20006

TELEPHONE: (202) 496-4800

E-MAIL: [statistics@apta.com](mailto:statistics@apta.com)

[www.apta.com](http://www.apta.com)

## **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.

### **prepared by**

John Neff, Senior Policy Researcher  
(202) 496-4812  
[jneff@apta.com](mailto:jneff@apta.com)

Matthew Dickens, Policy Analyst  
(202) 496-4817  
[mdickens@apta.com](mailto:mdickens@apta.com)

## **PUBLIC TRANSPORTATION FACT BOOK**

American Public Transportation Association  
Washington, DC  
October 2013

Material from the *2013 Public Transportation Fact Book* may be quoted or reproduced without obtaining the permission of the American Public Transportation Association.

Suggested Identification: American Public Transportation Association: *2013 Public Transportation Fact Book*, Washington, DC, October, 2013.

Table of Contents

**APTA AND THE FACT BOOK** ..... 5

**NATIONAL DATA SUMMARY** ..... 6

Table 1: Number of Public Transportation Systems by Mode..... 6

Table 2: National Totals ..... 7

Table 3: 50 Largest Transit Agencies Ranked by Unlinked Passenger Trips and Passenger Miles..... 8

Table 4: 50 Urbanized Areas with the Most Transit Travel, Ranked by Unlinked Passenger Trips, Passenger Miles, and Population..... 9

**PASSENGER TRAVEL** ..... 10

Table 5: Unlinked Passenger Trips and Passenger Miles by Mode ..... 10

Figure 1: Transit Ridership is at Highest Level in Five Decades..... 11

Figure 2: Since 2004 Transit Use Has Grown More Than Population or Highway Travel ..... 11

Figure 3: Average Unlinked Passenger Trip Length..... 12

**SERVICE PROVIDED**..... 12

Table 6: Vehicle Miles Operated, Vehicle Hours Operated, and Transit Service Speed by Mode ..... 12

**MODAL SHARES OF SERVICE PROVIDED AND CONSUMED** ..... 13

Figure 4: Vehicle Revenue Miles..... 13

Figure 5: Vehicle Revenue Hours ..... 13

Figure 6: Unlinked Passenger Trips ..... 13

Figure 7: Passenger Miles ..... 13

**CUSTOMER INFORMATION SYSTEMS** ..... 14

Figure 8: Information Systems for Riders: Availability of Static Data..... 14

Figure 9: Percent of Systems with Proprietary Limits on Base Data ..... 15

Figure 10: Percent of Systems with Static Data Available to 3rd Party Apps..... 15

Figure 11: Percent of Systems with Arrival Time Formats ..... 15

**VEHICLES** ..... 16

Table 7: Revenue Vehicles by Mode ..... 16

Table 8: Vehicle Characteristics by Mode ..... 16

Figure 12: Increase in Transit Vehicle Accessibility ..... 17

Table 9: Vehicle Equipment by Mode..... 17

Figure 13: Growth in Percentage of Buses with Passenger Equipment ..... 18

Table 10: Vehicle Power Sources by Mode ..... 18

**INFRASTRUCTURE** ..... 19

Table 11: Rail Track Miles and Directional Route Miles..... 19

Table 12: Bus and Ferryboat Lane Miles and Directional Route Miles ..... 19

Table 13: Passenger Stations by Mode ..... 20

Table 14: Maintenance Facilities by Mode ..... 20

Figure 14: Growth in Percentage of Passenger Stations with Electronic Amenities ..... 21

Table 15: Passenger Station Equipment by Mode ..... 21

**PASSENGER STATION PARKING** ..... 21

Table 16: Passenger Station Parking Supply by Mode ... 22

**EMPLOYEES** ..... 22

Table 17: Employees by Mode and Function ..... 22

Table 18: Jobs Supported by Transit Expenditures..... 23

**ENERGY AND ENVIRONMENT** ..... 23

Table 19: Energy and Emission Benefits from Public Transportation ..... 23

Figure 15: Growth in Transit Congestion Savings ..... 24

Table 20: Vehicle Fuel Consumption by Mode of Service ..... 24

**TABLE OF CONTENTS**

<b>SAFETY</b> .....	25	Table 36: Commuter Rail and Hybrid Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles.....	40
Figure 16: Passenger Fatality Rates .....	25	Table 37: Heavy Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles.....	40
<b>CAPITAL AND OPERATING EXPENSES</b> .....	25	Table 38: Light Rail and Streetcar Agencies Ranked by Unlinked Passenger Trips and Passenger Miles.....	41
Table 21: Capital Expense by Mode and Type .....	25	Table 39: Other Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles by Type of Rail Agency .....	41
Table 22: Operating Expense by Mode and Function Class .....	26	Table 40: Ferryboat Agencies Ranked by Unlinked Passenger Trips and Passenger Miles.....	42
Table 23: Operating Expense by Mode and Object Class.....	26	<b>INTERCITY PASSENGER RAIL</b> .....	42
Table 24: Total Expense by Mode.....	27	Table 41: Systemwide Intercity Passenger Rail .....	42
Figure 17: Comparative Operating Costs Among Modes .....	27	Figure 20: Amtrak Systemwide Intercity Ridership Shows Long-Term Growth .....	43
Table 25: Short-Term Economic Impact per Billion Dollars of National Investment in Transit .....	28	Figure 21: Amtrak Stations with Over 1,000,000 Tickets.....	43
<b>CAPITAL AND OPERATING FUNDING</b> .....	28	Figure 22: Ridership on Busiest Intercity Passenger Rail Services .....	43
Table 26: Funding Sources .....	28	<b>CANADIAN DATA</b> .....	44
Figure 18: Growth in Capital Funding by Source.....	29	Table 42: Canadian Transit Data Summary .....	44
Figure 19: Growth in Operating Funding by Source .....	29	<b>APTA ASSOCIATION HISTORY</b> .....	45
Table 27: Passenger Fares by Mode .....	30	APTA Association Ancestry .....	45
<b>MODAL DATA</b> .....	30	APTA Chief Executive Officers.....	46
Table 28: Roadway Modes National Totals.....	34	APTA Lifetime Achievement Award Recipients.....	46
Table 29: 50 Largest Bus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles.....	35	APTA Senior Elected Officers .....	46
Table 30: Bus Rapid Transit Agencies Ranked by Unlinked Passenger Trips and Passenger Miles.....	36	APTA Hall of Fame .....	48
Table 31: Commuter Bus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles.....	36	<b>MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL</b> .....	49
Table 32: 50 Largest Demand Response Agencies Ranked by Unlinked Passenger Trips and Passenger Miles.....	37	<b>APTA STATISTICAL PUBLICATIONS</b> .....	55
Table 33: 30 Largest Transit Vanpool Agencies Ranked by Unlinked Passenger Trips and Passenger Miles.....	38	<b>FACT BOOK METHODOLOGY</b> .....	56
Table 34: Trolleybus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles.....	38	<b>GLOSSARY</b> .....	57
Table 35: Rail Modes and Ferryboat National Totals .....	39		

## APTA and the Fact Book

The American Public Transportation Association (APTA) is a nonprofit international association of 1,500 public and private sector organizations, engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes: transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products. More than 90 percent of the people using public transportation in the United States and Canada ride APTA member systems.

This is the 64th 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. The 63 previous editions of the Fact Book are available on-line at <http://www.apta.com/resources/statistics/Pages/transitstats.aspx>.

In addition to this book, there are two Appendices to the Fact Book available online at <http://www.apta.com/resources/statistics/Pages/transitstats.aspx>. The **Public Transportation Fact Book, Appendix A: Historical Tables** 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.

Data in the Fact Book are reported for "modes of service." Modes of service in the Fact Book are the same as the modes of service used to report data in the Federal Transit Administration's National Transit Database (NTD).

Data in the Fact Book are statistical expansions of sample data and represent the total activity of all transit agencies. Base data are taken from the NTD. These data are supplemented by data from other sources including state departments of transportation and APTA surveys of APTA transit system members. 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 specified calendar year.

## National Data Summary

Public transportation was provided in the United States during 2011 by 7,100 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 6,600 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 senior citizens 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.

The second largest number of transit agencies, 1,440, operate in rural areas and 825 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 senior citizen 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.

Table 1: Number of Public Transportation Systems by Mode, Report Year 2011

Mode	Number of Systems, 2011 (a)			
	Urbanized Areas (b)	Rural (b)	Non-Profit Providers (c)	Total
Aerial Tramway	2	0	0	2
Automated Guideway Transit	7	0	0	7
Bus	520	558	0	1,078
Bus Rapid Transit	5	0	0	5
Cable Car	1	0	0	1
Commuter Bus	37	55	0	92
Commuter Rail	27	0	0	27
Demand Response (b,d)	645	1,120	4,835	6,600
Ferryboat	34	4	0	38
Heavy Rail	15	0	0	15
Hybrid Rail	4	0	0	4
Inclined Plane	4	0	0	4
Light Rail	27	0	0	27
Monorail	2	0	0	2
Publico	1	0	0	1
Streetcar	7	0	0	7
Transit Vanpool	66	18	0	84
Trolleybus	5	0	0	5
<b>Total (d,e)</b>	<b>825</b>	<b>1,440</b>	<b>4,835</b>	<b>7,100</b>

(a) Systems operating during 2011, all amounts are estimated.

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

(c) May be either urban or rural.

(d) Includes non-profit providers of service for seniors and persons with disabilities.

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

Table 2: National Totals, Report Year 2011

Statistical Category	All Roadway Modes (a)	All Rail Modes (b)	Ferryboat	Total All Transit
Systems, Number of (c)	7,865	96	38	(c) 7,100
Trips, Unlinked Passenger (Millions)	5,596	4,642	80	10,319
Miles, Passenger (Millions)	24,503	31,160	416	56,077
Trip Length, Average (Miles)	4.4	6.7	5.2	5.4
Miles, Vehicle Total (Millions)	4,272.0	1,101.5	4.3	5,377.8
Miles, Vehicle Revenue (Millions)	3,721.0	1,052.8	4.2	4,778.0
Hours, Vehicle Total (Millions)	296.3	51.9	0.4	348.4
Hours, Vehicle Revenue (Millions)	264.6	48.3	0.4	313.4
Speed, Vehicle in Revenue Service, Average (mph)	14.1	21.8	9.6	15.2
Fares Collected, Passengers (Millions)	6,050.7	7,347.0	160.0	13,557.6
Fare per Unlinked Trip, Average	\$1.08	\$1.58	\$2.00	\$1.31
Expense, Operating Total (Millions)	24,564.0	13,210.1	588.0	38,362.1
Operating Expense by Object Class:				
Salaries and Wages (Millions)	8,673.9	5,451.0	206.3	14,331.2
Fringe Benefits (Millions)	6,104.7	4,412.3	80.2	10,597.3
Services (Millions)	1,437.8	1,061.5	45.2	2,544.5
Materials and Supplies (Millions)	3,071.2	1,136.0	156.9	4,364.0
Utilities (Millions)	276.2	1,002.2	6.6	1,285.0
Casualty and Liability (Millions)	648.0	331.3	27.5	1,006.7
Purchased Transportation (Millions)	115.3	-976.9	12.0	-849.6
Other (Millions)	4,237.0	792.7	53.3	5,083.0
Operating Expense by Function Class:				
Vehicle Operations (Millions)	11,957.7	5,297.5	334.5	17,589.8
Vehicle Maintenance (Millions)	3,858.4	2,535.9	86.7	6,481.0
Non-vehicle Maintenance	868.5	2,630.6	35.2	3,534.2
General Administration (Millions)	3,642.4	1,953.4	78.3	5,674.1
Purchased Transportation (Millions)	4,237.0	792.7	53.3	5,083.0
Expense, Capital Total (Millions)	5,458.2	11,284.4	314.6	17,057.1
Facilities, Guideway, Stations, Administration Buildings	1,636.1	8,227.0	119.5	9,982.6
Rolling Stock (Millions)	3,137.0	1,515.2	173.4	4,825.6
Other (Millions)	685.1	1,542.1	21.7	2,249.0
Revenue Vehicles Available for Maximum Service	153,956	21,118	184	175,258
Revenue Vehicles Operated at Maximum Service	124,287	17,013	148	141,448
Employees, Operating	293,778	89,188	4,186	387,152
Employees, Vehicle Operations	211,869	34,925	3,046	249,840
Employees, Vehicle Maintenance	42,096	20,285	465	62,845
Employees, Non-Vehicle Maintenance	9,565	25,178	236	34,980
Employees, General Administration	30,249	8,800	439	39,487
Employees, Capital	2,265	8,380	135	10,779
Diesel Fuel Consumed (Gallons, Millions)	518.5	95.0	36.4	649.9
Other Fossil Fuel Consumed (Gallons, Millions)	366.2	1.3	0.4	367.9
Electricity Consumed (kWh, Millions)	62.1	6,523.6	0.0	6,585.7

(a) Bus, Bus Rapid Transit, Commuter Bus, Demand Response, Publico, Transit Vanpool, and Trolleybus.

(b) Commuter Rail, Heavy Rail, Hybrid Rail, Light Rail, Other Rail, and Streetcar.

(c) This statistical category only, "number of systems" counts each system multiple times for multiple "roadway modes" or "rail modes" but only once for "total all transit" regardless of the number of modes the system operates.

Public transportation agencies spent \$55 billion for operation of service and capital investment in 2011. Passengers took 10.3 billion trips and rode transit vehicles for 56.1 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 in 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 12.2 billion miles. The New York-Newark, NY-NJ-CT urbanized area 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 22.4 billion passenger miles.



Table 3: 50 Largest Transit Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (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	3,303,625.2	1	12,170,489.7	1
Chicago Transit Authority(CTA)	Chicago, IL	531,968.6	2	2,121,635.2	5
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	456,001.8	3	2,189,194.2	4
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	419,689.4	4	2,032,395.2	7
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	380,694.3	5	1,814,253.9	8
Southeastern Pennsylvania Transp. Auth.(SEPTA)	Philadelphia, PA	358,843.2	6	1,625,946.4	10
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	257,831.1	7	3,213,414.2	2
San Francisco Municipal Railway(MUNI)	San Francisco, CA	214,653.0	8	451,070.0	19
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	139,873.1	9	731,062.3	12
MTA Bus Company(MTABUS)	New York, NY	118,285.8	10	343,452.0	26
King County DOT(King County Metro)	Seattle, WA	117,086.6	11	556,517.0	16
San Francisco Bay Area Rapid Transit District(BART)	San Francisco, CA	111,099.0	12	1,442,860.8	11
Maryland Transit Administration(MTA)	Baltimore, MD	109,268.3	13	725,607.6	13
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	104,644.3	14	452,363.1	18
Miami-Dade Transit(MDT)	Miami, FL	104,619.5	15	575,160.5	14
Denver Regional Transportation District(RTD)	Denver, CO	97,784.9	16	570,286.2	15
MTA Long Island Rail Road(MTA LIRR)	New York, NY	96,457.7	17	2,087,848.9	6
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	87,375.8	18	370,549.0	24
MTA Metro-North Commuter Railroad(MTA-MNCR)	New York, NY	82,400.6	19	2,614,013.2	3
San Diego Metropolitan Transit System(MTS)	San Diego, CA	81,529.4	20	375,687.4	23
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	81,085.2	21	537,344.8	17
Metro Transit	Minneapolis, MN	80,886.9	22	359,758.6	25
City and County of Honolulu DOT Services(DTS)	Honolulu, HI	74,706.1	23	413,391.3	21
Northeast Illinois Regional Commuter Railroad(Metra)	Chicago, IL	72,349.8	24	1,645,354.0	9
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	63,837.2	25	243,904.2	33
Dallas Area Rapid Transit(DART)	Dallas, TX	63,787.4	26	437,981.2	20
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	58,085.9	27	194,486.8	40
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	56,686.1	28	211,343.9	38
Orange County Transportation Authority(OCTA)	Los Angeles, CA	53,801.3	29	256,226.2	31
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	46,210.8	30	200,223.1	39
VIA Metropolitan Transit(VIA)	San Antonio, TX	45,493.5	31	211,928.6	36
Milwaukee County Transit System(MCTS)	Milwaukee, WI	44,886.7	32	137,647.9	(a)
Bi-State Development Agency(METRO)	St. Louis, MO	42,971.4	33	279,163.4	30
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	42,491.8	34	211,365.1	37
Utah Transit Authority(UTA)	Salt Lake City, UT	40,487.6	35	301,728.0	28
Puerto Rico Highway and Transp. Authority(DTPW)	San Juan, PR	38,705.9	36	171,736.9	43
City of Phoenix Public Transit Department(Valley Metro)	Phoenix, AZ	37,126.9	37	138,706.0	(a)
Broward County Transit Division(BCT)	Miami, FL	36,629.3	38	176,644.5	41
City of Detroit Department of Transportation(DDOT)	Detroit, MI	35,907.7	39	145,893.6	47
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	34,740.3	40	150,991.5	46
Pace - Suburban Bus Division(PACE)	Chicago, IL	33,653.6	41	245,599.0	32
Westchester County Bee-Line System	New York, NY	31,840.1	42	139,341.1	50
Metropolitan Suburban Bus Auth.(MTA Long Island Bus)	New York, NY	30,659.5	43	153,631.5	45
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	28,023.2	44	156,698.0	44
Long Beach Transit(LBT)	Los Angeles, CA	27,912.5	45	86,092.6	(a)
City of Los Angeles Department of Transportation(LADOT)	Los Angeles, CA	27,825.6	46	63,866.0	(a)
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	27,437.7	47	94,764.0	(a)
Charlotte Area Transit System(CATS)	Charlotte, NC	27,028.5	48	139,614.2	49
Ride-On Montgomery County Transit	Washington, DC	26,940.8	49	97,928.9	(a)
Sacramento Regional Transit District(Sacramento RT)	Sacramento, CA	26,161.3	50	120,385.2	(a)
Southern California Regional Rail Authority(Metrolink)	Los Angeles, CA	11,270.2	(a)	387,997.0	22
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	25,992.9	(a)	343,151.9	27
Peninsula Corridor Joint Powers Board Caltrain(PCJPB)	San Francisco, CA	14,046.6	(a)	292,354.0	29
Academy Lines, Inc.	New York, NY	4,068.7	(a)	241,225.7	34
Hudson Transit Lines, Inc.(Short Line)	New York, NY	4,078.5	(a)	212,105.2	35
Washington State Ferries(WSF)	Seattle, WA	22,346.9	(a)	173,179.0	42
Virginia Railway Express(VRE)	Washington, DC	4,645.6	(a)	144,938.9	48

Includes only transit agencies reporting to Federal Transit Administration FY 2011 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 2011 National Transit Database see the 2013 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics at [www.apta.com](http://www.apta.com).

