

**2011 PUBLIC TRANSPORTATION FACT BOOK  
APPENDIX A: HISTORICAL TABLES**

Updated September 2011



***AMERICAN  
PUBLIC  
TRANSPORTATION  
ASSOCIATION***

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**2011 Public Transportation Fact Book  
Appendix A: Historical Tables**

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**APTA's Vision Statement**

Be the leading force in advancing public transportation.

**APTA's Mission Statement**

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

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## About the Fact Book

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

The **Public Transportation Fact Book** (formerly the **Transit Fact Book**) was first published in 1943. This is the 62nd edition of the Fact Book published by the American Public Transportation Association and its predecessor organizations.

Data in the **Public Transportation Fact Book** have been calculated following statistically rigorous procedures since the data were first accumulated. All **Fact Book** data from the beginning of its collection represent the entire transit industry for those modes for which data were collected and reported for the year of the data.

Beginning in 2008 the **Public Transportation Fact Book** has been published in three parts. This format allows greater detail in statistical content and at the same time allows data to be easier to find and access.

The **2011 Public Transportation Fact Book** presents statistics describing transit service in the entire United States in 2009.

The **2011 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.

The **2011 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics** presents six operating statistics for 2009 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 and ranked for urbanized areas, both all modes totaled and for individual modes. These lists greatly expand similar data in previous **Public Transportation Fact Books** and allow a simple method to determine comparably sized transit agencies -- a difficult task when using existing data sources. Data for Appendix B are taken from the Federal Transit Administration's National Transit Database (NTD) and include only agencies reporting to the NTD.

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

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

The **Public Transportation 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** is published quarterly. Each edition presents ridership for each of three months plus quarterly and year-to-date amounts for all participating transit agencies. The reported data are used to estimate total ridership for individual 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 programs in federal laws authorizing funding for the transit industry. Detailed statistics report amounts of funds available and the text describes the uses to which those funds may be put and the methods by which they are distributed. A new **Primer** is prepared for each authorization of transit law and is updated annually to reflect annual appropriations of federal funds for transit.

**A Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys** is an extensive investigation of the demographic characteristics and travel behavior of transit passengers based on surveys conducted by transit agencies of their passengers while traveling on-board their vehicles.

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

## Methodology

The procedure for estimating total data in the **2011 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, sightseeing, intercity, charter, military, 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, island 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. This 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. Following World War I, an APTA predecessor organization, the American Electric Railway Association (AERA), began publishing annual operating reports with data for individual member transit systems. The last APTA *Public Transportation Operating Report* was published in 1992. Data for individual transit agencies is now published by the Federal Transit Administration in the National Transit Database report series.

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 conducted in 1942. In response, an APTA predecessor, by then named the 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.

Federal transit data summaries from 1890 through 1937 were simple totals of data for all transit agencies reporting to each Census. Because transit agencies were required by law to report their data, it can be assumed that the data represented nearly the entire transit industry for those vehicle modes for which data were collected. When the ATA began compiling the Fact Book, data were obtained by survey from ATA member organizations. There was not, of course, a legal requirement for ATA members or non-member transit agencies to report data. In order to estimate data for the entire U.S. transit industry, the

ATA expanded the sample data from their survey to represent the entire transit industry using statistical methods.

In 1984 APTA members began providing APTA with copies of their submissions to the Federal Transit Administration (FTA) National Transit Database (NTD) rather than completing special surveys. The NTD data then provided the basis for estimates of national data. Beginning in 1997, data in digitized formats, available directly from the FTA, were used rather than data taken from paper copies of report forms.

Amounts for the earliest years for data series beginning 1926 or earlier were first reported in the *1946 Transit Fact Book* and were estimated from Operating Reports for those years and interpolated using Census data.

The definitions of specific data change over time. Data are reported on these tables using the definition that was current when they were collected. For example, prior to the collection of NTD data what is now termed "unlinked passenger trips" was defined as "total trips" and included a count of all persons boarding transit vehicles and paying a fare, using a transfer, or allowed to ride for free for a specified reason. "Unlinked passenger trip" is defined as all persons boarding a transit vehicle and is determined from various counting procedures and statistical expansions required by the federal government. Although these definitions vary, the data can be expected to be nearly identical.

All data in this Fact Book calculated by APTA and its predecessors are statistical expansions of sample data designed to represent the total activity of all transit agencies for the modes of service included for a particular year. Base data were from APTA surveys prior to the NTD. Lists were maintained from all available sources for agencies that were not in the APTA or NTD sample. Data were expanded by mode in stratified categories of similar systems based on population and other characteristics. All procedures were adapted to minimize the maximum possible error, a standard statistical method.

The number of modes included has increased over time. The year each mode was first included in the Fact Book and in estimated national totals was:

1902: Light Rail  
1907: Heavy Rail  
1922: Bus  
1928: Trolleybus  
1980: Commuter Rail, Other (Other included aerial tramway, automated guideway transit, cable car, inclined plane, and monorail.)  
1984: Paratransit  
1995: Ferry Boat and Transit Vanpool, separately or included in "Other" on some tables.  
2000: Regulated Publico added to "Other."

Data from 1902 through 1983 are for calendar years. NTD data, however, are collected for "Reporting Years." A Reporting Year is each transit agency's fiscal year that ends during a calendar year. Beginning in 1984 Fact Book data are for reporting years, not calendar years.

NTD data are for agencies in Urbanized Areas (UZA). UZAs are areas defined during the Decennial Census with at least 50,000 persons including a central city. Prior to 2007, data for systems outside of urbanized areas, rural systems, were not collected or published by the NTD and were estimated by APTA based on other data sources.

Data for Bus, Paratransit, and Other are not continuous from 2006 to 2007. Data for other modes and national aggregates are continuous from 2006 to 2007. Bus and paratransit in these tables refer to a mode of service, not to a specific vehicle type. Paratransit service, defined as roadway service directly from an origin to a destination determined by the rider and not following a fixed-route, is usually provided by vans but is also provided by small buses and in a limited number of cases by large buses. Bus service is a variety of roadway services that share the characteristic of being entirely or partially fixed routes. Bus service includes local service, express service, subscription service, diversionary route service, loop

service, and other types. Although bus service is normally provided by buses, it can be provided by smaller vehicles that may be considered large vans.

For 2007 the NTD collected and made available data for rural agencies for the first time. The Federal Transit Administration Rural Transit Assistance Program also sponsored a survey of rural transit agencies. These surveys allowed APTA to more accurately reassess the distribution of bus, paratransit service, and transit agency vanpool service in rural areas. In association with this, APTA also conducted a survey of other data sources to identify agencies not included in the main NTD report or the NTD rural data. The increase in data available over the Internet from state agencies which oversee transit entities also allows a more accurate estimate of data for agencies eligible for federal transit assistance which provide service to non-profit elderly persons and persons with disabilities and are, therefore, included in paratransit data.

The inclusion of transit agencies in specific UZA population groups for data estimate purposes was also verified. Many transit agencies provide service to several UZAs, many of which were new in the 2000 census or dramatically changed size in the 2000 Census. When UZAs are delineated during each Decennial Census the population categories within which they are included for statistical expansion purposes may change and the growth of the area may include the service areas of agencies that had been rural agencies in the previous Census. UZAs are also combined into larger areas or split into multiple areas during each Census. The UZA data are usually not available until two to four years after the Census. For these reasons APTA does not include historical data stratified by population size groups.

Improved counting methods have resulted from increased use of automatic passenger counters and from the use of new fare media such as magnetic and smart cards, the transactions of which can be recorded and summarized. This increased automatic counting is particularly important in determining transfer behavior among service modes within agencies allowing more accurate assignment of data by mode.

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 are used to verify that the data presented in the Fact Book are the most accurate possible data.

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**PASSENGER DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS) |        |                    |                  |               |               |                 |           |                                      |
|--|--------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR   | BUS    | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1902   | ---    | ---                | ---              | ---           | 5,807         | ---             | ---       | 5,807                                |
| 1907   | ---    | ---                | ---              | 675           | 8,868         | ---             | ---       | 9,543                                |
| 1912   | ---    | ---                | ---              | 1,041         | 11,109        | ---             | ---       | 12,150                               |
| 1917   | ---    | ---                | ---              | 1,332         | 13,193        | ---             | ---       | 14,525                               |
| 1918   | ---    | ---                | ---              | 1,385         | 12,876        | ---             | ---       | 14,261                               |
| 1919   | ---    | ---                | ---              | 1,505         | 13,430        | ---             | ---       | 14,935                               |
| 1920   | ---    | ---                | ---              | 1,792         | 13,770        | ---             | ---       | 15,562                               |
| 1921   | ---    | ---                | ---              | 1,909         | 12,688        | ---             | ---       | 14,597                               |
| 1922   | 404    | ---                | ---              | 1,942         | 13,413        | ---             | ---       | 15,759                               |
| 1923   | 661    | ---                | ---              | 2,081         | 13,593        | ---             | ---       | 16,335                               |
| 1924   | 989    | ---                | ---              | 2,207         | 13,130        | ---             | ---       | 16,326                               |
| 1925   | 1,484  | ---                | ---              | 2,264         | 12,924        | ---             | ---       | 16,672                               |
| 1926   | 2,009  | ---                | ---              | 2,350         | 12,895        | ---             | ---       | 17,254                               |
| 1927   | 2,301  | ---                | ---              | 2,451         | 12,469        | ---             | ---       | 17,221                               |
| 1928   | 2,470  | ---                | ---              | 2,492         | 12,044        | 3               | ---       | 17,009                               |
| 1929   | 2,623  | ---                | ---              | 2,571         | 11,804        | 5               | ---       | 17,003                               |
| 1930   | 2,481  | ---                | ---              | 2,559         | 10,530        | 16              | ---       | 15,586                               |
| 1931   | 2,315  | ---                | ---              | 2,408         | 9,191         | 28              | ---       | 13,942                               |
| 1932   | 2,138  | ---                | ---              | 2,204         | 7,662         | 37              | ---       | 12,041                               |
| 1933   | 2,077  | ---                | ---              | 2,133         | 7,086         | 45              | ---       | 11,341                               |
| 1934   | 2,376  | ---                | ---              | 2,206         | 7,404         | 68              | ---       | 12,054                               |
| 1935   | 2,625  | ---                | ---              | 2,236         | 7,286         | 96              | ---       | 12,243                               |
| 1936   | 3,188  | ---                | ---              | 2,323         | 7,512         | 143             | ---       | 13,166                               |
| 1937   | 3,500  | ---                | ---              | 2,307         | 7,174         | 289             | ---       | 13,270                               |
| 1938   | 3,488  | ---                | ---              | 2,236         | 6,552         | 395             | ---       | 12,671                               |
| 1939   | 3,866  | ---                | ---              | 2,368         | 6,178         | 452             | ---       | 12,864                               |
| 1940   | 4,255  | ---                | ---              | 2,382         | 5,951         | 542             | ---       | 13,130                               |
| 1941   | 4,948  | ---                | ---              | 2,421         | 6,085         | 669             | ---       | 14,123                               |
| 1942   | 7,264  | ---                | ---              | 2,566         | 7,290         | 918             | ---       | 18,038                               |
| 1943   | 9,070  | ---                | ---              | 2,656         | 9,150         | 1,220           | ---       | 22,096                               |
| 1944   | 9,713  | ---                | ---              | 2,621         | 9,516         | 1,292           | ---       | 23,142                               |
| 1945   | 9,946  | ---                | ---              | 2,698         | 9,426         | 1,298           | ---       | 23,368                               |
| 1946   | 10,247 | ---                | ---              | 2,835         | 9,027         | 1,354           | ---       | 23,463                               |
| 1947   | 10,374 | ---                | ---              | 2,756         | 8,096         | 1,398           | ---       | 22,624                               |
| 1948   | 10,759 | ---                | ---              | 2,606         | 6,506         | 1,558           | ---       | 21,429                               |
| 1949   | 10,193 | ---                | ---              | 2,346         | 4,839         | 1,691           | ---       | 19,069                               |
| 1950   | 9,447  | ---                | ---              | 2,264         | 3,904         | 1,686           | ---       | 17,301                               |
| 1951   | 9,227  | ---                | ---              | 2,189         | 3,101         | 1,658           | ---       | 16,175                               |
| 1952   | 8,901  | ---                | ---              | 2,124         | 2,477         | 1,666           | ---       | 15,168                               |
| 1953   | 8,280  | ---                | ---              | 2,040         | 2,036         | 1,587           | ---       | 13,943                               |
| 1954   | 7,643  | ---                | ---              | 1,912         | 1,489         | 1,387           | ---       | 12,431                               |
| 1955   | 7,269  | ---                | ---              | 1,870         | 1,207         | 1,223           | ---       | 11,569                               |
| 1956   | 7,062  | ---                | ---              | 1,880         | 876           | 1,163           | ---       | 10,981                               |
| 1957   | 6,903  | ---                | ---              | 1,843         | 679           | 1,003           | ---       | 10,428                               |
| 1958   | 6,540  | ---                | ---              | 1,815         | 572           | 843             | ---       | 9,770                                |
| 1959   | 6,498  | ---                | ---              | 1,828         | 521           | 749             | ---       | 9,596                                |
| 1960   | 6,425  | ---                | ---              | 1,850         | 463           | 657             | ---       | 9,395                                |
| 1961   | 5,993  | ---                | ---              | 1,855         | 434           | 601             | ---       | 8,883                                |
| 1962   | 5,865  | ---                | ---              | 1,890         | 393           | 547             | ---       | 8,695                                |
| 1963   | 5,822  | ---                | ---              | 1,836         | 329           | 413             | ---       | 8,400                                |
| 1964   | 5,813  | ---                | ---              | 1,877         | 289           | 349             | ---       | 8,328                                |

**PASSENGER DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 1: UNLINKED PASSENGER TRIPS BY MODE (MILLIONS) |           |                    |                  |               |               |                 |           |                                      |
|--|-----------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR   | BUS       | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1965   | 5,814     | ---                | ---              | 1,858         | 276           | 305             | ---       | 8,253                                |
| 1966   | 5,764     | ---                | ---              | 1,753         | 282           | 284             | ---       | 8,083                                |
| 1967   | 5,723     | ---                | ---              | 1,938         | 263           | 248             | ---       | 8,172                                |
| 1968   | 5,610     | ---                | ---              | 1,928         | 253           | 228             | ---       | 8,019                                |
| 1969   | 5,375     | ---                | ---              | 1,980         | 249           | 199             | ---       | 7,803                                |
| 1970   | 5,034     | ---                | ---              | 1,881         | 235           | 182             | ---       | 7,332                                |
| 1971   | 4,699     | ---                | ---              | 1,778         | 222           | 148             | ---       | 6,847                                |
| 1972   | 4,495     | ---                | ---              | 1,731         | 211           | 130             | ---       | 6,567                                |
| 1973   | 4,642     | ---                | ---              | 1,714         | 207           | 97              | ---       | 6,660                                |
| 1974   | 4,976     | 239                | ---              | 1,726         | 150           | 83              | ---       | 7,174                                |
| 1975   | 5,084     | 254                | ---              | 1,673         | 124           | 78              | ---       | 7,213                                |
| 1976   | 5,247     | 260                | ---              | 1,632         | 112           | 75              | ---       | 7,326                                |
| 1977   | 4,949     | 265                | ---              | 2,149         | 103           | 70              | ---       | 7,536                                |
| 1978   | 5,142     | 267                | ---              | 2,285         | 104           | 70              | ---       | 7,868                                |
| 1979   | 5,552     | 279                | ---              | 2,381         | 107           | 75              | ---       | 8,394                                |
| 1980   | 5,837     | 280                | ---              | 2,108         | 133           | 142             | 67        | 8,567                                |
| 1981   | 5,594     | 268                | ---              | 2,094         | 123           | 138             | 67        | 8,284                                |
| 1982   | 5,324     | 259                | ---              | 2,115         | 136           | 151             | 67        | 8,052                                |
| 1983   | 5,422     | 262                | ---              | 2,167         | 137           | 160             | 55        | 8,203                                |
| 1984   | 5,908     | 267                | 62               | 2,231         | 135           | 165             | 61        | 8,829                                |
| 1985   | 5,675     | 275                | 59               | 2,290         | 132           | 142             | 63        | 8,636                                |
| 1986   | 5,753     | 306                | 63               | 2,333         | 130           | 139             | 53        | 8,777                                |
| 1987   | 5,614     | 311                | 64               | 2,402         | 133           | 141             | 70        | 8,735                                |
| 1988   | 5,590     | 325                | 73               | 2,308         | 154           | 136             | 80        | 8,666                                |
| 1989   | 5,620     | 330                | 70               | 2,542         | 162           | 130             | 77        | 8,931                                |
| 1990   | 5,677     | 328                | 68               | 2,346         | 175           | 126             | 79        | 8,799                                |
| 1991   | 5,624     | 318                | 71               | 2,172         | 184           | 125             | 81        | 8,575                                |
| 1992   | 5,517     | 314                | 72               | 2,207         | 188           | 126             | 77        | 8,501                                |
| 1993   | 5,381     | 322                | 81               | 2,046         | 188           | 121             | 78        | 8,217                                |
| 1994   | 4,871     | 339                | 88               | 2,169         | 284           | 118             | 80        | 7,949                                |
| 1995   | 4,848     | 344                | 88               | 2,033         | 251           | 119             | 80        | 7,763                                |
| 1996   | 4,887     | 352                | 93               | 2,157         | 261           | 117             | 81        | 7,948                                |
| 1997   | 5,013     | 357                | 99               | 2,430         | 262           | 121             | 92        | 8,374                                |
| 1998   | 5,399     | 381                | 95               | 2,393         | 276           | 117             | 89        | 8,750                                |
| 1999   | 5,648     | 396                | 100              | 2,521         | 292           | 120             | 91        | 9,168                                |
| 2000   | 5,678     | 413                | 105              | 2,632         | 320           | 122             | 93        | 9,363                                |
| 2001   | 5,849     | 419                | 105              | 2,728         | 336           | 119             | 97        | 9,653                                |
| 2002   | 5,868     | 414                | 103              | 2,688         | 337           | 116             | 97        | 9,623                                |
| 2003   | 5,692     | 410                | 111              | 2,667         | 338           | 109             | 109       | 9,434                                |
| 2004   | 5,731     | 414                | 114              | 2,748         | 350           | 106             | 112       | 9,575                                |
| 2005   | 5,855     | 423                | 125              | 2,808         | 381           | 107             | 117       | 9,815                                |
| 2006   | 5,894     | 441                | 126              | 2,927         | 407           | 100             | 121       | 10,017                               |
| 2007   | (b) 5,413 | 459                | (b) 209          | 3,460         | 419           | 97              | (b) 190   | 10,247                               |
| 2008   | 5,573     | 472                | 191              | 3,547         | 454           | 101             | 183       | 10,521                               |
| 2009 P   | 5,452     | 468                | 190              | 3,490         | 465           | 104             | 212       | 10,381                               |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

(b) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**PASSENGER DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 2: PASSENGER MILES BY MODE (MILLIONS) |            |                    |                  |               |               |                 |           |                                      |
|---|------------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR  | BUS        | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1977  | 19,730     | ---                | ---              | 9,682         | 389           | 225             | ---       | 30,026                               |
| 1978  | 20,708     | ---                | ---              | 10,330        | 392           | 234             | ---       | 31,664                               |
| 1979  | 21,393     | ---                | ---              | 10,760        | 407           | 204             | ---       | 32,764                               |
| 1980  | 21,790     | 6,516              | ---              | 10,558        | 381           | 219             | 390       | 39,854                               |
| 1981  | 21,012     | 6,236              | ---              | 10,244        | 346           | 254             | 390       | 38,482                               |
| 1982  | 19,987     | 6,027              | ---              | 10,049        | 379           | 295             | 387       | 37,124                               |
| 1983  | 20,047     | 6,097              | ---              | 10,350        | 391           | 325             | 392       | 37,602                               |
| 1984  | 21,595     | 6,207              | 349              | 10,111        | 416           | 364             | 382       | 39,424                               |
| 1985  | 21,161     | 6,534              | 364              | 10,427        | 350           | 306             | 439       | 39,581                               |
| 1986  | 21,395     | 6,723              | 402              | 10,649        | 361           | 305             | 369       | 40,204                               |
| 1987  | 20,970     | 6,818              | 374              | 11,198        | 405           | 223             | 360       | 40,348                               |
| 1988  | 20,753     | 6,964              | 441              | 11,300        | 477           | 211             | 434       | 40,580                               |
| 1989  | 20,768     | 7,211              | 428              | 12,030        | 509           | 199             | 458       | 41,603                               |
| 1990  | 20,981     | 7,082              | 431              | 11,475        | 571           | 193             | 410       | 41,143                               |
| 1991  | 21,090     | 7,344              | 454              | 10,528        | 662           | 195             | 430       | 40,703                               |
| 1992  | 20,336     | 7,320              | 495              | 10,737        | 701           | 199             | 453       | 40,241                               |
| 1993  | 20,247     | 6,940              | 562              | 10,231        | 705           | 188             | 511       | 39,384                               |
| 1994  | 18,832     | 7,996              | 577              | 10,668        | 833           | 187             | 492       | 39,585                               |
| 1995  | 18,818     | 8,244              | 607              | 10,559        | 860           | 187             | 533       | 39,808                               |
| 1996  | 19,096     | 8,351              | 656              | 11,530        | 957           | 184             | 604       | 41,378                               |
| 1997  | 19,604     | 8,038              | 754              | 12,056        | 1,035         | 189             | 663       | 42,339                               |
| 1998  | 20,360     | 8,704              | 735              | 12,284        | 1,128         | 182             | 735       | 44,128                               |
| 1999  | 21,205     | 8,766              | 813              | 12,902        | 1,206         | 186             | 779       | 45,857                               |
| 2000  | 21,241     | 9,402              | 839              | 13,844        | 1,356         | 192             | 792       | 47,666                               |
| 2001  | 22,022     | 9,548              | 855              | 14,178        | 1,437         | 187             | 843       | 49,070                               |
| 2002  | 21,841     | 9,504              | 853              | 13,663        | 1,432         | 188             | 843       | 48,324                               |
| 2003  | 21,262     | 9,559              | 930              | 13,606        | 1,476         | 176             | 893       | 47,903                               |
| 2004  | 21,377     | 9,719              | 962              | 14,354        | 1,576         | 173             | 911       | 49,073                               |
| 2005  | 21,825     | 9,473              | 1,058            | 14,418        | 1,700         | 173             | 1,033     | 49,678                               |
| 2006  | 22,821     | 10,361             | 1,078            | 14,721        | 1,866         | 164             | 1,143     | 52,154                               |
| 2007  | (b) 20,976 | 11,153             | (b) 1,502        | 16,138        | 1,932         | 156             | (b) 1,496 | 53,353                               |
| 2008  | 21,757     | 11,049             | 1,412            | 16,848        | 2,093         | 161             | 1,837     | 55,157                               |
| 2009 P                                      | 21,477     | 11,232             | 1,477            | 16,805        | 2,199         | 168             | 1,875     | 55,233                               |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

(b) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**PASSENGER DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 3: AVERAGE TRIP LENGTH BY MODE (PASSENGER MILES DIVIDED BY UNLINKED PASSENGER TRIPS)</b> |     |                    |                  |               |               |                 |           |                                      |
|---|-----|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR  | BUS | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1977  | 4.0 | ---                | ---              | 4.5           | 3.8           | 3.2             | ---       | 4.1                                  |
| 1978  | 4.0 | ---                | ---              | 4.5           | 3.8           | 3.3             | ---       | 4.2                                  |
| 1979  | 3.9 | ---                | ---              | 4.5           | 3.8           | 2.7             | ---       | 4.0                                  |
| 1980  | 3.7 | 23.3               | ---              | 5.0           | 2.9           | 1.5             | 5.8       | 4.7                                  |
| 1981  | 3.8 | 23.3               | ---              | 4.9           | 2.8           | 1.8             | 5.8       | 4.6                                  |
| 1982  | 3.8 | 23.3               | ---              | 4.8           | 2.8           | 2.0             | 5.8       | 4.6                                  |
| 1983  | 3.7 | 23.3               | ---              | 4.8           | 2.9           | 2.0             | 7.1       | 4.6                                  |
| 1984  | 3.7 | 23.2               | 5.6              | 4.5           | 3.1           | 2.2             | 6.3       | 4.5                                  |
| 1985  | 3.7 | 23.8               | 6.2              | 4.6           | 2.7           | 2.2             | 7.0       | 4.6                                  |
| 1986  | 3.7 | 22.0               | 6.4              | 4.6           | 2.8           | 2.2             | 7.0       | 4.6                                  |
| 1987  | 3.7 | 21.9               | 5.8              | 4.7           | 3.0           | 1.6             | 5.1       | 4.6                                  |
| 1988  | 3.7 | 21.4               | 6.0              | 4.9           | 3.1           | 1.6             | 5.4       | 4.7                                  |
| 1989  | 3.7 | 21.9               | 6.1              | 4.7           | 3.1           | 1.5             | 5.9       | 4.7                                  |
| 1990  | 3.7 | 21.6               | 6.3              | 4.9           | 3.3           | 1.5             | 5.2       | 4.7                                  |
| 1991  | 3.8 | 23.1               | 6.4              | 4.8           | 3.6           | 1.6             | 5.3       | 4.7                                  |
| 1992  | 3.7 | 23.3               | 6.9              | 4.9           | 3.7           | 1.6             | 5.9       | 4.7                                  |
| 1993  | 3.8 | 21.6               | 6.9              | 5.0           | 3.8           | 1.6             | 6.6       | 4.8                                  |
| 1994  | 3.9 | 23.6               | 6.6              | 4.9           | 2.9           | 1.6             | 6.2       | 5.0                                  |
| 1995  | 3.9 | 24.0               | 6.9              | 5.2           | 3.4           | 1.6             | 6.7       | 5.1                                  |
| 1996  | 3.9 | 23.7               | 7.1              | 5.3           | 3.7           | 1.6             | 7.5       | 5.2                                  |
| 1997  | 3.9 | 22.5               | 7.6              | 5.0           | 4.0           | 1.6             | 7.2       | 5.1                                  |
| 1998  | 3.8 | 22.8               | 7.7              | 5.1           | 4.1           | 1.6             | 8.3       | 5.0                                  |
| 1999  | 3.8 | 22.1               | 8.1              | 5.1           | 4.1           | 1.6             | 8.6       | 5.0                                  |
| 2000  | 3.7 | 22.8               | 8.0              | 5.3           | 4.2           | 1.6             | 8.5       | 5.1                                  |
| 2001  | 3.8 | 22.8               | 8.1              | 5.2           | 4.3           | 1.6             | 8.7       | 5.1                                  |
| 2002  | 3.7 | 23.0               | 8.3              | 5.1           | 4.2           | 1.6             | 8.7       | 5.0                                  |
| 2003  | 3.7 | 23.3               | 8.4              | 5.1           | 4.4           | 1.6             | 8.2       | 5.1                                  |
| 2004  | 3.7 | 23.5               | 8.4              | 5.2           | 4.5           | 1.6             | 8.1       | 5.1                                  |
| 2005  | 3.7 | 22.4               | 8.5              | 5.1           | 4.5           | 1.6             | 8.8       | 5.1                                  |
| 2006  | 3.9 | 23.5               | 8.5              | 5.0           | 4.6           | 1.6             | 9.4       | 5.2                                  |
| 2007  | 3.9 | 24.3               | 7.2              | 4.7           | 4.6           | 1.6             | 7.9       | 5.2                                  |
| 2008  | 3.9 | 23.4               | 7.4              | 4.8           | 4.6           | 1.6             | 10.0      | 5.2                                  |
| 2009 P  | 3.9 | 24.0               | 7.8              | 4.8           | 4.7           | 1.6             | 8.8       | 5.3                                  |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

See Glossary following Tables for complete definitions.