**NATIONAL DATA SUMMARY**

**Table 4: 50 Urbanized Areas with the Most Transit Travel, Ranked by Unlinked Passenger Trips, Passenger Miles, and Population, Report Year 2011 (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	4,099,710.1	1	22,390,728.0	1	18,351,295	1
Los Angeles-Long Beach-Anaheim, CA	661,690.9	2	3,349,642.6	3	12,150,996	2
Chicago, IL-IN	646,553.7	3	4,155,051.9	2	8,608,208	3
Washington, DC-VA-MD	478,463.9	4	2,501,038.6	5	4,586,770	8
San Francisco-Oakland, CA	423,007.3	5	2,569,271.9	4	3,281,212	13
Boston, MA-NH-RI	389,337.6	6	1,928,834.8	6	4,181,019	10
Philadelphia, PA-NJ-DE-MD	381,096.7	7	1,838,441.3	7	5,441,567	5
Seattle, WA	193,438.6	8	1,273,315.7	8	3,059,393	14
Miami, FL	160,648.9	9	963,376.5	9	5,502,379	4
Atlanta, GA	149,556.1	10	894,719.9	10	4,515,419	9
Portland, OR-WA	112,004.0	11	488,336.6	16	1,849,898	24
Baltimore, MD	110,316.1	12	725,607.6	11	2,203,663	19
San Diego, CA	98,292.4	13	584,890.1	12	2,956,746	15
Denver-Aurora, CO	97,933.8	14	574,681.6	13	2,374,203	18
Minneapolis-St. Paul, MN-WI	93,915.3	15	468,719.2	17	2,650,890	16
Houston, TX	81,455.2	16	540,968.1	14	4,944,332	7
Urban Honolulu, HI	75,068.2	17	420,625.8	18	802,459	(a)
Dallas-Fort Worth-Arlington, TX	71,874.2	18	499,557.4	15	5,121,892	6
Phoenix-Mesa, AZ	68,593.7	19	334,083.8	19	3,629,114	12
Pittsburgh, PA	65,585.7	20	267,372.9	24	1,733,853	27
San Juan, PR	62,861.2	21	289,217.1	22	2,148,346	21
Las Vegas-Henderson, NV	56,686.1	22	211,343.9	27	1,886,011	23
Detroit, MI	50,668.6	23	267,511.3	23	3,734,090	11
Cleveland, OH	46,960.4	24	208,549.7	28	1,780,673	25
Milwaukee, WI	46,568.2	25	154,785.8	32	1,376,476	35
St. Louis, MO-IL	45,503.8	26	306,165.8	20	2,150,706	20
San Antonio, TX	45,493.5	27	211,928.6	25	1,758,210	26
San Jose, CA	42,491.8	28	211,365.1	26	1,664,496	29
Salt Lake City-West Valley City, UT	40,487.6	29	301,728.0	21	1,021,243	42
Austin, TX	34,740.3	30	150,991.5	33	1,362,416	37
Sacramento, CA	30,292.0	31	165,398.2	29	1,723,634	28
Tampa-St. Petersburg, FL	29,342.4	32	163,408.2	30	2,441,770	17
Orlando, FL	28,023.2	33	156,698.0	31	1,510,516	32
Buffalo, NY	27,437.7	34	94,764.0	40	935,906	46
Charlotte, NC-SC	27,412.8	35	139,614.2	34	1,249,442	38
New Orleans, LA	24,905.4	36	78,952.2	43	899,703	49
Riverside-San Bernardino, CA	23,504.1	37	131,338.2	35	1,932,666	22
Cincinnati, OH-KY-IN	22,820.0	38	120,979.5	36	1,624,827	30
Providence, RI-MA	21,167.5	39	92,741.5	41	1,190,956	39
Tucson, AZ	20,227.8	40	75,306.8	45	843,168	(a)
Columbus, OH	19,023.9	41	73,275.8	48	1,368,035	36
Rochester, NY	17,675.2	42	57,877.3	(a)	720,572	(a)
Hartford, CT	16,912.6	43	103,304.2	38	924,859	47
Kansas City, MO-KS	16,810.1	44	74,431.1	46	1,519,417	31
Virginia Beach, VA	16,543.4	45	110,838.1	37	1,439,666	34
El Paso, TX-NM	16,242.3	46	79,217.7	42	803,086	(a)
Fresno, CA	16,006.1	47	37,496.6	(a)	654,628	(a)
Madison, WI	15,192.9	48	55,133.6	(a)	401,661	(a)
Louisville/Jefferson County, KY-IN	15,112.8	49	57,927.1	(a)	972,546	43
Durham, NC	14,707.8	50	65,540.6	49	347,602	(a)
Albuquerque, NM	13,380.5	(a)	102,267.1	39	741,318	(a)
Jacksonville, FL	12,639.2	(a)	74,227.6	47	1,065,219	40
Nashville-Davidson, TN	9,145.4	(a)	63,489.6	50	969,587	44
Kennewick-Pasco, WA	4,841.7	(a)	76,257.8	44	210,975	(a)

Includes only transit agencies reporting to Federal Transit Administration FY 2011 National Transit Database.

(a) Summed from data reported by individual transit agencies in the Federal Transit Administration 2011 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 2011 National Transit Database see the *2013 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

## Passenger Travel

Transit systems carried over 10 billion unlinked passenger trips and over 50 billion passenger miles for the sixth consecutive year in 2011. 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 each time a passenger boards or alights a transit vehicle during travel while passenger miles measure the total amount of travel.

Table 5: Unlinked Passenger Trips and Passenger Miles by Mode, Millions  
Report Year 2011

Mode of Service	Passenger Trips		Passenger Miles	
	Millions	Percent	Millions	Percent
Bus	5,191	50.3%	20,408	36.4%
Bus Rapid Transit	6	0.1%	23	< 0.1%
Commuter Bus	37	0.4%	984	1.8%
Commuter Rail	466	4.5%	11,427	20.4%
Demand Response	191	1.9%	1,580	2.8%
Ferryboat	80	0.8%	416	0.7%
Heavy Rail	3,647	35.3%	17,317	30.9%
Hybrid Rail	6	0.1%	70	0.1%
Light Rail	436	4.2%	2,203	3.9%
Other Rail Modes (a)	44	0.4%	47	0.1%
Publico	39	0.4%	172	0.3%
Streetcar	43	0.4%	96	0.2%
Transit Vanpool	34	0.3%	1,176	2.1%
Trolleybus	98	0.9%	160	0.3%
Total All Modes	10,319	100.0%	56,077	100.0%

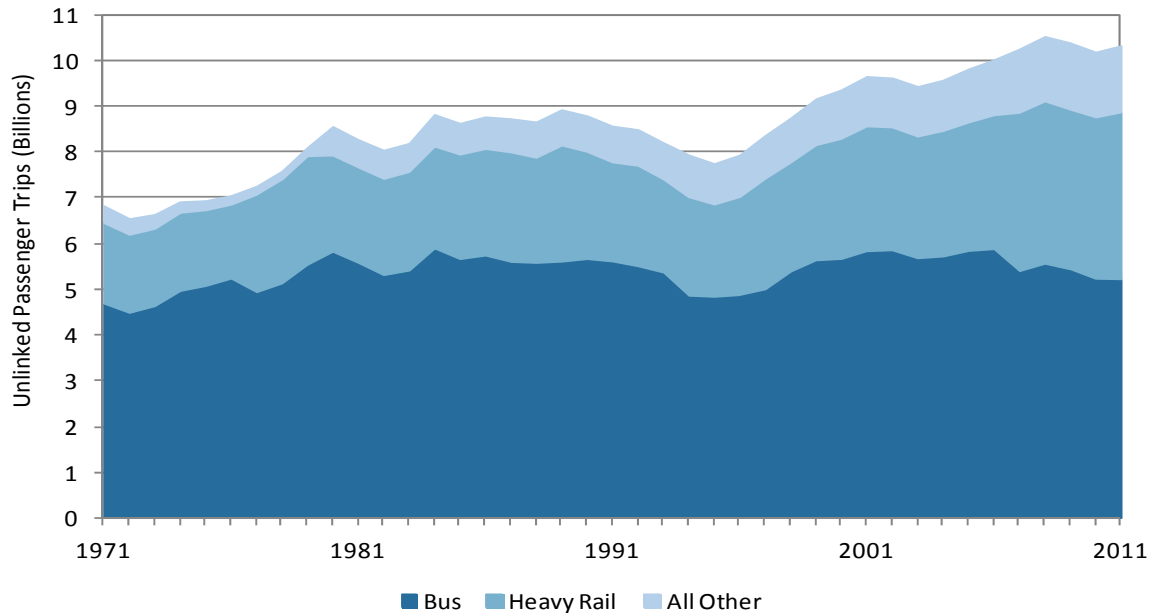
(a) Aerial tramway, automated guideway transit, cable car, inclined plane, and monorail.

Unlinked Passenger Trips by Mode data from 1902 through 2011 can be found in the *2013 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 transfers 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 transfers 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.

Since the early 1970s, public transportation has shown a long-term growth in ridership. Since 1971, as shown in Figure 1, overall transit ridership has grown more than 50 percent. The rate of growth differs significantly among modes of service. Bus ridership has grown 11 percent over that time period while heavy rail and light rail ridership have each 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.

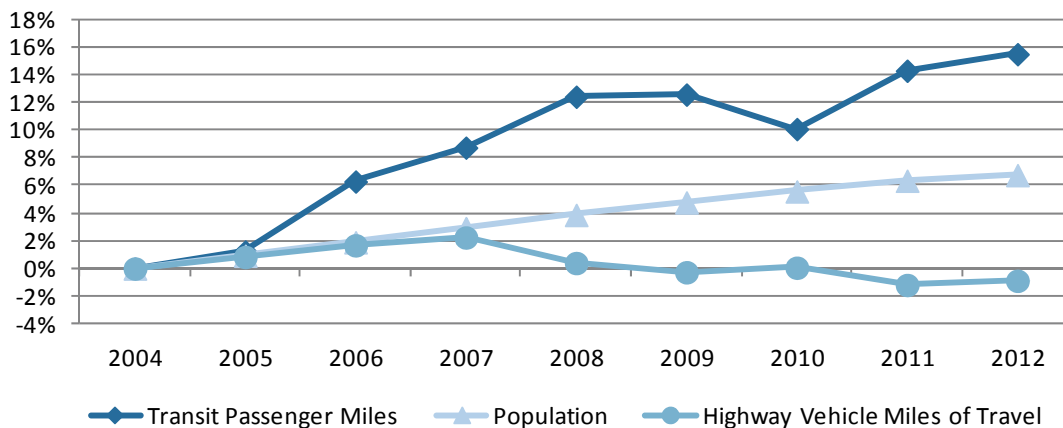
**Figure 1: Transit Ridership Is At Highest Level in Five Decades**



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 like Dallas, Salt Lake City, Phoenix, and Charlotte have built new rail systems from the ground up, dramatically increasing their ridership.

Figure 2 compares transit ridership growth in the short-term to other measures. Over the eight years since 2004, transit passenger miles of travel have increased 15 percent and population the has grown 7 percent, while highway travel has stopped growing.

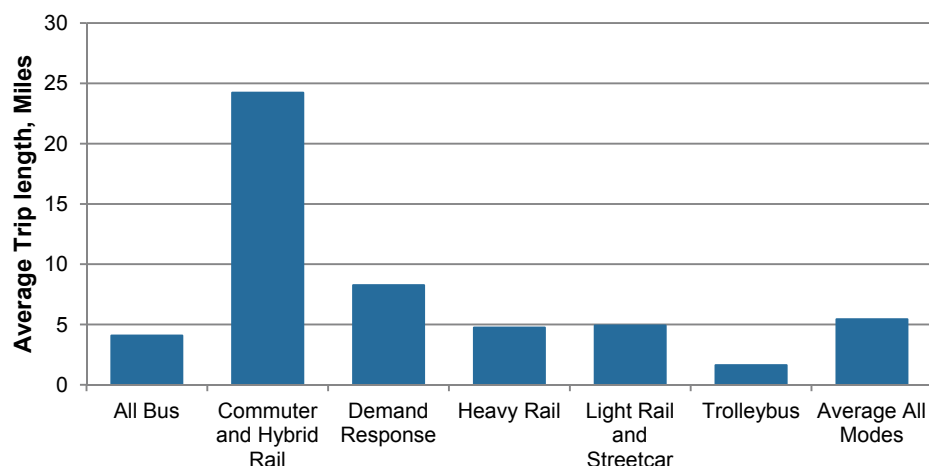
**Figure 2: Since 2004 Transit Use Has Grown More Than Population or Highway Travel**



Sources: Transit Passenger Miles from *APTA Public Transportation Fact Book* for 2004 through 2011 and estimated from *APTA Public Transportation Ridership Report* unlinked trip data for 2012, Population from U.S. Census Bureau, Highway Vehicle Miles of Travel from Federal Highway Administration *Travel Volume Trends*.

The average length of a trip on each transit mode varies. The average commuter rail trip is 24.5 miles, longest of the all transit modes shown on Figure 3; while the average trip on a trolleybus is 1.6 miles, shortest of all transit modes. Transit vanpool has the longest average trip length at 34.6 miles. Trip length is a factor in both trip costs and speed. A longer trip means that a smaller portion of each passenger's trip time is spent boarding and alighting from the transit vehicle, reducing the portion of costs and trip time for those activities.

Figure 3: Average Unlinked Passenger Trip Length, 2011



## Service Provided

In 2011, transit systems in the United States provided 4.8 billion vehicle revenue miles of service; operating transit vehicles for 313 million hours of revenue service. The fastest service was provided by transit vanpool and commuter rail service, which carry passengers on long trips. Heavy rail, because of a right-of-way separate from other traffic, offers service for higher density urban areas. Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as central cities averages 12.7 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 6: Vehicle Miles Operated, Vehicle Hours Operated, and Speed in Transit Service by Mode, Report Year 2011

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	2,339.2	2,030.5	176.9	159.8	12.7
Bus Rapid Transit	2.1	1.9	0.2	0.1	12.7
Commuter Bus	72.2	50.8	2.8	2.0	25.6
Commuter Rail	345.2	316.9	10.9	9.7	32.7
Demand Response	1,611.8	1,393.9	106.4	92.9	15.0
Ferryboat	4.3	4.2	0.4	0.4	9.6
Heavy Rail	654.9	636.3	33.9	31.7	20.0
Hybrid Rail	2.1	2.1	0.1	0.1	23.6
Light Rail	89.2	87.5	5.8	5.6	15.6
Other Rail Modes (a)	5.0	5.0	0.6	0.6	8.1
Publico	40.2	37.8	3.4	3.2	11.9
Streetcar	5.1	5.0	0.6	0.6	8.2
Transit Vanpool	195.0	195.0	5.0	5.0	39.3
Trolleybus	11.6	11.2	1.6	1.6	7.1
<b>Total</b>	<b>5,377.8</b>	<b>4,778.0</b>	<b>348.4</b>	<b>313.4</b>	<b>15.2</b>

(a) Aerial tramway, automated guideway transit, cable car, inclined plane, and monorail.

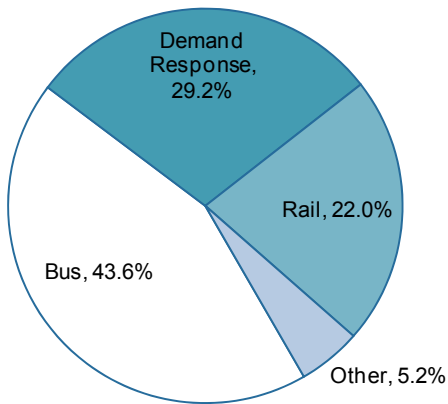
Vehicle mile data by mode from 1926 through 2011; vehicle hour data by mode from 1996 through 2011; and average speed data by mode from 1996 through 2011 can be found in the *2013 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

## Modal Shares of Service Provided and Consumed

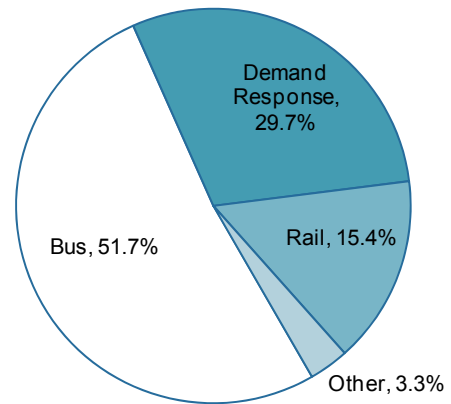
The shares of service provided and service consumed among transit modes vary substantially. The size and capacity of transit vehicles varies from ferryboats carrying over 1,000 passengers down to demand response vehicles which often carry only one or two passengers. The distance passengers are carried by different modes is also a function of speed. Transit vanpools and commuter rail vehicles average over 30 miles per hours while ferryboats and trolley buses operate at less than 10 miles per hour.

Figures 4 through 7 compare the portions of all public transportation service provided and consumed by groups of similar modes. Over one-half of vehicle revenue hours operated are provided by buses, which carry over one-half of all passengers. Because bus passengers take shorter trips and buses operate at lower speeds compared to other modes, they carry less than two-fifths of all passenger miles traveled. Conversely, rail vehicles provide only 15 percent of vehicle revenue hours of service but due to longer and higher speed trips carry 56 percent of all passenger miles traveled on transit.

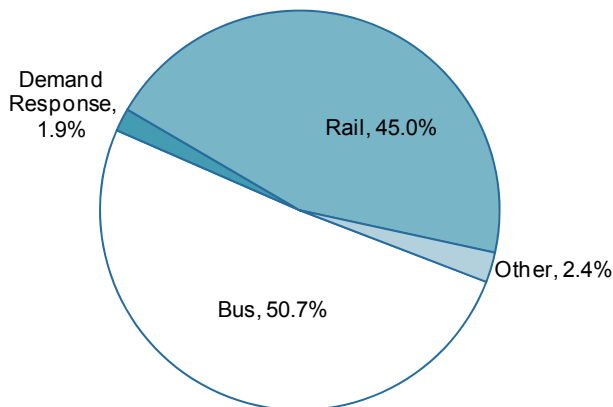
**Figure 4: Vehicle Revenue Miles**



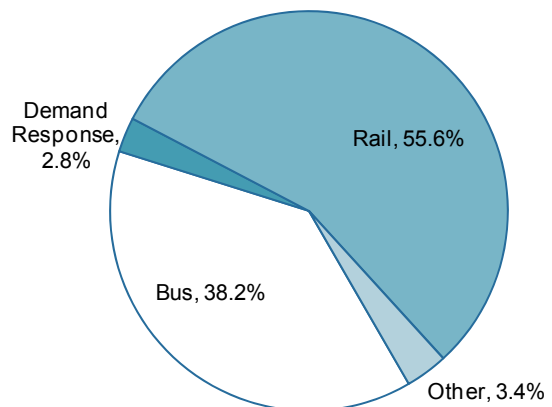
**Figure 5: Vehicle Revenue Hours**



**Figure 6: Unlinked Passenger Trips**



**Figure 7: Passenger Miles**



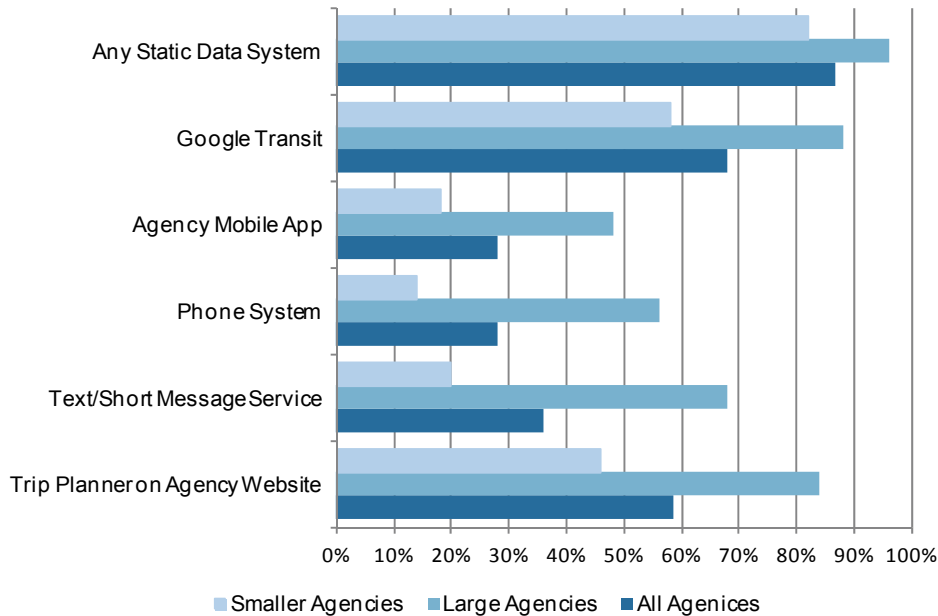
## Customer Information Systems

Transit agencies are developing new technologies to provide customers with information about transit service. A June 2013 survey by the Pew Internet and American Life Project found that over 50 percent of Americans now own smartphones, and APTA-commissioned research shows that 65 percent of millennials have smartphones; clearly more and more transit riders want to have transit information readily available. Real-time data provides transit with a sense of spontaneity and freedom like that once associated with automobiles.

Transit agencies are providing both schedule and real-time data to customers through a variety of platforms as reported on Figure 8. These different platforms help transit riders with access to all different types of technology get the information they need every day.

More than 85 percent of agencies are providing their static data (schedules/routes/fares) to customers in some electronic manner. Sixty-eight percent of agencies responding to APTA provide data for Google Transit directions, and nearly 60 percent have a trip planner on their website. Around one-third of those respondents provide this information via text message, and around 28 percent have an automated phone system or a mobile app created by their agency.

**Figure 8: Information Systems for Riders:  
Availability of Static Data**

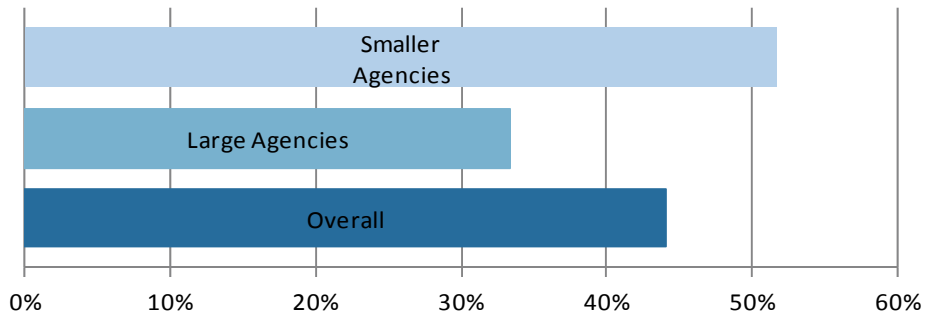


As expected, smaller agencies (those with fewer than 25 million annual unlinked trips) are less likely to provide these services to customers, but 58 percent participate in Google Transit, and over 80 percent of these smaller agencies provide one of these services to customers. Eighty-eight percent of large agencies participate in Google Transit.