**PASSENGER DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 4: BOARDINGS PER MILE BY MODE IN REVENUE SERVICE<br/>(UNLINKED PASSENGER TRIPS DIVIDED BY VEHICLE REVENUE MILES)</b> |      |                    |                  |               |               |                 |           |                                      |
|---|------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR  | BUS  | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1996  | 2.56 | 1.59               | 0.17             | 4.09          | 7.11          | 8.93            | 1.93      | 2.41                                 |
| 1997  | 2.48 | 1.55               | 0.18             | 4.50          | 6.49          | 9.03            | 2.06      | 2.43                                 |
| 1998  | 2.69 | 1.58               | 0.16             | 4.36          | 6.49          | 8.93            | 1.68      | 2.49                                 |
| 1999  | 2.86 | 1.63               | 0.16             | 4.49          | 6.11          | 8.82            | 1.30      | 2.61                                 |
| 2000  | 2.84 | 1.67               | 0.16             | 4.55          | 6.14          | 8.78            | 1.29      | 2.59                                 |
| 2001  | 2.84 | 1.65               | 0.16             | 4.61          | 6.28          | 9.66            | 1.27      | 2.60                                 |
| 2002  | 2.81 | 1.60               | 0.15             | 4.45          | 5.62          | 8.71            | 1.19      | 2.53                                 |
| 2003  | 2.72 | 1.56               | 0.15             | 4.36          | 5.32          | 8.25            | 1.16      | 2.44                                 |
| 2004  | 2.66 | 1.54               | 0.15             | 4.40          | 5.25          | 8.14            | 1.24      | 2.41                                 |
| 2005  | 2.73 | 1.52               | 0.15             | 4.47          | 5.60          | 8.63            | 1.12      | 2.41                                 |
| 2006  | 2.74 | 1.54               | 0.15             | 4.62          | 5.57          | 8.51            | 1.00      | 2.41                                 |
| 2007  | 2.72 | 1.54               | 0.16             | 5.42          | 5.07          | 8.82            | 1.04      | 2.29                                 |
| 2008  | 2.72 | 1.52               | 0.15             | 5.41          | 5.20          | 8.99            | 0.84      | 2.28                                 |
| 2009 P  | 2.71 | 1.47               | 0.14             | 5.23          | 5.21          | 8.19            | 0.95      | 2.24                                 |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

See Glossary following Tables for complete definitions.

**PASSENGER DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 5: AVERAGE PASSENGER LOAD BY MODE IN REVENUE SERVICE<br/>(PASSENGER MILES DIVIDED BY VEHICLE REVENUE MILES)</b> |       |                    |                  |               |               |                 |           |                                      |
|--|-------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR   | BUS   | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1996   | 10.00 | 37.70              | 1.21             | 21.85         | 26.08         | 14.05           | 14.42     | 12.56                                |
| 1997   | 9.70  | 35.01              | 1.36             | 22.34         | 25.62         | 14.10           | 14.87     | 12.30                                |
| 1998   | 10.13 | 35.98              | 1.21             | 22.36         | 26.54         | 13.89           | 13.87     | 12.56                                |
| 1999   | 10.75 | 36.00              | 1.34             | 22.99         | 25.23         | 13.68           | 11.14     | 13.04                                |
| 2000   | 10.61 | 37.93              | 1.30             | 23.94         | 26.03         | 13.81           | 10.97     | 13.20                                |
| 2001   | 10.70 | 37.70              | 1.28             | 23.98         | 26.85         | 15.18           | 11.01     | 13.21                                |
| 2002   | 10.44 | 36.65              | 1.24             | 22.64         | 23.89         | 14.11           | 10.32     | 12.72                                |
| 2003   | 10.16 | 36.47              | 1.27             | 22.23         | 23.23         | 13.31           | 9.50      | 12.37                                |
| 2004   | 9.94  | 36.14              | 1.25             | 22.98         | 23.65         | 13.28           | 10.09     | 12.33                                |
| 2005   | 10.19 | 34.15              | 1.25             | 22.94         | 24.99         | 13.95           | 9.85      | 12.19                                |
| 2006   | 10.59 | 36.09              | 1.24             | 23.23         | 25.55         | 13.92           | 9.41      | 12.56                                |
| 2007   | 10.56 | 37.50              | 1.18             | 25.27         | 23.36         | 14.18           | 8.21      | 11.93                                |
| 2008   | 10.60 | 35.62              | 1.09             | 25.71         | 23.99         | 14.33           | 8.45      | 11.96                                |
| 2009 P   | 10.68 | 35.33              | 1.12             | 25.20         | 24.62         | 13.23           | 8.39      | 11.90                                |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

See Glossary following Tables for complete definitions.



**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 6: VEHICLE TOTAL MILES OPERATED BY MODE (MILLIONS)</b> |         |                    |                  |               |               |                 |           |                                      |
|---|---------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR  | BUS     | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1926  | 449.7   | ---                | ---              | 398.1         | 1,821.9       | ---             | ---       | 2,669.7                              |
| 1927  | 589.2   | ---                | ---              | 410.2         | 1,753.6       | ---             | ---       | 2,753.0                              |
| 1928  | 633.4   | ---                | ---              | 434.3         | 1,679.1       | 1.2             | ---       | 2,748.0                              |
| 1929  | 699.8   | ---                | ---              | 450.3         | 1,610.3       | 2.0             | ---       | 2,762.4                              |
| 1930  | 705.8   | ---                | ---              | 454.8         | 1,540.4       | 6.0             | ---       | 2,707.0                              |
| 1931  | 682.5   | ---                | ---              | 440.7         | 1,417.9       | 7.9             | ---       | 2,549.0                              |
| 1932  | 663.3   | ---                | ---              | 423.5         | 1,266.7       | 9.5             | ---       | 2,363.0                              |
| 1933  | 655.1   | ---                | ---              | 427.7         | 1,165.7       | 10.5            | ---       | 2,259.0                              |
| 1934  | 711.1   | ---                | ---              | 438.6         | 1,147.7       | 14.6            | ---       | 2,312.0                              |
| 1935  | 764.0   | ---                | ---              | 447.4         | 1,096.6       | 19.0            | ---       | 2,327.0                              |
| 1936  | 864.2   | ---                | ---              | 461.6         | 1,080.9       | 26.3            | ---       | 2,433.0                              |
| 1937  | 957.0   | ---                | ---              | 469.1         | 1,029.2       | 49.7            | ---       | 2,505.0                              |
| 1938  | 986.4   | ---                | ---              | 457.4         | 922.3         | 67.9            | ---       | 2,434.0                              |
| 1939  | 1,047.4 | ---                | ---              | 469.4         | 878.3         | 74.9            | ---       | 2,470.0                              |
| 1940  | 1,194.5 | ---                | ---              | 470.8         | 844.7         | 86.0            | ---       | 2,596.0                              |
| 1941  | 1,313.0 | ---                | ---              | 472.8         | 792.2         | 98.4            | ---       | 2,676.4                              |
| 1942  | 1,612.0 | ---                | ---              | 469.6         | 850.4         | 115.7           | ---       | 3,047.7                              |
| 1943  | 1,693.0 | ---                | ---              | 461.7         | 978.0         | 129.7           | ---       | 3,262.4                              |
| 1944  | 1,713.3 | ---                | ---              | 461.0         | 977.9         | 132.3           | ---       | 3,284.5                              |
| 1945  | 1,722.3 | ---                | ---              | 458.4         | 939.8         | 133.3           | ---       | 3,253.8                              |
| 1946  | 1,807.2 | ---                | ---              | 458.9         | 894.5         | 143.7           | ---       | 3,304.3                              |
| 1947  | 1,885.7 | ---                | ---              | 462.3         | 839.3         | 155.1           | ---       | 3,342.4                              |
| 1948  | 1,975.7 | ---                | ---              | 458.1         | 699.3         | 178.0           | ---       | 3,311.1                              |
| 1949  | 1,968.2 | ---                | ---              | 460.0         | 555.4         | 200.0           | ---       | 3,183.6                              |
| 1950  | 1,895.4 | ---                | ---              | 443.4         | 463.1         | 205.7           | ---       | 3,007.6                              |
| 1951  | 1,893.0 | ---                | ---              | 424.0         | 387.6         | 208.8           | ---       | 2,913.4                              |
| 1952  | 1,877.7 | ---                | ---              | 400.4         | 321.2         | 215.2           | ---       | 2,814.5                              |
| 1953  | 1,819.0 | ---                | ---              | 391.1         | 273.7         | 211.7           | ---       | 2,695.5                              |
| 1954  | 1,760.7 | ---                | ---              | 375.6         | 215.8         | 196.7           | ---       | 2,548.8                              |
| 1955  | 1,709.9 | ---                | ---              | 382.8         | 178.3         | 176.5           | ---       | 2,447.5                              |
| 1956  | 1,680.9 | ---                | ---              | 387.1         | 132.9         | 165.7           | ---       | 2,366.6                              |
| 1957  | 1,648.4 | ---                | ---              | 388.0         | 106.6         | 146.5           | ---       | 2,289.5                              |
| 1958  | 1,593.6 | ---                | ---              | 386.5         | 89.9          | 131.0           | ---       | 2,201.0                              |
| 1959  | 1,576.5 | ---                | ---              | 388.7         | 81.3          | 112.4           | ---       | 2,158.9                              |
| 1960  | 1,576.4 | ---                | ---              | 390.9         | 74.8          | 100.7           | ---       | 2,142.8                              |
| 1961  | 1,529.7 | ---                | ---              | 385.1         | 69.4          | 92.9            | ---       | 2,077.1                              |
| 1962  | 1,515.2 | ---                | ---              | 386.7         | 61.5          | 84.0            | ---       | 2,047.4                              |
| 1963  | 1,523.1 | ---                | ---              | 387.3         | 48.9          | 62.4            | ---       | 2,021.7                              |
| 1964  | 1,527.9 | ---                | ---              | 395.8         | 42.9          | 49.2            | ---       | 2,015.8                              |
| 1965  | 1,528.3 | ---                | ---              | 395.3         | 41.6          | 43.0            | ---       | 2,008.2                              |
| 1966  | 1,521.7 | ---                | ---              | 378.9         | 42.9          | 40.1            | ---       | 1,983.6                              |
| 1967  | 1,526.0 | ---                | ---              | 396.5         | 37.8          | 36.5            | ---       | 1,996.8                              |
| 1968  | 1,508.2 | ---                | ---              | 406.8         | 37.5          | 36.2            | ---       | 1,988.7                              |
| 1969  | 1,478.3 | ---                | ---              | 416.6         | 36.0          | 35.8            | ---       | 1,966.7                              |
| 1970  | 1,409.3 | ---                | ---              | 407.1         | 33.7          | 33.0            | ---       | 1,883.1                              |
| 1971  | 1,375.5 | ---                | ---              | 407.4         | 32.7          | 30.8            | ---       | 1,846.4                              |
| 1972  | 1,308.0 | ---                | ---              | 386.2         | 31.6          | 29.8            | ---       | 1,755.6                              |
| 1973  | 1,370.4 | ---                | ---              | 407.3         | 31.2          | 25.7            | ---       | 1,834.6                              |
| 1974  | 1,431.0 | ---                | ---              | 431.9         | 26.9          | 17.6            | ---       | 1,907.4                              |
| 1975  | 1,526.0 | 173.0              | ---              | 423.1         | 23.8          | 15.3            | 15.0      | 2,176.2                              |
| 1976  | 1,581.4 | 173.0              | ---              | 407.0         | 21.1          | 15.3            | 15.4      | 2,213.2                              |
| 1977  | 1,623.3 | 175.0              | ---              | 361.3         | 20.4          | 14.8            | 15.4      | 2,210.2                              |

**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 6: VEHICLE TOTAL MILES OPERATED BY MODE (MILLIONS)</b> |             |                    |                  |               |               |                 |           |                                      |
|---|-------------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR  | BUS         | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1978  | 1,630.5     | 174.0              | ---              | 363.5         | 19.5          | 13.3            | 15.4      | 2,216.2                              |
| 1979  | 1,633.6     | 176.0              | ---              | 380.5         | 19.1          | 11.7            | 15.4      | 2,236.3                              |
| 1980  | 1,677.2     | 179.0              | ---              | 384.7         | 17.5          | 13.0            | 15.4      | 2,286.8                              |
| 1981  | 1,684.6     | 176.0              | ---              | 420.1         | 16.5          | 11.9            | 15.4      | 2,324.5                              |
| 1982  | 1,668.8     | 175.0              | ---              | 429.1         | 16.1          | 13.7            | 15.4      | 2,318.1                              |
| 1983  | 1,677.8     | 177.0              | ---              | 407.5         | 16.0          | 15.0            | 12.6      | 2,305.9                              |
| 1984  | 1,844.7     | 167.9              | 256.1            | 435.8         | 16.8          | 15.3            | 13.0      | 2,749.6                              |
| 1985  | 1,862.9     | 182.7              | 247.4            | 450.8         | 16.5          | 15.5            | 14.9      | 2,790.7                              |
| 1986  | 2,002.3     | 188.6              | 274.5            | 475.8         | 17.0          | 14.7            | 12.9      | 2,985.8                              |
| 1987  | 2,079.4     | 188.9              | 250.0            | 490.2         | 18.4          | 15.0            | 13.3      | 3,055.2                              |
| 1988  | 2,097.3     | 202.2              | 288.9            | 517.4         | 20.8          | 14.7            | 16.0      | 3,157.3                              |
| 1989  | 2,109.3     | 209.6              | 300.4            | 532.1         | 21.3          | 14.5            | 15.7      | 3,202.9                              |
| 1990  | 2,129.9     | 212.7              | 305.9            | 536.7         | 24.2          | 13.8            | 18.3      | 3,241.5                              |
| 1991  | 2,166.6     | 214.9              | 335.0            | 527.2         | 27.6          | 13.6            | 21.5      | 3,306.4                              |
| 1992  | 2,178.0     | 218.8              | 363.5            | 525.4         | 28.6          | 13.9            | 26.4      | 3,354.6                              |
| 1993  | 2,209.6     | 223.9              | 406.0            | 522.1         | 27.7          | 13.0            | 32.2      | 3,435.1                              |
| 1994  | 2,162.0     | 230.8              | 463.7            | 531.8         | 34.0          | 13.7            | 31.5      | 3,467.5                              |
| 1995  | 2,183.7     | 237.7              | 506.5            | 537.2         | 34.6          | 13.8            | 36.7      | 3,550.2                              |
| 1996  | 2,220.5     | 241.9              | 548.3            | 543.1         | 37.6          | 13.7            | 45.2      | 3,650.3                              |
| 1997  | 2,244.6     | 250.7              | 585.3            | 557.7         | 41.2          | 14.0            | 52.3      | 3,745.8                              |
| 1998  | 2,174.6     | 259.5              | 670.9            | 565.7         | 43.8          | 13.6            | 65.5      | 3,793.6                              |
| 1999  | 2,275.9     | 265.9              | 718.4            | 577.7         | 48.7          | 14.2            | 71.4      | 3,972.2                              |
| 2000  | 2,314.8     | 270.9              | 758.9            | 595.2         | 52.8          | 14.5            | 73.7      | 4,080.8                              |
| 2001  | 2,376.5     | 277.3              | 789.3            | 608.1         | 54.3          | 12.8            | 77.9      | 4,196.2                              |
| 2002  | 2,411.1     | 283.7              | 802.6            | 620.9         | 61.0          | 13.9            | 83.5      | 4,276.7                              |
| 2003  | 2,420.8     | 286.0              | 864.0            | 629.9         | 64.3          | 13.8            | 84.6      | 4,363.4                              |
| 2004  | 2,471.0     | 294.7              | 889.5            | 642.4         | 67.4          | 13.4            | 92.4      | 4,470.8                              |
| 2005  | 2,484.8     | 303.4              | 978.3            | 646.2         | 69.2          | 12.9            | 106.6     | 4,601.4                              |
| 2006  | 2,494.9     | 314.8              | 1,013.0          | 652.1         | 74.3          | 12.2            | 123.1     | 4,684.2                              |
| 2007  | (b) 2,302.4 | 325.7              | (b) 1,471.4      | 657.3         | 83.9          | 11.4            | (b) 185.9 | 5,038.1                              |
| 2008  | 2,376.5     | 338.7              | 1,495.2          | 674.3         | 88.5          | 11.6            | 219.4     | 5,204.2                              |
| 2009 P  | 2,331.8     | 343.5              | 1,529.2          | 684.6         | 90.7          | 13.1            | 226.5     | 5,219.4                              |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

(b) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 7: VEHICLE REVENUE MILES OPERATED BY MODE (MILLIONS)</b> |             |                            |                          |                       |                       |                         |                  |  |
|---|-------------|----------------------------|--------------------------|-----------------------|-----------------------|-------------------------|------------------|--|
| <b>YEAR</b>   | <b>BUS</b>  | <b>COMMUT-<br/>ER RAIL</b> | <b>PARA-<br/>TRANSIT</b> | <b>HEAVY<br/>RAIL</b> | <b>LIGHT<br/>RAIL</b> | <b>TROLLEY-<br/>BUS</b> | <b>OTHER (a)</b> | <b>TOTAL<br/>(MODES<br/>REPORTED<br/>ONLY)</b> |
| 1996  | 1,910.3     | 221.5                      | 542.2                    | 527.8                 | 36.7                  | 13.1                    | 41.9             | 3,293.5  |
| 1997  | 2,021.7     | 229.6                      | 553.8                    | 539.6                 | 40.4                  | 13.4                    | 44.6             | 3,443.1  |
| 1998  | 2,009.0     | 241.9                      | 605.0                    | 549.3                 | 42.5                  | 13.1                    | 53.0             | 3,513.8  |
| 1999  | 1,972.8     | 243.5                      | 608.1                    | 561.2                 | 47.8                  | 13.6                    | 69.9             | 3,516.9  |
| 2000  | 2,001.7     | 247.9                      | 645.8                    | 578.2                 | 52.1                  | 13.9                    | 72.2             | 3,611.8  |
| 2001  | 2,058.3     | 253.2                      | 670.1                    | 591.1                 | 53.5                  | 12.3                    | 76.6             | 3,715.2  |
| 2002  | 2,091.9     | 259.3                      | 688.0                    | 603.5                 | 60.0                  | 13.3                    | 81.6             | 3,797.6  |
| 2003  | 2,092.9     | 262.1                      | 734.9                    | 611.9                 | 63.5                  | 13.2                    | 94.0             | 3,872.6  |
| 2004  | 2,150.5     | 268.9                      | 767.3                    | 624.6                 | 66.6                  | 13.0                    | 90.3             | 3,981.2  |
| 2005  | 2,141.0     | 277.4                      | 844.1                    | 628.5                 | 68.0                  | 12.4                    | 104.9            | 4,076.4  |
| 2006  | 2,154.8     | 287.1                      | 869.1                    | 633.8                 | 73.0                  | 11.8                    | 121.4            | 4,151.0  |
| 2007  | (b) 1,987.0 | 297.4                      | (b) 1,274.4              | 638.5                 | 82.7                  | 11.0                    | (b) 182.3        | 4,473.2  |
| 2008  | 2,052.2     | 310.2                      | 1,290.1                  | 655.4                 | 87.3                  | 11.2                    | 217.3            | 4,623.7  |
| 2009 P  | 2,011.3     | 317.9                      | 1,319.3                  | 666.8                 | 89.3                  | 12.7                    | 223.6            | 4,640.9  |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