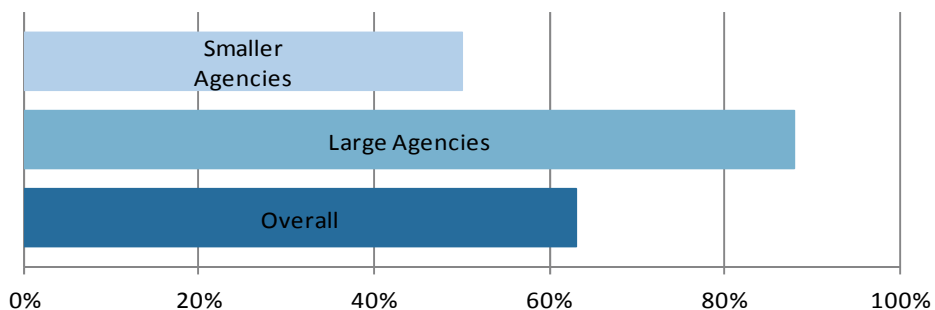
Transit agencies often contract with outside vendors who have the experience in setting up and maintaining the IT systems for providing data to customers. Smaller agencies are more likely to have limits placed on their use of the data for these products as shown on Figure 9.

Overall, as reported on Figure 10, nearly two-thirds of agencies said that they make their static data available to third-party apps. Large agencies were more likely to encourage third-party activities – 88 percent of those agencies make their data available. Making data available to third-party apps helps transit riders have a wide variety of tools on different platforms that they can use to access transit agency service information.

**Figure 9: Percent of Systems with Proprietary Limits on Base Data**



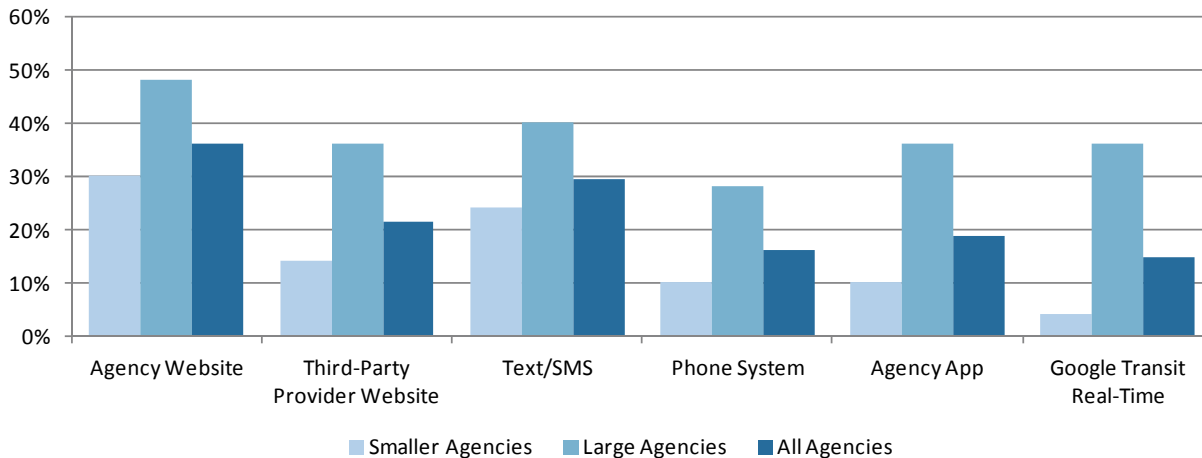
**Figure 10: Percent of Systems with Static Data Available to 3rd-Party Apps**



Over half of all the transit agencies surveyed provide arrival times to customers. Over two-thirds (68%) of large agencies provide arrival times in some format. A large portion of transit agencies is now using their AVL systems for new applications like providing real-time information to their customers.

Across the board, large agencies were more likely to provide customer facing arrival times as indicated above, but there are interesting gaps indicated below. Figure 11 shows that large agencies are more likely to provide arrival times across all formats, and especially hold an edge in participating in Google Transit real-time arrival information. Providing a wide variety of ways to access arrival times helps to serve the entire spectrum of transit customers.

**Figure 11: Percent of Systems with Arrival Time Formats**





## Vehicles

U.S. transit systems operated 141,448 railcars, buses, and vans in a typical peak period during 2011, out of a total of 175,258 vehicles available for service. Bus service has the largest fleet of vehicles, with 67,288 vehicles available for peak service, while demand response service vehicles are a close second, with 65,336 vehicles available for peak service. The heavy rail fleet of 11,342 vehicles is the largest rail vehicle fleet. Table 7 provides information on the number of public transportation vehicles.

Table 7: Revenue Vehicles by Mode  
Report Year 2011

Mode	Vehicles Available for Maximum Service		Vehicles Used in Maximum Period Service	
	Number	Percent	Number	Percent
Bus	67,288	38.4%	53,805	38.0%
Bus Rapid Transit	80	< 0.1%	59	< 0.1%
Commuter Bus	1,807	1.0%	1,400	1.0%
Commuter Rail	7,193	4.1%	6,198	4.4%
Demand Response	65,336	37.3%	53,648	37.9%
Ferryboat	184	0.1%	148	0.1%
Heavy Rail	11,342	6.5%	9,089	6.4%
Hybrid Rail	44	< 0.1%	29	< 0.1%
Light Rail	1,986	1.1%	1,338	0.9%
Other Rail Modes (a)	282	0.2%	185	0.1%
Publico	5,624	3.2%	3,259	2.3%
Streetcar	271	0.2%	174	0.1%
Transit Vanpool	13,342	7.6%	11,713	8.3%
Trolleybus	479	0.3%	403	0.3%
<b>Total</b>	<b>175,258</b>	<b>100.0%</b>	<b>141,448</b>	<b>100.0%</b>

Revenue vehicles by mode data from 1926 through 2011 can be found in the 2013 *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 vehicle. As reported on Table 8, 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, but also extends the age at which they may be replaced.

Table 8: Vehicle Characteristics by Mode  
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, All Modes	8.0	35.6%	12	99.8%	5.0%	40.4
Commuter and Hybrid 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
Ferryboat	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 and Streetcar	16.6	98.4%	25	88.2%	28.4%	81.7
Other Rail Modes	57.4	58.4%	25	59.4%	7.5%	35.7
Transit Vanpool	4.3	2.8%	4	5.5%	0.0%	17.5
Trolleybus	9.9	100.0%	15	100.0%	9.4%	44.9
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.

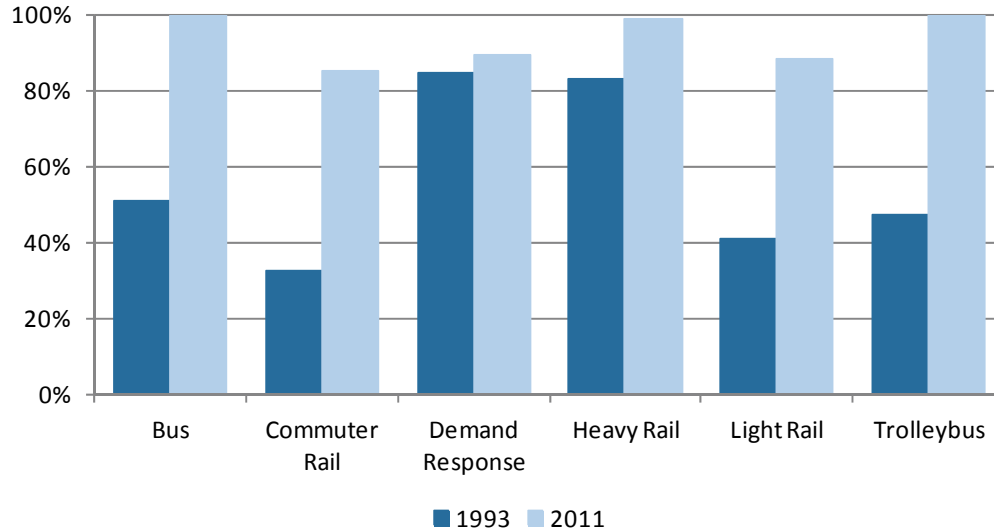
(b) Federal requirement for "Minimum Useful Life" in *FTA C 9300.1B Capital Investment Program Guidance and Application Instruction*, at [www.fta.dot.gov](http://www.fta.dot.gov).

(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 2013 *Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

**Figure 12: Increase of Transit Vehicle Accessibility, 1993-2011**



As shown on Figure 12, 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 9: Vehicle Equipment by Mode as of January 2011**

Type of Equipment	Bus, All Modes	Commuter and Hybrid Rail	Heavy Rail	Light Rail and Streetcar	Ferryboat
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%
Wi-Fi	1.4%	6.8%	1.4%	0.0%	13.0%
Electrical Outlets	1.7%	19.6%	0.0%	8.0%	52.2%

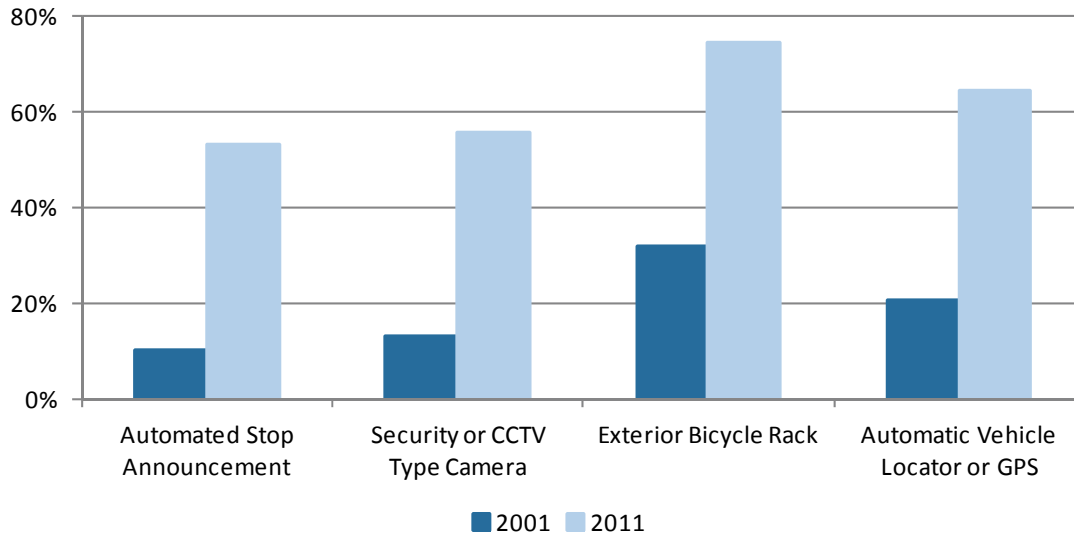
NA = Not Applicable

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 *2013 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 bring 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 13: 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 13, enhanced amenities to improve passengers' trips include an increase in buses equipped with automated stop announcements from 10 percent to 53 percent in 10 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 improve the 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, road 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 10 reports the percentage of vehicles powered by different fuels at the beginning of 2011.

**Table 10: Vehicle Power Sources by Mode  
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%
Ferryboat	---	54.5%	45.5%	---	---	---	100.0%
Heavy Rail	100.0%	---	---	---	---	(a) >0.0%	100.0%
Light Rail	98.4%	1.6%	---	---	---	---	100.0%
Other Rail Modes	58.4%	---	---	---	---	(a) 41.6%	100.0%
Transit Vanpool	---	3.1%	0.3%	93.8%	0.1%	2.7%	100.0%
Trolleybus	93.7%	---	---	---	---	(b) 6.3%	100.0%

(a) Unpowered vehicles.

(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 2013 *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 11 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, while 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 11: Rail Track Miles and Directional Route Miles, Report Year 2011 (a)

Mode	Miles of Track (a)						Directional Route Miles (a)
	At Grade	Elevated on Structure	Elevated on Fill	Open-Cut	Subway	Total	
Cable Car	8.8	---	---	---	---	8.8	8.8
Commuter Rail	7,647.3	79.6	460.1	68.3	40.4	8,295.7	8,536.3
Heavy Rail	782.3	506.1	113.4	69.0	800.4	2,271.2	1,617.2
Hybrid Rail	170.7	1.5	0.8	0.0	0.0	173.0	207.2
Inclined Plane	1.8	---	---	---	---	1.8	2.8
Light Rail	1,068.2	137.3	75.0	52.6	80.8	1,413.9	1,397.5
Monorail/Automated Guideway	---	19.5	---	---	---	19.5	18.6
Streetcar	254.9	0.1	0.2	0.0	5.0	260.2	135.7
All Rail Modes	9,934.0	744.1	649.5	189.9	926.6	12,444.1	11,924.2

(a) Summary Data from 2011 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 2011 can be found in the 2013 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 over nearly 5,000 miles of exclusive and controlled right-of-way directional route miles, over 40 percent of the amount of rail directional route miles. Bus and ferryboat lane and directional route miles are reported on Table 12.

Table 12: Bus and Ferryboat Lane Miles and Directional Route Miles, Report Year 2011 (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	1,110.8	1,071.5	1,177.9	1,046.5	158,940.1
Bus Rapid Transit	12.0	1.2	12.0	1.2	70.3
Commuter Bus	455.9	174.2	474.5	159.4	10,087.4
Ferryboat	0.0	0.0	675.0	0.0	0.0
Trolleybus	128.1	0.0	4.5	0.0	451.4
Total Non-Rail Modes	2,206.1	2,229.3	2,882.0	2,149.5	227,015.7

(a) Summary Data from 2011 National Transit Database; includes systems reporting to the National Transit Database only. Bus and Ferryboat Lane Miles and Directional Route Miles data by mode from 2002 through 2011 can be found in the 2013 Public Transportation Fact Book, Appendix A: Historical Tables at [www.apta.com](http://www.apta.com).

Approximately one-third of the 4,680 passenger stations in urbanized areas are multi-modal. As shown on Table 13, 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, ferryboat 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 13: Passenger Stations by Mode, Report Year 2011 (a)**

Mode	Number of Stations			Number of Escalators	Number of Elevators
	Total	ADA Accessible	Multimodal		
Bus	1,247	1,239	308	155	348
Bus Rapid Transit	54	54	2	5	2
Commuter Bus	71	71	18	82	51
Commuter Rail	1,229	812	569	178	455
Ferryboat	87	82	14	7	13
Heavy Rail	1,041	530	232	1,785	1,193
Hybrid Rail	49	49	42	0	1
Inclined Plane	8	7	0	0	2
Light Rail	761	691	290	197	332
Monorail/Automated Guideway	43	42	3	51	39
Street Car Rail	85	41	7	1	4
Trolleybus	5	5	1	0	0
<b>Total</b>	<b>4,680</b>	<b>3,623</b>	<b>1,486</b>	<b>2,461</b>	<b>2,440</b>

(a) Summary Data from 2011 National Transit Database; includes systems reporting to the National Transit Database only. Passenger Stations data by mode from 2002 through 2011 can be found in the 2013 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. Table 14 reports that transit agencies in urbanized areas operate over 1,600 maintenance facilities to ensure their vehicles are ready to provide service.

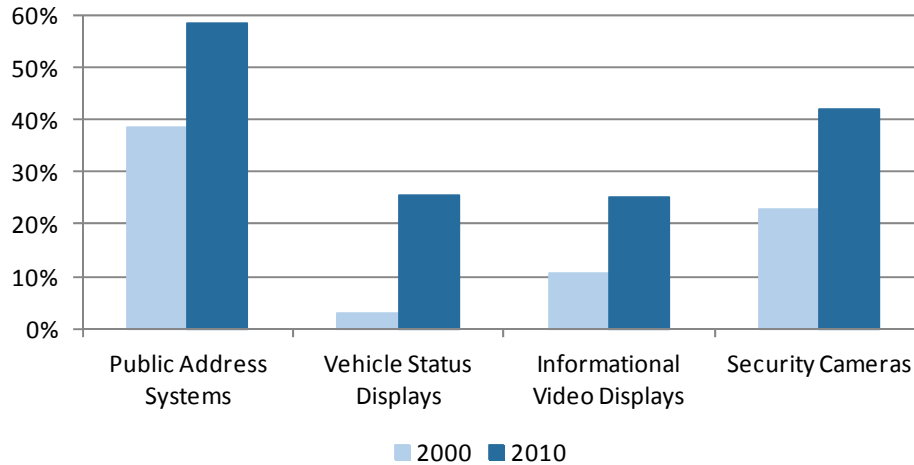
**Table 14: Maintenance Facilities by Mode, Report Year 2011 (a)**

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	680.3	94.8	17.4	792.5	30.6	823.1
Bus Rapid Transit	2.3	0.1	0.0	2.4	0.0	2.4
Cable Car	1.0	0.0	0.0	1.0	0.0	1.0
Commuter Bus	31.1	2.1	0.0	33.2	0.0	33.2
Commuter Rail	59.0	7.0	7.0	73.0	15.9	88.9
Demand Response	469.5	14.0	5.4	488.9	2.4	491.3
Ferryboat	15.0	0.0	0.0	15.0	1.0	16.0
Heavy Rail	28.6	8.0	12.0	48.6	11.3	59.9
Hybrid Rail	6.0	0.0	0.0	6.0	1.0	7.0
Light Rail	33.4	1.0	0.0	34.4	4.3	38.7
Monorail/Automated Guideway	4.0	0.0	0.0	4.0	0.0	4.0
Street Car Rail	9.3	0.0	0.0	9.3	1.5	10.8
Transit Vanpool	20.3	0.0	2.2	22.5	0.0	22.5
Trolleybus	4.0	1.0	0.0	5.0	0.0	5.0
<b>Total</b>	<b>1,363.8</b>	<b>128.0</b>	<b>44.0</b>	<b>1,535.8</b>	<b>68.0</b>	<b>1,603.8</b>

(a) Summary Data from 2011 National Transit Database; includes systems reporting to the National Transit Database only. Maintenance Facilities data by mode from 2002 through 2011 can be found in the 2013 Public Transportation Fact Book, Appendix A: Historical Tables at [www.apta.com](http://www.apta.com).

Figure 14 depicts the increased prevalence of electronic devices in passenger stations for better passenger information and 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 in 2000. The percentages of stations with these amenities by mode are shown on Table 15.

**Figure 14: Growth in Percentage of Passenger Stations with Electronic Amenities, 2000-2010**



**Table 15: 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 *2013 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 them arrive at stations as passengers in private vehicles. To accommodate drivers, transit agencies provide parking at their stations. Nearly 850,000 all day spaces offer commuter parking at transit stations and an additional 17,770 spaces offer short-term parking for quicker trips. Nearly 35,000 spaces in racks or storage facilities are also provided for bicycles. Table 16 reports the number of these types of parking spaces by mode.

Table 16: 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 *2013 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

## Employees

In 2011, the transit industry employed 387,152 operating employees and 10,779 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 of \$14.3 billion and received benefits of \$10.6 billion, for a total compensation of \$24.9 billion.

Table 17: Employees by Mode and Function  
Report Year 2011

Mode	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Operating Total	Capital	Total
Bus	130,113	33,651	7,223	18,171	189,158	2,053	191,210
Bus Rapid Transit	150	35	9	19	213	8	221
Commuter Bus	2,786	759	144	393	4,082	27	4,109
Commuter Rail	10,275	8,186	6,414	2,815	27,689	2,706	30,396
Demand Response	77,581	7,268	2,051	11,187	98,087	146	98,233
Ferryboat	3,046	465	235	439	4,186	135	4,321
Heavy Rail	19,393	9,315	16,114	4,540	49,362	4,839	54,202
Hybrid Rail	48	38	30	13	130	13	142
Light Rail	4,253	2,039	2,229	1,069	9,590	735	10,325
Other Rail Modes	523	486	316	299	1,623	36	1,659
Streetcar	434	220	76	64	793	51	844
Transit Vanpool	73	74	11	349	508	2	511
Trolleybus	1,165	308	128	130	1,730	28	1,759
Total	249,840	62,845	34,980	39,487	387,152	10,779	397,931

NR = Not Reported

Employees by mode data from 1931 through 2011 can be found in the *2013 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 17. Table 18 reports the jobs supported by transit calculated from the *Economic Impact of Public Transportation Investment* by Glen Weisbrod and Arlee Reno, 2009. As shown on Table 18, 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 who 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 30,000 jobs and \$1 billion in average transit agency spending would support 36,000 jobs. Transit spending in 2011, \$17.1 billion for capital investment and \$38.4 billion for operations, supports nearly 2 million jobs based on the rates in their analysis.