(b) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 8: VEHICLE TOTAL HOURS OPERATED BY MODE (MILLIONS)</b> |           |                    |                  |               |               |                 |              |                                      |
|---|-----------|--------------------|------------------|---------------|---------------|-----------------|--------------|--------------------------------------|
| YEAR  | BUS       | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER<br>(a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1986  | 153.7     | 5.8                | 21.7             | 25.6          | 1.5           | 1.9             | 0.8          | 211.0                                |
| 1987  | 160.3     | 5.8                | 21.9             | 26.0          | 1.6           | 1.9             | 1.1          | 218.6                                |
| 1988  | 160.5     | 6.4                | 23.5             | 27.4          | 1.8           | 1.9             | 1.2          | 222.7                                |
| 1989  | 161.4     | 6.6                | 24.0             | 28.2          | 1.9           | 1.8             | 1.0          | 224.9                                |
| 1990  | 163.0     | 6.5                | 24.4             | 28.4          | 2.0           | 1.8             | 1.4          | 227.5                                |
| 1991  | 163.8     | 6.4                | 26.3             | 24.6          | 2.2           | 1.8             | 1.4          | 226.5                                |
| 1992  | 165.1     | 6.5                | 28.7             | 25.6          | 2.2           | 1.8             | 1.6          | 231.5                                |
| 1993  | 166.2     | 6.6                | 30.5             | 27.2          | 2.1           | 1.8             | 1.8          | 236.2                                |
| 1994  | 162.1     | 6.9                | 32.6             | 27.3          | 2.5           | 1.8             | 1.5          | 234.7                                |
| 1995  | 162.9     | 7.2                | 34.9             | 27.6          | 2.5           | 1.8             | 1.6          | 238.5                                |
| 1996  | 165.5     | 7.3                | 37.0             | 28.0          | 2.7           | 1.8             | 1.9          | 244.2                                |
| 1997  | 167.0     | 7.5                | 39.5             | 28.8          | 2.8           | 1.8             | 2.1          | 249.5                                |
| 1998  | 164.0     | 7.9                | 44.1             | 29.3          | 2.9           | 1.8             | 2.3          | 252.3                                |
| 1999  | 170.1     | 8.5                | 48.2             | 29.9          | 3.2           | 1.9             | 2.5          | 264.3                                |
| 2000  | 174.3     | 9.4                | 50.9             | 30.9          | 3.5           | 2.0             | 3.0          | 274.0                                |
| 2001  | 179.4     | 8.8                | 53.8             | 31.6          | 3.6           | 1.8             | 2.7          | 281.7                                |
| 2002  | 182.7     | 8.8                | 54.4             | 32.0          | 4.1           | 1.9             | 2.9          | 286.8                                |
| 2003  | 184.2     | 9.0                | 58.8             | 31.8          | 4.2           | 1.8             | 3.4          | 293.1                                |
| 2004  | 189.7     | 9.3                | 61.5             | 32.8          | 4.4           | 1.8             | 3.3          | 302.8                                |
| 2005  | 186.2     | 9.5                | 65.8             | 33.3          | 4.7           | 1.7             | 3.6          | 304.8                                |
| 2006  | 189.3     | 10.0               | 68.3             | 33.7          | 5.1           | 1.6             | 3.9          | 312.0                                |
| 2007  | (b) 174.7 | 10.3               | (b)108.5         | 34.1          | 5.6           | 1.6             | (b) 7.5      | 342.3                                |
| 2008  | 180.5     | 10.8               | 101.5            | 34.6          | 5.9           | 1.6             | 8.4          | 343.3                                |
| 2009 P  | 177.7     | 10.9               | 104.5            | 35.0          | 6.1           | 1.8             | 9.6          | 345.6                                |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

(b) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 9: VEHICLE REVENUE HOURS OPERATED BY MODE (MILLIONS)</b> |           |                    |                  |               |               |                 |           |                                      |
|---|-----------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR  | BUS       | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1996  | 145.9     | 6.7                | 36.9             | 25.5          | 2.6           | 1.7             | 1.7       | 221.0                                |
| 1997  | 155.1     | 6.8                | 36.1             | 26.1          | 2.6           | 1.8             | 1.9       | 230.4                                |
| 1998  | 154.4     | 7.6                | 36.7             | 26.8          | 2.7           | 1.7             | 2.0       | 231.9                                |
| 1999  | 152.9     | 7.4                | 41.3             | 27.4          | 3.1           | 1.8             | 2.4       | 236.3                                |
| 2000  | 156.6     | 8.7                | 43.8             | 28.3          | 3.4           | 1.9             | 2.9       | 245.6                                |
| 2001  | 161.1     | 8.0                | 46.3             | 28.9          | 3.5           | 1.7             | 2.6       | 252.2                                |
| 2002  | 164.0     | 8.2                | 46.9             | 29.8          | 3.9           | 1.8             | 2.8       | 257.4                                |
| 2003  | 165.1     | 8.3                | 50.6             | 29.7          | 4.0           | 1.8             | 3.5       | 263.0                                |
| 2004  | 170.6     | 8.5                | 53.1             | 30.7          | 4.3           | 1.6             | 3.2       | 272.1                                |
| 2005  | 168.2     | 8.8                | 57.4             | 31.4          | 4.6           | 1.7             | 3.5       | 275.4                                |
| 2006  | 171.0     | 9.2                | 59.6             | 31.6          | 5.0           | 1.6             | 3.8       | 281.8                                |
| 2007  | (b) 158.0 | 9.5                | (b) 105.2        | 31.8          | 5.5           | 1.5             | (b) 7.2   | 318.8                                |
| 2008  | 163.1     | 9.9                | 88.6             | 32.4          | 5.8           | 1.6             | 8.3       | 309.8                                |
| 2009 P  | 160.3     | 10.2               | 92.1             | 32.8          | 5.9           | 1.8             | 9.3       | 312.5                                |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

(b) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 10: AVERAGE VEHICLE SPEED BY MODE IN REVENUE SERVICE<br/>(VEHICLE REVENUE MILES OPERATED DIVIDED BY VEHICLE REVENUE HOURS OPERATED)</b> |      |                    |                  |               |               |                 |           |                                      |
|--|------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR   | BUS  | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1996   | 13.1 | 33.1               | 14.7             | 20.7          | 14.1          | 7.7             | 24.6      | 14.9                                 |
| 1997   | 13.0 | 33.8               | 15.3             | 20.7          | 15.5          | 7.4             | 23.5      | 14.9                                 |
| 1998   | 13.0 | 31.8               | 16.5             | 20.5          | 15.7          | 7.7             | 26.5      | 15.2                                 |
| 1999   | 12.9 | 32.9               | 14.7             | 20.5          | 15.4          | 7.6             | 29.1      | 14.9                                 |
| 2000   | 12.8 | 28.5               | 14.7             | 20.4          | 15.3          | 7.3             | 24.9      | 14.7                                 |
| 2001   | 12.8 | 31.6               | 14.5             | 20.4          | 15.1          | 7.1             | 29.3      | 14.7                                 |
| 2002   | 12.8 | 31.7               | 14.7             | 20.2          | 15.3          | 7.4             | 29.1      | 14.8                                 |
| 2003   | 12.7 | 31.7               | 14.5             | 20.6          | 15.7          | 7.4             | 26.7      | 14.7                                 |
| 2004   | 12.6 | 31.5               | 14.4             | 20.4          | 15.5          | 7.9             | 28.4      | 14.6                                 |
| 2005   | 12.7 | 31.6               | 14.7             | 20.0          | 14.9          | 7.4             | 30.1      | 14.8                                 |
| 2006   | 12.6 | 31.4               | 14.6             | 20.0          | 14.7          | 7.4             | 31.6      | 14.7                                 |
| 2007   | 12.6 | 31.4               | 12.1             | 20.1          | 15.1          | 7.2             | 25.1      | 14.0                                 |
| 2008   | 12.6 | 31.2               | 14.6             | 20.2          | 15.0          | 7.2             | 26.3      | 14.9                                 |
| 2009 P   | 12.5 | 31.2               | 14.3             | 20.3          | 15.1          | 7.2             | 24.0      | 14.9                                 |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.  
See Glossary following Tables for complete definitions.

**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 11: OPERATING EMPLOYEES BY MODE</b> |             |               |              |            |            |             |           |                             |
|--|-------------|---------------|--------------|------------|------------|-------------|-----------|-----------------------------|
| YEAR   | BUS         | COMMUTER RAIL | PARA-TRANSIT | HEAVY RAIL | LIGHT RAIL | TROLLEY-BUS | OTHER (a) | TOTAL (MODES REPORTED ONLY) |
| 1984   | 154,326     | 21,884        | 23,798       | 47,047     | 3,242      | 2,012       | 3,100     | 255,409                     |
| 1985   | 157,581     | 22,929        | 23,767       | 49,670     | 2,980      | 1,893       | 3,217     | 262,037                     |
| 1986   | 165,839     | 22,414        | 20,664       | 51,028     | 3,511      | 2,140       | 3,512     | 269,108                     |
| 1987   | 165,176     | 23,270        | 19,068       | 51,333     | 3,806      | 2,090       | 3,340     | 268,083                     |
| 1988   | 165,407     | 23,188        | 21,391       | 46,212     | 3,922      | 2,039       | 3,323     | 265,482                     |
| 1989   | 162,990     | 22,215        | 21,453       | 46,690     | 3,952      | 2,013       | 3,604     | 262,917                     |
| 1990   | 162,189     | 21,443        | 22,740       | 46,102     | 4,066      | 1,925       | 3,711     | 262,176                     |
| 1991   | 163,555     | 21,083        | 24,196       | 47,423     | 4,175      | 1,826       | 3,599     | 265,857                     |
| 1992   | 163,387     | 21,151        | 25,863       | 47,493     | 3,849      | 1,691       | 3,668     | 267,102                     |
| 1993   | 177,167     | 20,634        | 30,021       | 52,433     | 3,920      | 1,944       | 3,400     | 289,519                     |
| 1994   | 174,373     | 22,596        | 35,450       | 51,062     | 5,140      | 1,848       | 3,618     | 294,087                     |
| 1995   | 181,973     | 22,320        | 39,882       | 45,644     | 4,935      | 1,871       | 3,866     | 300,491                     |
| 1996   | 190,152     | 22,604        | 44,667       | 45,793     | 5,728      | 2,084       | 3,916     | 314,944                     |
| 1997   | 196,861     | 21,651        | 44,029       | 45,935     | 5,940      | 2,037       | 4,306     | 320,759                     |
| 1998   | 198,644     | 22,488        | 48,406       | 45,163     | 6,024      | 2,053       | 4,974     | 327,752                     |
| 1999   | 204,179     | 22,896        | 51,186       | 46,311     | 6,058      | 2,140       | 5,115     | 337,885                     |
| 2000   | 211,095     | 23,518        | 52,021       | 47,087     | 6,572      | 2,223       | 5,325     | 347,841                     |
| 2001   | 214,674     | 23,851        | 55,846       | 47,865     | 7,021      | 2,008       | 6,001     | 357,266                     |
| 2002   | 214,825     | 24,391        | 56,746       | 48,464     | 7,598      | 2,027       | 6,671     | 360,722                     |
| 2003   | 205,478     | 24,813        | 42,935       | 48,327     | 7,619      | 1,964       | 6,848     | 337,982                     |
| 2004   | 212,122     | 25,296        | 43,642       | 47,211     | 8,184      | 1,928       | 7,488     | 345,871                     |
| 2005   | 217,332     | 25,321        | 46,624       | 47,806     | 8,181      | 1,942       | 7,253     | 354,458                     |
| 2006   | 221,302     | 25,314        | 46,178       | 48,323     | 8,448      | 1,845       | 6,074     | 357,484                     |
| 2007   | (b) 188,644 | 28,983        | (b) 91,394   | 55,164     | 9,930      | 1,792       | (b) 6,766 | 382,673                     |
| 2008   | 192,213     | 27,144        | 99,323       | 49,982     | 9,939      | 1,832       | 6,722     | 387,155                     |
| 2009 P                                       | 192,510     | 28,278        | 100,242      | 49,741     | 10,558     | 1,986       | 7,187     | 390,326                     |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

See Glossary following Tables for complete definitions.

**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 12: TOTAL EMPLOYEES BY FUNCTION |                            |                             |                                     |                                |                    |         |       |
|---------------------------------------|----------------------------|-----------------------------|-------------------------------------|--------------------------------|--------------------|---------|-------|
| YEAR                                  | VEHICLE<br>OPERA-<br>TIONS | VEHICLE<br>MAINTEN-<br>ANCE | NON-<br>VEHICLE<br>MAINTEN-<br>ANCE | GENERAL<br>ADMINIS-<br>TRATION | OPERATING<br>TOTAL | CAPITAL | TOTAL |
| 1931                                  | ---                        | ---                         | ---                                 | ---                            | 250,000            | ---     | ---   |
| 1932                                  | ---                        | ---                         | ---                                 | ---                            | 222,000            | ---     | ---   |
| 1933                                  | ---                        | ---                         | ---                                 | ---                            | 206,000            | ---     | ---   |
| 1934                                  | ---                        | ---                         | ---                                 | ---                            | 211,000            | ---     | ---   |
| 1935                                  | ---                        | ---                         | ---                                 | ---                            | 209,000            | ---     | ---   |
| 1936                                  | ---                        | ---                         | ---                                 | ---                            | 212,000            | ---     | ---   |
| 1937                                  | ---                        | ---                         | ---                                 | ---                            | 215,000            | ---     | ---   |
| 1938                                  | ---                        | ---                         | ---                                 | ---                            | 207,000            | ---     | ---   |
| 1939                                  | ---                        | ---                         | ---                                 | ---                            | 204,000            | ---     | ---   |
| 1940                                  | ---                        | ---                         | ---                                 | ---                            | 203,000            | ---     | ---   |
| 1941                                  | ---                        | ---                         | ---                                 | ---                            | 205,000            | ---     | ---   |
| 1942                                  | ---                        | ---                         | ---                                 | ---                            | 219,000            | ---     | ---   |
| 1943                                  | ---                        | ---                         | ---                                 | ---                            | 239,000            | ---     | ---   |
| 1944                                  | ---                        | ---                         | ---                                 | ---                            | 242,000            | ---     | ---   |
| 1945                                  | ---                        | ---                         | ---                                 | ---                            | 242,000            | ---     | ---   |
| 1946                                  | ---                        | ---                         | ---                                 | ---                            | 261,000            | ---     | ---   |
| 1947                                  | ---                        | ---                         | ---                                 | ---                            | 266,000            | ---     | ---   |
| 1948                                  | ---                        | ---                         | ---                                 | ---                            | 261,000            | ---     | ---   |
| 1949                                  | ---                        | ---                         | ---                                 | ---                            | 253,000            | ---     | ---   |
| 1950                                  | ---                        | ---                         | ---                                 | ---                            | 240,000            | ---     | ---   |
| 1951                                  | ---                        | ---                         | ---                                 | ---                            | 232,000            | ---     | ---   |
| 1952                                  | ---                        | ---                         | ---                                 | ---                            | 227,000            | ---     | ---   |
| 1953                                  | ---                        | ---                         | ---                                 | ---                            | 220,000            | ---     | ---   |
| 1954                                  | ---                        | ---                         | ---                                 | ---                            | 211,000            | ---     | ---   |
| 1955                                  | ---                        | ---                         | ---                                 | ---                            | 198,000            | ---     | ---   |
| 1956                                  | ---                        | ---                         | ---                                 | ---                            | 186,000            | ---     | ---   |
| 1957                                  | ---                        | ---                         | ---                                 | ---                            | 177,000            | ---     | ---   |
| 1958                                  | ---                        | ---                         | ---                                 | ---                            | 165,000            | ---     | ---   |
| 1959                                  | ---                        | ---                         | ---                                 | ---                            | 159,100            | ---     | ---   |
| 1960                                  | ---                        | ---                         | ---                                 | ---                            | 156,400            | ---     | ---   |
| 1961                                  | ---                        | ---                         | ---                                 | ---                            | 151,800            | ---     | ---   |
| 1962                                  | ---                        | ---                         | ---                                 | ---                            | 149,100            | ---     | ---   |
| 1963                                  | ---                        | ---                         | ---                                 | ---                            | 147,200            | ---     | ---   |
| 1964                                  | ---                        | ---                         | ---                                 | ---                            | 144,800            | ---     | ---   |
| 1965                                  | ---                        | ---                         | ---                                 | ---                            | 145,000            | ---     | ---   |
| 1966                                  | ---                        | ---                         | ---                                 | ---                            | 144,300            | ---     | ---   |
| 1967                                  | ---                        | ---                         | ---                                 | ---                            | 146,100            | ---     | ---   |
| 1968                                  | ---                        | ---                         | ---                                 | ---                            | 143,590            | ---     | ---   |
| 1969                                  | ---                        | ---                         | ---                                 | ---                            | 140,860            | ---     | ---   |
| 1970                                  | ---                        | ---                         | ---                                 | ---                            | 138,040            | ---     | ---   |
| 1971                                  | ---                        | ---                         | ---                                 | ---                            | 139,120            | ---     | ---   |
| 1972                                  | ---                        | ---                         | ---                                 | ---                            | 138,420            | ---     | ---   |
| 1973                                  | ---                        | ---                         | ---                                 | ---                            | 140,700            | ---     | ---   |
| 1974                                  | ---                        | ---                         | ---                                 | ---                            | 153,100            | ---     | ---   |
| 1975                                  | ---                        | ---                         | ---                                 | ---                            | 159,800            | ---     | ---   |
| 1976                                  | ---                        | ---                         | ---                                 | ---                            | 162,950            | ---     | ---   |
| 1977                                  | ---                        | ---                         | ---                                 | ---                            | 162,510            | ---     | ---   |



**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 12: TOTAL EMPLOYEES BY FUNCTION</b> |                            |                             |                                     |                                |                    |         |         |
|--|----------------------------|-----------------------------|-------------------------------------|--------------------------------|--------------------|---------|---------|
| YEAR   | VEHICLE<br>OPERA-<br>TIONS | VEHICLE<br>MAINTEN-<br>ANCE | NON-<br>VEHICLE<br>MAINTEN-<br>ANCE | GENERAL<br>ADMINIS-<br>TRATION | OPERATING<br>TOTAL | CAPITAL | TOTAL   |
| 1978   | ---                        | ---                         | ---                                 | ---                            | 165,400            | ---     | ---     |
| 1979   | 114,120                    | ---                         | ---                                 | ---                            | 177,900            | ---     | ---     |
| 1980   | 118,520                    | ---                         | ---                                 | ---                            | 187,000            | ---     | ---     |
| 1981   | 119,670                    | ---                         | ---                                 | ---                            | 191,600            | ---     | ---     |
| 1982   | 118,380                    | ---                         | ---                                 | ---                            | 193,950            | ---     | ---     |
| 1983   | 117,570                    | ---                         | ---                                 | ---                            | 194,960            | ---     | ---     |
| 1984 (a)                                     | 155,240                    | 31,420                      | 43,227                              | 25,522                         | 255,409            | 7,788   | 263,197 |
| 1985   | 152,342                    | 30,514                      | 45,400                              | 33,781                         | 262,037            | 7,983   | 270,020 |
| 1986   | 153,806                    | 33,621                      | 45,629                              | 36,052                         | 269,108            | 8,746   | 277,854 |
| 1987   | 152,039                    | 33,467                      | 46,453                              | 36,124                         | 268,083            | 8,527   | 276,610 |
| 1988   | 151,714                    | 33,743                      | 44,054                              | 35,971                         | 265,482            | 10,101  | 275,583 |
| 1989   | 151,767                    | 32,464                      | 43,800                              | 34,886                         | 262,917            | 9,570   | 272,487 |
| 1990   | 150,556                    | 31,424                      | 44,282                              | 35,914                         | 262,176            | 10,663  | 272,839 |
| 1991   | 153,281                    | 31,861                      | 42,708                              | 38,007                         | 265,857            | 10,288  | 276,145 |
| 1992   | 169,549                    | 48,270                      | 24,062                              | 25,221                         | 267,102            | 11,893  | 278,995 |
| 1993   | 179,426                    | 53,041                      | 28,043                              | 29,009                         | 289,519            | 9,665   | 299,184 |
| 1994   | 183,673                    | 51,405                      | 27,004                              | 32,005                         | 294,087            | 10,207  | 304,294 |
| 1995   | 190,675                    | 51,905                      | 27,329                              | 30,582                         | 300,491            | 10,695  | 311,186 |
| 1996   | 199,615                    | 54,645                      | 27,239                              | 33,445                         | 314,944            | 11,682  | 326,626 |
| 1997   | 207,510                    | 53,322                      | 27,232                              | 32,695                         | 320,759            | 13,081  | 333,840 |
| 1998   | 209,047                    | 57,128                      | 28,335                              | 33,242                         | 327,752            | 10,963  | 338,715 |
| 1999   | 215,185                    | 59,018                      | 28,914                              | 34,768                         | 337,885            | 11,938  | 349,823 |
| 2000   | 221,885                    | 61,155                      | 29,527                              | 35,274                         | 347,841            | 11,753  | 359,594 |
| 2001   | 228,091                    | 62,404                      | 29,963                              | 36,808                         | 357,266            | 13,490  | 370,756 |
| 2002   | 227,470                    | 62,679                      | 30,520                              | 40,053                         | 360,722            | 13,048  | 373,770 |
| 2003   | 209,392                    | 59,007                      | 29,139                              | 40,444                         | 337,982            | 12,984  | 350,987 |
| 2004   | 216,824                    | 60,160                      | 30,653                              | 38,233                         | 345,871            | 12,774  | 358,645 |
| 2005   | 224,485                    | 62,898                      | 30,509                              | 36,566                         | 354,458            | 12,344  | 366,802 |
| 2006   | 225,992                    | 63,806                      | 30,567                              | 37,118                         | 357,484            | 12,010  | 369,494 |
| 2007   | 237,101                    | 62,059                      | 32,564                              | 39,060                         | 370,784            | 11,889  | 382,673 |
| 2008   | 248,460                    | 63,423                      | 33,043                              | 42,229                         | 387,155            | 12,670  | 399,825 |
| 2009 P                                       | 245,714                    | 63,891                      | 38,556                              | 42,165                         | 390,326            | 12,619  | 402,945 |

(a) Includes commuter rail, ferry boat, rural bus, other, and paratransit beginning in 1984.

P = Preliminary.

See Glossary following Tables for complete definitions.