Table 18: Jobs Supported by Transit Expenditures  
Report Year 2011

Category of Job	Total Transit Expenditures, Billions of Dollars		Jobs Supported per \$1 Billion Dollars (a)		Total Jobs Supported by RY 2011 Transit Spending		
	Capital	Operating	Capital	Operating	Capital	Operating	Total
Direct Jobs	---	---	8,202	21,227	139,902	814,312	954,215
Indirect Jobs	---	---	7,875	2,934	134,325	112,554	246,879
Induced Jobs	---	---	7,711	16,979	131,527	651,350	782,877
<b>Total Spending/Jobs</b>	<b>17.1</b>	<b>38.4</b>	<b>23,788</b>	<b>41,140</b>	<b>405,754</b>	<b>1,578,217</b>	<b>1,983,971</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 as described on Table 19. 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 \$3.60 per gallon, the 4 billion gallons of gasoline saved annually saves the US consumer \$14.4 billion per year.

Table 19: Energy and Emission Benefits from Public Transportation

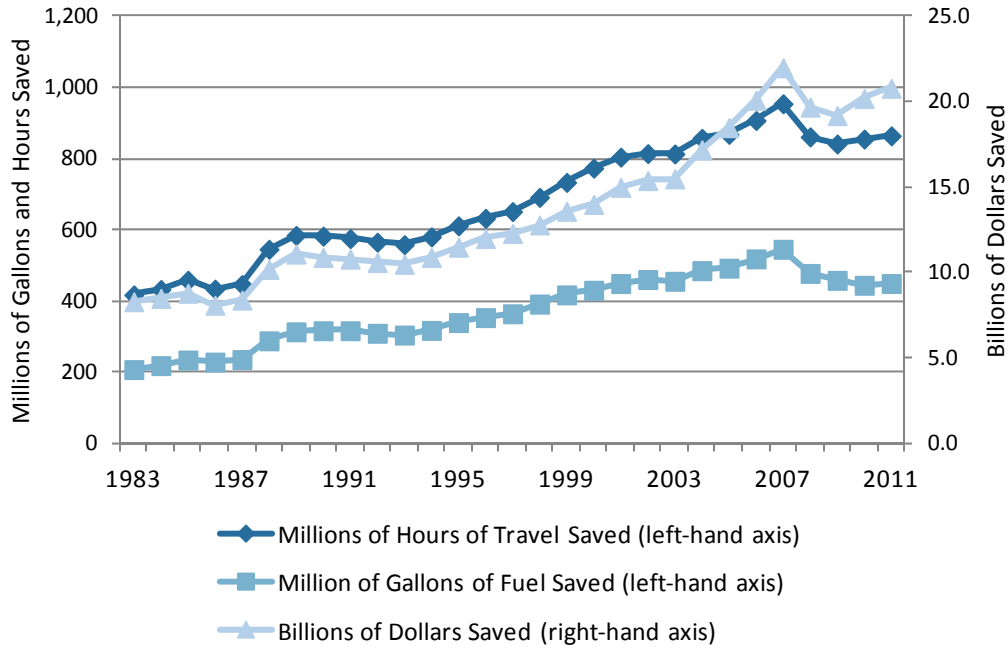
Changes in Fuel Use Due To Public Transportation	Total Energy Savings (Billion Gallons of Gasoline Equivalent)	Carbon Dioxide Emission Reductions (Million Metric Tons)
Reduction Directly from Riding Public Transportation as Replacement of Private Vehicle Miles, Gross	1.80	16.2
(Less Fuel Currently Used 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 15, transit's impact on reducing congestion has also resulted in significant savings for drivers and their communities. Without transit, drivers would have used 450 million more gallons of gasoline because of added roadway congestion during 2011. Drivers would have been stuck in traffic an additional 865 million hours if there were no transit. Overall, the costs of congestion to drivers would have been an additional \$20.8 billion if there had been no transit service. The leveling off of transit benefits since 2007 results from the decline in roadway vehicle miles of travel over that period which was described on Figure 2 on Page 11.



Figure 15: Growth of Transit Congestion Savings



Source: 2012 Urban Mobility Report, Texas Transportation Institute, Texas A&M University, see <http://mobility.tamu.edu/ums/>

Transit vehicles used a total of 6.59 billion kilowatt hours of electricity for propulsion power in RY 2011 and 1,018 million gallons of fossil fuels as reported on Table 20.

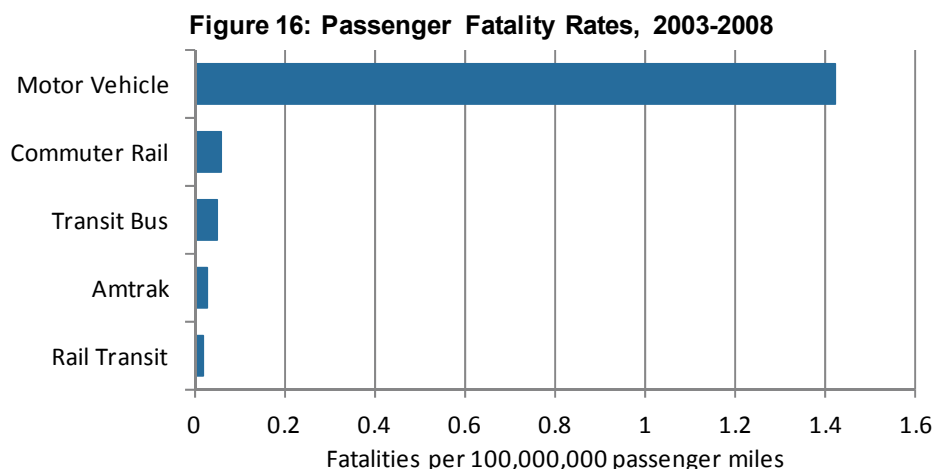
Table 20: Vehicle Fuel Consumption by Mode of Service Report Year 2011

Mode	Electricity (Millions of Kilowatt Hours)	Fossil Fuels (Millions of Gallons)						Total
		Diesel Fuel	Gasoline	LNG and Blends	CNG and Blends	Biodiesel	Other	
Bus	1.1	440.1	8.8	21.6	130.4	51.0	4.0	655.9
Bus Rapid Transit	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Commuter Bus	0.0	14.5	0.1	0.0	0.7	0.1	0.0	15.3
Commuter Rail	1,813.1	93.9	0.0	0.0	0.0	1.2	0.0	95.1
Demand Response	0.0	63.4	117.8	0.0	4.0	10.7	0.8	196.8
Ferryboat	0.0	36.4	0.0	0.0	0.0	0.3	0.0	36.8
Heavy Rail	3,853.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hybrid Rail	0.0	1.1	0.0	0.0	0.0	0.1	0.0	1.2
Light Rail	750.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Rail	67.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Publico	0.0	0.0	3.4	0.0	0.0	0.0	0.0	3.4
Streetcar	39.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transit Vanpool	0.0	0.0	12.8	0.0	0.0	0.0	0.0	12.9
Trolleybus	61.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total</b>	<b>6,585.7</b>	<b>649.9</b>	<b>142.9</b>	<b>21.6</b>	<b>135.1</b>	<b>63.4</b>	<b>4.8</b>	<b>1,017.8</b>

Vehicle Fuel Consumption data by mode from 1945 through 2011 can be found in the 2013 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 16.



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

## Capital and Operating Expenses

In 2011, total public transit expenditures were \$55.4 billion, with \$38.4 billion spent for operations and \$17.1 billion spent on capital investments. Heavy rail investments are the largest modal capital expenditures, at \$5.5 billion, followed by bus capital investments, at \$4.7 billion. The largest type of capital investment was for guideways, at \$5.4 billion, followed by vehicles, at \$4.7 billion. Capital expenditures by mode and type are reported on Table 21.

Table 21: Capital Expense by Mode and Type, Millions of Dollars  
Report Year 2011

Type	All Bus	Commuter and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus	Other	Total	% of Total
Guideway	228.8	979.4	0.0	1,927.9	2,232.1	16.9	2.9	5,388.1	31.6%
Passenger Stations	451.0	418.1	5.0	1,815.8	429.8	0.6	115.3	3,235.5	19.0%
Administrative Buildings	176.2	7.9	39.8	18.3	5.9	0.0	1.9	250.1	1.5%
Maintenance Facilities	676.8	122.4	39.3	129.3	130.5	0.0	10.5	1,108.9	6.5%
<i>Facilities Subtotal</i>	<i>1,532.8</i>	<i>1,527.9</i>	<i>84.1</i>	<i>3,891.4</i>	<i>2,798.3</i>	<i>17.6</i>	<i>130.6</i>	<i>9,982.6</i>	<i>58.5%</i>
Rolling Stock	2,543.9	741.1	506.4	442.4	270.2	4.4	235.6	4,743.7	27.8%
Service Vehicles	30.7	10.2	2.6	17.2	20.0	0.0	1.2	81.9	0.5%
<i>Rolling Stock Subtotal</i>	<i>2,574.6</i>	<i>751.3</i>	<i>509.0</i>	<i>459.4</i>	<i>290.3</i>	<i>4.4</i>	<i>236.8</i>	<i>4,825.6</i>	<i>28.3%</i>
Fare Revenue									
Collection Equipment	102.3	11.1	1.1	21.4	21.1	2.9	5.9	165.7	1.0%
Communication and Information Systems	290.4	169.9	64.8	670.6	140.4	1.5	13.6	1,351.2	7.9%
Other	185.4	50.2	34.9	431.6	12.8	0.4	16.7	732.0	4.3%
<i>All Other Subtotal</i>	<i>578.1</i>	<i>231.1</i>	<i>100.8</i>	<i>1,123.6</i>	<i>174.3</i>	<i>4.8</i>	<i>36.3</i>	<i>2,249.0</i>	<i>13.2%</i>
<b>Total</b>	<b>4,685.5</b>	<b>2,510.2</b>	<b>693.9</b>	<b>5,474.3</b>	<b>3,262.9</b>	<b>26.8</b>	<b>403.7</b>	<b>17,057.1</b>	<b>100.0%</b>
% of Total	27.5%	14.7%	4.1%	32.1%	19.1%	0.2%	2.4%	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 2011 can be found in the 2013 *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. Operating expenses by mode and function are shown on Table 22 and by mode and object class on Table 23. Operating and capital expenses are totaled by mode on Table 24.

**Table 22: Operating Expense by Mode and Function Class, Millions of Dollars**  
Report Year 2011

Mode	Vehicle Operations	Vehicle Maintenance	Non-Vehicle Maintenance	General Administration	Purchased Transportation	Total	% of Total
Bus	10,244.1	3,456.2	792.9	2,909.9	1,623.6	19,026.5	49.6%
Bus Rapid Transit	11.6	3.5	0.9	3.8	1.1	21.0	0.1%
Commuter Bus	108.9	39.8	7.6	40.2	113.5	310.0	0.8%
Commuter Rail	1,733.2	1,017.1	747.3	669.3	588.9	4,755.7	12.4%
Demand Response	1,441.6	301.5	48.6	578.3	2,383.5	4,753.5	12.4%
Ferryboat	334.5	86.7	35.2	78.3	53.3	588.0	1.5%
Heavy Rail	2,922.1	1,159.3	1,584.2	948.8	54.7	6,669.1	17.4%
Hybrid Rail	7.4	4.5	4.1	6.8	35.0	57.6	0.2%
Light Rail	526.6	279.7	250.5	260.4	87.3	1,404.5	3.7%
Other Rail	66.5	54.6	36.5	46.7	10.3	214.6	0.6%
Publico	0.0	0.0	0.0	1.1	55.2	56.3	0.1%
Streetcar	41.9	20.7	8.0	21.6	16.4	108.5	0.3%
Transit Vanpool	33.8	12.5	1.7	56.0	60.1	164.0	0.4%
Trolleybus	117.8	44.8	16.8	53.2	0.0	232.6	0.6%
<b>Total</b>	<b>17,589.8</b>	<b>6,481.0</b>	<b>3,534.2</b>	<b>5,674.1</b>	<b>5,083.0</b>	<b>38,362.1</b>	<b>100.0%</b>
% of Total	45.9%	16.9%	9.2%	14.8%	13.3%	100.0%	---

Operating expense data from 1932 through 2011 can be found in the *2013 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

**Table 23: Operating Expense by Mode and Object Class, Millions of Dollars**  
Report Year 2011

Type	Salaries and Wages	Fringe Benefits	Services	Materials and Supplies	Utilities	Casualty and Liability	Other	Purchased Transportation	Total	% of Total
Bus	7,475.8	5,432.2	1,132.6	2,598.1	230.6	510.6	23.2	1,623.6	19,026.5	49.6%
Bus Rapid Transit	8.0	6.0	2.3	3.1	0.2	0.4	-0.2	1.1	21.0	0.1%
Commuter Bus	73.1	36.7	19.4	40.5	2.9	5.6	18.3	113.5	310.0	0.8%
Commuter Rail	1,594.0	1,288.9	435.7	571.9	321.5	118.8	-164.0	588.9	4,755.7	12.4%
Demand Response	987.8	534.6	245.7	383.2	35.3	115.2	68.2	2,383.5	4,753.5	12.4%
Ferryboat	206.3	80.2	45.2	156.9	6.6	27.5	12.0	53.3	588.0	1.5%
Heavy Rail	3,218.1	2,675.9	370.2	427.8	562.8	173.0	-813.5	54.7	6,669.1	17.4%
Hybrid Rail	4.6	3.4	7.2	2.1	0.6	2.6	2.3	35.0	57.6	0.2%
Light Rail	509.2	357.9	208.5	105.6	105.3	26.3	4.4	87.3	1,404.5	3.7%
Other Rail	86.7	49.1	31.4	23.7	7.5	4.9	1.1	10.3	214.6	0.6%
Publico	0.1	0.0	0.9	0.0	0.0	0.0	0.0	55.2	56.3	0.1%
Streetcar	38.4	37.2	8.5	4.9	4.7	5.7	-7.2	16.4	108.5	0.3%
Transit Vanpool	20.7	10.7	14.6	31.3	2.2	10.3	14.2	60.1	164.0	0.4%
Trolleybus	108.4	84.5	22.2	15.0	5.0	6.0	-8.5	0.0	232.6	0.6%
<b>Total</b>	<b>14,331.2</b>	<b>10,597.3</b>	<b>2,544.5</b>	<b>4,364.0</b>	<b>1,285.0</b>	<b>1,006.7</b>	<b>-849.6</b>	<b>5,083.0</b>	<b>38,362.1</b>	<b>100.0%</b>
% of Total	37.4%	27.6%	6.6%	11.4%	3.3%	2.6%	-2.2%	13.3%	100.0%	---

Operating Expense data from 1932 through 2011 can be found in the *2013 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

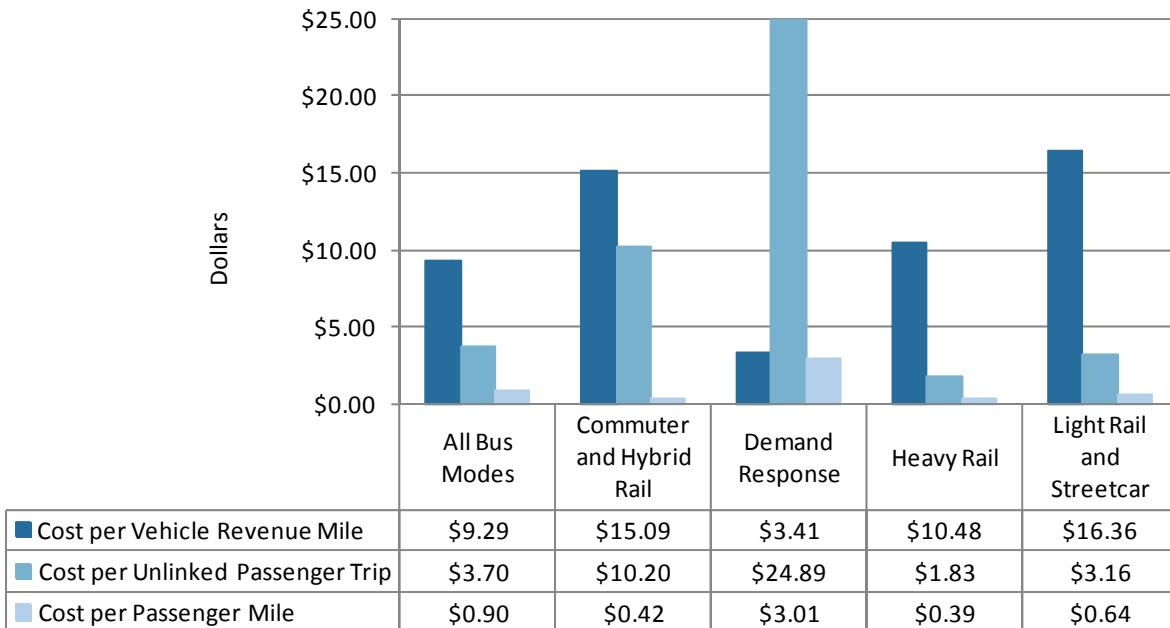
**Table 24: Total Expense by Mode, Millions of Dollars  
Report Year 2011**

Type	Operating Expenditures		Capital Expenditures		Total Expenditures	
	Millions of Dollars	Percent	Millions of Dollars	Percent	Millions of Dollars	Percent
Bus	19,026.5	49.6%	4,425.6	25.9%	23,452.2	42.3%
Bus Rapid Transit	21.0	0.1%	59.9	0.4%	80.9	0.1%
Commuter Bus	310.0	0.8%	199.9	1.2%	509.9	0.9%
Commuter Rail	4,755.7	12.4%	2,498.4	14.6%	7,254.1	13.1%
Demand Response	4,753.5	12.4%	693.9	4.1%	5,447.4	9.8%
Ferryboat	588.0	1.5%	314.6	1.8%	902.6	1.6%
Heavy Rail	6,669.1	17.4%	5,474.3	32.1%	12,143.4	21.9%
Hybrid Rail	57.6	0.2%	11.8	0.1%	69.4	0.1%
Light Rail	1,404.5	3.7%	3,226.5	18.9%	4,631.0	8.4%
Other Rail	214.6	0.6%	37.0	0.2%	251.5	0.5%
Publico	56.3	0.1%	0.0	0.0%	56.3	0.1%
Streetcar	108.5	0.3%	36.4	0.2%	144.9	0.3%
Transit Vanpool	164.0	0.4%	52.1	0.3%	216.2	0.4%
Trolleybus	232.6	0.6%	26.8	0.2%	259.4	0.5%
<b>Total</b>	<b>38,362.1</b>	<b>100.0%</b>	<b>17,057.1</b>	<b>100.0%</b>	<b>55,419.2</b>	<b>100.0%</b>

Expense data from 1932 through 2011 can be found in the *2013 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

It is apparent when looking at Figure 17 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 mode 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 more expensive because demand response vehicles may 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 influenced by different characteristics of vehicle size and speed, and passenger trip lengths.

**Figure 17: Comparative Operating Cost Among Modes, 2011**



## CAPITAL AND OPERATING EXPENSES/CAPITAL AND OPERATING FUNDING

Transit expenditures have a positive impact on the communities in which they operate and those areas in which companies that provide transit agencies with products and services are located. Table 25 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 25: 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	\$3.00	\$3.80	\$3.50
Gross Domestic Product - Value Added in Billions of Dollars	\$1.50	\$2.00	\$1.80
Labor Income in Billions of Dollars	\$1.10	\$1.80	\$1.60
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 reported only as government funds in the National Transit Database. 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 54 percent of all funding. The federal role is more significant for the capital program, providing 43 percent of capital funds compared to 10 percent of operating funds. Funding amounts by source and type are reported on Table 26.

Table 26: Funding Sources  
Report Year 2011

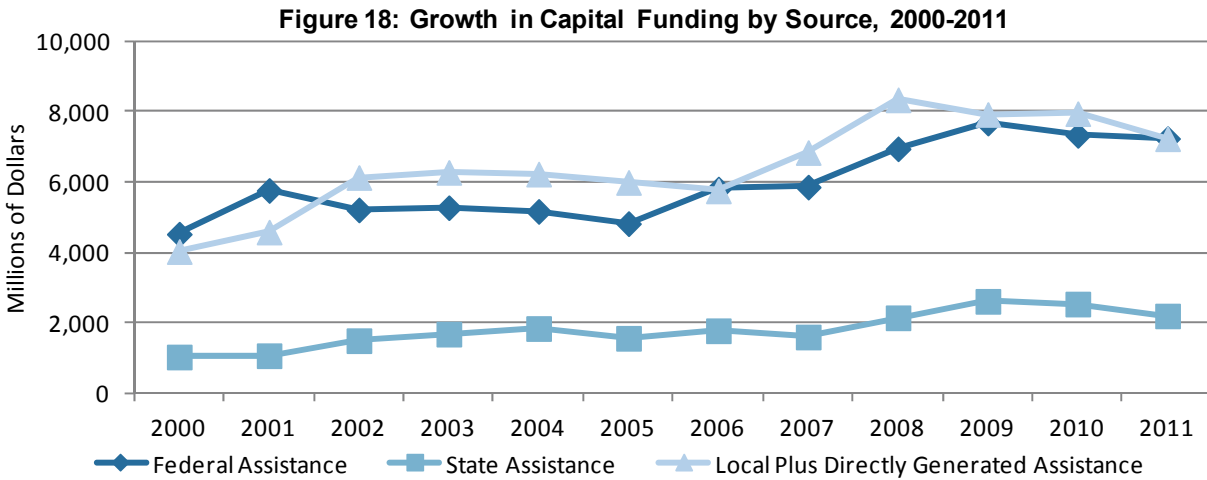
Type	Transit Agency Funds			Government Funds					Total Funds
	Passenger Fares	Other Earnings	Total	Directly Generated	Local	State	Federal	Total	
Capital Funding, Millions of Dollars	---	---	---	4,122.0	3,116.3	2,198.9	7,245.8	16,683.0	16,683.0
Percent of Capital Funding	---	---	---	24.7%	18.7%	13.2%	43.4%	100.0%	100.0%
Operating Funding, Millions of Dollars	13,557.6	2,044.0	15,601.6	2,563.2	9,068.9	10,048.0	4,028.4	25,708.5	41,310.1
Percent of Operating Funding	32.8%	4.9%	37.8%	6.2%	22.0%	24.3%	9.8%	62.2%	100.0%
Total Funding, Millions of Dollars	13,557.6	2,044.0	15,601.6	6,685.2	12,185.2	12,246.9	11,274.2	42,391.5	57,993.1
Percent of Total Funding	23.4%	3.5%	26.9%	11.5%	21.0%	21.1%	19.4%	73.1%	100.0%

Funding sources data from 1926 through 2011 can be found in the *2013 Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

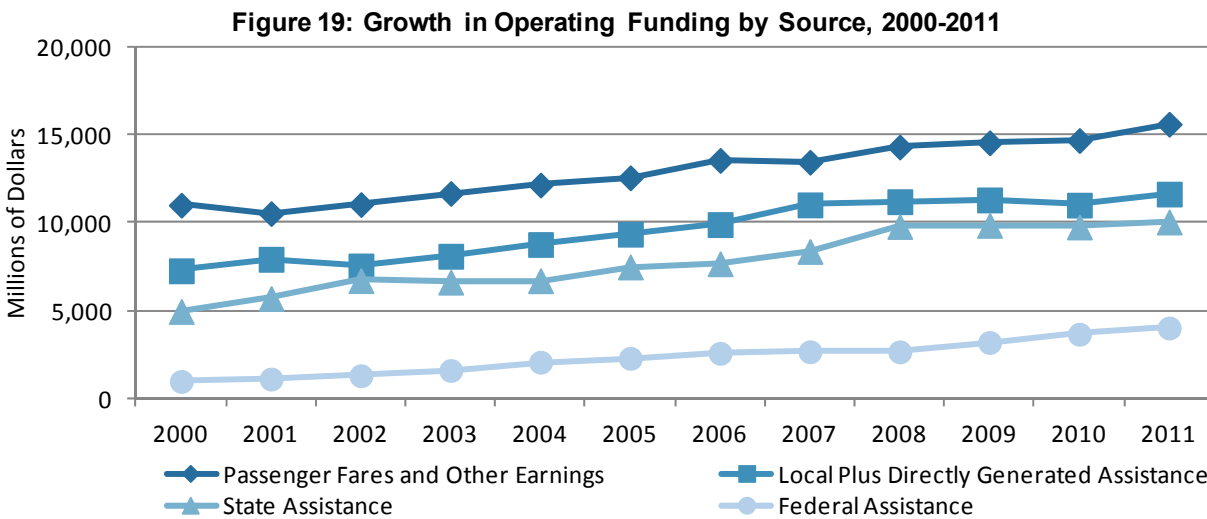
Transit funding from government agencies is properly called financial assistance. Transit agencies receive financial assistance because the major portion of transit benefits accrue to the community, not to the transit rider. Drivers and

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 other 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.

Figure 18 reports the change in funding sources for capital over the past decade and Figure 19 reports the change in funding sources for operations. Federal capital funds increased \$4.5 billion to \$7.2 billion over the 11-year period but dropped from 47 percent of all capital revenue to 43 percent. Directly generated and local capital assistance increased from 42 percent of capital funds in 2000 to 43 percent in 2011 and state assistance went from 11 percent to 13 percent.



Operating funding from all sources increased from 2000 through 2011. Passenger fares and other transit system earnings were \$15.6 billion in 2011, 38 percent of all revenues for operations. Directly generated and local funds were 28 percent of operating revenue, state funds were 24 percent and federal funds were 10 percent.



## CAPITAL AND OPERATING FUNDING/MODAL DATA

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. These data are reported by mode on Table 27.

Table 27: Passenger Fares by Mode, Report Year 2011

	All Bus	Commuter and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Street-car	Trolley-bus	Total
Passenger Fares, Millions of Dollars	5,354.0	2,459.5	449.8	4,401.8	445.7	84.3	(b) 13,557.6
Average Revenue per Unlinked Trip	\$1.02	\$5.21	\$2.35	\$1.21	\$0.93	\$0.86	\$1.31
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) Includes fare revenue for other modes not listed, \$374.1 million.

Fare data from 1926 through 2011 can be found in the 2013 *Public Transportation Fact Book, Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

## Modal Data

Tables 28 through 40 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 28 and rail modes and ferryboat on Table 35, followed by tables listing agency-specific information on unlinked passenger trips and passenger miles. Given the large number of bus, demand response, and transit vanpool agencies, only the largest 50 agencies of each mode are listed for bus and demand response and 30 for transit vanpool.

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.



Bus service, above provided by this Washington Metropolitan Area Transit Authority bus in Washington, DC, is a fixed-route scheduled service in communities throughout the country. Most buses now have bicycle racks as shown here. Bus mode data are reported on Tables 28 and 29.



*Community Transit Double Tall buses in Everett, WA, provide Commuter Bus service to downtown Seattle. Commuter Bus data are reported on Tables 28 and 31.*

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, OR, provides Bus Rapid Transit service in a bus-only lane that is prohibited to other vehicles. Bus Rapid Transit data are reported on Tables 28 and 30.*

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.



*This Greater Dayton Regional Transportation Authority Project Mobility vehicle provides Demand Response service in Dayton, OH. Passengers are taken directly from their origins to their destinations. Demand Response mode data are reported on Tables 28 and 32.*

Another type of roadway transit service is Trolleybus. Trolleybuses are standard rubber-tired buses except they are powered by electric motors and receive electricity from two overhead wires through trolley poles on top of the vehicle. Able to negotiate congested city traffic, Trolleybuses provide environmentally friendly transit service.



*This TransLink Trolleybus operates in the central area of Vancouver, BC. Trolleybus data for U.S. are reported on Tables 28 and 34. Data for Canadian transit operations are reported on Table 42.*



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



*These St. Louis MetroLink Light Rail vehicles provide transit service in St. Louis, MO. 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 35 and 38.*

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.

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 separated from vehicle and pedestrian traffic, often elevated or in subways, or in private at-grade rights-of-way.



*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 reported on Tables 35 and 38.*



*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, IL. Heavy Rail mode data are reported on Tables 35 and 37.*

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.



*Commuter Rail provides high-speed congestion free travel from distant communities 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, TN. Commuter Rail mode data are reported on Tables 35 and 36.*



*Hybrid Rail provides commuter rail-type service using light rail-type vehicles. Capital Metro Hybrid Rail trains operate from downtown Austin, TX, to distant northern suburbs. Hybrid Rail data are reported on Tables 35 and 36.*

Hybrid rail systems operate light rail-type vehicle trains on railroad rights-of-way, with temporal separation from any freight railroad operations.

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 39.

Ferryboat is a water-borne transit mode. Passenger only and passenger/vehicle ferries are both found in transit service. Ferryboats allow travelers to avoid very long trips by bus, train, or auto and to make

lengthy water crossing. Ferryboats are the largest public transit vehicles.



*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 35 and 39.*



*Automated Guideway Transit trains provide distributor or shuttle service without an on-board operator, offering the potential for lower operating costs. The Jacksonville Transportation Authority Skyway provides service within downtown Jacksonville and to stations across the St. John's River. Automated Guideway Transit modal data are included with other rail modes on on Tables 35 and 39.*



*Ferryboat service can greatly reduce the distance people would travel if forced to drive around bodies of water. This Washington State Ferry provides service on Puget Sound in the Seattle area. Ferryboat mode data are reported on Tables 35 and 40.*

Table 28: Roadway Modes National Totals, Report Year 2011

Statistical Category	Bus	Bus Rapid Transit	Commuter Bus	Demand Re-sponse	Publico	Transit Vanpool	Trolley-bus
Systems, Number of	1,078	5	92	6,600	1	84	5
Trips, Unlinked Passenger (Millions)	5,191	6	37	191	39	34	98
Miles, Passenger (Millions)	20,408	23	984	1,580	172	1,176	160
Trip Length, Average (Miles)	3.9	3.8	26.6	8.3	4.4	34.6	1.6
Miles, Vehicle Total (Millions)	2,339.2	2.1	72.2	1,611.8	40.2	195.0	11.6
Miles, Vehicle Revenue (Millions)	2,030.5	1.9	50.8	1,393.9	37.8	195.0	11.2
Hours, Vehicle Total (Millions)	176.9	0.2	2.8	106.4	3.4	5.0	1.6
Hours, Vehicle Revenue (Millions)	159.8	0.1	2.0	92.9	3.2	5.0	1.6
Speed, Vehicle in Revenue Service, Average (mph)	12.7	12.7	25.6	15.0	11.9	39.3	7.1
Fares Collected, Passengers (Millions)	5,209.9	4.8	139.4	449.8	55.2	107.3	84.3
Revenue per Unlinked Trip, Average	\$1.00	\$0.80	\$3.77	\$2.35	\$1.42	\$3.16	\$0.86
Expense, Operating Total (Millions)	19,026.5	21.0	310.0	4,753.5	56.3	164.0	232.6
Operating Expense by Object Class:							
Salaries and Wages (Millions)	7,475.8	8.0	73.1	987.8	0.1	20.7	108.4
Fringe Benefits (Millions)	5,432.2	6.0	36.7	534.6	0.0	10.7	84.5
Services (Millions)	1,132.6	2.3	19.4	245.7	0.9	14.6	22.2
Materials and Supplies (Millions)	2,598.1	3.1	40.5	383.2	0.0	31.3	15.0
Utilities (Millions)	230.6	0.2	2.9	35.3	0.0	2.2	5.0
Casualty and Liability (Millions)	510.6	0.4	5.6	115.2	0.0	10.3	6.0
Purchased Transportation (Millions)	23.2	-0.2	18.3	68.2	0.0	14.2	-8.5
Other (Millions)	1,623.6	1.1	113.5	2,383.5	55.2	60.1	0.0
Operating Expense by Function Class:							
Vehicle Operations (Millions)	10,244.1	11.6	108.9	1,441.6	0.0	33.8	117.8
Vehicle Maintenance (Millions)	3,456.2	3.5	39.8	301.5	0.0	12.5	44.8
Non-vehicle Maintenance (Millions)	792.9	0.9	7.6	48.6	0.0	1.7	16.8
General Administration (Millions)	2,909.9	3.8	40.2	578.3	1.1	56.0	53.2
Purchased Transportation (Millions)	1,623.6	1.1	113.5	2,383.5	55.2	60.1	0.0
Expense, Capital Total (Millions)	4,425.6	59.9	199.9	693.9	---	52.1	26.8
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,410.2	22.0	100.5	84.1	---	1.7	17.6
Rolling Stock (Millions)	2,459.9	19.4	95.3	509.0	---	49.0	4.4
Other (Millions)	555.5	18.5	4.1	100.8	---	1.4	4.8
Revenue Vehicles Available for Maximum Service	67,288	80	1,807	65,336	5,624	13,342	479
Revenue Vehicles Operated at Maximum Service	53,805	59	1,400	53,648	3,259	11,713	403
Revenue Vehicle Age, Average (Years)					---		
Employees, Operating	189,158	213	4,082	98,087	---	508	1,730
Employees, Vehicle Operations	130,113	150	2,786	77,581	---	73	1,165
Employees, Vehicle Maintenance	33,651	35	759	7,268	---	74	308
Employees, Non-Vehicle Maintenance	7,223	9	144	2,051	---	11	128
Employees, General Administration	18,171	19	393	11,187	---	349	130
Employees, Capital	2,053	8	27	146	---	2	28
Diesel Fuel Consumed (Gallons, Millions)	440.1	0.6	14.5	63.4	0.0	0.0	0.0
Other Fossil Fuel Consumed (Gallons, Millions)	215.8	0.0	0.9	133.4	3.4	12.9	0.0
Electricity Consumed (kWh, Millions)	1.1	0.0	0.0	0.0	0.0	0.0	61.0

Table 29: 50 Largest Bus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (Thousands)  
Excludes Bus Rapid Transit And Commuter Bus Service Reported Separately Below

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	800,093.8	1	1,785,741.8	1
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	357,300.5	2	1,492,819.7	2
Chicago Transit Authority(CTA)	Chicago, IL	310,381.4	3	712,866.9	4
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	183,164.3	4	545,575.1	5
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	155,676.0	5	1,083,543.7	3
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	130,732.7	6	388,311.2	11
MTA Bus Company(MTABUS)	New York, NY	118,285.8	7	343,452.0	12
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	109,906.1	8	285,969.8	13
San Francisco Municipal Railway(MUNI)	San Francisco, CA	89,450.7	9	202,801.2	21
King County Department of Transp.(King County Metro)	Seattle, WA	88,512.8	10	429,396.1	6
Denver Regional Transportation District(RTD)	Denver, CO	75,954.8	11	395,441.7	10
Miami-Dade Transit(MDT)	Miami, FL	75,723.8	12	407,782.3	8
City and County of Honolulu DOT Services(DTS)	Honolulu, HI	73,765.2	13	402,930.5	9
Maryland Transit Administration(MTA)	Baltimore, MD	72,520.5	14	224,375.4	17
Metro Transit	Minneapolis, MN	69,782.6	15	283,169.0	14
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	66,401.7	16	426,552.7	7
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	63,104.6	17	236,152.8	16
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	58,248.4	18	219,728.2	18
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	57,333.2	19	187,122.9	25
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	55,477.0	20	197,362.8	22
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	54,078.6	21	194,658.4	24
Orange County Transportation Authority(OCTA)	Los Angeles, CA	51,305.4	22	207,477.6	20
San Diego Metropolitan Transit System(MTS)	San Diego, CA	49,154.7	23	171,297.2	27
VIA Metropolitan Transit(VIA)	San Antonio, TX	44,157.5	24	186,167.3	26
Milwaukee County Transit System(MCTS)	Milwaukee, WI	44,011.8	25	132,206.1	38
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	37,198.8	26	139,878.1	34
Dallas Area Rapid Transit(DART)	Dallas, TX	36,971.4	27	159,193.3	29
City of Phoenix Public Transit Department(Valley Metro)	Phoenix, AZ	36,694.7	28	134,697.0	36
Broward County Transit Division(BCT)	Miami, FL	35,943.3	29	169,764.3	28
City of Detroit Department of Transportation(DDOT)	Detroit, MI	35,615.4	30	143,708.2	32
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	33,487.0	31	134,600.2	37
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	31,652.4	32	149,300.1	31
Westchester County Bee-Line System	New York, NY	31,584.7	33	136,256.0	35
Pace - Suburban Bus Division(PACE)	Chicago, IL	30,630.6	34	197,257.7	23
Metropolitan Suburban Bus Auth.(MTA Long Island Bus)	New York, NY	30,319.7	35	150,526.8	30
Long Beach Transit(LBT)	Los Angeles, CA	27,865.5	36	85,907.0	47
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	26,996.2	37	140,116.7	33
Ride-On Montgomery County Transit	Washington, DC	26,719.5	38	96,243.8	45
Bi-State Development Agency(METRO)	St. Louis, MO	26,193.8	39	131,169.7	39
City of Los Angeles Department of Transportation(LADOT)	Los Angeles, CA	25,528.6	40	37,825.5	(a)
Santa Monica's Big Blue Bus(Big Blue Bus )	Los Angeles, CA	22,260.4	41	80,376.5	50
Charlotte Area Transit System(CATS)	Charlotte, NC	21,768.0	42	100,414.0	42
Utah Transit Authority(UTA)	Salt Lake City, UT	21,560.4	43	124,309.2	40
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	21,229.7	44	77,308.2	(a)
City of Tucson(COT)	Tucson, AZ	19,702.5	45	70,383.0	(a)
Rhode Island Public Transit Authority(RIPTA)	Providence, RI	19,463.8	46	75,873.3	(a)
Southwest Ohio Regional Transit Auth.(SORTA / Metro)	Cincinnati, OH	18,784.8	47	94,763.3	46
Central Ohio Transit Authority(COTA)	Columbus, OH	18,764.0	48	70,704.7	(a)
Regional Transit Service, Inc. and Lift Line, Inc.(R-GRTA)	Rochester, NY	17,507.0	49	56,577.1	(a)
Mass Transit Department - City of El Paso(Sun Metro)	El Paso, TX	16,015.0	50	77,066.4	(a)
Transp. District Commission of Hampton Roads(HRT)	Virginia Beach, VA	15,724.6	(a)	100,107.9	43
Foothill Transit	Los Angeles, CA	13,938.0	(a)	112,693.8	41
Metropolitan Council	Minneapolis, MN	10,855.4	(a)	82,935.4	48
Golden Gate Bridge, Highway and Transp. Dist.(GGBHTD)	San Francisco, CA	6,607.1	(a)	82,418.4	49
Hudson Transit Lines, Inc.(Short Line)	New York, NY	4,078.5	(a)	212,105.2	19
Academy Lines, Inc.	New York, NY	4,068.7	(a)	241,225.7	15
Trans-Bridge Lines, Inc.	New York, NY	1,137.5	(a)	97,844.5	44

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

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the *2013 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics at*

[www.apta.com](http://www.apta.com).

Table 30: Bus Rapid Transit (a) Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (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	2,900.8	1	12,238.7	1
Lane Transit District(LTD)	Eugene, OR	2,106.5	2	5,516.6	2
San Joaquin Regional Transit District(RTD)	Stockton, CA	954.1	3	4,307.2	3
Livermore / Amador Valley Transit Authority(LAVTA)	Concord, CA	146.2	4	697.2	4
St. Bernard Urban Rapid Transit(SBURT)	New Orleans, LA	10.3	5	---	---

(a) Includes only agencies reporting their operations to the National Transit Database as Bus Rapid Transit. Reporting agencies are not required to report Bus Rapid Transit separately from other bus type service in the National Transit Database until Report Year 2013; hence, not all Bus Rapid Transit agencies are necessarily included on this list.

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the *2013 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics at [www.apta.com](http://www.apta.com)*.