**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 13: EMPLOYEE COMPENSATION (UNITS AS NOTED IN PARENTHESES)</b> |  |   |  |   |
|--|--|---|--|---|
| <b>YEAR</b>  | <b>NUMBER OF<br/>EMPLOYEES (Persons)</b> | <b>SALARIES AND WAGES<br/>(Millions of Dollars)</b> | <b>FRINGE BENEFITS<br/>(Millions of Dollars)</b> | <b>TOTAL COMPENSATION<br/>(Millions of Dollars)</b> |
| 1931   | 250,000                                  | 423.0   | ---  | ---   |
| 1932   | 222,000                                  | 344.0   | ---  | ---   |
| 1933   | 206,000                                  | 297.0   | ---  | ---   |
| 1934   | 211,000                                  | 314.0   | ---  | ---   |
| 1935   | 209,000                                  | 321.0   | ---  | ---   |
| 1936   | 212,000                                  | 338.0   | ---  | ---   |
| 1937   | 215,000                                  | 356.0   | ---  | ---   |
| 1938   | 207,000                                  | 351.0   | ---  | ---   |
| 1939   | 204,000                                  | 356.0   | ---  | ---   |
| 1940   | 203,000                                  | 360.0   | ---  | ---   |
| 1941   | 205,000                                  | 386.0   | ---  | ---   |
| 1942   | 219,000                                  | 462.0   | ---  | ---   |
| 1943   | 239,000                                  | 554.0   | ---  | ---   |
| 1944   | 242,000                                  | 599.0   | ---  | ---   |
| 1945   | 242,000                                  | 532.0   | ---  | ---   |
| 1946   | 261,000                                  | 713.0   | ---  | ---   |
| 1947   | 266,000                                  | 790.0   | ---  | ---   |
| 1948   | 261,000                                  | 829.0   | ---  | ---   |
| 1949   | 253,000                                  | 841.0   | ---  | ---   |
| 1950   | 240,000                                  | 835.0   | ---  | ---   |
| 1951   | 232,000                                  | 872.0   | ---  | ---   |
| 1952   | 227,000                                  | 903.0   | ---  | ---   |
| 1953   | 220,000                                  | 913.0   | ---  | ---   |
| 1954   | 211,000                                  | 895.0   | ---  | ---   |
| 1955   | 198,000                                  | 864.0   | ---  | ---   |
| 1956   | 186,000                                  | 852.0   | ---  | ---   |
| 1957   | 177,000                                  | 840.0   | ---  | ---   |
| 1958   | 165,000                                  | 831.0   | ---  | ---   |
| 1959   | 159,100                                  | 832.0   | ---  | ---   |
| 1960   | 156,400                                  | 857.3   | ---  | ---   |
| 1961   | 151,800                                  | 856.4   | ---  | ---   |
| 1962   | 149,100                                  | 878.1   | ---  | ---   |
| 1963   | 147,200                                  | 892.3   | ---  | ---   |
| 1964   | 144,800                                  | 916.9   | ---  | ---   |
| 1965   | 145,000                                  | 963.5   | ---  | ---   |
| 1966   | 144,300                                  | 994.9   | ---  | ---   |
| 1967   | 146,100                                  | 1,055.1   | ---  | ---   |
| 1968   | 143,590                                  | 1,109.5   | ---  | ---   |
| 1969   | 140,860                                  | 1,183.8   | ---  | ---   |
| 1970   | 138,040                                  | 1,274.1   | ---  | ---   |
| 1971   | 139,120                                  | 1,393.1   | ---  | ---   |
| 1972   | 138,420                                  | 1,455.5   | ---  | ---   |
| 1973   | 140,700                                  | 1,624.2   | ---  | ---   |
| 1974   | 153,100                                  | 1,967.1   | ---  | ---   |
| 1975   | 159,800                                  | 2,236.0   | 613.3  | 2,849.3   |
| 1976   | 162,950                                  | 2,403.7   | 681.7  | 3,085.4   |
| 1977   | 162,510                                  | 2,546.7   | 813.6  | 3,360.3   |

**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 13: EMPLOYEE COMPENSATION (UNITS AS NOTED IN PARENTHESES)</b> |  |   |  |   |
|--|--|---|--|---|
| <b>YEAR</b>  | <b>NUMBER OF<br/>EMPLOYEES (Persons)</b> | <b>SALARIES AND WAGES<br/>(Millions of Dollars)</b> | <b>FRINGE BENEFITS<br/>(Millions of Dollars)</b> | <b>TOTAL COMPENSATION<br/>(Millions of Dollars)</b> |
| 1978   | 165,400                                  | 2,740.5   | 964.1  | 3,704.6   |
| 1979   | 177,900                                  | 3,025.0   | 1,090.4  | 4,115.4   |
| 1980   | 187,000                                  | 3,280.9   | 1,353.1  | 4,634.0   |
| 1981   | 191,600                                  | 3,493.5   | 1,649.1  | 5,142.6   |
| 1982   | 193,500                                  | 3,731.4   | 1,756.5  | 5,487.9   |
| 1983   | 194,960                                  | 3,921.3   | 1,977.3  | 5,898.6   |
| 1984 (a)   | 263,197                                  | 5,487.8   | 2,716.7  | 8,204.5   |
| 1985   | 270,020                                  | 5,843.1   | 2,868.3  | 8,711.4   |
| 1986   | 277,854                                  | 6,119.2   | 3,125.9  | 9,245.1   |
| 1987   | 276,610                                  | 6,324.1   | 3,266.9  | 9,591.0   |
| 1988   | 275,583                                  | 6,675.0   | 3,528.9  | 10,203.9  |
| 1989   | 272,487                                  | 6,897.7   | 3,737.3  | 10,635.0  |
| 1990   | 272,839                                  | 7,226.3   | 3,986.0  | 11,212.3  |
| 1991   | 276,145                                  | 7,394.5   | 3,998.4  | 11,392.9  |
| 1992   | 278,995                                  | 7,670.5   | 4,318.6  | 11,989.1  |
| 1993   | 299,184                                  | 7,932.1   | 4,400.3  | 12,332.4  |
| 1994   | 304,294                                  | 8,223.8   | 4,451.7  | 12,675.5  |
| 1995   | 311,186                                  | 8,213.1   | 4,484.0  | 12,697.1  |
| 1996   | 326,626                                  | 8,437.6   | 4,401.4  | 12,839.0  |
| 1997   | 333,840                                  | 8,771.7   | 4,503.7  | 13,275.4  |
| 1998   | 338,715                                  | 9,211.2   | 4,843.6  | 14,054.8  |
| 1999   | 349,823                                  | 9,495.1   | 5,052.3  | 14,547.4  |
| 2000   | 359,594                                  | 10,400.2  | 5,412.9  | 15,813.1  |
| 2001   | 370,756                                  | 10,626.9  | 5,705.6  | 16,332.5  |
| 2002   | 373,770                                  | 11,197.4  | 6,246.9  | 17,444.3  |
| 2003   | 350,987                                  | 11,634.0  | 6,913.4  | 18,547.4  |
| 2004   | 358,645                                  | 12,487.4  | 8,172.0  | 20,659.4  |
| 2005   | 366,802                                  | 12,176.6  | 8,093.3  | 20,269.9  |
| 2006   | 369,494                                  | 12,764.1  | 8,423.5  | 21,187.6  |
| 2007   | 382,673                                  | 13,204.7  | 9,091.6  | 22,296.3  |
| 2008   | 399,825                                  | 13,914.2  | 9,336.5  | 23,250.7  |
| 2009 P   | 402,945                                  | 14,212.3  | 9,926.8  | 24,139.1  |

(a) Includes commuter rail, ferry boat, rural bus, other, and paratransit beginning in 1984.

P = Preliminary.

See Glossary following Tables for complete definitions.

**OPERATING DATA**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

| <b>TABLE 14: MILES OF TRACK BY MODE (a)</b> |                                      |                                   |                                   |                                   |                                   |
|---|--------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| <b>YEAR</b>                                 | <b>COMMUTER RAIL<br/>TRACK MILES</b> | <b>HEAVY RAIL<br/>TRACK MILES</b> | <b>LIGHT RAIL<br/>TRACK MILES</b> | <b>OTHER RAIL<br/>TRACK MILES</b> | <b>TOTAL RAIL<br/>TRACK MILES</b> |
| 2002  | 7,267.1                              | 2,179.2                           | 1,113.6                           | 29.7                              | 10,589.5                          |
| 2003  | 7,433.9                              | 2,209.5                           | 1,147.2                           | 30.0                              | 10,820.6                          |
| 2004  | 7,284.1                              | 2,209.5                           | 1,321.2                           | 30.3                              | 10,845.1                          |
| 2005  | 7,947.5                              | 2,277.3                           | 1,385.1                           | 30.3                              | 11,640.2                          |
| 2006  | 8,016.7                              | 2,277.3                           | 1,463.8                           | 38.3                              | 11,796.1                          |
| 2007  | 8,058.9                              | 2,277.3                           | 1,493.0                           | 38.3                              | 11,867.5                          |
| 2008  | 8,017.9                              | 2,277.3                           | 1,538.5                           | 30.3                              | 11,864.0                          |
| 2009  | 8,424.3                              | 2,272.2                           | 1,636.4                           | 30.1                              | 12,363.0                          |

(a) Summary data from National Transit Database. Includes only systems reporting to National Transit Database each year.

P = Preliminary.

See Glossary following Tables for complete definitions.

**OPERATING DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 15: NUMBER OF SYSTEMS OFFERING A MODE OF SERVICE</b> |                               |                    |  |               |               |                 |   |              |  |
|---|-------------------------------|--------------------|--|---------------|---------------|-----------------|---|--------------|--|
| YEAR  | BUS<br>(APPROXI-<br>MATE) (a) | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT<br>(APPROXI-<br>MATE) | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | FERRY<br>BOAT<br>(TRANSIT<br>SERVICE<br>ONLY) | OTHER<br>(b) | TOTAL<br>(MULTI-<br>MODAL<br>SYSTEMS<br>COUNT-<br>ED ONLY<br>ONCE) |
| 1979  | 1,024                         | 18                 | ---                                    | 11            | 9             | 5               | 16  | 5            | ---  |
| 1980  | 1,022                         | 18                 | ---                                    | 11            | 9             | 5               | 16  | 5            | ---  |
| 1981  | 1,030                         | 18                 | ---                                    | 11            | 10            | 5               | 11  | 8            | ---  |
| 1982  | 1,029                         | 18                 | ---                                    | 11            | 11            | 5               | 11  | 8            | ---  |
| (a) 1983  | 1,031                         | 17                 | ---                                    | 12            | 11            | 5               | 13  | 8            | ---  |
| 1984  | 2,291                         | 13                 | ---                                    | 12            | 12            | 5               | 16  | 8            | ---  |
| 1985  | 2,338                         | 13                 | ---                                    | 12            | 12            | 5               | 17  | 8            | ---  |
| (b) 1986  | 2,654                         | 12                 | 2,554                                  | 12            | 12            | 5               | 25  | 30           | 5,019  |
| 1987  | 2,671                         | 12                 | 2,580                                  | 12            | 14            | 5               | 25  | 31           | 5,044  |
| 1988  | 2,671                         | 12                 | 2,582                                  | 12            | 15            | 5               | 23  | 34           | 5,036  |
| 1989  | 2,665                         | 13                 | 3,867                                  | 12            | 17            | 5               | 26  | 31           | 5,046  |
| 1990  | 2,688                         | 14                 | 3,893                                  | 12            | 17            | 5               | 27  | 35           | 5,078  |
| 1991  | 2,689                         | 14                 | 3,894                                  | 13            | 18            | 5               | 27  | 40           | 5,084  |
| 1992  | 2,693                         | 14                 | 3,917                                  | 13            | 19            | 5               | 27  | 43           | 5,086  |
| 1993  | 2,694                         | 16                 | 3,917                                  | 14            | 20            | 5               | 27  | 64           | 5,088  |
| 1994  | 2,250                         | 16                 | 5,214                                  | 14            | 22            | 5               | 25  | 68           | 5,973  |
| 1995  | 2,250                         | 16                 | 5,214                                  | 14            | 22            | 5               | 25  | 69           | 5,973  |
| 1996  | 2,250                         | 16                 | 5,214                                  | 14            | 22            | 5               | 25  | 73           | 5,973  |
| 1997  | 2,250                         | 16                 | 5,214                                  | 14            | 22            | 5               | 25  | 69           | 5,973  |
| 1998  | 2,250                         | 18                 | 5,214                                  | 14            | 22            | 5               | 25  | 70           | 5,975  |
| 1999  | 2,262                         | 20                 | 5,252                                  | 14            | 24            | 5               | 30  | 81           | 6,000  |
| 2000  | 2,262                         | 19                 | 5,252                                  | 14            | 25            | 5               | 33  | 81           | 6,000  |
| 2001  | 2,264                         | 21                 | 5,251                                  | 14            | 26            | 5               | 42  | 82           | 6,000  |
| 2002  | 2,264                         | 20                 | 5,251                                  | 14            | 27            | 5               | 42  | 82           | 6,000  |
| 2003  | 1,982                         | 21                 | 5,346                                  | 14            | 27            | 4               | 46  | 86           | 5,804  |
| 2004  | 1,500                         | 21                 | 5,960                                  | 14            | 29            | 4               | 47  | 85           | 6,429  |
| 2005  | 1,500                         | 22                 | 5,960                                  | 15            | 29            | 4               | 47  | 87           | 6,429  |
| 2006  | 1,500                         | 22                 | 5,960                                  | 15            | 33            | 4               | 47  | 87           | 6,435  |
| 2007  | 1,200                         | 22                 | 7,300                                  | 15            | 33            | 4               | 39  | 97           | 7,700  |
| 2008  | 1,086                         | 23                 | 7,200                                  | 15            | 33            | 5               | 32  | 100          | 7,700  |
| 2009 P  | 1,088                         | 27                 | 6,700                                  | 15            | 35            | 5               | 32  | 94           | 7,200  |

(a) Prior to 1984 excludes most rural bus agencies.

(b) Beginning 1986 includes vanpool.

P = Preliminary.

See Glossary following Tables for complete definitions.

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 16: COMMUTER RAIL, HEAVY RAIL, AND LIGHT RAIL SYSTEMS CURRENTLY IN OPERATION,<br/>ALPHABETICAL ORDER BY MODE AND METROPOLITAN AREA NAME AS OF AUGUST 20, 2011</b> |                      |  |                       |
|--|----------------------|--|-----------------------|
| AREA   | STATE                | NAME   | YEAR<br>OPENED<br>(a) |
| <b>Commuter Railroads: 29 Systems (b)</b>  |                      |  |                       |
| Albuquerque  | New Mexico           | New Mexico Rail Runner   | 2006                  |
| Anchorage  | Alaska               | Alaska Railroad Corporation (ARRC)                                 | 1923                  |
| Austin   | Texas                | Capital Metro Rail   | 2010                  |
| Baltimore  | Maryland             | Maryland Area Regional Commuter (MARC)                             | 1830                  |
| Boston   | Massachusetts        | Massachusetts Bay Transportation Authority (MBTA)                  | 1931                  |
| Chicago  | Illinois             | Northeast Illinois Regional Commuter Railroad Corp, Metra          | 1856                  |
| Chicago  | Illinois             | Northern Indiana Commuter Transportation District (NICTD)          | 1908                  |
| Dallas   | Texas                | Trinity Railway Express  | 1990                  |
| Denton   | Texas                | Denton County Transportation Authority A Train                     | 2011                  |
| Harrisburg   | Pennsylvania         | Pennsylvania Department of Transportation Keystone Line            | 1980                  |
| Los Angeles  | California           | Southern California Regional Rail Authority (SCRRA) Metrolink      | 1991                  |
| Miami  | Florida              | South Florida Regional Transportation Authority Tri-Rail           | 1989                  |
| Minneapolis  | Minnesota            | Metro Transit Northstar Commuter Rail                              | 2009                  |
| Nashville  | Tennessee            | Regional Transportation Authority Music City Star                  | 2006                  |
| New Haven  | Connecticut          | Connecticut Department of Transportation Shore Line East           | 1990                  |
| New York   | New York             | Metro-North Commuter Railroad Company                              | 1832                  |
| New York   | New York             | MTA Long Island Rail Road (MTA-LIRR)                               | 1844                  |
| New York   | New York             | New Jersey Transit Corporation (NJ TRANSIT)                        | 1839                  |
| Oakland  | California           | Capital Corridor Joint Powers Agency                               | 1991                  |
| Philadelphia   | Pennsylvania         | Southeastern Pennsylvania Transportation Authority (SEPTA)         | 1834                  |
| Portland   | Maine                | Northern New England Passenger Rail Authority                      | 2001                  |
| Portland   | Oregon               | Tri-County Metropolitan Transportation District of Oregon (TriMet) | 2009                  |
| Salt Lake City   | Utah                 | Utah Transit Authority   | 2008                  |
| San Diego  | California           | LOSSAN Pacific Surfliner   | 1989                  |
| San Diego  | California           | North San Diego County Transit District (NCTD) Coaster             | 1995                  |
| San Francisco  | California           | Peninsula Corridor Joint Powers Board (PCJPB) CalTrain             | 1992                  |
| Seattle  | Washington           | Central Puget Sound Regional Transit Authority (ST) Sounder        | 2000                  |
| Stockton   | California           | Altamont Commuter Express (ACE) ACE Rail                           | 1998                  |
| Washington   | District of Columbia | Virginia Railway Express (VRE)                                     | 1992                  |
| <b>Heavy Rail Systems: 15 Systems (b)</b>  |                      |  |                       |
| Atlanta  | Georgia              | Metropolitan Atlanta Rapid Transit Authority (MARTA)               | 1979                  |
| Baltimore  | Maryland             | Maryland Transit Administration (MTA)                              | 1983                  |
| Boston   | Massachusetts        | Massachusetts Bay Transportation Authority (MBTA)                  | 1901                  |
| Chicago  | Illinois             | Chicago Transit Authority (CTA)                                    | 1892                  |
| Cleveland  | Ohio                 | The Greater Cleveland Regional Transit Authority (GCRTA)           | 1955                  |
| Los Angeles  | California           | Los Angeles County Metropolitan Transportation Auth. (LACMTA)      | 1993                  |
| Miami  | Florida              | Miami-Dade Transit (MDT) MetroRail                                 | 1984                  |
| New York   | New York             | MTA New York City Transit (NYCT)                                   | 1904                  |
| New York   | New York             | Port Authority Trans-Hudson Corporation (PATH)                     | 1908                  |
| New York   | New York             | Staten Island Rapid Transit Operating Authority                    | 1925                  |
| Philadelphia   | Pennsylvania         | Port Authority Transit Corporation (PATCO)                         | 1936                  |
| Philadelphia   | Pennsylvania         | Southeastern Pennsylvania Transportation Authority (SEPTA)         | 1907                  |
| San Francisco  | California           | San Francisco Bay Area Rapid Transit District (BRT)                | 1972                  |
| San Juan   | Puerto Rico          | Tren Urbano  | 2005                  |
| Washington   | District of Columbia | Washington Metropolitan Area Transit Authority (WMATA) Metro       | 1976                  |

**OPERATING DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 16: COMMUTER RAIL, HEAVY RAIL, AND LIGHT RAIL SYSTEMS CURRENTLY IN OPERATION,<br/>ALPHABETICAL ORDER BY MODE AND METROPOLITAN AREA NAME AS OF AUGUST 20, 2011</b> |                |  |                       |
|--|----------------|--|-----------------------|
| AREA   | STATE          | NAME   | YEAR<br>OPENED<br>(a) |
| <b>Light Rail Systems: 36 Systems (b)</b>  |                |  |                       |
| Baltimore  | Maryland       | Maryland Transit Administration (MTA)                                | 1992                  |
| Boston   | Massachusetts  | Massachusetts Bay Transportation Authority (MBTA)                    | 1897                  |
| Buffalo  | New York       | Niagara Frontier Transportation Authority (NFT Metro)                | 1985                  |
| Charlotte  | North Carolina | Charlotte Area Transit System LYNX                                   | 2004                  |
| Cleveland  | Ohio           | The Greater Cleveland Regional Transit Authority (GCRTA)             | 1920                  |
| Dallas   | Texas          | Dallas Area Rapid Transit (DART)                                     | 1996                  |
| Dallas   | Texas          | McKinney Avenue Transit Authority                                    | 1989                  |
| Denver   | Colorado       | Denver Regional Transportation District (RTD)                        | 1994                  |
| Galveston  | Texas          | Island Transit (Service suspended)                                   | 1988                  |
| Houston  | Texas          | Metropolitan Transit Authority of Harris County, Texas Metro Rail    | 2004                  |
| Jersey City  | New Jersey     | New Jersey Transit Corporation (NJ TRANSIT) (2nd Metro Area)         | 2000                  |
| Kenosha  | Wisconsin      | Kenosha Transit (KT)   | 2000                  |
| Little Rock  | Arkansas       | Central Arkansas Transit Authority (CATA) River Rail                 | 2004                  |
| Los Angeles  | California     | Los Angeles County Metropolitan Transportation Authority (LACMTA)    | 1990                  |
| Los Angeles  | California     | Port of Los Angeles Waterfront Red Car Line                          | 2003                  |
| Memphis  | Tennessee      | Memphis Area Transit Authority (MATA)                                | 1993                  |
| Minneapolis  | Minnesota      | Metro Transit Hiawatha Line  | 2004                  |
| New Orleans  | Louisiana      | New Orleans Regional Transit Authority (NORTA)                       | 1835                  |
| Newark   | New Jersey     | New Jersey Transit Corporation (NJ TRANSIT) (1st Metro Area)         | 1935                  |
| Philadelphia   | Pennsylvania   | Southeastern Pennsylvania Transportation Authority                   | 1905                  |
| Phoenix  | Arizona        | Valley Metro Rail  | 2008                  |
| Pittsburgh   | Pennsylvania   | Port Authority of Allegheny County (Port Authority Transit)          | 1902                  |
| Portland   | Oregon         | Portland Streetcar   | 2001                  |
| Portland   | Oregon         | Tri-County Metropolitan Transportation Dist. of Oregon (TriMet) MAX  | 1986                  |
| Sacramento   | California     | Sacramento Regional Transit District                                 | 1987                  |
| Saint Louis  | Missouri       | Bi-State Development Agency (METRO)                                  | 1993                  |
| Salt Lake City   | Utah           | Utah Transit Authority (UTA)   | 1999                  |
| San Diego  | California     | North San Diego County Transit District (NCTD) Sprinter              | 2008                  |
| San Diego  | California     | San Diego Trolley, Inc.  | 1981                  |
| San Francisco  | California     | San Francisco Municipal Transportation Agency (MUNI)                 | 1912                  |
| San Jose   | California     | Santa Clara Valley Transportation Authority (VTA)                    | 1987                  |
| Seattle  | Washington     | Central Puget Sound Regional Transit Authority (ST) (2nd Metro Area) | 2009                  |
| Seattle  | Washington     | Seattle Department of Transportation South Lake Union Streetcar      | 2007                  |
| Seattle  | Washington     | King County DOT - King County Metro (Service suspended)              | 1982                  |
| Tacoma   | Washington     | Central Puget Sound Regional Transit Authority (ST) (1st Metro Area) | 2003                  |
| Tampa  | Florida        | Hillsborough Area Regional Transit Authority (HART)                  | 2002                  |
| Trenton  | New Jersey     | New Jersey Transit Corporation (NJ TRANSIT) (3rd Metro Area)         | 2004                  |
| Virginia Beach   | Virginia       | Hampton Roads Transit  | 2011                  |

(a) Dates prior to 1970 may refer to predecessor agencies but may not be the earliest date rail service operated in area. Some areas with current systems had earlier systems that ceased operation several years before the current system opened.

(b) Unconnected rail operations in separate cities or areas are counted individually even if operated by the same overall agency. Systems with suspended service on August 20, 2011 not included in total number of systems.

**VEHICLE DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 17: REVENUE VEHICLES BY MODE |        |                    |                  |               |               |                 |           |                                      |
|------------------------------------|--------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR                               | BUS    | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1926                               | 14,400 | ---                | ---              | 8,909         | 62,857        | ---             | ---       | 86,166                               |
| 1927                               | 18,000 | ---                | ---              | 8,957         | 61,379        | ---             | ---       | 88,336                               |
| 1928                               | 19,700 | ---                | ---              | 9,611         | 58,940        | 41              | ---       | 88,292                               |
| 1929                               | 21,100 | ---                | ---              | 9,983         | 56,980        | 57              | ---       | 88,120                               |
| 1930                               | 21,300 | ---                | ---              | 9,640         | 55,150        | 173             | ---       | 86,263                               |
| 1931                               | 20,700 | ---                | ---              | 9,638         | 53,120        | 225             | ---       | 83,683                               |
| 1932                               | 20,200 | ---                | ---              | 10,434        | 49,500        | 269             | ---       | 80,403                               |
| 1933                               | 20,200 | ---                | ---              | 10,424        | 47,700        | 310             | ---       | 78,634                               |
| 1934                               | 22,200 | ---                | ---              | 10,418        | 43,700        | 441             | ---       | 76,759                               |
| 1935                               | 23,800 | ---                | ---              | 10,416        | 40,050        | 578             | ---       | 74,844                               |
| 1936                               | 26,800 | ---                | ---              | 10,923        | 37,180        | 1,136           | ---       | 76,039                               |
| 1937                               | 27,500 | ---                | ---              | 11,032        | 34,180        | 1,655           | ---       | 74,367                               |
| 1938                               | 28,500 | ---                | ---              | 11,205        | 31,400        | 2,032           | ---       | 73,137                               |
| 1939                               | 32,600 | ---                | ---              | 11,052        | 29,320        | 2,184           | ---       | 75,156                               |
| 1940                               | 35,000 | ---                | ---              | 11,032        | 26,630        | 2,802           | ---       | 75,464                               |
| 1941                               | 39,300 | ---                | ---              | 10,578        | 27,092        | 3,029           | ---       | 79,999                               |
| 1942                               | 46,000 | ---                | ---              | 10,278        | 27,230        | 3,385           | ---       | 86,893                               |
| 1943                               | 47,100 | ---                | ---              | 10,255        | 27,250        | 3,501           | ---       | 88,106                               |
| 1944                               | 48,400 | ---                | ---              | 10,219        | 27,180        | 3,561           | ---       | 89,360                               |
| 1945                               | 49,670 | ---                | ---              | 10,217        | 26,680        | 3,711           | ---       | 90,278                               |
| 1946                               | 52,450 | ---                | ---              | 9,429         | 24,730        | 3,916           | ---       | 90,525                               |
| 1947                               | 56,917 | ---                | ---              | 9,370         | 21,607        | 4,707           | ---       | 92,601                               |
| 1948                               | 58,540 | ---                | ---              | 9,456         | 17,578        | 5,697           | ---       | 91,271                               |
| 1949                               | 57,035 | ---                | ---              | 9,869         | 15,505        | 6,338           | ---       | 88,747                               |
| 1950                               | 56,820 | ---                | ---              | 9,743         | 13,800        | 6,504           | ---       | 86,867                               |
| 1951                               | 57,660 | ---                | ---              | 9,644         | 10,960        | 7,071           | ---       | 85,335                               |
| 1952                               | 55,980 | ---                | ---              | 9,476         | 9,700         | 7,180           | ---       | 82,336                               |
| 1953                               | 54,700 | ---                | ---              | 9,244         | 7,990         | 6,941           | ---       | 78,875                               |
| 1954                               | 54,000 | ---                | ---              | 9,200         | 6,400         | 6,598           | ---       | 76,198                               |
| 1955                               | 52,400 | ---                | ---              | 9,232         | 5,300         | 6,157           | ---       | 73,089                               |
| 1956                               | 51,400 | ---                | ---              | 9,255         | 3,970         | 5,748           | ---       | 70,373                               |
| 1957                               | 50,800 | ---                | ---              | 9,158         | 3,601         | 5,412           | ---       | 68,971                               |
| 1958                               | 50,100 | ---                | ---              | 9,093         | 3,108         | 4,848           | ---       | 67,149                               |
| 1959                               | 49,500 | ---                | ---              | 9,000         | 2,983         | 4,297           | ---       | 65,780                               |
| 1960                               | 49,600 | ---                | ---              | 9,010         | 2,856         | 3,826           | ---       | 65,292                               |
| 1961                               | 49,000 | ---                | ---              | 9,078         | 2,341         | 3,593           | ---       | 64,012                               |
| 1962                               | 48,800 | ---                | ---              | 8,865         | 2,219         | 3,161           | ---       | 63,045                               |
| 1963                               | 49,400 | ---                | ---              | 8,878         | 1,756         | 2,155           | ---       | 62,189                               |
| 1964                               | 49,200 | ---                | ---              | 9,061         | 1,553         | 1,865           | ---       | 61,679                               |
| 1965                               | 49,600 | ---                | ---              | 9,115         | 1,549         | 1,453           | ---       | 61,717                               |
| 1966                               | 50,130 | ---                | ---              | 9,273         | 1,407         | 1,326           | ---       | 62,136                               |
| 1967                               | 50,180 | ---                | ---              | 9,257         | 1,388         | 1,244           | ---       | 62,069                               |
| 1968                               | 50,000 | ---                | ---              | 9,390         | 1,355         | 1,185           | ---       | 61,930                               |
| 1969                               | 49,600 | ---                | ---              | 9,343         | 1,322         | 1,082           | ---       | 61,347                               |
| 1970                               | 49,700 | ---                | ---              | 9,338         | 1,262         | 1,050           | ---       | 61,350                               |
| 1971                               | 49,150 | ---                | ---              | 9,325         | 1,225         | 1,037           | ---       | 60,737                               |
| 1972                               | 49,075 | ---                | ---              | 9,423         | 1,176         | 1,030           | ---       | 60,704                               |
| 1973                               | 48,286 | ---                | ---              | 9,387         | 1,123         | 794             | ---       | 59,590                               |
| 1974                               | 48,700 | ---                | ---              | 9,403         | 1,068         | 718             | ---       | 59,889                               |
| 1975                               | 50,822 | ---                | ---              | 9,608         | 1,061         | 703             | ---       | 62,194                               |