Table 31: Commuter Bus (a) Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	14,534.4	1	218,252.5	1
Maryland Transit Administration(MTA)	Baltimore, MD	4,096.6	2	115,869.3	2
City of Los Angeles Department of Transportation(LADOT)	Los Angeles, CA	1,816.0	3	24,329.4	8
Snohomish County PTBAC(Community Transit)	Seattle, WA	1,606.7	4	31,084.2	7
Georgia Regional Transportation Authority(GRTA)	Atlanta, GA	1,589.2	5	38,874.0	5
Martz Trailways	New York, NY	1,025.7	6	75,107.5	3
Adirondack Transit Lines, Inc.(Adirondack Trailways)	New York, NY	558.3	7	47,037.6	4
Plymouth & Brockton Street Railway Company(pbsr)	Boston, MA	506.4	8	31,160.5	6
City of Elk Grove(etrans)	Sacramento, CA	446.9	9	11,755.5	9
San Diego Metropolitan Transit System(MTS)	San Diego, CA	300.5	10	7,223.5	11
San Joaquin Regional Transit District(RTD)	Stockton, CA	246.4	11	1,122.6	24
Martz Group, National Coach Works of Virginia(NCW)	Washington, DC	225.3	12	9,875.5	10
Laketrans	Cleveland, OH	187.4	13	4,368.9	14
Connecticut Department of Transportation(CDOT)	Hartford, CT	180.2	14	2,733.7	17
Yuba-Sutter Transit Authority(YSTA)	Yuba City, CA	156.5	15	6,417.0	13
Fort Bend County Public Transportation(Fort Bend Transit)	Houston, TX	142.8	16	2,485.9	18
Washington County Transit	Milwaukee, WI	127.6	17	3,871.9	15
Roseville Transit	Sacramento, CA	126.2	18	---	---
Greater Attleboro-Taunton Regional Transit Auth.(GATRA)	Providence, RI	103.2	19	6,561.0	12
METRO Regional Transit Authority (METRO)	Akron, OH	85.4	20	3,271.4	16
Regional Transportation Authority(RTA)	Nashville, TN	83.1	21	2,017.8	21
Placer County Department of Public Works(PCDPW)	Sacramento, CA	80.1	22	2,132.4	20
York County Transportation Authority(rabbitransit)	York, PA	77.5	23	2,446.6	19
Merrimack Valley Regional Transit Authority(MVRTA)	Boston, MA	48.7	24	1,365.0	22
St. Cloud Metropolitan Transit Commission(Metro Bus)	St. Cloud, MN	41.4	25	1,147.3	23
Island Transit(I T)	Non-UZA	36.8	26	152.1	29
Jacksonville Transportation Authority(JTA)	Jacksonville, FL	32.6	27	296.1	28
Santa Barbara Metropolitan Transit District(SBMTD)	Santa Barbara, CA	26.3	28	1,060.3	25
Ann Arbor Transportation Authority(AATA)	Ann Arbor, MI	25.6	29	79.8	30
NWI Regional Bus Authority(RBA)	Chicago, IL	22.7	30	749.6	26
Lower Rio Grande Valley Development Council(LRGVDC)	McAllen, TX	16.3	31	---	---
Sarasota County Area Transit(SCAT)	Sarasota, FL	10.7	32	300.5	27
City of Cleburne(City/County Trans.)	Dallas, TX	4.8	33	---	---

(a) Includes only agencies reporting their operations to the National Transit Database as Commuter Bus. Reporting agencies are not required to report Commuter Bus separately from other bus type service in the National Transit Database until Report Year 2013; hence, not all Commuter Bus agencies are necessarily included on this list.

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the *2013 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics at [www.apta.com](http://www.apta.com)*.

Table 32: 50 Largest Demand Response Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (Thousands)  
Excludes Demand Response Taxi Service

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	5,905.4	1	68,076.0	1
Pace-Suburban Bus Division, ADA Para. Services(PACE)	Chicago, IL	3,396.5	2	29,026.4	3
Access Services (AS)	Los Angeles, CA	2,980.9	3	38,930.4	2
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	2,360.0	4	16,011.0	7
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	2,182.9	5	16,690.8	6
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	1,794.1	6	11,678.0	16
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	1,722.4	7	12,940.4	12
Miami-Dade Transit(MDT)	Miami, FL	1,593.8	8	20,326.3	4
Metro Mobility	Minneapolis, MN	1,516.9	9	15,489.9	9
Orange County Transportation Authority(OCTA)	Los Angeles, CA	1,492.7	10	15,534.3	8
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	1,471.6	11	17,584.1	5
Maryland Transit Administration(MTA)	Baltimore, MD	1,354.7	12	10,607.0	18
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	1,209.1	13	13,981.2	11
King County Department of Transp.(King County Metro)	Seattle, WA	1,177.1	14	12,618.5	13
Dallas Area Rapid Transit(DART)	Dallas, TX	1,140.2	15	14,384.7	10
Pace - Suburban Bus Division(PACE)	Chicago, IL	1,137.3	16	6,944.5	26
Denver Regional Transportation District(RTD)	Denver, CO	1,135.4	17	10,304.0	19
LACMTA - Small Operators(LACMTA)	Los Angeles, CA	1,059.3	18	3,737.1	(a)
VIA Metropolitan Transit(VIA)	San Antonio, TX	1,051.1	19	12,163.9	14
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	985.1	20	6,204.3	28
Delaware Transit Corporation(DTC)	Philadelphia, PA	968.3	21	11,999.8	15
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	952.8	22	9,351.3	22
Board of County Comm., Palm Beach County(PalmTran)	Miami, FL	913.1	23	10,617.4	17
Milwaukee County Transit System(MCTS)	Milwaukee, WI	874.9	24	5,441.9	34
City and County of Honolulu DOT Services(DTS)	Honolulu, HI	825.7	25	9,828.2	20
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	824.8	26	8,017.3	23
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	821.2	27	9,645.1	21
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	752.7	28	7,363.9	24
Suburban Mobility Authority for Regional Transp.(SMART)	Detroit, MI	745.7	29	5,405.0	35
Broward County Transit Division(BCT)	Miami, FL	686.0	30	6,880.2	27
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	579.1	31	4,134.1	46
Bi-State Development Agency(METRO)	St. Louis, MO	568.4	32	5,346.3	38
Blue Water Area Transp. Comm.(Blue Water Area Transit)	Port Huron, MI	567.9	33	5,958.3	32
Utah Transit Authority(UTA)	Salt Lake City, UT	560.8	34	5,403.7	36
Mass Transportation Authority (MTA)	Flint, MI	543.2	35	6,091.9	30
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	540.0	36	7,320.3	25
San Francisco Municipal Railway(MUNI)	San Francisco, CA	521.1	37	4,395.3	42
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	520.6	38	3,717.9	(a)
Rhode Island Public Transit Authority(RIPTA)	Providence, RI	508.5	39	3,657.5	(a)
Space Coast Area Transit(SCAT)	Palm Bay, FL	491.6	40	5,986.8	31
Spokane Transit Authority(STA)	Spokane, WA	485.6	41	3,522.2	(a)
City of Tucson(COT)	Tucson, AZ	484.4	42	4,136.7	45
Capital Area Transportation Authority(CATA)	Lansing, MI	477.4	43	4,698.5	40
Suffolk County Dept. of Public Works – Transp. Div.(ST)	New York, NY	474.7	44	5,532.3	33
Kansas City Area Transportation Authority(KCATA)	Kansas City, MO	472.6	45	3,818.3	(a)
Interurban Transit Partnership(The Rapid)	Grand Rapids, MI	470.6	46	5,381.5	37
Metropolitan Council	Minneapolis, MN	466.2	47	3,860.3	(a)
Wichita Transit(WT)	Wichita, KS	461.9	48	2,098.4	(a)
San Diego Metropolitan Transit System(MTS)	San Diego, CA	461.4	49	4,104.1	47
Omnitrans(OMNI)	Riverside, CA	454.3	50	4,969.7	39
Salem Area Mass Transit District(Cherriots)	Salem, OR	441.9	(a)	6,202.5	29
Lehigh and Northampton Transportation Authority(LANTA)	Allentown, PA	433.1	(a)	4,634.1	41
Jacksonville Transportation Authority(JTA)	Jacksonville, FL	383.7	(a)	4,390.3	43
Cape Cod Regional Transit Authority(CCRTA)	Barnst'le Town, MA	418.0	(a)	4,263.1	44
City of Phoenix Public Transit Department(Valley Metro)	Phoenix-Mesa, AZ	432.2	(a)	4,009.0	48
Red Rose Transit Authority(RRTA)	Lancaster, PA	345.9	(a)	3,992.6	49
Fort Worth Transportation Authority(The T)	Dallas, TX	395.9	(a)	3,923.9	50

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

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the *2013 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics at [www.apta.com](http://www.apta.com)*.

Table 33: 30 Largest Transit Vanpool Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (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	3,122.7	1	63,380.4	4
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	2,995.2	2	131,882.5	1
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	2,411.5	3	67,561.4	3
San Diego Association of Governments(SANDAG)	San Diego, CA	2,127.9	4	99,247.9	2
Pace - Suburban Bus Division(PACE)	Chicago, IL	1,778.6	5	40,830.5	8
Utah Transit Authority(UTA)	Salt Lake City, UT	1,417.2	6	59,336.8	5
Kings County Area Public Transit Agency(KART)	Hanford, CA	1,353.0	7	54,511.3	6
Ben Franklin Transit(BFT)	Kennewick, WA	1,293.2	8	50,633.0	7
Phoenix - VPSI, Inc.	Phoenix, AZ	1,097.7	9	28,334.7	13
Michigan Department of Transportation(MDOT)	Detroit, MI	1,026.8	10	34,282.5	10
Dallas Area Rapid Transit(DART)	Dallas, TX	985.0	11	39,072.1	9
Orange County Transportation Authority(OCTA)	Los Angeles, CA	941.8	12	33,006.8	11
Snohomish County PTBA Corp.(Community Transit)	Seattle, WA	892.9	13	23,973.9	17
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	863.8	14	30,515.2	12
Pierce County Transp. Benefit Area Auth.(Pierce Transit)	Seattle, WA	859.5	15	25,462.1	15
Marietta - VPSI, Inc.	Atlanta, GA	783.1	16	21,500.3	19
Greater Hartford Ridesharing Corporation(GHRC)	Hartford, CT	772.5	17	28,149.3	14
Intercity Transit(I.T.)	Olympia, WA	684.1	18	23,829.3	18
Dallas - VPSI, Inc.	Dallas, TX	601.6	19	16,889.2	20
Miami Lakes - VPSI, Inc.	Miami, FL	590.0	20	14,476.6	21
Greater Richmond Transit Company(GRTC)	Richmond, VA	366.7	21	24,942.1	16
Research Triangle Regional PTA(Triangle Transit)	Durham, NC	366.6	22	11,520.1	26
Honolulu - VPSI, Inc.	Honolulu, HI	362.1	23	7,234.4	(a)
Madison County Transit District(MCT)	St. Louis, MO	295.0	24	9,818.5	28
VIA Metropolitan Transit(VIA)	San Antonio, TX	284.9	25	13,597.4	22
Des Moines Area Regional Transit Authority(DART)	Des Moines, IA	282.0	26	11,933.2	25
Georgia Regional Transportation Authority(GRTA)	Atlanta, GA	278.0	27	13,222.8	23
Kitsap Transit	Bremerton, WA	262.3	28	5,308.3	(a)
Charlotte Area Transit System(CATS)	Charlotte, NC	261.5	29	12,837.9	24
VPSI, Anchorage	Anchorage, AK	260.9	30	11,328.3	27
North Front Range Metro. Planning Org.(NFRMPO)	Fort Collins, CO	152.0	(a)	9,761.0	29
Piedmont Authority for Regional Transportation(PART)	Greensboro, NC	212.5	(a)	8,493.8	30

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

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the *2013 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

Table 34: Trolleybus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (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	66,233.6	1	97,585.3	1
King County Department of Transp.(King County Metro)	Seattle, WA	20,582.0	2	37,660.7	2
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	6,584.4	3	12,810.4	3
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA-NH-RI	2,462.2	4	5,299.4	5
Greater Dayton Regional Transit Authority(GDRTA)	Dayton, OH	2,292.0	5	6,950.9	4

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the *2013 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

Table 35: Rail Modes and Ferryboat National Totals, Report Year 2011

Statistical Category	Commuter Rail	Heavy Rail	Hybrid Rail	Light Rail	Streetcar	Other Rail Modes	Ferryboat
Systems, Number of	27	15	4	27	7	16	38
Trips, Unlinked Passenger (Millions)	466	3,647	6	436	43	44	80
Miles, Passenger (Millions)	11,427	17,317	70	2,203	96	47	416
Trip Length, Average (Miles)	24.5	4.7	12.1	5.1	2.2	1.1	5.2
Miles, Vehicle Total (Millions)	345.2	654.9	2.1	89.2	5.1	5.0	4.3
Miles, Vehicle Revenue (Millions)	316.9	636.3	2.1	87.5	5.0	5.0	4.2
Hours, Vehicle Total (Millions)	10.9	33.9	0.1	5.8	0.6	0.6	0.4
Hours, Vehicle Revenue (Millions)	9.7	31.7	0.1	5.6	0.6	0.6	0.4
Speed, Vehicle in Revenue Service, Average (mph)	32.7	20.0	23.6	15.6	8.2	8.1	9.6
Fares Collected, Passengers (Millions)	2,453.2	4,401.8	6.2	407.1	38.6	40.0	160.0
Revenue per Unlinked Trip, Average	\$5.26	\$1.21	\$1.03	\$0.93	\$0.90	\$0.91	\$2.00
Expense, Operating Total (Millions)	4,755.7	6,669.1	57.6	1,404.5	108.5	214.6	588.0
Operating Expense by Object Class:							
Salaries and Wages (Millions)	1,594.0	3,218.1	4.6	509.2	38.4	86.7	206.3
Fringe Benefits (Millions)	1,288.9	2,675.9	3.4	357.9	37.2	49.1	80.2
Services (Millions)	435.7	370.2	7.2	208.5	8.5	31.4	45.2
Materials and Supplies (Millions)	571.9	427.8	2.1	105.6	4.9	23.7	156.9
Utilities (Millions)	321.5	562.8	0.6	105.3	4.7	7.5	6.6
Casualty and Liability (Millions)	118.8	173.0	2.6	26.3	5.7	4.9	27.5
Purchased Transportation (Millions)	-164.0	-813.5	2.3	4.4	-7.2	1.1	12.0
Other (Millions)	588.9	54.7	35.0	87.3	16.4	10.3	53.3
Operating Expense by Function Class:							
Vehicle Operations (Millions)	1,733.2	2,922.1	7.4	526.6	41.9	66.5	334.5
Vehicle Maintenance (Millions)	1,017.1	1,159.3	4.5	279.7	20.7	54.6	86.7
Non-vehicle Maintenance (Millions)	747.3	1,584.2	4.1	250.5	8.0	36.5	35.2
General Administration (Millions)	669.3	948.8	6.8	260.4	21.6	46.7	78.3
Purchased Transportation (Millions)	588.9	54.7	35.0	87.3	16.4	10.3	53.3
Expense, Capital Total (Millions)	2,498.4	5,474.3	11.9	3,226.6	36.3	36.9	314.6
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,519.5	3,891.4	8.4	2,774.1	24.2	9.5	119.5
Rolling Stock (Millions)	748.6	459.4	2.7	279.9	10.4	14.3	173.4
Other (Millions)	230.3	1,123.6	0.8	172.6	1.7	13.1	21.7
Revenue Vehicles Available for Maximum Service	7,193	11,342	44	1,986	271	282	184
Revenue Vehicles Operated at Maximum Service	6,198	9,089	29	1,338	174	185	148
Revenue Vehicle Age, Average (Years)							
Employees, Operating	27,689	49,362	130	9,590	793	1,623	4,186
Employees, Vehicle Operations	10,275	19,393	48	4,253	434	523	3,046
Employees, Vehicle Maintenance	8,186	9,315	38	2,039	220	486	465
Employees, Non-Vehicle Maintenance	6,414	16,114	30	2,229	76	316	235
Employees, General Administration	2,815	4,540	13	1,069	64	299	439
Employees, Capital	2,706	4,839	13	735	51	36	135
Diesel Fuel Consumed (Gallons, Millions)	93.9	0.0	1.1	0.0	0.0	0.0	36.4
Other Fossil Fuel Consumed (Gallons, Millions)	1.2	0.0	0.0	0.0	0.0	0.0	0.4
Electricity Consumed (kWh, Millions)	1,813.1	3,853.8	0.0	750.4	39.0	67.2	0.0

(a) Self-propelled cars only.



Table 36: Commuter Rail and Hybrid Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
<b>Commuter Rail Agencies</b>					
MTA Long Island Rail Road(MTA LIRR)	New York, NY	96,457.7	1	2,087,848.9	2
Metro-North Commuter Railroad Company(MTA-MNCR)	New York, NY	81,841.7	2	2,613,236.5	1
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	79,632.0	3	1,995,449.0	3
Northeast Illinois Reg. Commuter Railroad Corp.(Metra)	Chicago, IL	72,349.8	4	1,645,354.0	4
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	37,821.0	5	538,649.8	6
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	36,212.9	6	749,345.9	5
Peninsula Corridor Joint Powers Board(PCJPB)	San Francisco, CA	12,574.2	7	289,067.5	8
Southern California Regional Rail Auth.(Metrolink)	Los Angeles, CA	11,270.2	8	387,997.0	7
Maryland Transit Administration(MTA)	Baltimore, MD	8,232.7	9	248,136.3	9
Virginia Railway Express(VRE)	Washington, DC	4,645.6	10	144,938.9	10
South Florida Regional Transportation Authority(TRI-Rail)	Miami, FL	3,810.8	11	112,394.6	11
Northern Indiana Commuter Transportation District(NICTD)	Chicago, IL	3,706.7	12	107,122.9	12
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	2,626.7	13	61,549.3	13
Dallas Area Rapid Transit(DART)	Dallas, TX	2,388.4	14	44,337.4	15
Utah Transit Authority(UTA)	Salt Lake City, UT	1,610.8	15	41,565.9	17
North County Transit District(NCTD)	San Diego, CA	1,390.1	16	38,483.5	19
Rio Metro Regional Transit District(RMRTD)	Albuquerque, NM	1,219.1	17	55,811.6	14
Altamont Commuter Express(ACE)	Stockton, CA	718.4	18	32,938.4	20
Metro Transit	Minneapolis, MN	703.4	19	17,800.7	21
Connecticut Department of Transportation(CDOT)	Hartford, CT	601.7	20	13,188.9	22
Pennsylvania Department of Transportation(PENNDOT)	Philadelphia, PA	588.5	21	41,788.9	16
Northern New England Passenger Rail Auth.(NNEPRA)	Boston, MA	510.0	22	41,418.3	18
Regional Transportation Authority(RTA)	Nashville, TN	250.7	23	3,953.3	23
Denton County Transportation Authority(DCTA)	Denton, TX	121.1	24	1,851.0	25
Alaska Railroad Corporation(ARRC)	Anchorage, AK	115.2	25	2,197.5	24
<b>Hybrid Rail Agencies</b>					
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	2,802.5	1	40,566.4	1
North County Transit District(NCTD)	San Diego, CA	2,219.8	2	19,602.2	2
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	377.7	3	6,424.7	3
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR-WA	371.2	4	3,106.5	4

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the 2013 *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 2013 *Public Transportation Fact Book, Appendix A: Historical Tables*.