**VEHICLE DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 17: REVENUE VEHICLES BY MODE |            |                    |                  |               |               |                 |            |                                      |
|------------------------------------|------------|--------------------|------------------|---------------|---------------|-----------------|------------|--------------------------------------|
| YEAR                               | BUS        | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a)  | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1976                               | 52,382     | 4,438              | ---              | 9,714         | 963           | 685             | ---        | 68,182                               |
| 1977                               | 51,968     | 4,340              | ---              | 9,639         | 992           | 645             | ---        | 67,584                               |
| 1978                               | 52,866     | 4,473              | ---              | 9,576         | 944           | 593             | ---        | 68,452                               |
| 1979                               | 54,490     | 4,350              | ---              | 9,522         | 959           | 725             | ---        | 70,046                               |
| 1980                               | 59,411     | 4,500              | ---              | 9,641         | 1,013         | 823             | ---        | 75,388                               |
| 1981                               | 60,393     | 4,465              | ---              | 9,749         | 1,075         | 751             | ---        | 76,433                               |
| 1982                               | 62,114     | 4,497              | ---              | 9,815         | 1,016         | 763             | ---        | 78,205                               |
| 1983                               | 62,093     | 4,423              | ---              | 9,891         | 1,013         | 686             | ---        | 78,106                               |
| 1984                               | 67,294     | 4,075              | 14,164           | 9,083         | 733           | 664             | 888        | 96,901                               |
| 1985                               | 64,258     | 4,035              | 14,490           | 9,326         | 717           | 676             | 867        | 94,369                               |
| 1986                               | 66,218     | 4,440              | 15,346           | 10,386        | 697           | 680             | 942        | 98,709                               |
| 1987                               | 63,017     | 4,686              | 15,944           | 10,168        | 766           | 671             | 875        | 96,127                               |
| 1988                               | 62,572     | 4,649              | 16,812           | 10,539        | 831           | 710             | 1,096      | 97,209                               |
| 1989                               | 58,919     | 4,472              | 15,856           | 10,506        | 755           | 725             | 1,060      | 92,293                               |
| 1990                               | 58,714     | 4,982              | 16,471           | 10,567        | 910           | 610             | 1,176      | 93,430                               |
| 1991                               | 60,377     | 5,126              | 17,879           | 10,478        | 1,092         | 551             | 1,568      | 97,071                               |
| 1992                               | 63,080     | 5,164              | 20,695           | 10,391        | 1,055         | 665             | 1,821      | 102,871                              |
| 1993                               | 64,850     | 4,982              | 23,527           | 10,282        | 1,001         | 635             | 2,268      | 107,545                              |
| 1994                               | 68,123     | 5,126              | 28,729           | 10,282        | 1,051         | 643             | 2,462      | 116,416                              |
| 1995                               | 67,107     | 5,164              | 29,352           | 10,166        | 1,048         | 695             | 2,809      | 116,341                              |
| 1996                               | 71,678     | 5,240              | 30,804           | 10,243        | 1,114         | 675             | 2,996      | 122,750                              |
| 1997                               | 72,770     | 5,426              | 32,509           | 10,228        | 1,078         | 655             | 3,807      | 126,473                              |
| 1998                               | 72,142     | 5,536              | 29,646           | 10,296        | 1,076         | 646             | 4,706      | 124,048                              |
| 1999                               | 74,228     | 5,550              | 31,884           | 10,362        | 1,180         | 657             | 5,076      | 128,937                              |
| 2000                               | 75,013     | 5,498              | 33,080           | 10,311        | 1,327         | 652             | 5,360      | 131,241                              |
| 2001                               | 76,075     | 5,572              | 34,661           | 10,718        | 1,371         | 600             | 5,792      | 134,789                              |
| 2002                               | 76,190     | 5,724              | 34,699           | 10,849        | 1,448         | 616             | 5,581      | 135,107                              |
| 2003                               | 77,328     | 5,959              | 35,954           | 10,754        | 1,482         | 672             | 6,141      | 138,290                              |
| 2004                               | 81,033     | 6,228              | 37,078           | 10,858        | 1,622         | 597             | 6,406      | 143,822                              |
| 2005                               | 82,027     | 6,392              | 41,958           | 11,110        | 1,645         | 615             | 7,080      | 150,827                              |
| 2006                               | 83,080     | 6,403              | 43,509           | 11,052        | 1,801         | 609             | 8,741      | 155,195                              |
| 2007                               | (b) 65,249 | 6,391              | (b) 64,865       | 11,222        | 1,810         | 559             | (b) 13,877 | 163,973                              |
| 2008                               | 66,506     | 6,617              | 65,799           | 11,377        | 1,969         | 590             | 16,578     | 169,436                              |
| 2009 P                             | 64,832     | 6,941              | 68,957           | 11,461        | 2,068         | 531             | 18,103     | 172,893                              |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

(b) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**VEHICLE DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 18: NEW PASSENGER VEHICLES DELIVERED BY MODE |                |            |            |                     |     |        |             |       |                              |
|--|----------------|------------|------------|---------------------|-----|--------|-------------|-------|------------------------------|
| YEAR   | COM-MUTER RAIL | HEAVY RAIL | LIGHT RAIL | BUS AND PARATRANSIT |     |        | TROL-LEYBUS | OTHER | TOTAL (MODES REPORT-ED ONLY) |
|  |                |            |            | PARA-TRANSIT        | BUS | TOTAL  |             |       |                              |
| 1936   | ---            | 0          | 573        | ---                 | --- | 4,572  | 538         | ---   | 5,683                        |
| 1937   | ---            | 300        | 342        | ---                 | --- | 3,908  | 462         | ---   | 5,012                        |
| 1938   | ---            | 53         | 145        | ---                 | --- | 2,498  | 184         | ---   | 2,880                        |
| 1939   | ---            | 150        | 371        | ---                 | --- | 3,918  | 587         | ---   | 5,026                        |
| 1940   | ---            | 189        | 463        | ---                 | --- | 3,984  | 618         | ---   | 5,254                        |
| 1941   | ---            | 0          | 462        | ---                 | --- | 5,600  | 227         | ---   | 6,289                        |
| 1942   | ---            | 0          | 284        | ---                 | --- | 7,200  | 356         | ---   | 7,840                        |
| 1943   | ---            | 0          | 32         | ---                 | --- | 1,251  | 116         | ---   | 1,399                        |
| 1944   | ---            | 0          | 284        | ---                 | --- | 3,807  | 60          | ---   | 4,151                        |
| 1945   | ---            | 0          | 332        | ---                 | --- | 4,441  | 161         | ---   | 4,934                        |
| 1946   | ---            | 0          | 421        | ---                 | --- | 6,463  | 266         | ---   | 7,150                        |
| 1947   | ---            | 2          | 626        | ---                 | --- | 12,029 | 955         | ---   | 13,612                       |
| 1948   | ---            | 248        | 478        | ---                 | --- | 7,009  | 1,430       | ---   | 9,165                        |
| 1949   | ---            | 415        | 273        | ---                 | --- | 3,358  | 680         | ---   | 4,726                        |
| 1950   | ---            | 199        | 4          | ---                 | --- | 2,668  | 179         | ---   | 3,050                        |
| 1951   | ---            | 140        | 56         | ---                 | --- | 4,552  | 600         | ---   | 5,348                        |
| 1952   | ---            | 0          | 19         | ---                 | --- | 1,659  | 224         | ---   | 1,902                        |
| 1953   | ---            | 0          | 0          | ---                 | --- | 2,246  | 0           | ---   | 2,246                        |
| 1954   | ---            | 260        | 0          | ---                 | --- | 2,225  | 0           | ---   | 2,485                        |
| 1955   | ---            | 288        | 0          | ---                 | --- | 2,098  | 43          | ---   | 2,429                        |
| 1956   | ---            | 376        | 0          | ---                 | --- | 2,759  | 0           | ---   | 3,135                        |
| 1957   | ---            | 469        | 0          | ---                 | --- | 1,946  | 0           | ---   | 2,415                        |
| 1958   | ---            | 428        | 0          | ---                 | --- | 1,598  | 0           | ---   | 2,026                        |
| 1959   | ---            | 210        | 0          | ---                 | --- | 1,537  | 0           | ---   | 1,747                        |
| 1960   | ---            | 416        | 0          | ---                 | --- | 2,806  | 0           | ---   | 3,222                        |
| 1961   | ---            | 468        | 0          | ---                 | --- | 2,415  | 0           | ---   | 2,883                        |
| 1962   | ---            | 406        | 0          | ---                 | --- | 2,000  | 0           | ---   | 2,406                        |
| 1963   | ---            | 658        | 0          | ---                 | --- | 3,200  | 0           | ---   | 3,858                        |
| 1964   | ---            | 640        | 0          | ---                 | --- | 2,500  | 0           | ---   | 3,140                        |
| 1965   | ---            | 580        | 0          | ---                 | --- | 3,000  | 0           | ---   | 3,580                        |
| 1966   | ---            | 179        | 0          | ---                 | --- | 3,100  | 0           | ---   | 3,279                        |
| 1967   | ---            | 85         | 0          | ---                 | --- | 2,500  | 0           | ---   | 2,585                        |
| 1968   | ---            | 384        | 0          | ---                 | --- | 2,228  | 0           | ---   | 2,612                        |
| 1969   | ---            | 650        | 0          | ---                 | --- | 2,230  | 0           | ---   | 2,880                        |
| 1970   | ---            | 308        | 0          | ---                 | --- | 1,424  | 0           | ---   | 1,732                        |
| 1971   | ---            | 250        | 0          | ---                 | --- | 2,514  | 1           | ---   | 2,765                        |
| 1972   | ---            | 360        | 0          | ---                 | --- | 2,904  | 1           | ---   | 3,265                        |
| 1973   | ---            | 238        | 0          | ---                 | --- | 3,200  | 1           | ---   | 3,439                        |
| 1974   | ---            | 92         | 0          | ---                 | --- | 4,818  | 0           | ---   | 4,910                        |
| 1975   | ---            | 127        | 0          | ---                 | --- | 5,261  | 1           | ---   | 5,389                        |
| 1976   | ---            | 472        | 4          | ---                 | --- | 4,745  | 260         | ---   | 5,481                        |
| 1977   | ---            | 506        | 62         | ---                 | --- | 2,437  | 198         | ---   | 3,203                        |
| 1978   | ---            | 172        | 35         | ---                 | --- | 3,805  | 0           | ---   | 4,012                        |
| 1979   | ---            | 94         | 70         | ---                 | --- | 3,440  | 141         | ---   | 3,745                        |
| 1980   | ---            | 130        | 32         | ---                 | --- | 4,572  | 98          | ---   | 4,832                        |
| 1981   | ---            | 276        | 188        | ---                 | --- | 4,059  | 0           | ---   | 4,523                        |

**VEHICLE DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 18: NEW PASSENGER VEHICLES DELIVERED BY MODE</b> |                |            |            |                     |           |        |             |       |                              |
|---|----------------|------------|------------|---------------------|-----------|--------|-------------|-------|------------------------------|
| YEAR  | COM-MUTER RAIL | HEAVY RAIL | LIGHT RAIL | BUS AND PARATRANSIT |           |        | TROL-LEYBUS | OTHER | TOTAL (MODES REPORT-ED ONLY) |
|   |                |            |            | PARA-TRANSIT        | BUS       | TOTAL  |             |       |                              |
| 1982  | ---            | 126        | 10         | ---                 | ---       | 2,962  | 0           | ---   | 3,098                        |
| 1983  | ---            | 88         | 30         | ---                 | ---       | 4,081  | 0           | ---   | 4,199                        |
| 1984 (a)  | 128            | 521        | 59         | In Total            | In Total  | 5,260  | 0           | ---   | 5,968                        |
| 1985  | 179            | 441        | 63         | In Total            | In Total  | 5,390  | 0           | ---   | 6,073                        |
| 1986  | 140            | 854        | 149        | In Total            | In Total  | 5,337  | 0           | ---   | 6,480                        |
| 1987  | 198            | 758        | 51         | In Total            | In Total  | 5,224  | 47          | ---   | 6,278                        |
| 1988  | 74             | 311        | 24         | In Total            | In Total  | 4,898  | 4           | ---   | 5,311                        |
| 1989  | 56             | 207        | 52         | In Total            | In Total  | 5,883  | 0           | ---   | 6,198                        |
| 1990  | 83             | 10         | 55         | In Total            | In Total  | 5,728  | 118         | ---   | 5,998                        |
| 1991  | 187            | 6          | 17         | In Total            | In Total  | 5,961  | 149         | ---   | 6,320                        |
| 1992  | 110            | 163        | 35         | 2,066               | 2,603     | 4,668  | 0           | ---   | 4,976                        |
| 1993  | 8              | 260        | 54         | 3,460               | 3,065     | 6,524  | 24          | ---   | 6,870                        |
| 1994  | 47             | 55         | 72         | 5,798               | 3,942     | 9,740  | 36          | ---   | 9,950                        |
| 1995  | 38             | 72         | 38         | 5,122               | 4,195     | 9,317  | 3           | ---   | 9,468                        |
| 1996  | 111            | 10         | 39         | 4,708               | 4,619     | 9,328  | 3           | ---   | 9,491                        |
| 1997  | 198            | 34         | 76         | 4,820               | 5,709     | 10,529 | 0           | ---   | 10,837                       |
| 1998  | 122            | 120        | 80         | 4,233               | 5,737     | 9,970  | 54          | ---   | 10,346                       |
| 1999  | 132            | 122        | 123        | 4,382               | 6,949     | 11,331 | 0           | ---   | 11,708                       |
| 2000  | 116            | 204        | 136        | 5,152               | 6,764     | 11,916 | 0           | ---   | 12,372                       |
| 2001  | 54             | 751        | 111        | 7,700               | 8,158     | 15,958 | 149         | ---   | 17,023                       |
| 2002  | 166            | 828        | 107        | 4,988               | 5,613     | 10,600 | 88          | ---   | 11,789                       |
| 2003  | 338            | 470        | 169        | 5,491               | 6,263     | 11,754 | 103         | ---   | 12,834                       |
| 2004  | 571            | 76         | 127        | 4,619               | 4,754     | 9,373  | 31          | ---   | 10,178                       |
| 2005  | 476            | 50         | 129        | 5,867               | 4,527     | 10,394 | 23          | ---   | 11,072                       |
| 2006  | 137            | 462        | 102        | 6,271               | 4,673     | 10,944 | 6           | ---   | 11,651                       |
| 2007  | 118            | 394        | 91         | (b) 11,500          | (b) 3,590 | 15,090 | 2           | 754   | 16,449                       |
| 2008  | 218            | 555        | 53         | 12,457              | 3,562     | 16,019 | 36          | 1,751 | 18,631                       |
| 2009 P  | 150            | 69         | 87         | 9,792               | 3,912     | 13,704 | 0           | 1,619 | 15,629                       |

P = Preliminary.

(a) Beginning 1984 includes paratransit.

(b) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| TABLE 19: AVERAGE COST OF NEW VEHICLES DELIVERED BY TYPE (a) |              |   |   |  |                                 |  |   |
|--|--------------|---|---|--|---------------------------------|--|---|
| TWO-YEAR PERIOD (b)  | CATEGORY     | STANDARD TRANSIT BUS (>=27'6", 2 Doors) (c) | COMMUTER RAIL CAR (Locomotive-Hauled, 2 Levels, 0 Cabs) | PARA-TRANSIT (Small Vehicle, <27'6", Minibus, Van, Car, SUV) | HEAVY RAIL CAR (1 Level, 1 Cab) | LIGHT RAIL CAR (Single Articulated, 1 Level, 2 Cabs) | VANPOOL (Small Vehicle, <27'6", Minibus, Van, Car, SUV) |
| 2001-2002  | Sample Size  | 6,712                                       | 72  | 2,535  | 796                             | 222  | 167   |
|  | Average Cost | \$ 289,827                                  | \$ 1,909,951  | \$ 54,077  | \$ 1,395,302                    | \$ 2,517,187   | \$ 23,350   |
| 2002-2003  | Sample Size  | 4,689                                       | 23  | 1,538  | 502                             | 248  | 250   |
|  | Average Cost | \$ 291,477                                  | \$ 1,963,028  | \$ 58,006  | \$ 1,457,850                    | \$ 2,542,581   | \$ 23,356   |
| 2003-2004  | Sample Size  | 3,640                                       | 32  | 1,220  | 224                             | 276  | 360   |
|  | Average Cost | \$ 298,908                                  | \$ 2,076,195  | \$ 59,612  | \$ 1,374,339                    | \$ 2,482,998   | \$ 20,668   |
| 2004-2005  | Sample Size  | 2,942                                       | 28  | 1,183  | 120                             | 177  | 625   |
|  | Average Cost | \$ 308,581                                  | \$ 2,100,000  | \$ 57,301  | \$ 1,722,916                    | \$ 2,656,988   | \$ 20,474   |
| 2005-2006  | Sample Size  | 3,125                                       | 92  | 1,291  | 106                             | 128  | 449   |
|  | Average Cost | \$ 335,329                                  | \$ 2,291,739  | \$ 52,349  | \$ 1,744,966                    | \$ 2,653,615   | \$ 19,897   |
| 2006-2007  | Sample Size  | 2,841                                       | 247   | 1,432  | 320                             | 103  | 725   |
|  | Average Cost | \$ 350,366                                  | \$ 2,285,105  | \$ 55,767  | \$ 1,441,140                    | \$ 2,663,385   | \$ 21,603   |
| 2007-2008  | Sample Size  | 2,017                                       | 94  | 1,335  | 373                             | 70   | 758   |
|  | Average Cost | \$ 398,239                                  | \$ 1,799,796  | \$ 59,129  | \$ 1,453,324                    | \$ 2,850,000   | \$ 22,872   |
| 2008-2009  | Sample Size  | 3,031                                       | 314   | 1,911  | 394                             | ---  | 739   |
|  | Average Cost | \$ 420,721                                  | \$ 2,240,557  | \$ 63,298  | \$ 1,642,641                    | ---  | \$ 23,185   |
| 2009-2010  | Sample Size  | 3,388                                       | 92  | 1,235  | 318                             | 77   | 403   |
|  | Average Cost | \$ 469,928                                  | \$ 2,334,565  | \$ 73,825  | \$ 1,886,095                    | \$ 3,600,000   | \$ 24,941   |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.

(b) Data are average values for all vehicles with cost provided over two-year periods. Amounts are averages for vehicle with the specific characteristics in each heading, not for all vehicles in that mode. Some cost data are contract amounts and may not be final. Data include amounts paid to manufacturer only. Data should be considered indicative only, specifications of vehicles in sample, including fuel type, vary between years.

(c) Does not include articulated, double-deck, intercity, suburban, or trolley-replica buses of any length.

See Glossary following Tables for complete definitions.

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| TABLE 20: ALTERNATE FUEL POWERED VEHICLES BY MODE, PERCENT (a) |       |  |                                  |                  |               |               |               |                 |
|--|-------|--|----------------------------------|------------------|---------------|---------------|---------------|-----------------|
| YEAR<br>ON<br>JAN. 1   | BUS   | COMMUTER<br>RAIL SELF-<br>PROPELLED<br>CAR | COMMUTER<br>RAIL LOCO-<br>MOTIVE | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | FERRY<br>BOAT | TROLLEY-<br>BUS |
| 1992   | 2.0%  | ---  | ---                              | ---              | ---           | ---           | ---           | ---             |
| 1993   | 4.1%  | ---  | ---                              | 5.8%             | ---           | ---           | ---           | ---             |
| 1994   | 6.5%  | ---  | ---                              | 7.5%             | ---           | ---           | ---           | ---             |
| 1995   | 6.3%  | ---  | ---                              | 11.2%            | ---           | ---           | ---           | ---             |
| 1996   | 6.4%  | ---  | ---                              | 14.0%            | 99.9%         | 100.0%        | 2.0%          | 100.0%          |
| 1997   | 5.6%  | ---  | ---                              | 13.8%            | 100.0%        | 100.0%        | 2.0%          | 100.0%          |
| 1998   | 6.5%  | ---  | ---                              | 13.2%            | 100.0%        | 100.0%        | 31.9%         | 100.0%          |
| 1999   | 7.5%  | ---  | ---                              | 11.4%            | 100.0%        | 100.0%        | 32.6%         | 100.0%          |
| 2000   | 7.9%  | ---  | ---                              | 8.5%             | 100.0%        | 100.0%        | 32.7%         | 100.0%          |
| 2001   | 9.8%  | ---  | ---                              | 5.8%             | 100.0%        | 100.0%        | 37.3%         | 100.0%          |
| 2002   | 11.8% | ---  | ---                              | 5.1%             | 100.0%        | 100.0%        | 36.5%         | 100.0%          |
| 2003   | 13.0% | ---  | ---                              | 5.1%             | 100.0%        | 100.0%        | 40.3%         | 100.0%          |
| 2004   | 13.3% | ---  | ---                              | 5.1%             | 100.0%        | 98.9%         | 40.3%         | 100.0%          |
| 2005   | 16.0% | ---  | ---                              | 4.9%             | 100.0%        | 100.0%        | 41.5%         | 100.0%          |
| 2006   | 20.8% | 99.3%                                      | 11.0%                            | 6.4%             | 100.0%        | 98.0%         | 58.2%         | 100.0%          |
| 2007   | 22.4% | 99.5%                                      | 10.2%                            | 5.3%             | 100.0%        | 98.4%         | 58.8%         | 100.0%          |
| 2008   | 31.6% | 99.1%                                      | 3.6%                             | 10.9%            | 100.0%        | 99.2%         | 63.0%         | 100.0%          |
| 2009   | 30.4% | 99.5%                                      | 10.0%                            | 10.5%            | 100.0%        | 98.2%         | 47.7%         | 100.0%          |
| 2010   | 33.5% | 99.5%                                      | 11.3%                            | 8.0%             | 100.0%        | 98.3%         | 47.6%         | 100.0%          |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.  
See Glossary following Tables for complete definitions.

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| <b>TABLE 21: ACCESSIBLE VEHICLES (BY LIFT, RAMP, OR STATION ACCESS) BY MODE, PERCENT ACCESSIBLE (a)</b> |       |                  |                  |            |            |            |
|---|-------|------------------|------------------|------------|------------|------------|
| YEAR ON<br>JAN. 1   | BUS   | COMMUTER<br>RAIL | PARA-<br>TRANSIT | HEAVY RAIL | LIGHT RAIL | TROLLEYBUS |
| 1990  | 40.2% | ---              | ---              | ---        | ---        | ---        |
| 1991  | 43.5% | ---              | ---              | ---        | ---        | 32.9%      |
| 1992  | 49.5% | ---              | ---              | ---        | ---        | 42.9%      |
| 1993  | 50.8% | 32.4%            | 84.7%            | 82.8%      | 40.7%      | 47.0%      |
| 1994  | 54.9% | 33.3%            | 86.9%            | 93.2%      | 45.5%      | 51.1%      |
| 1995  | 59.8% | 43.3%            | 89.1%            | 93.3%      | 49.2%      | 51.0%      |
| 1996  | 64.1% | 67.0%            | 90.7%            | 93.7%      | 54.4%      | 51.2%      |
| 1997  | 67.6% | 70.5%            | 92.8%            | 93.7%      | 56.2%      | 48.9%      |
| 1998  | 72.5% | 71.8%            | 93.0%            | 94.2%      | 73.1%      | 49.8%      |
| 1999  | 76.6% | 62.5%            | 92.4%            | 98.3%      | 77.4%      | 51.0%      |
| 2000  | 81.0% | 64.0%            | 93.1%            | 98.5%      | 76.7%      | 51.2%      |
| 2001  | 86.2% | 66.0%            | 90.9%            | 98.6%      | 77.1%      | 51.2%      |
| 2002  | 90.7% | 66.7%            | 94.4%            | 98.7%      | 78.5%      | 65.1%      |
| 2003  | 93.0% | 68.4%            | 94.1%            | 98.7%      | 82.2%      | 69.5%      |
| 2004  | 94.8% | 70.5%            | 94.3%            | 98.7%      | 84.2%      | 73.3%      |
| 2005  | 96.7% | 75.6%            | 93.1%            | 98.7%      | 87.3%      | 88.7%      |
| 2006  | 95.5% | 85.4%            | 91.4%            | 98.6%      | 79.9%      | 95.4%      |
| 2007  | 97.9% | 81.7%            | 89.7%            | 99.0%      | 86.8%      | 92.6%      |
| 2008  | 99.3% | 85.9%            | 90.6%            | 98.7%      | 83.5%      | 99.1%      |
| 2009  | 98.0% | 83.3%            | 90.2%            | 98.8%      | 77.1%      | 96.8%      |
| 2010  | 99.8% | 85.4%            | 89.0%            | 98.7%      | 82.0%      | 100.0%     |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.  
See Glossary following Tables for complete definitions.

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| TABLE 22: AVERAGE VEHICLE AGE BY MODE, YEARS (a) |     |                           |                                       |                  |               |               |                 |               |
|--|-----|---------------------------|---------------------------------------|------------------|---------------|---------------|-----------------|---------------|
| YEAR ON<br>JAN. 1                                | BUS | COMMUT-<br>ER RAIL<br>CAR | COMMUT-<br>ER RAIL<br>LOCOMO-<br>TIVE | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | FERRY<br>BOAT |
| 1990   | 8.2 | ---                       | ---                                   | ---              | ---           | ---           | ---             | ---           |
| 1991   | 8.1 | 17.2                      | 18.1                                  | ---              | 17.3          | 20.1          | 11.2            | ---           |
| 1992   | 8.0 | 17.6                      | 18.7                                  | ---              | 18.1          | 20.9          | 10.5            | ---           |
| 1993   | 8.7 | 18.1                      | 18.5                                  | 3.9              | 18.5          | 20.8          | 11.9            | ---           |
| 1994   | 8.9 | 18.8                      | 18.7                                  | 4.0              | 18.9          | 20.9          | 12.5            | ---           |
| 1995   | 8.9 | 19.6                      | 18.7                                  | 3.8              | 19.1          | 20.2          | 13.1            | ---           |
| 1996   | 8.8 | 20.6                      | 18.3                                  | 3.5              | 19.9          | 20.9          | 14.1            | 24.2          |
| 1997   | 8.7 | 21.0                      | 18.8                                  | 3.3              | 20.8          | 21.3          | 15.0            | 24.6          |
| 1998   | 8.6 | 21.0                      | 18.7                                  | 3.5              | 21.6          | 19.8          | 15.8            | 26.4          |
| 1999   | 8.5 | 21.5                      | 17.7                                  | 3.4              | 21.9          | 20.2          | 16.2            | 26.3          |
| 2000   | 7.3 | 20.2                      | 16.0                                  | 2.6              | 21.3          | 17.8          | 15.9            | 24.8          |
| 2001   | 6.9 | 20.4                      | 16.5                                  | 2.6              | 22.5          | 17.9          | 16.9            | 23.6          |
| 2002   | 7.5 | 22.0                      | 17.2                                  | 3.3              | 21.8          | 18.4          | 14.7            | 25.1          |
| 2003   | 6.3 | 20.9                      | 17.3                                  | 2.4              | 19.4          | 16.4          | 12.2            | 20.1          |
| 2004   | 7.3 | 21.6                      | 17.9                                  | 3.7              | 20.0          | 16.7          | 12.4            | 22.1          |
| 2005   | 7.5 | 20.1                      | 19.6                                  | 4.1              | 21.4          | 15.1          | 8.3             | 23.4          |
| 2006   | 7.5 | 18.2                      | 18.7                                  | 3.9              | 21.6          | 16.7          | 8.9             | 22.9          |
| 2007   | 7.8 | 18.9                      | 19.7                                  | 3.9              | 22.4          | 17.8          | 9.5             | 23.9          |
| 2008   | 7.5 | 16.4                      | 19.8                                  | 3.6              | 22.0          | 18.3          | 8.8             | 25.9          |
| 2009   | 7.5 | 16.3                      | 19.9                                  | 3.4              | 21.1          | 15.7          | 7.9             | 16.8          |
| 2010   | 7.5 | 17.1                      | 20.5                                  | 3.5              | 21.9          | 15.8          | 8.9             | 17.8          |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.  
See Glossary following Tables for complete definitions.

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| TABLE 23: BUS VEHICLE EQUIPMENT (a), PERCENT |                  |                             |   |   |                                       |                             |  |                                     |
|--|------------------|-----------------------------|---|---|---------------------------------------|-----------------------------|--|-------------------------------------|
| YEAR ON<br>JAN. 1                            | TWO-WAY<br>RADIO | PUBLIC<br>ADDRESS<br>SYSTEM | AUTO-<br>MATED<br>STOP<br>ANNOUNCE-<br>MENT | AUTO-<br>MATIC<br>PASSEN-<br>GER<br>COUNTER | SECURITY<br>or CCTV<br>TYPE<br>CAMERA | EXTERIOR<br>BICYCLE<br>RACK | AUTO-<br>MATIC<br>VEHICLE<br>LOCATOR<br>or GPS | TRAFFIC<br>LIGHT<br>PREEMP-<br>TION |
| 2001   | 96.4%            | 68.9%                       | 10.2%                                       | 2.8%  | 13.0%                                 | 31.8%                       | 20.6%  | 0.7%                                |
| 2002   | 93.2%            | 71.3%                       | 11.3%                                       | 3.0%  | 17.4%                                 | 36.1%                       | 23.1%  | 0.7%                                |
| 2003   | 93.7%            | 75.2%                       | 15.3%                                       | 3.6%  | 23.8%                                 | 45.5%                       | 30.2%  | 0.9%                                |
| 2004   | 93.4%            | 76.3%                       | 20.2%                                       | 5.7%  | 27.3%                                 | 49.7%                       | 38.7%  | 2.5%                                |
| 2005   | 96.4%            | 81.3%                       | 29.3%                                       | 11.1%                                       | 31.4%                                 | 56.9%                       | 49.4%  | 3.2%                                |
| 2006   | 95.4%            | 80.0%                       | 34.5%                                       | 15.3%                                       | 34.7%                                 | 62.1%                       | 50.9%  | 3.5%                                |
| 2007   | 93.2%            | 81.3%                       | 39.6%                                       | 17.0%                                       | 38.2%                                 | 62.7%                       | 54.3%  | 3.2%                                |
| 2008   | 92.0%            | 80.7%                       | 45.3%                                       | 22.8%                                       | 47.5%                                 | 70.8%                       | 59.1%  | 2.1%                                |
| 2009   | 91.3%            | 81.4%                       | 49.2%                                       | 26.7%                                       | 49.6%                                 | 73.1%                       | 61.9%  | 3.9%                                |
| 2010   | 95.1%            | 91.2%                       | 48.4%                                       | 31.7%                                       | 53.0%                                 | 72.1%                       | 60.1%  | 5.2%                                |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.  
See Glossary following Tables for complete definitions.



**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| <b>TABLE 24: LIGHT RAIL VEHICLE EQUIPMENT(a), PERCENT</b> |                  |                             |  |                                    |                                       |   |                                |
|---|------------------|-----------------------------|--|------------------------------------|---------------------------------------|---|--------------------------------|
| YEAR ON<br>JAN. 1   | TWO-WAY<br>RADIO | PUBLIC<br>ADDRESS<br>SYSTEM | AUTOMATED<br>STOP<br>ANNOUNCE-<br>MENT | PASSENGER-<br>OPERATOR<br>INTERCOM | SECURITY<br>or CCTV<br>TYPE<br>CAMERA | AUTOMATIC<br>VEHICLE<br>LOCATOR or<br>GPS | TRAFFIC<br>LIGHT<br>PREEMPTION |
| 2001  | 84.8%            | 79.2%                       | 23.7%                                  | 14.3%                              | 10.6%                                 | 19.3%                                     | 13.0%                          |
| 2002  | 82.1%            | 77.2%                       | 22.4%                                  | 22.5%                              | 10.4%                                 | 20.5%                                     | 12.9%                          |
| 2003  | 94.3%            | 82.2%                       | 35.6%                                  | 24.0%                              | 11.2%                                 | 30.1%                                     | 21.1%                          |
| 2004  | 93.0%            | 83.8%                       | 42.2%                                  | 23.5%                              | 19.6%                                 | 29.5%                                     | 22.2%                          |
| 2005  | 96.0%            | 90.2%                       | 57.0%                                  | 25.6%                              | 32.8%                                 | 40.0%                                     | 28.0%                          |
| 2006  | 97.3%            | 89.8%                       | 62.0%                                  | 29.0%                              | 38.2%                                 | 45.8%                                     | 28.5%                          |
| 2007  | 96.5%            | 87.6%                       | 56.0%                                  | 24.2%                              | 35.9%                                 | 47.9%                                     | 28.4%                          |
| 2008  | 93.7%            | 84.7%                       | 53.3%                                  | 35.1%                              | 41.9%                                 | 51.6%                                     | 32.8%                          |
| 2009  | 96.8%            | 95.0%                       | 62.5%                                  | 43.2%                              | 42.8%                                 | 58.3%                                     | 29.8%                          |
| 2010  | 95.4%            | 94.1%                       | 69.2%                                  | 48.3%                              | 49.6%                                 | 55.3%                                     | 25.5%                          |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.  
See Glossary following Tables for complete definitions.

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| TABLE 25: HEAVY RAIL VEHICLE EQUIPMENT (a), PERCENT |                  |                             |  |                                    |                                    |   |
|---|------------------|-----------------------------|--|------------------------------------|------------------------------------|---|
| YEAR ON<br>JAN. 1                                   | TWO-WAY<br>RADIO | PUBLIC<br>ADDRESS<br>SYSTEM | AUTOMATED<br>STOP<br>ANNOUNCE-<br>MENT | PASSENGER-<br>OPERATOR<br>INTERCOM | SECURITY or<br>CCTV TYPE<br>CAMERA | AUTOMATIC<br>VEHICLE<br>LOCATOR or<br>GPS |
| 2001  | 83.1%            | 91.0%                       | 18.6%                                  | ---                                | 1.0%                               | 1.3%                                      |
| 2002  | 83.7%            | 98.0%                       | 24.3%                                  | 38.7%                              | 1.8%                               | 2.3%                                      |
| 2003  | 84.1%            | 98.2%                       | 30.5%                                  | 45.0%                              | 2.5%                               | 2.3%                                      |
| 2004  | 84.3%            | 98.8%                       | 34.2%                                  | 49.1%                              | 2.6%                               | 2.4%                                      |
| 2005  | 84.5%            | 99.4%                       | 34.9%                                  | 49.7%                              | 2.5%                               | 3.0%                                      |
| 2006  | 84.1%            | 98.8%                       | 35.0%                                  | 51.6%                              | 2.7%                               | 3.0%                                      |
| 2007  | 83.7%            | 98.3%                       | 34.9%                                  | 51.3%                              | 2.7%                               | 2.9%                                      |
| 2008  | 82.9%            | 97.8%                       | 37.5%                                  | 52.3%                              | 2.8%                               | 3.0%                                      |
| 2009  | 84.8%            | 99.3%                       | 45.8%                                  | 62.7%                              | 3.2%                               | 2.8%                                      |
| 2010  | 84.6%            | 99.2%                       | 45.6%                                  | 63.1%                              | 3.7%                               | 2.9%                                      |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.  
See Glossary following Tables for complete definitions.

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| <b>TABLE 26: COMMUTER RAIL VEHICLE EQUIPMENT (a), PERCENT</b> |                           |                      |                             |  |          |                                       |   |
|---|---------------------------|----------------------|-----------------------------|--|----------|---------------------------------------|---|
| YEAR ON<br>JAN. 1   | SELF-<br>PROPELLED<br>(a) | TWO-WAY<br>RADIO (b) | PUBLIC<br>ADDRESS<br>SYSTEM | AUTOMATED<br>STOP<br>ANNOUNCE-<br>MENT | RESTROOM | SECURITY<br>or CCTV<br>TYPE<br>CAMERA | AUTOMATIC<br>VEHICLE<br>LOCATOR or<br>GPS |
| 2001  | 48.7%                     | 61.5%                | 73.1%                       | 3.9%                                   | 47.9%    | 0.0%                                  | 1.0%                                      |
| 2002  | 47.6%                     | 62.2%                | 77.0%                       | 3.9%                                   | 48.3%    | 0.0%                                  | 1.1%                                      |
| 2003  | 47.0%                     | 60.4%                | 74.4%                       | 3.8%                                   | 48.1%    | 0.0%                                  | 1.0%                                      |
| 2004  | 47.8%                     | 58.6%                | 92.7%                       | 7.7%                                   | 46.8%    | 0.0%                                  | 4.8%                                      |
| 2005  | 47.7%                     | 60.2%                | 98.5%                       | 13.1%                                  | 46.3%    | 0.0%                                  | 8.0%                                      |
| 2006  | 49.9%                     | 55.7%                | 91.0%                       | 18.0%                                  | 45.5%    | 0.5%                                  | 14.8%                                     |
| 2007  | 50.1%                     | 55.2%                | 90.9%                       | 19.8%                                  | 42.7%    | 0.9%                                  | 16.1%                                     |
| 2008  | 53.9%                     | 68.8%                | 96.9%                       | 31.5%                                  | 55.5%    | 0.6%                                  | 28.2%                                     |
| 2009  | 45.1%                     | 64.6%                | 98.3%                       | 29.0%                                  | 52.9%    | 2.0%                                  | 26.2%                                     |
| 2010  | 46.9%                     | 62.2%                | 97.9%                       | 31.3%                                  | 55.6%    | 2.4%                                  | 29.6%                                     |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.

(b) Percentage of self-propelled cars only.

See Glossary following Tables for complete definitions. Excludes commuter rail locomotives. Total includes both self-propelled and locomotive-hauled commuter rail cars; percent self-propelled in second column from left.

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| TABLE 27: BUS VEHICLE POWER SOURCES (a), PERCENT |                            |        |                                   |          |           |       |        |
|--|----------------------------|--------|-----------------------------------|----------|-----------|-------|--------|
| YEAR ON<br>JAN. 1                                | CNG, LNG,<br>AND<br>BLENDS | DIESEL | ELECTRIC<br>AND OTHER<br>(HYBRID) | GASOLINE | BIODEISEL | OTHER | TOTAL  |
| 1996   | 2.8%                       | 95.4%  | 0.1%                              | 0.5%     | ---       | 1.2%  | 100.0% |
| 1997   | 3.8%                       | 94.7%  | 0.0%                              | 0.5%     | ---       | 1.1%  | 100.0% |
| 1998   | 5.0%                       | 93.5%  | 0.1%                              | 0.5%     | ---       | 1.0%  | 100.0% |
| 1999   | 6.2%                       | 92.5%  | 0.1%                              | 0.4%     | ---       | 0.8%  | 100.0% |
| 2000   | 7.1%                       | 92.1%  | 0.1%                              | 0.4%     | ---       | 0.2%  | 100.0% |
| 2001   | 9.0%                       | 90.1%  | 0.1%                              | 0.4%     | ---       | 0.3%  | 100.0% |
| 2002   | 11.0%                      | 88.0%  | 0.2%                              | 0.4%     | ---       | 0.4%  | 100.0% |
| 2003   | 12.4%                      | 86.6%  | 0.3%                              | 0.4%     | ---       | 0.4%  | 100.0% |
| 2004   | 12.4%                      | 86.3%  | 0.3%                              | 0.4%     | ---       | 0.5%  | 100.0% |
| 2005   | 13.8%                      | 83.6%  | 1.1%                              | 0.5%     | ---       | 0.9%  | 100.0% |
| 2006   | 15.2%                      | 81.4%  | 1.7%                              | 0.6%     | ---       | 1.2%  | 100.0% |
| 2007   | 15.6%                      | 79.8%  | 2.3%                              | 0.6%     | ---       | 1.7%  | 100.0% |
| 2008   | 18.5%                      | 70.2%  | 3.8%                              | 0.5%     | 6.6%      | 0.4%  | 100.0% |
| 2009   | 18.3%                      | 68.9%  | 4.9%                              | 0.7%     | 6.4%      | 0.8%  | 100.0% |
| 2010   | 18.6%                      | 65.8%  | 7.0%                              | 0.7%     | 7.7%      | 0.2%  | 100.0% |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.  
See Glossary following Tables for complete definitions.

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| <b>TABLE 28: PARATRANSIT VEHICLE POWER SOURCES (a), PERCENT</b> |                            |        |                                   |          |           |       |        |
|---|----------------------------|--------|-----------------------------------|----------|-----------|-------|--------|
| YEAR ON<br>JAN. 1   | CNG, LNG,<br>AND<br>BLENDS | DIESEL | ELECTRIC<br>AND OTHER<br>(HYBRID) | GASOLINE | BIODEISEL | OTHER | TOTAL  |
| 2001  | 3.5%                       | 56.8%  | 0.0%                              | 37.5%    | 0.0%      | 2.2%  | 100.0% |
| 2002  | 3.7%                       | 63.5%  | 0.0%                              | 31.5%    | 0.0%      | 1.3%  | 100.0% |
| 2003  | 3.9%                       | 62.9%  | 0.0%                              | 31.8%    | >0.1%     | 1.4%  | 100.0% |
| 2004  | 3.4%                       | 65.9%  | 0.0%                              | 29.1%    | 0.3%      | 1.3%  | 100.0% |
| 2005  | 3.2%                       | 65.3%  | 0.0%                              | 29.8%    | 0.3%      | 1.4%  | 100.0% |
| 2006  | 2.9%                       | 65.2%  | 0.0%                              | 30.3%    | 0.3%      | 1.3%  | 100.0% |
| 2007  | 2.1%                       | 64.6%  | 0.5%                              | 30.7%    | 1.6%      | 0.5%  | 100.0% |
| 2008  | 2.7%                       | 55.9%  | 1.3%                              | 35.2%    | 4.6%      | 0.3%  | 100.0% |
| 2009  | 2.5%                       | 50.5%  | 0.6%                              | 39.0%    | 7.2%      | 0.2%  | 100.0% |
| 2010  | 1.9%                       | 49.2%  | 0.5%                              | 42.8%    | 5.5%      | 0.1%  | 100.0% |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.  
See Glossary following Tables for complete definitions.

**VEHICLE DATA**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION VEHICLE DATABASE ONLY**

| <b>TABLE 29: COMMUTER RAIL VEHICLE POWER SOURCES (a), PERCENT</b> |                    |        |           |                           |                         |
|---|--------------------|--------|-----------|---------------------------|-------------------------|
| YEAR ON<br>JAN. 1   | COMMUTER RAIL CARS |        |           | COMMUTER RAIL LOCOMOTIVES |                         |
|   | ELECTRICITY        | DIESEL | UNPOWERED | ELECTRICITY<br>ONLY       | DIESEL AND<br>OTHER (b) |
| 2001  | 48.4%              | 0.3%   | 51.3%     | 7.6%                      | 92.4%                   |
| 2002  | 47.6%              | 0.3%   | 52.1%     | 10.8%                     | 89.2%                   |
| 2003  | 46.7%              | 0.2%   | 53.1%     | 9.9%                      | 90.1%                   |
| 2004  | 47.5%              | 0.2%   | 52.3%     | 11.7%                     | 88.3%                   |
| 2005  | 46.9%              | 0.3%   | 52.8%     | 12.7%                     | 87.3%                   |
| 2006  | 49.3%              | 0.4%   | 50.3%     | 11.3%                     | 88.7%                   |
| 2007  | 49.1%              | 0.4%   | 50.5%     | 11.3%                     | 88.7%                   |
| 2008  | 53.4%              | 0.4%   | 46.2%     | 10.7%                     | 89.3%                   |
| 2009  | 45.6%              | 0.2%   | 54.2%     | 10.0%                     | 90.0%                   |
| 2010  | 46.1%              | 0.2%   | 53.1%     | 11.3%                     | 88.7%                   |

(a) Sample data only; from annual *APTA Public Transportation Vehicle Database*, not projected to national total.

(b) Includes diesel locomotives which receive electric power through 3rd rail or catenary for a portion of their operations.

See Glossary following Tables for complete definitions.