Table 37: Heavy Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (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	2,497,626.0	1	10,316,671.9	1
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	286,620.5	2	1,624,750.0	2
Chicago Transit Authority(CTA)	Chicago, IL	221,587.2	3	1,408,768.4	4
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	154,048.4	4	561,985.3	5
San Francisco Bay Area Rapid Transit District(BART)	San Francisco, CA	111,099.0	5	1,442,860.8	3
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	101,032.3	6	447,791.4	7
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	85,950.0	7	366,633.3	8
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	76,228.5	8	487,589.2	6
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	46,453.7	9	226,973.5	9
Miami-Dade Transit(MDT)	Miami, FL	18,134.8	10	137,011.9	10
Maryland Transit Administration(MTA)	Baltimore, MD	14,002.6	11	67,463.0	12
Alternativa de Transporte Integrado -ATI(PRHTA)	San Juan, PR	10,554.5	12	51,288.2	13
Port Authority Transit Corporation(PATCO)	Philadelphia, PA	10,506.4	13	93,200.9	11
MTA Staten Island Railway(SIRTOA)	New York, NY	7,585.8	14	44,177.1	14
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	5,687.9	15	39,448.2	15

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the 2013 *Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

Table 38: Light Rail and Streetcar Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
<b>Light Rail Agencies</b>					
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	74,395.6	1	185,131.9	4
San Francisco Municipal Railway(MUNI)	San Francisco, CA	51,021.6	2	135,716.9	8
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	49,252.3	3	337,518.4	1
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	41,172.3	4	215,384.7	2
San Diego Metropolitan Transit System(MTS)	San Diego, CA	31,612.9	5	193,062.6	3
Dallas Area Rapid Transit(DART)	Dallas, TX	22,302.4	6	180,993.7	5
Denver Regional Transportation District(RTD)	Denver, CO	20,694.7	7	164,540.5	6
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	17,871.6	8	57,135.6	15
Bi-State Development Agency(METRO)	St. Louis, MO	16,209.1	9	142,647.4	7
Utah Transit Authority(UTA)	Salt Lake City, UT	15,333.5	10	71,081.4	11
Valley Metro Rail, Inc.(VMR)	Phoenix, AZ	12,793.5	11	89,853.1	9
Sacramento Regional Transit District(Sacramento RT)	Sacramento, CA	12,543.9	12	72,860.3	10
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	10,618.1	13	24,703.6	18
Metro Transit	Minneapolis, MN	10,400.9	14	58,788.9	13
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	10,014.5	15	54,047.6	16
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	8,831.8	16	63,350.0	12
Maryland Transit Administration(MTA)	Baltimore, MD	8,752.5	17	57,813.4	14
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	6,918.1	18	36,158.4	17
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	6,061.3	19	15,987.9	21
Charlotte Area Transit System(CATS)	Charlotte, NC	4,769.9	20	23,958.6	19
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	2,745.1	21	16,762.7	20
Central Arkansas Transit Authority(CATA)	Little Rock, AR	136.4	22	240.1	22
<b>Streetcar Agencies</b>					
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	28,447.1	1	69,441.7	1
New Orleans Regional Transit Authority(NORTA)	New Orleans, LA	8,984.8	2	20,813.9	2
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	3,788.4	3	3,652.9	3
Memphis Area Transit Authority(MATA)	Memphis, TN	1,086.1	4	718.5	4
King County Department of Transp.(King County Metro)	Seattle, WA	714.5	5	631.7	6
Hillsborough Area Regional Transit Authority(HART)	Tampa, FL	431.4	6	685.9	5
Kenosha Transit(KT)	Kenosha, WI	43.2	7	48.9	7

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the *2013 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 *2013 Public Transportation Fact Book, Appendix A: Historical Tables*.

Table 39: Other Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles by Type of Rail Agency, Report Year 2011 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
<b>Cable Car</b>					
San Francisco Municipal Railway(MUNI)	San Francisco, CA	7,042.5	1	9,033.0	1
<b>Inclined Plane</b>					
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	1,118.1	1	147.0	2
Chattanooga Area Regional Transp. Authority(CARTA)	Chattanooga, TN	379.2	2	379.2	1
Cambria County Transit Authority(CamTran)	Johnstown, PA	81.2	3	13.8	3
<b>Monorail and Automated Guideway Transit</b>					
Miami-Dade Transit(MDT)	Miami, FL	9,167.1	1	10,039.9	1
Detroit Transportation Corporation(Detroit People Mover)	Detroit, MI	2,328.1	2	3,780.8	2
City of Seattle - Seattle Center Monorail Transit(SMS)	Seattle, WA	1,890.9	3	1,701.8	3
Jacksonville Transportation Authority(JTA)	Jacksonville, FL	502.9	4	212.6	4

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the *2013 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at [www.apta.com](http://www.apta.com).

Table 40: Ferryboat Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2011 (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	22,346.9	1	173,179.0	1
New York City Department of Transportation(NYCDOT)	New York, NY	21,405.8	2	111,310.0	2
Port Imperial Ferry Corporation dba NY Waterway	New York, NY	3,869.2	3	14,936.5	5
Crescent City Connection Div. - Louisiana DOT(CCCD)	New Orleans, LA	2,220.8	4	1,110.4	13
Golden Gate Bridge, Highway and Transp. Dist.(GGBHTD)	San Francisco, CA	2,031.2	5	22,541.3	3
Puerto Rico Maritime Transport Authority (PRMTA)	San Juan, PR	1,910.4	6	21,989.8	4
BillyBey Ferry Company, LLC	New York, NY	1,614.1	7	3,469.8	10
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	1,425.9	8	3,915.7	9
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	1,309.2	9	10,510.6	7
Casco Bay Island Transit District(CBITD)	Portland, ME	903.8	10	2,783.6	11
San Francisco Bay Area Water Emergency TA(WETA)	San Francisco, CA	609.3	11	4,132.4	8
City of Vallejo Transp. Program(Vallejo Transit, Baylink)	Vallejo, CA	569.6	12	14,808.5	6
Chatham Area Transit Authority(CAT)	Savannah, GA	509.5	13	193.6	17
Kitsap Transit	Bremerton, WA	454.6	14	708.9	15
King County Ferry District(KCFD)	Seattle, WA	383.8	15	2,108.5	12
Transp. District Commission of Hampton Roads(HRT)	Virginia Beach, VA	293.2	16	148.0	18
Pierce County Ferry Operations(Pierce County Ferry)	Seattle, WA	183.9	17	772.5	14
Metro-North Commuter Railroad Company, (MTA-MNCR)	New York, NY	174.2	18	661.1	16
Corpus Christi Regional Transportation Authority(The B)	Corpus Christi, TX	53.0	19	63.5	19
Central Oklahoma Transp. and Parking Authority(COTPA)	Oklahoma City, OK	10.2	20	40.3	20

Includes only transit agencies reporting to Federal Transit Administration FY 2011 *National Transit Database*.

For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2011 National Transit Database, see the *2013 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 12 years as shown in Figure 20, reaching an all time high of 31.2 billion passenger trips in Fiscal Year 2012. 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 41: Systemwide (a) Intercity Passenger Rail  
Fiscal Year 2012 and 2011

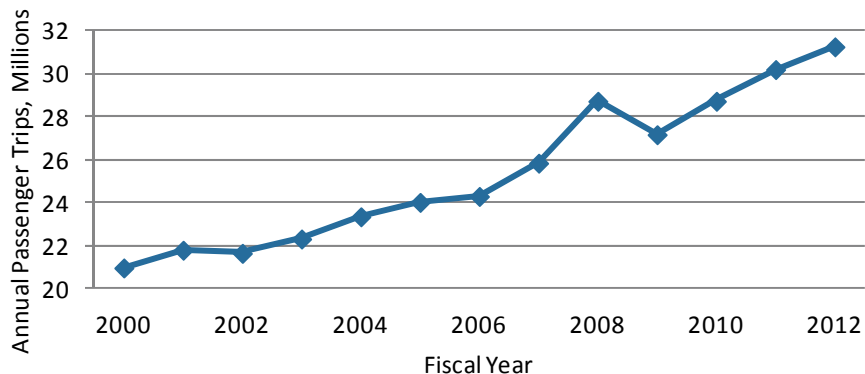
Statistic (a)	2012	2011
Systemwide Intercity Passenger Trips (millions)	31.2	30.1
Systemwide Passenger Miles (millions)	6,806	6,534
Systemwide Route Miles (thousands)	21	21
Train Miles (millions)	38	37
Average Passenger Trip Length (miles)	218.1	220.3

(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. "National Fact Sheets."

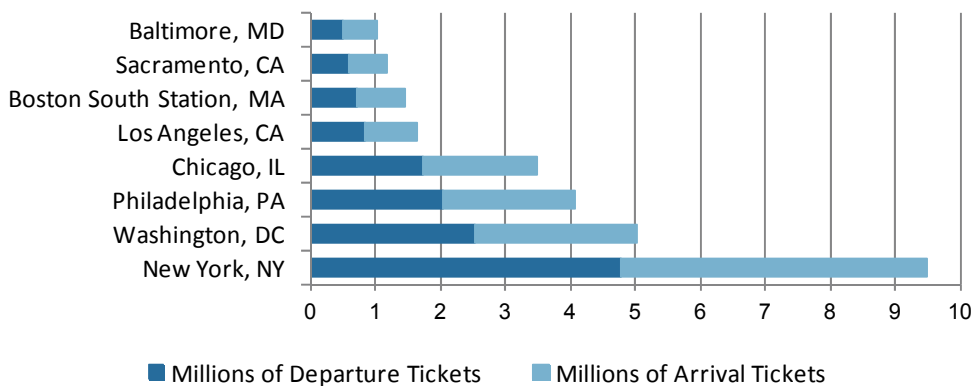
Figure 21 shows intercity rail stations with over 1 million arriving or departing passengers in FY 2012. These are intercity passengers only; any commuter rail passengers using these stations would be additional passengers. New York's Penn Station has the largest number with about 4.8 million arrivals and 4.7 million departures. Intercity rail ridership growth has not only been consistent over time, also across the country. Figure 22 shows the intercity rail ridership for each corridor service used by more than 1 million passengers in FY 2012.

**Figure 20: Intercity Passenger Rail Ridership Shows Long-Term Growth**



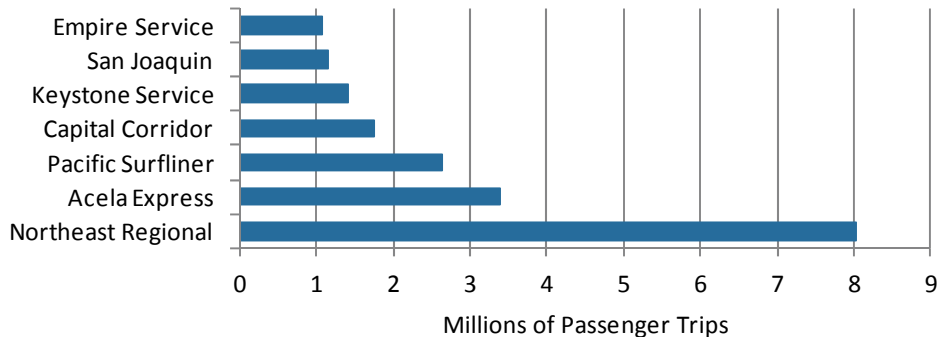
Source: National Passenger Rail Corporation

**Figure 21: Intercity Passenger Rail Stations with Over 1,000,000 Tickets, FY 2012**



Source: National Passenger Rail Corporation *National Fact Sheet: 2012*

**Figure 22: Ridership on Busiest Intercity Passenger Rail Services, FY 2012**



Source: National Passenger Rail Corporation *National Fact Sheet: 2012*

## Canadian Data

Table 42 provides a summary of Canadian public transportation data as provided by the Canadian Urban Transit Association (CUTA).

**Table 42: Canadian Transit Data Summary  
(All Dollar Amounts Are Canadian Dollars)  
Report Year 2011**

Statistic	Amount	Statistic	Amount
<b>Fixed-Route Transit Services</b>		<b>Fixed-Route Transit Services, continued</b>	
Number of Systems Reporting	109	Direct Operating Expenses (Millions) (c)	6,626.5
Vehicle Revenue Miles (Millions)	658.2	Transportation Operations (Millions)	3,003.1
Total Vehicle Miles (Millions)	740.2	Fuel (Millions)	618.3
Vehicle Revenue Hours (Millions)	46.7	Vehicle Maintenance (Millions)	1,275.8
Total Vehicle Hours (Millions)	51.9	Plant Maintenance (Millions)	564.6
Regular Service Passengers (a) (Millions)	1,999.5	General and Administration (Millions)	940.1
Passenger Boardings (b) (Millions)	2,963.7	Passenger Revenue (Millions)	3,498.2
Employees (Full and Part Time)	54,792	Total Operating Revenue Millions	3,629.3
Operators	29,013	Total Operating Revenue and Financial Assistance (Millions)	7,521.7
Other Transportation Operations	4,858	Passenger Revenue per Passenger	
Vehicle Maintenance	8,407	Boarding	1.82
Non-Vehicle Maintenance	4,866	Adult Cash Fare, Average	2.46
General Administration	6,590	Total Capital	
Unclassified	1,058	Expenditures (Millions)	4,660.8
Total Passenger Vehicles	18,297	<b>Specialized Transit Services</b>	
Bus(d)	15,192	Number of Systems Reporting, Dedicated Service	47
Commuter Rail	797	Passengers Dedicated Service (Millions)	11.5
Heavy Rail	1,506	Passengers Dedicated and Non-Dedicated Service Total (Millions)	17.5
Light Rail and Streetcar	796	Total Vehicle Miles, Dedicated Service (Millions)	54.2
Other	6	Total Vehicle Hours, Dedicated Service (Millions)	4.8
Peak Period Passenger Vehicles	14,847	Total Operating Revenue (Millions)	36.9
Bus(d)	12,279	Operating Expense (Millions)	451.3
Commuter Rail	703		
Heavy Rail	1,210		
Light Rail and Streetcar	650		
Other	5		
Average Bus Age (years)	6.6		
Percent Bus Fleet Accessible	93.53%		

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 *2013 Public Transportation Fact Book*.

(b) "Boarding passengers" is a similar measure to "unlinked passenger trips" reported for United States transit agencies in the *2013 Public Transportation Fact Book*.

(c) Includes unallocated amounts.

(d) Includes trolleybuses.

Canadian "fixed-route transit services" data from 1955 through 2011 and "specialized transit services" data from 1991 through 2011 can be found in the *2013 Public Transportation Fact Book Appendix A: Historical Tables* at [www.apta.com](http://www.apta.com).

## APTA Association History

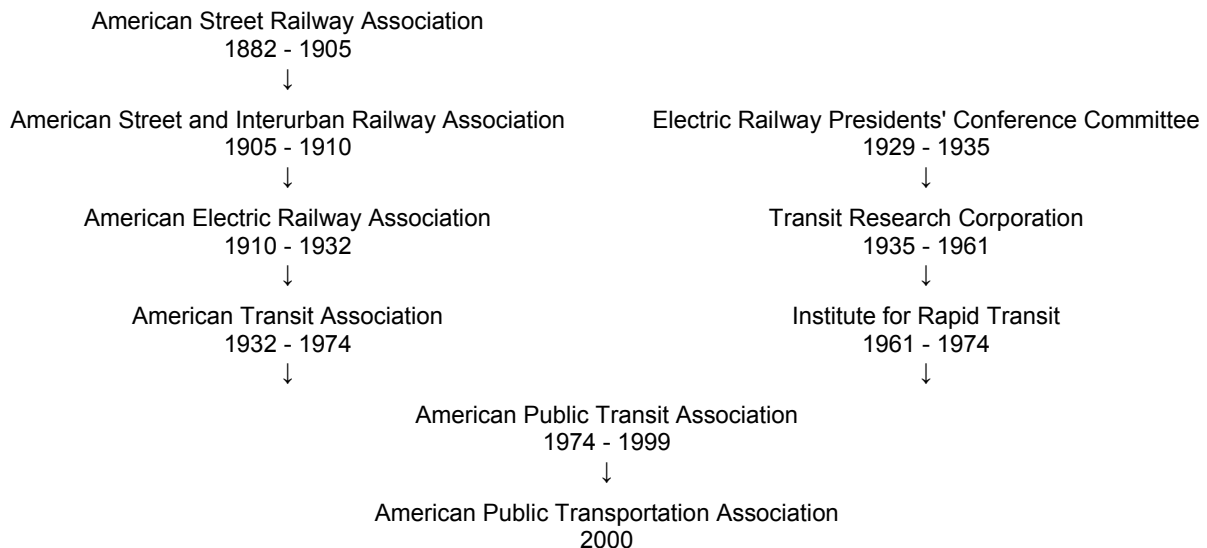
The American Public Transportation Association traces its ancestry back 131 years to December 13, 1882 when 56 transit executives from across the United States and Canada met at Young's Hotel in Boston and created the American Street Railway Association. In the early years of the Association's existence, annual meetings saw technical presentations and committee reports on horse shoeing, collection of fares, track construction, removal of snow and ice, horse stables, and cable power. The Association was created during a period of rapid technological change; the "Verbatim Report" of the 1884 Annual Meeting in New York City includes the first discussion of the potential use of electricity to propel streetcars.

The changes in transit vehicle types and motive power are reflected in the name changes of the Association. In 1905, the Association changed its name to the American Street and Interurban Railway Association to reflect its members provision of local service on urban "streets" and higher speed "interurban" service between center cities and suburbs and to other more distant urban communities. A name change in 1910 to the American Electric Railway Association reflected the near universal adoption of electricity as propulsion power for transit cars. In 1912, the U.S. Census of Street and Electric Railways found that 943 out of 975 street and interurban railways were powered by electricity. The increasing use of motor buses and trolley buses by transit systems resulted in the association changing its name in 1932 to the American Transit Association.

In 1929, members of the American Electric Railway Association created a separate organization, the Electric Railway Presidents' Conference Committee, to develop a streetcar called the PCC car. The streamlined body of the PCC car reflected the modernist design movement of the times and the mechanical systems of the car were revolutionary compared to previous designs. The committee was incorporated as the the Transit Research Corporation (TRC) in 1935 to manage the use of PCC designs and continue street and rapid transit car design improvement. The changing emphasis of the TRC toward legislative matters resulted in a name change to the Institute for Rapid Transit (IRT). In 1969 the IRT moved its headquarters from Chicago to Washington, DC, reflecting the continued focus on its legislative activities. The American Transit Association had already moved its offices from New York City to Washington, DC, in 1966, for the same reasons.

Representing many of the same transit companies and striving to achieve the same improvements and growth in the transit industry, the American Transit Association and Institute for Rapid Transit merged in 1974 to create the American Public Transit Association. In 2000, the Association's name was changed to the American Public Transportation Association, reflecting the wide variety of mobility and transportation services beyond traditional transit provided by its members. The following pages present APTA's Association Ancestry, Chief Executive Officers, Lifetime Achievement Award recipients, Senior Elected Officers, and Hall of Fame members.

### APTA Association Ancestry



**APTA Chief Executive Officers**

*Michael P. Melaniphy is president and chief executive officer of the American Public Transportation Association. His entire career has been in public transportation, with more than 26 years of both public and private sector leadership experience. Active in the industry, Melaniphy serves on the Executive Committee of the Transportation Research Board, as well as on the boards of both RailVolution and the Transportation Learning Resource Center. He is a commissioner on the Alliance to Save Energy's Commission on National Energy Efficiency Policy and president of the American Public Transportation Foundation. He also serves on the boards of the Mineta Transportation Institute at San Jose State University and the National Center for Transit Research at CUTR - University of South Florida. His biography can be found on APTA's web site at [www.apta.com](http://www.apta.com).*

Michael P. Melaniphy, President & CEO, 2011 - Current

William W. Millar, President 1996 - 2011

Jack R. Gilstrap, Executive Vice President 1980 - 1996

B. R. Stokes, Executive Director 1974 - 1977, Executive Vice President 1977 - 1980

**APTA Lifetime Achievement Award Recipients**

*APTA's Lifetime Achievement Award recognizes persons who have made outstanding contributions that have changed the relationship of public transportation to its local communities and American society. Each recipient has taken action and provided leadership to dramatically improve the ability of public transportation to meet the needs of all Americans.*

Rosa Parks, 1997

Mortimer Downey, 2000

Norman Y. Mineta, 2006

**APTA Senior Elected Officers**

*From 1974 through 1987, the American Public Transportation Association had both an elected president and an elected chair who jointly served in the capacity of senior elected official.*

1974-1975 President  
Stanley H. Gates, Jr., Houston, TX

1974-1975 Chair  
William J. Ronan, New York  
City, NY

1975-1976 President  
Stanley H. Gates, Jr., Houston, TX

1975-1976 Chair  
William J. Ronan, New York  
City, NY

1976-1977 President  
Thomas O. Prior, San Diego, CA

1976-1977 Chair  
James J. McDonough, Chicago, IL

1977-1978 President  
Thomas O. Prior, San Diego, CA

1977-1978 Chair  
James J. McDonough, Chicago, IL

1978-1979 President  
Houston P. Ishmael, Memphis, TN

---

**APTA ASSOCIATION HISTORY**

1978-1979 Chair Harold L. Fisher, New York City, NY	1986-1987 President Laurence W. Jackson, Long Beach, CA	1999-2000 Chair John P. Bartosiewicz, Fort Worth, TX
1979-1980 President Houston P. Ishmael, Memphis, TN	1986-1987 Chair Reba Malone, San Antonio, TX	2000-2001 Chair Ronald J. Tober, Charlotte, NC
1979-1980 Chair John L. McDonnell, Oakland, CA	1987-1988 Chair Reba Malone, San Antonio, TX	2001-2002 Chair Peter M. Cipolla, San Jose, CA
1980-1981 President Leonard Ronis, Cleveland, OH	1988-1989 Chair James E. Cowan, Portland, OR	2002-2003 Chair Celia G. Kupersmith, San Francisco, CA
1980-1981 Chair John L. McDonnell, Oakland, CA	1989-1990 Chair Daniel T. Scannell, New York City, NY	2003-2004 Chair George F. Dixon, III, Cleveland, OH
1981-1982 President Leonard Ronis, Cleveland, OH	1990-1991 Chair Alan F. Kiepper, New York City, NY	2004-2005 Chair Richard A. White, Washington, DC
1981-1982 Chairs Eugene M. Barnes, Chicago, IL David F. Girard-diCarlo, Philadelphia, PA	1991-1992 Chair Louis H. Parsons, Toronto, ONT	2005-2006 Chairs Ronald L. Barnes, Columbus OH Howard Silver, Bakersfield, CA
1982-1983 President James H. Graebner, San Jose, CA	1992-1993 Chair Louis J. Gambaccini, Philadelphia, PA	2006-2007 Chair Howard Silver, Bakersfield, CA
1982-1983 Chair Joseph Alexander, Washington, DC	1993-1994 Chair Rod Diridon, San Jose, CA	2007-2008 Chair Michael S. Townes, Norfolk, VA
1983-1984 President James H. Graebner, San Jose, CA	1994-1995 Chair Richard J. Simonetta, Atlanta, GA	2008-2009 Chair Beverly A. Scott, Ph.D., Atlanta, GA
1983-1984 Chair Joseph Alexander, Washington, DC	1995-1996 Chair Frank J. Wilson, Trenton, NJ	2009-2010 Chair Mattie P. Carter, Memphis, TN
1984-1985 President Bernard J. Ford, Chicago, IL	1996-1997 Chair Leslie R. White, Vancouver, WA	2010-2011 Chair Michael J. Scanlon, San Carlos, CA
1984-1985 Chair Warren H. Frank, Syracuse, NY	1997-1998 Chair Howard C. Breen, Kansas City, MO	2011-2012 Chair Gary C. Thomas, Dallas, TX
1985-1986 President Laurence W. Jackson, Long Beach, CA	1998-1999 Chair Shirley A. DeLiberio, Houston, TX	2012-2013 Chair Flora M. Castillo, Newark, NJ
1985-1986 Chair Warren H. Frank, Syracuse, NY		2013-2014 Chair Peter Varga, Grand Rapids, MI



APTA Hall of Fame

Admission into the APTA Hall of Fame is a special honor reserved for individuals who have long and distinguished careers in the industry, who have made extraordinary contributions to public transportation, and who have actively participated in APTA activities. Brief statements of Hall of Fame member contributions to the transit industry may be found on the APTA web site at <http://www.apta.com/about/hallofframe/Pages/default.aspx>. Hall of Fame inductees are reported below by the year they were inducted into the Hall of Fame.