**ENERGY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 30: ELECTRIC POWER CONSUMPTION BY MODE (MILLIONS OF KILOWATT HOURS)</b> |                    |               |               |                 |       |                                      |  |                |
|--|--------------------|---------------|---------------|-----------------|-------|--------------------------------------|--|----------------|
| YEAR   | MODE               |               |               |                 |       |                                      | SOURCE                                 |                |
|  | COMMUT-<br>ER RAIL | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER | TOTAL<br>(MODES<br>REPORTED<br>ONLY) | GENER-<br>ATED BY<br>TRANSIT<br>SYSTEM | PUR-<br>CHASED |
| 1920   | ---                | 1,256         | 8,066         | ---             | ---   | 9,322                                | 4,313                                  | 5,009          |
| 1921   | ---                | 1,278         | 7,863         | ---             | ---   | 9,141                                | 4,031                                  | 5,110          |
| 1922   | ---                | 1,314         | 7,887         | ---             | ---   | 9,201                                | 3,506                                  | 5,695          |
| 1923   | ---                | 1,416         | 7,894         | ---             | ---   | 9,310                                | 3,441                                  | 5,869          |
| 1924   | ---                | 1,488         | 7,951         | ---             | ---   | 9,439                                | 3,356                                  | 6,083          |
| 1925   | ---                | 1,548         | 7,995         | ---             | ---   | 9,543                                | 3,237                                  | 6,306          |
| 1926   | ---                | 1,592         | 8,021         | ---             | ---   | 9,613                                | 3,108                                  | 6,505          |
| 1927   | ---                | 1,641         | 7,749         | ---             | ---   | 9,390                                | 2,976                                  | 6,414          |
| 1928   | ---                | 1,760         | 7,410         | ---             | ---   | 9,170                                | 2,935                                  | 6,235          |
| 1929   | ---                | 1,824         | 7,121         | ---             | ---   | 8,945                                | 2,863                                  | 6,082          |
| 1930   | ---                | 1,842         | 6,816         | 18              | ---   | 8,676                                | 2,770                                  | 5,906          |
| 1931   | ---                | 1,785         | 6,283         | 24              | ---   | 8,092                                | 2,621                                  | 5,471          |
| 1932   | ---                | 1,715         | 5,629         | 29              | ---   | 7,373                                | 2,433                                  | 4,940          |
| 1933   | ---                | 1,736         | 5,273         | 32              | ---   | 7,041                                | 2,377                                  | 4,664          |
| 1934   | ---                | 1,793         | 5,265         | 44              | ---   | 7,102                                | 2,352                                  | 4,750          |
| 1935   | ---                | 1,852         | 5,096         | 57              | ---   | 7,005                                | 2,309                                  | 4,696          |
| 1936   | ---                | 1,934         | 5,087         | 79              | ---   | 7,100                                | 2,271                                  | 4,829          |
| 1937   | ---                | 1,970         | 4,894         | 150             | ---   | 7,014                                | 2,197                                  | 4,817          |
| 1938   | ---                | 1,921         | 4,399         | 204             | ---   | 6,524                                | 2,114                                  | 4,410          |
| 1939   | ---                | 1,971         | 4,203         | 225             | ---   | 6,399                                | 2,164                                  | 4,235          |
| 1940   | ---                | 1,977         | 4,050         | 259             | ---   | 6,286                                | 2,255                                  | 4,031          |
| 1941   | ---                | 1,986         | 3,808         | 296             | ---   | 6,090                                | 2,167                                  | 3,923          |
| 1942   | ---                | 1,964         | 4,082         | 354             | ---   | 6,400                                | 2,227                                  | 4,173          |
| 1943   | ---                | 1,939         | 4,658         | 403             | ---   | 7,000                                | 2,237                                  | 4,763          |
| 1944   | ---                | 1,940         | 4,667         | 412             | ---   | 7,019                                | 2,238                                  | 4,781          |
| 1945   | ---                | 1,966         | 4,547         | 415             | ---   | 6,928                                | 2,130                                  | 4,798          |
| 1946   | ---                | 1,964         | 4,380         | 447             | ---   | 6,791                                | 2,077                                  | 4,714          |
| 1947   | ---                | 2,003         | 4,255         | 489             | ---   | 6,747                                | 2,093                                  | 4,654          |
| 1948   | ---                | 2,019         | 3,621         | 556             | ---   | 6,196                                | 2,113                                  | 4,083          |
| 1949   | ---                | 2,024         | 2,882         | 613             | ---   | 5,519                                | 2,132                                  | 3,396          |
| 1950   | ---                | 2,000         | 2,410         | 640             | ---   | 5,050                                | 2,070                                  | 2,980          |
| 1951   | ---                | 1,970         | 2,010         | 846             | ---   | 4,826                                | 1,870                                  | 2,956          |
| 1952   | ---                | 1,860         | 1,640         | 859             | ---   | 4,359                                | 1,770                                  | 2,589          |
| 1953   | ---                | 1,820         | 1,390         | 850             | ---   | 4,060                                | 1,590                                  | 2,470          |
| 1954   | ---                | 1,780         | 1,080         | 790             | ---   | 3,650                                | 1,510                                  | 2,140          |
| 1955   | ---                | 1,900         | 910           | 720             | ---   | 3,530                                | 1,480                                  | 1,980          |
| 1956   | ---                | 1,960         | 700           | 680             | ---   | 3,340                                | 1,450                                  | 1,790          |
| 1957   | ---                | 1,980         | 560           | 600             | ---   | 3,140                                | 1,440                                  | 1,600          |
| 1958   | ---                | 2,073         | 485           | 535             | ---   | 3,093                                | ---                                    | ---            |
| 1959   | ---                | 2,067         | 431           | 464             | ---   | 2,962                                | ---                                    | ---            |
| 1960   | ---                | 2,098         | 393           | 417             | ---   | 2,908                                | ---                                    | ---            |
| 1961   | ---                | 2,108         | 362           | 381             | ---   | 2,851                                | ---                                    | ---            |
| 1962   | ---                | 2,115         | 325           | 346             | ---   | 2,786                                | ---                                    | ---            |
| 1963   | ---                | 2,125         | 255           | 262             | ---   | 2,642                                | ---                                    | ---            |
| 1964   | ---                | 2,171         | 222           | 204             | ---   | 2,597                                | ---                                    | ---            |
| 1965   | ---                | 2,185         | 218           | 181             | ---   | 2,584                                | ---                                    | ---            |

**ENERGY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 30: ELECTRIC POWER CONSUMPTION BY MODE (MILLIONS OF KILOWATT HOURS)</b> |                    |               |               |                 |          |                                      |  |                |
|--|--------------------|---------------|---------------|-----------------|----------|--------------------------------------|--|----------------|
| YEAR   | MODE               |               |               |                 |          |                                      | SOURCE                                 |                |
|  | COMMUT-<br>ER RAIL | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER    | TOTAL<br>(MODES<br>REPORTED<br>ONLY) | GENER-<br>ATED BY<br>TRANSIT<br>SYSTEM | PUR-<br>CHASED |
| 1966   | ---                | 2,075         | 226           | 166             | ---      | 2,467                                | ---                                    | ---            |
| 1967   | ---                | 2,194         | 180           | 157             | ---      | 2,531                                | ---                                    | ---            |
| 1968   | ---                | 2,250         | 179           | 157             | ---      | 2,586                                | ---                                    | ---            |
| 1969   | ---                | 2,291         | 173           | 154             | ---      | 2,618                                | ---                                    | ---            |
| 1970   | ---                | 2,261         | 157           | 143             | ---      | 2,561                                | ---                                    | ---            |
| 1971   | ---                | 2,262         | 153           | 141             | ---      | 2,556                                | ---                                    | ---            |
| 1972   | ---                | 2,149         | 146           | 133             | ---      | 2,428                                | ---                                    | ---            |
| 1973   | ---                | 2,098         | 140           | 93              | ---      | 2,331                                | ---                                    | ---            |
| 1974   | ---                | In Total      | In Total      | In Total        | ---      | 2,630                                | ---                                    | ---            |
| 1975   | ---                | In Total      | In Total      | In Total        | ---      | 2,646                                | ---                                    | ---            |
| 1976   | ---                | In Total      | In Total      | In Total        | ---      | 2,576                                | ---                                    | ---            |
| 1977   | ---                | In Total      | In Total      | In Total        | ---      | 2,303                                | ---                                    | ---            |
| 1978   | ---                | In Total      | In Total      | In Total        | ---      | 2,223                                | ---                                    | ---            |
| 1979   | ---                | In Total      | In Total      | In Total        | ---      | 2,473                                | ---                                    | ---            |
| 1980   | ---                | In Total      | In Total      | In Total        | ---      | 2,446                                | ---                                    | ---            |
| 1981   | ---                | In Total      | In Total      | In Total        | ---      | 2,655                                | ---                                    | ---            |
| 1982   | ---                | In Total      | In Total      | In Total        | ---      | 2,722                                | ---                                    | ---            |
| 1983   | ---                | In Total      | In Total      | In Total        | ---      | 2,930                                | ---                                    | ---            |
| 1984   | 901                | 3,092         | In Total      | In Total        | In Total | 4,238                                | ---                                    | ---            |
| 1985   | 1,043              | 2,928         | In Total      | In Total        | In Total | 4,216                                | ---                                    | ---            |
| 1986   | 1,170              | 3,066         | 173           | 70              | 10       | 4,489                                | ---                                    | ---            |
| 1987   | 1,155              | 3,219         | 191           | 70              | 21       | 4,656                                | ---                                    | ---            |
| 1988   | 1,195              | 3,256         | 243           | 68              | 23       | 4,785                                | ---                                    | ---            |
| 1989   | 1,293              | 3,286         | 242           | 68              | 23       | 4,912                                | ---                                    | ---            |
| 1990   | 1,226              | 3,284         | 239           | 69              | 19       | 4,837                                | ---                                    | ---            |
| 1991   | 1,239              | 3,248         | 274           | 72              | 20       | 4,853                                | ---                                    | ---            |
| 1992   | 1,124              | 3,193         | 297           | 80              | 22       | 4,716                                | ---                                    | ---            |
| 1993   | 1,196              | 3,287         | 281           | 79              | 22       | 4,865                                | ---                                    | ---            |
| 1994   | 1,244              | 3,431         | 282           | 103             | 21       | 5,081                                | ---                                    | ---            |
| 1995   | 1,253              | 3,401         | 288           | 100             | 26       | 5,068                                | ---                                    | ---            |
| 1996   | 1,255              | 3,332         | 321           | 69              | 30       | 5,007                                | ---                                    | ---            |
| 1997   | 1,270              | 3,253         | 361           | 78              | 26       | 4,988                                | ---                                    | ---            |
| 1998   | 1,299              | 3,280         | 381           | 74              | 39       | 5,073                                | ---                                    | ---            |
| 1999   | 1,322              | 3,385         | 416           | 75              | 39       | 5,237                                | ---                                    | ---            |
| 2000   | 1,370              | 3,549         | 463           | 77              | 51       | 5,510                                | ---                                    | ---            |
| 2001   | 1,354              | 3,646         | 487           | 74              | 49       | 5,610                                | ---                                    | ---            |
| 2002   | 1,334              | 3,683         | 510           | 73              | 49       | 5,649                                | ---                                    | ---            |
| 2003   | 1,383              | 3,632         | 507           | 69              | 51       | 5,643                                | ---                                    | ---            |
| 2004   | 1,449              | 3,684         | 553           | 68              | 72       | 5,825                                | ---                                    | ---            |
| 2005   | 1,484              | 3,769         | 571           | 67              | 63       | 5,954                                | ---                                    | ---            |
| 2006   | 1,478              | 3,709         | 634           | 62              | 69       | 5,952                                | ---                                    | ---            |
| 2007   | 1,763              | 3,817         | 687           | 61              | 60       | 6,388                                | ---                                    | ---            |
| 2008   | 1,718              | 3,898         | 721           | 62              | 60       | 6,459                                | ---                                    | ---            |
| 2009 P   | 1,780              | 3,886         | 738           | 69              | 70       | 6,543                                | ---                                    | ---            |

P = Preliminary.

See Glossary following Tables for complete definitions.



**ENERGY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 31: FOSSIL FUEL CONSUMPTION BY MODE (MILLIONS OF GALLONS)</b> |        |               |             |            |                |                             |                        |
|--|--------|---------------|-------------|------------|----------------|-----------------------------|------------------------|
| YEAR   | DIESEL |               |             |            |                |                             | NON-DIESEL (ALL MODES) |
|  | BUS    | COMMUTER RAIL | PARATRANSIT | FERRY BOAT | OTHER          | TOTAL (MODES REPORTED ONLY) |                        |
| 1945   | ---    | ---           | ---         | ---        | ---            | 11.8                        | 510.0                  |
| 1950   | ---    | ---           | ---         | ---        | ---            | 98.6                        | 430.0                  |
| 1955   | ---    | ---           | ---         | ---        | ---            | 172.6                       | 276.3                  |
| 1956   | ---    | ---           | ---         | ---        | ---            | 183.5                       | 249.7                  |
| 1957   | ---    | ---           | ---         | ---        | ---            | 190.0                       | 232.6                  |
| 1958   | ---    | ---           | ---         | ---        | ---            | 192.7                       | 216.8                  |
| 1959   | ---    | ---           | ---         | ---        | ---            | 196.6                       | 204.4                  |
| 1960   | ---    | ---           | ---         | ---        | ---            | 208.1                       | 191.9                  |
| 1961   | ---    | ---           | ---         | ---        | ---            | 217.5                       | 161.6                  |
| 1962   | ---    | ---           | ---         | ---        | ---            | 229.0                       | 144.5                  |
| 1963   | ---    | ---           | ---         | ---        | ---            | 235.3                       | 138.4                  |
| 1964   | ---    | ---           | ---         | ---        | ---            | 242.2                       | 129.3                  |
| 1965   | ---    | ---           | ---         | ---        | ---            | 248.4                       | 124.2                  |
| 1966   | ---    | ---           | ---         | ---        | ---            | 256.0                       | 109.6                  |
| 1967   | ---    | ---           | ---         | ---        | ---            | 270.3                       | 90.8                   |
| 1968   | ---    | ---           | ---         | ---        | ---            | 274.2                       | 77.9                   |
| 1969   | ---    | ---           | ---         | ---        | ---            | 273.8                       | 71.6                   |
| 1970   | ---    | ---           | ---         | ---        | ---            | 270.6                       | 68.2                   |
| 1971   | ---    | ---           | ---         | ---        | ---            | 256.8                       | 55.9                   |
| 1972   | ---    | ---           | ---         | ---        | ---            | 253.3                       | 44.0                   |
| 1973   | ---    | ---           | ---         | ---        | ---            | 282.6                       | 27.5                   |
| 1974   | ---    | ---           | ---         | ---        | ---            | 316.4                       | 10.6                   |
| 1975   | ---    | ---           | ---         | ---        | ---            | 365.1                       | 7.6                    |
| 1976   | ---    | ---           | ---         | ---        | ---            | 389.2                       | 6.2                    |
| 1977   | ---    | ---           | ---         | ---        | ---            | 402.8                       | 9.3                    |
| 1978   | ---    | ---           | ---         | ---        | ---            | 422.0                       | 9.3                    |
| 1979   | ---    | ---           | ---         | ---        | ---            | 423.2                       | 9.0                    |
| 1980   | ---    | ---           | ---         | ---        | ---            | 431.4                       | 11.4                   |
| 1981   | ---    | ---           | ---         | ---        | ---            | 446.0                       | 14.0                   |
| 1982   | ---    | ---           | ---         | ---        | ---            | 455.6                       | 11.7                   |
| 1983   | ---    | ---           | ---         | ---        | ---            | 450.3                       | 9.5                    |
| 1984   | 505.0  | 58.3          | 15.4        | 21.6       | In Paratransit | 600.4                       | 49.9                   |
| 1985   | 518.1  | 55.4          | 14.5        | 20.7       | In Paratransit | 608.7                       | 45.7                   |
| 1986   | 546.9  | 54.6          | 15.9        | 22.7       | 0.0            | 640.0                       | 38.2                   |
| 1987   | 543.3  | 51.6          | 15.4        | 19.9       | 0.1            | 630.3                       | 34.2                   |
| 1988   | 552.7  | 53.1          | 15.1        | 19.2       | 0.1            | 640.1                       | 40.1                   |
| 1989   | 551.2  | 52.5          | 14.8        | 19.4       | 0.1            | 638.0                       | 39.4                   |
| 1990   | 563.2  | 52.7          | 15.5        | 19.6       | 0.1            | 651.0                       | 33.1                   |
| 1991   | 572.9  | 54.3          | 17.4        | 20.5       | 0.1            | 665.2                       | 34.5                   |
| 1992   | 592.0  | 55.0          | 16.9        | 20.9       | 0.1            | 684.9                       | 38.2                   |
| 1993   | 575.7  | 59.8          | 22.9        | 20.0       | 0.1            | 678.5                       | 47.3                   |
| 1994   | 565.1  | 61.9          | 29.9        | 21.1       | 0.2            | 678.2                       | 64.8                   |
| 1995   | 563.8  | 63.1          | 29.0        | 22.3       | 0.2            | 678.3                       | 71.5                   |
| 1996   | 577.7  | 61.9          | 30.9        | 22.0       | 0.2            | 692.7                       | 76.3                   |
| 1997   | 597.6  | 63.2          | 32.0        | 23.9       | 0.2            | 717.0                       | 83.4                   |
| 1998   | 606.6  | 69.2          | 38.3        | 25.3       | 0.2            | 739.6                       | 89.9                   |
| 1999   | 618.2  | 73.0          | 43.2        | 28.7       | 0.2            | 763.4                       | 93.1                   |

**ENERGY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 31: FOSSIL FUEL CONSUMPTION BY MODE (MILLIONS OF GALLONS)</b> |           |                    |                  |               |       |                                      |                        |
|--|-----------|--------------------|------------------|---------------|-------|--------------------------------------|------------------------|
| YEAR   | DIESEL    |                    |                  |               |       |                                      | NON-DIESEL (ALL MODES) |
|  | BUS       | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | FERRY<br>BOAT | OTHER | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |                        |
| 2000   | 635.2     | 70.8               | 48.1             | 31.8          | 0.2   | 786.0                                | 103.1                  |
| 2001   | 587.2     | 72.2               | 54.9             | 30.3          | 0.1   | 744.7                                | 112.1                  |
| 2002   | 559.0     | 72.8               | 61.6             | 31.0          | 0.1   | 724.5                                | 138.2                  |
| 2003   | 538.7     | 72.3               | 69.5             | 32.1          | 0.2   | 712.7                                | 146.4                  |
| 2004   | 550.5     | 72.0               | 73.0             | 35.1          | 0.2   | 730.7                                | 164.7                  |
| 2005   | 533.8     | 76.7               | 82.5             | 36.6          | 0.3   | 729.9                                | 181.2                  |
| 2006   | 536.7     | 78.6               | 86.8             | 33.5          | 0.2   | 735.1                                | 221.4                  |
| 2007   | (a) 494.1 | 80.7               | (a) 95.8         | 40.8          | 0.2   | 711.6                                | (a) 279.9              |
| 2008   | 493.3     | 83.5               | 103.2            | 34.0          | 0.2   | 714.3                                | 308.4                  |
| 2009 P   | 455.5     | 95.0               | 71.4             | 37.6          | 0.2   | 660.6                                | 368.7                  |

P = Preliminary.

(a) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**ENERGY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 32: NON-DIESEL FOSSIL FUEL CONSUMPTION BY FUEL TYPE, ALL MODES (MILLIONS OF GALLONS) |                               |          |                             |   |           |           |                                      |
|--|-------------------------------|----------|-----------------------------|---|-----------|-----------|--------------------------------------|
| YEAR   | COM-PRESSED<br>NATURAL<br>GAS | GASOLINE | LIQUEFIED<br>NATURAL<br>GAS | PROPANE<br>(LIQUID<br>PETROLEUM<br>GAS) | BIODIESEL | OTHER (a) | TOTAL<br>(FUELS<br>REPORTED<br>ONLY) |
| 1945   | ---                           | 510.0    | ---                         | 0.0                                     | ---       | ---       | 510.0                                |
| 1950   | ---                           | 430.0    | ---                         | ---                                     | ---       | ---       | 430.0                                |
| 1955   | ---                           | 246.0    | ---                         | 30.3                                    | ---       | ---       | 276.3                                |
| 1956   | ---                           | 219.4    | ---                         | 30.3                                    | ---       | ---       | 249.7                                |
| 1957   | ---                           | 198.4    | ---                         | 34.2                                    | ---       | ---       | 232.6                                |
| 1958   | ---                           | 181.7    | ---                         | 35.1                                    | ---       | ---       | 216.8                                |
| 1959   | ---                           | 167.8    | ---                         | 36.6                                    | ---       | ---       | 204.4                                |
| 1960   | ---                           | 153.6    | ---                         | 38.3                                    | ---       | ---       | 191.9                                |
| 1961   | ---                           | 125.9    | ---                         | 35.7                                    | ---       | ---       | 161.6                                |
| 1962   | ---                           | 108.4    | ---                         | 36.1                                    | ---       | ---       | 144.5                                |
| 1963   | ---                           | 102.5    | ---                         | 35.9                                    | ---       | ---       | 138.4                                |
| 1964   | ---                           | 95.9     | ---                         | 33.4                                    | ---       | ---       | 129.3                                |
| 1965   | ---                           | 91.5     | ---                         | 32.7                                    | ---       | ---       | 124.2                                |
| 1966   | ---                           | 76.0     | ---                         | 33.6                                    | ---       | ---       | 109.6                                |
| 1967   | ---                           | 57.8     | ---                         | 33.0                                    | ---       | ---       | 90.8                                 |
| 1968   | ---                           | 45.7     | ---                         | 32.2                                    | ---       | ---       | 77.9                                 |
| 1969   | ---                           | 40.0     | ---                         | 31.6                                    | ---       | ---       | 71.6                                 |
| 1970   | ---                           | 37.2     | ---                         | 31.0                                    | ---       | ---       | 68.2                                 |
| 1971   | ---                           | 29.4     | ---                         | 26.5                                    | ---       | ---       | 55.9                                 |
| 1972   | ---                           | 19.6     | ---                         | 24.4                                    | ---       | ---       | 44.0                                 |
| 1973   | ---                           | 12.3     | ---                         | 15.2                                    | ---       | ---       | 27.5                                 |
| 1974   | ---                           | 7.5      | ---                         | 3.1                                     | ---       | ---       | 10.6                                 |
| 1975   | ---                           | 5.0      | ---                         | 2.6                                     | ---       | ---       | 7.6                                  |
| 1976   | ---                           | 5.2      | ---                         | 1.0                                     | ---       | ---       | 6.2                                  |
| 1977   | ---                           | 8.1      | ---                         | 1.2                                     | ---       | ---       | 9.3                                  |
| 1978   | ---                           | 9.3      | ---                         | 0.0                                     | ---       | ---       | 9.3                                  |
| 1979   | ---                           | 9.0      | ---                         | 0.0                                     | ---       | ---       | 9.0                                  |
| 1980   | ---                           | 11.4     | ---                         | 0.0                                     | ---       | ---       | 11.4                                 |
| 1981   | ---                           | In Total | ---                         | In Total                                | ---       | ---       | 14.0                                 |
| 1982   | ---                           | In Total | ---                         | In Total                                | ---       | ---       | 11.7                                 |
| 1983   | ---                           | In Total | ---                         | In Total                                | ---       | ---       | 9.5                                  |
| 1984   | In Total                      | In Total | In Total                    | In Total                                | ---       | In Total  | 49.9                                 |
| 1985   | In Total                      | In Total | In Total                    | In Total                                | ---       | In Total  | 45.7                                 |
| 1986   | In Total                      | In Total | In Total                    | In Total                                | ---       | In Total  | 38.2                                 |
| 1987   | In Total                      | In Total | In Total                    | In Total                                | ---       | In Total  | 34.2                                 |
| 1988   | In Total                      | In Total | In Total                    | In Total                                | ---       | In Total  | 40.1                                 |
| 1989   | In Total                      | In Total | In Total                    | In Total                                | ---       | In Total  | 39.4                                 |
| 1990   | In Total                      | In Total | In Total                    | In Total                                | ---       | In Total  | 33.1                                 |
| 1991   | In Total                      | In Total | In Total                    | In Total                                | ---       | In Total  | 34.5                                 |
| 1992   | 1.0                           | 32.9     | 0.2                         | 2.5                                     | ---       | 1.6       | 38.2                                 |
| 1993   | 1.6                           | 37.9     | 0.5                         | 2.1                                     | ---       | 5.2       | 47.3                                 |
| 1994   | 4.8                           | 43.9     | 1.5                         | 1.9                                     | ---       | 12.8      | 64.8                                 |
| 1995   | 10.7                          | 42.8     | 2.2                         | 3.7                                     | ---       | 12.0      | 71.5                                 |
| 1996   | 15.1                          | 41.5     | 2.9                         | 5.2                                     | ---       | 11.6      | 76.3                                 |

**ENERGY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 32: NON-DIESEL FOSSIL FUEL CONSUMPTION BY FUEL TYPE, ALL MODES (MILLIONS OF GALLONS)</b> |                                   |          |                             |   |           |           |                                      |
|---|-----------------------------------|----------|-----------------------------|---|-----------|-----------|--------------------------------------|
| YEAR  | COM-<br>PRESSED<br>NATURAL<br>GAS | GASOLINE | LIQUEFIED<br>NATURAL<br>GAS | PROPANE<br>(LIQUID<br>PETROLEUM<br>GAS) | BIODIESEL | OTHER (a) | TOTAL<br>(FUELS<br>REPORTED<br>ONLY) |
| 1997  | 23.9                              | 41.5     | 4.0                         | 5.2                                     | ---       | 8.7       | 83.4                                 |
| 1998  | 37.3                              | 35.6     | 5.3                         | 6.6                                     | ---       | 5.0       | 89.9                                 |
| 1999  | 44.4                              | 32.7     | 7.7                         | 5.6                                     | ---       | 2.7       | 93.1                                 |
| 2000  | 54.8                              | 29.9     | 12.6                        | 5.0                                     | ---       | 0.8       | 103.1                                |
| 2001  | 66.2                              | 26.6     | 13.8                        | 4.7                                     | ---       | 0.8       | 112.1                                |
| 2002  | 81.1                              | 23.7     | 18.5                        | 5.6                                     | ---       | 3.3       | 132.2                                |
| 2003  | 100.1                             | 22.7     | 15.8                        | 5.5                                     | ---       | 2.2       | 146.4                                |
| 2004  | 111.8                             | 24.3     | 17.3                        | 5.7                                     | ---       | 5.7       | 164.7                                |
| 2005  | 123.1                             | 23.5     | 19.0                        | 6.3                                     | ---       | 9.3       | 181.2                                |
| 2006  | 146.6                             | 26.3     | 20.2                        | 5.3                                     | ---       | 23.2      | 221.4                                |
| 2007  | 135.5                             | (b) 84.2 | 19.0                        | In Other                                | 35.1      | 6.1       | (b) 279.9                            |
| 2008  | 142.5                             | 90.1     | 18.1                        | In Other                                | 55.4      | 2.3       | 308.4                                |
| 2009 P  | 145.3                             | 122.6    | 25.5                        | In Other                                | 47.4      | 7.9       | 368.7                                |

P = Preliminary.