1983	1987	1994	2001
Carmack Cochran	Edgar A. Claffey	Robert M. Brown	Gerald T. Haugh
Leo J. Cusick	William F. Farell	Miriam L. Gholikely	Robert G. MacLennan
E. Roy Fitzgerald	David Q. Gaul	Colonel William R. "Bill" Lucius	
Dominic J. Giacoma	P.S. "Red" Jenison	Kenneth S. Voigt	2002
F. Norman Hill	Anthony R. "Tony" Lucchesi		James L. Lammie
Donald C. Hyde	Thomas G. Neusom	1995	
Frederick J. Johnson	Herbert J. Scheuer	Robert S. Korach	2003
Walter J. McCarter		George Krambles	Lawrence D. Dahms
W.H. Paterson	1988	James R. Mills	Alan F. Kiepper
Walter S. Rainville, Jr.	Henry R. DeTournay	James Reading	
	Georges G. Donato	Frank Julian Sprague	2004
1984	John J. Gilhooley		John A. Dyer, Ph.D.
Hector Chaput	William B. Hurd	1996	Jan den Oudsten
George J. Clark	Victor Sharman	Keith Bernard	
Walter S. Douglas		Robert C. Buchanan	2005
Jackson Graham	1989	Albert Paul Moniz	Carlton Sickles
John F. Hoban	Lloyd G. Berney	B.R. Stokes	Virendra K. "Vic" Sood
Robert B. Johnston	James A. Caywood		
Alton McDonald	Robert M. Coultas	1997	2006
Robert Pollock	Alan Sterland	George E. Benson	Shirley A. DeLibero
David Ringo		Peter Bigwood	H. Welton Flynn
Robert Sloan	1990	Henry C. Church	Louis L. "Larry" Heil
	Alan L. Bingham	John F. "Jack" Hutchison	Dan Reichard, Jr.
1985	Charles E. Keiser	Harvel W. Williams	
Wilfred E.P. Duncan	Leonard Ronis		2007
Stanley H. Gates, Jr.	Erland A. Tillman	1998	David L. Gunn
Joseph V. Garvey		John A. Dash	
Peter J. Giacoma	1991	Warren H. Frank	2008
Jesse L. Haugh	Wilbur P. Barnes	Jack R. Gilstrap	Joe Alexander
Henry M. Mayer	S.A. "Syl" Caria	Kenneth M. Gregor	Frank Lichtanski
Thomas O. Prior	Houston P. Ishmael	William A. Luke	Reba Malone
William J. Ronan	Edward R. Stokel		
Bernard Shatzkin	1992	1999	2009
Harley L. Swift	Robert G. Decker	Albert Engelken	Bernard J. Ford
	John Duncan Simpson	Louis J. Gambaccini	
1986	Carmen E. Turner	George W. Heinle	2011
John C. Baine	H. Donald White	James A. Machesney	Roger Snoble
Leonard W. Bardsley			
Fred B. Burke	1993	2000	2012
George Gibbs	James W. Donaghy	Milton Pikarsky	Peter Cipolla
David G. Hammond	Joseph C. Kelly	Daniel T. Scannell	
Lucien L'Allier	Robert Wayne Nelson		2013
Peter J. Meinardi			William W. Millar
			Richard Simonetta

## Milestones in Public Transportation and High-Speed Rail

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 cities grew and distances 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. Many of these developments were pioneered in the United States. 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 milestones in that history.

### *The 19<sup>th</sup> Century: The Invention of Modern Urban Public Transportation*

- 1800 Most Americans lived in rural areas. Only 322,000 people, 6.1 percent of the total U.S. population of 5.3 million, lived in urban areas. New York City was the nation's most populous city with 60,000 people, nearly twice as many as 10 years earlier. People still walked everywhere, but the sudden growth of cities was creating a need for transportation alternatives. By the 1830 Census, shortly after the introduction of transit service, New York City's population exceeded 200,000.
- 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.
- 1855 The first common carrier railroad in the United States was the Baltimore and Ohio Railroad with a line from Baltimore to Ellicott's Mills, now Ellicott City, Maryland, which opened in 1830. Which intercity railroad, however, operated the first service intended solely for commuters is uncertain. An 1855 New York and Harlem Railway timetable, by then using steam powered trains north of 32nd Street, listed 14 trains a day to and from Williams' Bridge and seven as far as White Plains.
- 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 City alone. The desire to reduce the risk as well as the pollution associated with horse-driven 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 as a transit mode solely for hilly terrains, cable cars were used throughout the country; in 1887 the Chicago City Railway was operating 150 three-car trains in regular service.
- 1880 The decades after the Civil War witnessed the growth of "main line" suburbs served by commuter railroads. Frequent train service allowed upper middle class professionals and executives to maintain large households in suburbs and commute to their employment in central cities. Examples of these main lines included the Chicago and Northwestern Railway reaching north from Chicago to Evanston, Wilmette, Winnetka, and Glencoe and the Pennsylvania Railroad line west from Philadelphia to Ardmore, Haverford, Bryn Mawr, and Villanova.
- 1882 On November 22, delegates from five cities met to form the Ohio Street Railway Association, the first state transit association.

---

## MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL

- 1882 On December 13, 56 delegates of street railways met at Young's Hotel in Boston, MA to found the American Street Railway Association, APTA's original predecessor. Hardin 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 foot 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, VA 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.
- 1892 The first transit post office was operated by the St. Louis and Suburban Railway. Similar to a railway post office car on a railroad, the transit post office car had, in addition to the streetcar crew, a postal clerk to stamp and sort mail and another to receive and drop off mail. A letter dropped in a white mail box would be picked up by a streetcar post office. Streetcar mail service was provided in 14 of America's largest cities. The United Railways and Electric Company of Baltimore, Maryland, was the last operator of streetcar mail service in 1929.
- 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 streetcars 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.

### ***The Early 20<sup>th</sup> Century: Subways and Infrastructure Investments Change the Urban Landscape***

- 1900 The United States had become an urban nation during the 19<sup>th</sup> century. Introduction of the steel framed skyscraper, such as Chicago's 1890 Rand McNally Building and St. Louis's 1891 Wainwright Building, led to increased concentration of America's commerce in her central urban cores. Of the 76.2 million American residents, 39.6 percent or 30.2 million people lived in urban areas. New York City was the largest city with 3.4 million people, Chicago and Philadelphia had over 1 million residents, and St. Louis, Boston, and Baltimore more than 500,000. Transportation innovation and investment were vital for solving the congested transportation problems of the growing metropolises.
- 1904 The State of North Dakota Capital Car Line opens in Bismarck, ND. 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, LA.

---

## MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL

- 1908 The first of two pairs of tubes open under the Hudson River, a second pair would open the following year. The first crossings of the Hudson River at New York, the tubes carried trains of the Hudson and Manhattan Railroad, now the Port Authority Trans-Hudson, or more familiarly PATH. For the first time railroad passengers could transfer to transit cars and quickly cross from New Jersey to New York without concern over the weather conditions affecting river traffic.
- 1910 A great Mississippi River bridge, named after Illinois Congressman and Senator William B. McKinley, who was also chief executive of the Illinois Traction System, opened. The bridge brought Illinois Traction suburban streetcars and interurban trains directly into the downtown St. Louis area. Only the third bridge to cross the Mississippi at St. Louis, the bridge has now been rebuilt for pedestrian, bicycle, and automobile traffic.
- 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 first National Transit Database (NTD) report was published by the Federal Transit Administration. 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, with New York City building the subways, and private companies owning and operating the transit systems. The Dual Contracts were among America's greatest civic investments, allowing residents of the shockingly overcrowded lower East Side of Manhattan to access lower-cost, higher-quality housing.
- 1917 Responding to labor shortages during World War I, street and elevated railways in a dozen cities hired female conductors for the first time. After the war, their numbers diminished and by the 1930 Census only 17 women were employed as streetcar conductors. Women would again be hired during World War II as conductors as well as for other transit jobs traditionally held only by men.
- 1918 The impact of cost increases and fixed incomes leads to consideration of widespread public takeover of transit properties. James D. Mortimer, President of the Milwaukee Electric Railway and Light Company introduced a motion at the Annual Conference of the American Electric Railway Association describing the recent financial difficulties faced by street railways and proposed that the best option for private street railways to remain in operation was to seek takeover by a public agency. The recommendation concluded that "The American Electric Railway Association recommends to its Member Companies that they facilitate in every reasonable way the public acquisition of the present electric railway properties. . ." The motion was passed by the Conference attendees and referred to the Association Executive Committee, but no further action is known to have been taken.

### ***Following World War I: Depression, a Second World War, and Public Roads for Private Vehicles Lead to Fluctuating Transit Decline and Growth -- Electric Railways Foretell High-speed Rail***

- 1920 From 1910 to 1920 plans had been developed for rail rapid transit subway systems in many cities. World War I and wartime inflation, construction of serviceable streets for private vehicles, and economic slowdowns caused the delay and eventual cancellation of rapid transit subway investments in St. Louis, Pittsburgh, Los Angeles, Seattle, Chicago, Providence, and Detroit. Eleven miles of subway constructed in Cincinnati by 1923 were never finished or used. Nine miles of subway entered service in Rochester in 1927 but the interurbans that used them had all stopped operating by 1931 and only a single streetcar line continued in the Rochester Subway until 1956.
- 1925 Transit systems in Seattle (1914), Detroit (1921), San Francisco (1912), New York (1932), and Boston (1918) came under public ownership or public control because of inflation, fixed fares, increased public investments in roads, later the economic depression, and other fiscal stresses faced by transit systems. Major infrastructure investments such a subways and elevated lines were built by municipal and state governments for operation by private companies in Philadelphia, Boston, and New York.

---

## MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL

- 1928 The first "park and ride" lot allowed a commuter to park at Upper Darby, PA, and take the Philadelphia Rapid Transit Company's Market Street elevated train into downtown Philadelphia. That lot is no longer there, the space being part of the Southeastern Pennsylvania Transportation Authority's modern 69th Street Transportation Center. More than 850,000 transit agency provided parking spaces are now available to transit multimodal commuters and many more are provided in municipal parking facilities at transit stations.
- 1930 Among the highest speed trains in the early 20th Century were electric transit interurbans. The Cincinnati and Lake Erie Railroad, which operated an interurban system from Cincinnati to Toledo, OH, introduced its lightweight *Red Devil* cars, which operated at 90 mph. One *Red Devil* reached 97 mph as it outran a biplane in front of the publicist's movie camera.
- 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 on 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.
- 1941 Another high-speed electric transit interurban train, the streamlined articulated Chicago North Shore and Milwaukee Railroad *Electroliner*, operating between the line's namesake cities, entered service. Although the four-car trains were operated at 110 mph in tests, they were restricted to 90 mph in service because they could outrun the signals to lower street and highway crossing gates.
- 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.
- 1944 African Americans were first hired for jobs from which they had previously been excluded such as streetcar conductors and motormen. Maya Angelou, renowned author and poet, became the first African American woman streetcar conductor in San Francisco when she was hired by the Market Street Railway Company at the age of 16. At about the same time Mrs. Arcola Philpott became the first African-American motorman, then called a "motorette" because she was female, on the Los Angeles Railway.
- 1945 Transit agencies set records for passenger use: 23.4 billion trips in 1945, the last year of World War II, and 23.5 billion trips in 1946. Sales of new automobiles to civilians ended on New Year's Day 1942. A national speed limit of 35 miles per hour was imposed, many people had a six-day work week, and gasoline was rationed until August 1945 and tires until December 1945. Returning military veterans increased travel demand sufficiently before autos again became available to make the year after the War the highest for transit travel by the smallest of margins.

### ***The Post World War II Period: Completion of Public Ownership Movement, Social Change, and Federal Participation in Transit; Continued Development of High-Speed Rail***

- 1946 The American Transit Association offered a prize on its national radio program, *Spotlight on America*, to determine the identity of the person who originated the expression "Kilroy was here." That phrase and a cartoon of a long nosed, two-eyed face peering over a wall was seen everywhere in the world that American troops went during World War II, even in ship compartments that had been sealed since the day they were built. The most credible story was given by James J. Kilroy, a shipyard inspector from Halifax, MA. His prize: a 36 year old, 50 foot long streetcar which, when delivered to his house, became the sleeping area for six of his nine children.
- 1955 Rosa Parks, a seamstress in Montgomery, AL, 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.

---

## MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL

- 1955 Cleveland was the first new urban area since Philadelphia opened its first heavy rail line in 1907. Heavy rail systems provide the high capacity service needed for very large urban developments. Since 1955, heavy rail systems have been built in the San Francisco, Washington, DC, Atlanta, Baltimore, Miami, Los Angeles, and San Juan urban areas.
- 1964 President Lyndon B. Johnson signed the Urban Mass Transportation Act of 1964, Public Law 88-365, on July 9. The 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."
- 1965 The U.S. Congress passed the High-Speed Ground Transportation Act of 1965 to foster growth of high-speed rail. The law authorized \$90 million over three years to "contract for demonstrations to determine the contributions that high-speed ground transportation could make to more efficient and economical intercity transportation systems."
- 1968 Hopkins Airport in Cleveland, OH became the first U.S. airport to be accessed by rail transit service when the Cleveland Transit System Rapid was extended 4 miles. Today airports in many American 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 The Penn Central Company began operation of electrical multiple unit *Metroliner* trains, developed under the provisions of the High-Speed Ground Transportation Act of 1965. In 1952, the Pennsylvania Railroad *Congressional* train had taken 3 hours 35 minutes to travel from New York to Washington at an average speed of 63 mph. A *Metroliner* making all stops could make the same trip in 2 hours 59 minutes at an average speed of 76 mph and a non-stop trip in 2 hours 30 minutes at an average speed of 91 mph. The trains had a top speed of 125 mph.
- 1969 The *Turbo Train*, a high-speed turbine powered articulated tilt-train design supported by the High-Speed Ground Transportation Act of 1965, enters service between Boston and New York on the Penn Central Railroad. Although the highest speed they operated at in regular service was 90 to 100 mph, in tests one train reached 170 mph.
- 1969 Construction of the Bay Area Rapid Transit District's 6-mile-long, 3.6 miles under water, Transbay Tube is completed in August. Fifty-seven premade sections of tunnel were lowered to the floor of San Francisco Bay to make the tunnel. Completion of the system lay ahead before trains began running through the Transbay Tube in 1974. During this period BART's chief executive was B.R. Stokes, who would become the first head of the American Public Transit Association.

### ***Late 20<sup>th</sup> Century: Growth and Investment Foster Modern Transit Infrastructure That Permits Rational and Sustainable Growth of Large Metropolitan Areas***

- 1972 President Richard M. Nixon signs the National Capital Transportation Act of 1972 to help continue funding for the Washington Metro which the President describes as "the area wide rapid rail transit system which figures so centrally in our vision of a new Washington for the Bicentennial and beyond." The Washington Metrorail system opened in 1976.
- 1973 The El Monte Busway in Los Angeles opened. It 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 called 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.

---

## MILESTONES IN PUBLIC TRANSPORTATION AND HIGH-SPEED RAIL

- 1974 Only seven street railways remained in operation. Since then those seven systems have been joined by 29 new light rail and streetcar 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 E. 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 W. 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 J. 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 191 million in 2011.
- 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.

### ***The 21<sup>st</sup> Century: Technological Change and Shared Government Commitments Lead to Increased Efficiency, Effectiveness, and Equity for Transit Agencies and Their Growing Number of Riders***

- 2000 The 20<sup>th</sup> Century had witnessed continued urban concentration. In 2000, 79 percent or 222 million out of America's 281 million people lived in urban areas. New York City had grown to 8 million people and the New York urbanized area contained nearly 18 million people. Thirty-eight urbanized areas had populations of over 1 million.
- 2000 The American Public Transit Association is renamed the American Public Transportation Association to more fully describe the wide range of urban and rural transportation services provided by its members.
- 2000 *Acela Express* trains begin providing high-speed electric railroad service in the Northeast Corridor, with some trains traveling the entire route from Washington to Boston. The tilting train sets can reach a maximum speed of 150 mph. *Acela* and other Amtrak service have become so popular that by 2012, 75 percent of combined rail and airplane travel between Washington and New York is via Amtrak and 54 percent of combined rail and airplane travel between New York and Boston is carried on Amtrak.
- 2000 Transit buses began adopting sophisticated technology. Four 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 Ridership exceeds 10 billion unlinked passenger trips for the first time since 1957. In 2005, the number of commuters using public transit as their primary means of getting to work had exceed 6.2 million for the first time since 1970.
- 2007 The High Speed Ground Transportation Association became part of APTA, adding advocacy for high-performance intercity rail to APTA's mission.
- 2009 President Barack H. Obama signs the American Recovery and Reinvestment Act which provided funding to stimulate the economy through construction of infrastructure and other investments. Federal funding for public transit and high-speed rail was a significant part of recovery policy.
- 2012 The Moving Ahead for Progress in the 21st Century Act (MAP-21), current federal public transportation law which connects transit program performance to national policy goals, was signed into law by President Barack H. Obama.

## APTA Statistical Publications

The American Public Transportation Association (APTA) is a nonprofit international association of 1,500 public and private sector organizations, engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes: transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products. More than 90 percent of the people using public transportation in the United States and Canada ride APTA member systems.

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 2011. 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 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 the 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 of 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 disembarking 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 direct payments 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 direct payments and accruals 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 Fact 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 2011.

#### 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.

**Cable Car** is a railway with individually controlled transit vehicles attached while moving to a 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.

**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.

**Ferryboat** 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 intercity railroads and has operating characteristics of commuter rail. This service typically operates diesel multiple-unit vehicles with characteristics of light rail vehicles. Hybrid rail vehicles are operated with temporal separation from railroad traffic.

**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.

**Publico** is a mode of transit service provided by vans or small buses. Publicos are privately owned and operated and are regulated by a public service

commission under a franchise agreement. They operate on fixed routes but do not have fixed schedules. The only current publico service is in San Juan, PR.

**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.

**Transit 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 it. 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.

**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.

#### 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 thorough 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 ferryboat.

**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.







AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION



**American Public Transportation Association**

**1666 K Street, NW | Washington, DC 20006 | [www.apta.com](http://www.apta.com)**