(a) Includes bio/soy fuel, biodiesel (until 2007), hydrogen, methanol, ethanol, and various blends.

(b) Data not continuous for fuels noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**ENERGY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 33: BUS FUEL CONSUMPTION (MILLIONS OF GALLONS)</b> |             |                         |           |                        |                                 |            |           |                  |
|---|-------------|-------------------------|-----------|------------------------|---------------------------------|------------|-----------|------------------|
| YEAR  | DIESEL FUEL | COM-PRESSED NATURAL GAS | GASO-LINE | LIQUE-FIED NATURAL GAS | PROPANE (LIQUID PETROL-EUM GAS) | BIO-DIESEL | OTHER (a) | TOTAL NON-DIESEL |
| 1995  | 563.8       | 10.0                    | 2.3       | 1.7                    | 0.3                             | ---        | 12.0      | 26.2             |
| 1996  | 577.7       | 11.5                    | 1.8       | 2.3                    | 0.6                             | ---        | 11.6      | 27.8             |
| 1997  | 597.6       | 20.0                    | 2.7       | 3.3                    | 1.0                             | ---        | 8.7       | 35.8             |
| 1998  | 606.6       | 32.6                    | 2.0       | 3.1                    | 0.9                             | ---        | 5.0       | 43.5             |
| 1999  | 618.0       | 39.9                    | 1.4       | 5.3                    | 0.7                             | ---        | 2.7       | 49.9             |
| 2000  | 635.2       | 50.4                    | 1.3       | 10.5                   | 0.7                             | ---        | 0.8       | 63.8             |
| 2001  | 587.2       | 60.9                    | 1.5       | 11.7                   | 1.2                             | ---        | 0.8       | 76.0             |
| 2002  | 559.0       | 77.8                    | 1.3       | 16.8                   | 1.8                             | ---        | 1.8       | 106.6            |
| 2003  | 536.0       | 94.9                    | 1.1       | 14.2                   | 1.8                             | ---        | 1.9       | 113.9            |
| 2004  | 550.5       | 106.7                   | 1.8       | 16.5                   | 1.7                             | ---        | 4.7       | 131.4            |
| 2005  | 533.8       | 117.2                   | 1.0       | 18.3                   | 2.0                             | ---        | 8.1       | 146.6            |
| 2006  | 536.7       | 138.8                   | 2.3       | 19.6                   | 1.6                             | ---        | 21.4      | 183.8            |
| 2007  | (b) 494.1   | 129.1                   | 2.5       | 18.3                   | ---                             | 25.8       | 1.3       | (b) 177.0        |
| 2008  | 493.3       | 135.5                   | 3.8       | 17.9                   | ---                             | 41.8       | 0.9       | 199.9            |
| 2009 P  | 455.5       | 141.6                   | 6.7       | 25.5                   | ---                             | 40.6       | 4.3       | 218.7            |

P = Preliminary.

(a) Includes bio/soy fuel, biodiesel (through 2006), hydrogen, methanol, ethanol, and various blends.

(b) Data not continuous for fuels noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**ENERGY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 34: PARATRANSIT FUEL CONSUMPTION (MILLIONS OF GALLONS)</b> |                |                                   |               |                                  |   |                |           |                         |
|---|----------------|-----------------------------------|---------------|----------------------------------|---|----------------|-----------|-------------------------|
| YEAR  | FOSSIL FUEL    |                                   |               |                                  |   |                |           | TOTAL<br>NON-<br>DIESEL |
|   | DIESEL<br>FUEL | COM-<br>PRESSED<br>NATURAL<br>GAS | GASO-<br>LINE | LIQUE-<br>FIED<br>NATURAL<br>GAS | PROPANE<br>(LIQUID<br>PETROL-<br>EUM GAS) | BIO-<br>DIESEL | OTHER (a) |                         |
| 1994  | 29.9           | 1.7                               | 39.9          | 0.3                              | 1.6                                       | ---            | 0.0       | 43.5                    |
| 1995  | 29.0           | 0.7                               | 38.2          | 0.5                              | 3.4                                       | ---            | 0.0       | 42.8                    |
| 1996  | 30.9           | 3.6                               | 37.2          | 0.6                              | 4.6                                       | ---            | 0.0       | 46.0                    |
| 1997  | 32.0           | 3.9                               | 35.7          | 0.8                              | 4.1                                       | ---            | 0.0       | 44.4                    |
| 1998  | 38.7           | 4.6                               | 29.5          | 2.3                              | 5.7                                       | ---            | 0.0       | 42.2                    |
| 1999  | 43.2           | 4.5                               | 26.8          | 2.4                              | 4.9                                       | ---            | 0.0       | 38.6                    |
| 2000  | 48.1           | 4.3                               | 23.9          | 2.1                              | 4.3                                       | ---            | 0.0       | 34.6                    |
| 2001  | 54.9           | 5.3                               | 20.3          | 2.1                              | 3.5                                       | ---            | 0.0       | 31.2                    |
| 2002  | 61.6           | 3.2                               | 17.4          | 1.7                              | 3.8                                       | ---            | 0.3       | 26.4                    |
| 2003  | 69.5           | 5.2                               | 16.5          | 1.6                              | 3.7                                       | ---            | 0.3       | 27.3                    |
| 2004  | 73.0           | 5.1                               | 16.7          | 0.8                              | 3.9                                       | ---            | 0.9       | 27.5                    |
| 2005  | 82.5           | 5.8                               | 16.5          | 0.7                              | 4.4                                       | ---            | 1.0       | 28.4                    |
| 2006  | 86.1           | 7.6                               | 17.1          | 0.6                              | 3.7                                       | ---            | 1.7       | 30.7                    |
| 2007  | 95.8           | 6.4                               | (b) 72.8      | 0.7                              | ---                                       | 9.2            | 4.1       | (b) 93.2                |
| 2008  | 103.2          | 6.9                               | 75.2          | 0.2                              | ---                                       | 11.5           | 1.4       | 95.2                    |
| 2009 P  | 71.4           | 3.7                               | 100.7         | ---                              | ---                                       | 6.6            | 2.4       | 113.4                   |

P = Preliminary.

(a) Includes bio/soy fuel, biodiesel, hydrogen, methanol, ethanol, and various blends.

(b) Data not continuous for fuels noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**ENERGY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 35: RAIL VEHICLE FUEL AND POWER CONSUMPTION |                                |                           |            |            |            |         |
|---|--------------------------------|---------------------------|------------|------------|------------|---------|
| YEAR  | DIESEL<br>(MILLION<br>GALLONS) | ELECTRICITY (MILLION KWH) |            |            |            |         |
|   | COMMUTER<br>RAIL               | COMMUTER<br>RAIL          | HEAVY RAIL | LIGHT RAIL | OTHER RAIL | TOTAL   |
| 1996  | 61.9                           | 1,255.2                   | 3,332.3    | 321.4      | 28.6       | 4,937.4 |
| 1997  | 63.2                           | 1,270.3                   | 3,252.5    | 361.3      | 24.9       | 4,909.0 |
| 1998  | 69.2                           | 1,297.6                   | 3,279.7    | 381.5      | 38.6       | 4,997.4 |
| 1999  | 73.0                           | 1,321.8                   | 3,384.5    | 415.6      | 38.9       | 5,160.8 |
| 2000  | 70.8                           | 1,370.5                   | 3,548.9    | 463.2      | 48.9       | 5,431.5 |
| 2001  | 72.2                           | 1,353.8                   | 3,645.9    | 487.1      | 47.9       | 5,534.7 |
| 2002  | 72.8                           | 1,334.4                   | 3,683.1    | 509.6      | 45.5       | 5,572.6 |
| 2003  | 72.3                           | 1,383.3                   | 3,631.6    | 506.7      | 50.8       | 5,572.4 |
| 2004  | 72.0                           | 1,449.0                   | 3,683.7    | 553.0      | 69.5       | 5,825.3 |
| 2005  | 76.7                           | 1,483.6                   | 3,768.6    | 570.7      | 62.5       | 5,885.5 |
| 2006  | 78.6                           | 1,478.0                   | 3,708.8    | 634.2      | 66.9       | 5,888.0 |
| 2007  | 80.7                           | 1,762.9                   | 3,817.2    | 687.3      | 58.3       | 6,325.7 |
| 2008  | 83.5                           | 1,717.7                   | 3,897.7    | 720.9      | 59.5       | 6,395.8 |
| 2009 P  | 95.0                           | 1,779.7                   | 3,885.6    | 738.1      | 69.7       | 6,473.1 |

P = Preliminary.

See Glossary following Tables for complete definitions.

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 36: CAPITAL EXPENSES BY MODE (MILLIONS OF DOLLARS)</b> |             |                    |                  |               |               |                 |           |                                      |
|---|-------------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR  | BUS         | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1992  | 1,301.9     | 1,310.5            | 67.6             | 2,054.1       | 494.9         | 34.8            | 171.9     | 5,435.7                              |
| 1993  | 1,567.3     | 1,645.1            | 91.8             | 1,901.5       | 488.3         | 18.8            | 126.8     | 5,839.6                              |
| 1994  | 1,470.3     | 1,436.4            | 99.3             | 2,070.1       | 544.1         | 57.4            | 155.1     | 5,832.7                              |
| 1995  | 2,050.8     | 1,689.2            | 86.2             | 2,560.5       | 688.4         | 15.5            | 139.7     | 7,230.3                              |
| 1996  | 2,035.6     | 1,690.1            | 105.2            | 2,228.0       | 849.9         | 19.2            | 155.8     | 7,083.8                              |
| 1997  | 2,423.5     | 1,817.5            | 118.5            | 2,346.1       | 876.5         | 54.1            | 213.3     | 7,849.5                              |
| 1998  | 2,804.9     | 1,402.2            | 131.5            | 2,350.8       | 967.2         | 67.0            | 169.2     | 7,892.8                              |
| 1999  | 3,249.0     | 1,622.0            | 122.0            | 2,706.7       | 1,004.8       | 89.8            | 180.4     | 8,974.7                              |
| 2000  | 3,248.8     | 1,783.5            | 134.2            | 2,852.2       | 1,244.8       | 148.9           | 174.6     | 9,587.0                              |
| 2001  | 3,737.9     | 2,291.2            | 154.0            | 3,506.5       | 1,444.2       | 157.8           | 127.1     | 11,418.7                             |
| 2002  | 3,513.2     | 2,378.0            | 218.4            | 4,564.2       | 1,723.5       | 187.6           | 262.7     | 12,847.6                             |
| 2003  | 3,241.7     | 2,479.2            | 241.8            | 4,437.0       | 2,325.1       | 118.8           | 397.0     | 13,240.6                             |
| 2004  | 3,747.3     | 2,585.8            | 243.9            | 3,795.8       | 2,441.3       | 143.1           | 288.8     | 13,246.0                             |
| 2005  | 3,252.4     | 2,488.3            | 248.6            | 3,455.1       | 2,488.6       | 83.8            | 366.8     | 12,383.4                             |
| 2006  | 3,687.7     | 2,487.5            | 208.8            | 3,692.4       | 2,999.6       | 43.7            | 220.7     | 13,340.4                             |
| 2007  | (b) 3,291.0 | 2,446.4            | (b) 747.7        | 4,690.6       | 3,041.7       | 31.5            | (b) 279.4 | 14,528.3                             |
| 2008  | 4,085.0     | 2,743.0            | 840.8            | 6,152.8       | 3,660.0       | 44.6            | 238.7     | 17,764.8                             |
| 2009 P  | 4,138.5     | 2,751.4            | 763.5            | 6,227.7       | 3,647.0       | 22.9            | 368.2     | 17,919.2                             |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

(b) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.



**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 37: CAPITAL EXPENSES BY TYPE, TOTAL OF ALL SUBTYPES (MILLIONS OF DOLLARS AND PERCENT)</b> |               |            |         |          |
|--|---------------|------------|---------|----------|
| YEAR   | ROLLING STOCK | FACILITIES | OTHER   | TOTAL    |
| Millions of Dollars  |               |            |         |          |
| 1992   | 1,347.7       | 2,986.9    | 1,101.1 | 5,435.7  |
| 1993   | 1,616.2       | 2,826.3    | 1,397.1 | 5,839.6  |
| 1994   | 1,340.6       | 3,159.2    | 1,332.9 | 5,832.7  |
| 1995   | 1,834.5       | 3,836.9    | 1,558.9 | 7,230.3  |
| 1996   | 1,834.4       | 3,810.7    | 1,438.7 | 7,083.8  |
| 1997   | 2,355.7       | 4,468.1    | 1,025.7 | 7,849.5  |
| 1998   | 2,721.8       | 4,267.9    | 903.1   | 7,892.8  |
| 1999   | 3,239.4       | 4,697.8    | 1,037.5 | 8,974.7  |
| 2000   | 3,138.6       | 5,405.2    | 1,043.2 | 9,587.0  |
| 2001   | 4,027.4       | 6,301.8    | 1,089.5 | 11,418.7 |
| 2002   | 4,351.1       | 7,409.1    | 1,087.4 | 12,847.6 |
| 2003   | 3,728.2       | 7,568.9    | 1,943.6 | 13,240.6 |
| 2004   | 3,687.4       | 7,543.7    | 2,015.0 | 13,246.0 |
| 2005   | 3,405.9       | 7,544.5    | 1,433.0 | 12,383.4 |
| 2006   | 3,389.8       | 8,357.5    | 1,593.1 | 13,340.4 |
| 2007   | 3,837.3       | 8,842.5    | 1,848.5 | 14,528.3 |
| 2008   | 5,327.0       | 10,451.3   | 1,986.5 | 17,764.8 |
| 2009 P   | 5,844.4       | 10,207.5   | 1,867.3 | 17,919.2 |
| Percent of Total   |               |            |         |          |
| 1992   | 24.8%         | 54.9%      | 20.3%   | 100.0%   |
| 1993   | 27.7%         | 48.4%      | 23.9%   | 100.0%   |
| 1994   | 23.0%         | 54.2%      | 22.9%   | 100.0%   |
| 1995   | 25.4%         | 53.1%      | 21.6%   | 100.0%   |
| 1996   | 25.9%         | 53.8%      | 20.3%   | 100.0%   |
| 1997   | 30.0%         | 56.9%      | 13.1%   | 100.0%   |
| 1998   | 34.5%         | 54.1%      | 11.4%   | 100.0%   |
| 1999   | 36.1%         | 52.3%      | 11.6%   | 100.0%   |
| 2000   | 32.7%         | 56.4%      | 10.9%   | 100.0%   |
| 2001   | 35.3%         | 55.2%      | 9.5%    | 100.0%   |
| 2002   | 33.9%         | 57.7%      | 8.5%    | 100.0%   |
| 2003   | 28.2%         | 57.2%      | 14.7%   | 100.0%   |
| 2004   | 27.8%         | 57.0%      | 15.2%   | 100.0%   |
| 2005   | 27.5%         | 60.9%      | 11.6%   | 100.0%   |
| 2006   | 25.4%         | 62.6%      | 11.9%   | 100.0%   |
| 2007   | 26.4%         | 60.9%      | 12.7%   | 100.0%   |
| 2008   | 30.0%         | 58.8%      | 11.2%   | 100.0%   |
| 2009 P   | 32.6%         | 57.0%      | 10.4%   | 100.0%   |

P = Preliminary.

See Glossary following Tables for complete definitions.

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 38: CAPITAL EXPENSES BY TYPE, ROLLING STOCK EXPENSES SUBTYPE (a)<br>(MILLIONS OF DOLLARS AND PERCENT) |                      |                    |                                  |               |            |       |                     |   |
|---|----------------------|--------------------|----------------------------------|---------------|------------|-------|---------------------|---|
| YEAR  | PASSENGER VEHICLES   |                    |                                  |               |            |       | SERVICE<br>VEHICLES | SUBTOTAL<br>ROLLING<br>STOCK<br>EXPEN-<br>DITURES |
|   | BUS MODE<br>VEHICLES | COMMUT-<br>ER RAIL | PARATRAN<br>SIT MODE<br>VEHICLES | HEAVY<br>RAIL | LIGHT RAIL | OTHER |                     |   |
| Millions of Dollars   |                      |                    |                                  |               |            |       |                     |   |
| 2003  | 1,570.3              | 712.6              | 160.9                            | 807.5         | 327.1      | 151.7 | 70.6                | 3,800.7   |
| 2004  | 1,953.5              | 728.7              | 130.5                            | 329.6         | 380.8      | 154.2 | 58.7                | 3,736.0   |
| 2005  | 1,326.3              | 945.8              | 168.7                            | 479.2         | 311.8      | 174.0 | 143.7               | 3,549.5   |
| 2006  | 1,728.1              | 713.3              | 143.9                            | 419.3         | 250.7      | 134.4 | 75.7                | 3,465.4   |
| 2007  | 1,680.5              | 427.8              | 495.4                            | 774.0         | 323.4      | 136.3 | 89.7                | 3,927.0   |
| 2008  | 2,045.8              | 698.4              | 583.0                            | 1,212.1       | 514.0      | 162.2 | 111.6               | 5,327.0   |
| 2009  | 2,439.2              | 456.4              | 560.6                            | 1,646.3       | 404.0      | 242.1 | 95.8                | 5,844.4   |
| Percent of Subtotal   |                      |                    |                                  |               |            |       |                     |   |
| 2003  | 41.3%                | 18.7%              | 4.2%                             | 21.2%         | 8.6%       | 4.0%  | 1.9%                | 100.0%  |
| 2004  | 52.3%                | 19.5%              | 3.5%                             | 8.8%          | 10.2%      | 4.1%  | 1.6%                | 100.0%  |
| 2005  | 37.4%                | 26.6%              | 4.8%                             | 13.5%         | 8.8%       | 4.9%  | 4.0%                | 100.0%  |
| 2006  | 49.9%                | 20.6%              | 4.2%                             | 12.1%         | 7.2%       | 3.9%  | 2.2%                | 100.0%  |
| 2007  | 42.8%                | 10.9%              | 12.6%                            | 19.7%         | 8.2%       | 3.5%  | 2.3%                | 100.0%  |
| 2008  | 38.4%                | 13.1%              | 10.9%                            | 22.8%         | 9.6%       | 3.0%  | 2.1%                | 100.0%  |
| 2009  | 41.7%                | 7.8%               | 9.6%                             | 28.2%         | 6.9%       | 4.1%  | 1.6%                | 100.0%  |

(a) Subtotal data are not revised in later year Fact Books as are the main data on Table 37, hence these data may differ from those on Table 37.

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 39: CAPITAL EXPENSES BY TYPE, CAPITAL FACILITY EXPENSES SUBTYPE (a)<br/>(MILLIONS OF DOLLARS AND PERCENT)</b> |           |                       |                             |                           |  |
|--|-----------|-----------------------|-----------------------------|---------------------------|--|
| YEAR   | GUIDEWAYS | PASSENGER<br>STATIONS | ADMINISTRATIVE<br>BUILDINGS | MAINTENANCE<br>FACILITIES | SUBTOTAL<br>FACILITIES<br>EXPENDITURES |
| Millions of Dollars  |           |                       |                             |                           |  |
| 2003   | 3,592.1   | 1,987.1               | 121.6                       | 1,868.2                   | 7,569.0                                |
| 2004   | 4,072.7   | 2,116.7               | 151.3                       | 1,203.0                   | 7,543.7                                |
| 2005   | 3,979.0   | 1,964.7               | 225.0                       | 1,375.9                   | 7,544.6                                |
| 2006   | 4,551.7   | 2,257.0               | 181.5                       | 1,367.4                   | 8,357.6                                |
| 2007   | 4,820.1   | 2,096.8               | 199.9                       | 1,725.7                   | 8,842.5                                |
| 2008   | 5,889.4   | 2,267.3               | 259.9                       | 2034.8                    | 10,451.3                               |
| 2009   | 6,400.5   | 2,480.6               | 234.4                       | 1,092.0                   | 10,207.5                               |
| Percent of Subtotal  |           |                       |                             |                           |  |
| 2003   | 47.5%     | 26.3%                 | 1.6%                        | 24.7%                     | 100.0%                                 |
| 2004   | 54.0%     | 28.1%                 | 2.0%                        | 15.9%                     | 100.0%                                 |
| 2005   | 52.7%     | 26.0%                 | 3.0%                        | 18.2%                     | 100.0%                                 |
| 2006   | 54.5%     | 27.0%                 | 2.2%                        | 16.4%                     | 100.0%                                 |
| 2007   | 54.5%     | 23.7%                 | 2.3%                        | 19.5%                     | 100.0%                                 |
| 2008   | 56.4%     | 21.7%                 | 2.5%                        | 19.5%                     | 100.0%                                 |
| 2009   | 62.7%     | 24.3%                 | 2.3%                        | 10.7%                     | 100.0%                                 |

(a) Subtotal data are not revised in later year Fact Books as are the main data on Table 37, hence these data may differ from those on Table 37.

**FINANCIAL DATA: CAPITAL EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 40: CAPITAL EXPENSES BY TYPE, OTHER CAPITAL EXPENSES SUBTYPE (a)<br/>(MILLIONS OF DOLLARS AND PERCENT)</b> |   |   |       |   |
|---|---|---|-------|---|
| YEAR  | FARE REVENUE<br>COLLECTION<br>EQUIPMENT | COMMUNICATION AND<br>INFORMATION<br>SYSTEMS | OTHER | SUBTOTAL OTHER<br>CAPITAL<br>EXPENDITURES |
| Millions of Dollars   |   |   |       |   |
| 2003  | 112.7                                   | 911.6                                       | 849.1 | 1,873.4                                   |
| 2004  | 142.6                                   | 1,009.5                                     | 804.0 | 1,956.1                                   |
| 2005  | 153.9                                   | 696.1                                       | 533.7 | 1,383.7                                   |
| 2006  | 219.8                                   | 833.4                                       | 464.2 | 1,517.4                                   |
| 2007  | 214.2                                   | 885.9                                       | 658.7 | 1,758.8                                   |
| 2008  | 225.6                                   | 1,144.9                                     | 615.9 | 1,986.5                                   |
| 2009  | 237.5                                   | 1,103.1                                     | 526.7 | 1,867.3                                   |
| Percent of Subtotal   |   |   |       |   |
| 2003  | 6.0%                                    | 48.7%                                       | 45.3% | 100.0%                                    |
| 2004  | 7.3%                                    | 51.6%                                       | 41.1% | 100.0%                                    |
| 2005  | 11.1%                                   | 50.3%                                       | 38.6% | 100.0%                                    |
| 2006  | 14.5%                                   | 54.9%                                       | 30.6% | 100.0%                                    |
| 2007  | 12.2%                                   | 50.4%                                       | 37.5% | 100.0%                                    |
| 2008  | 11.4%                                   | 57.6%                                       | 31.0% | 100.0%                                    |
| 2009  | 12.7%                                   | 59.1%                                       | 28.2% | 100.0%                                    |

a) Subtotal data are not revised in later year Fact Books as are the main data on Table 37, hence these data may differ from those on Table 37.

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 41: OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS)</b> |          |                    |                  |               |               |                 |           |                                      |
|--|----------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR   | BUS      | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1932   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 613.9                                |
| 1933   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 549.8                                |
| 1934   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 574.7                                |
| 1935   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 585.4                                |
| 1936   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 622.1                                |
| 1937   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 652.2                                |
| 1938   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 645.4                                |
| 1939   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 654.1                                |
| 1940   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 660.7                                |
| 1941   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 711.1                                |
| 1942   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 898.0                                |
| 1943   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,119.3                              |
| 1944   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,201.3                              |
| 1945   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,231.7                              |
| 1946   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,258.5                              |
| 1947   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,343.7                              |
| 1948   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,444.9                              |
| 1949   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,427.2                              |
| 1950   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,385.7                              |
| 1951   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,426.6                              |
| 1952   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,471.6                              |
| 1953   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,468.1                              |
| 1954   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,427.0                              |
| 1955   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,370.7                              |
| 1956   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,360.4                              |
| 1957   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,349.0                              |
| 1958   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,342.9                              |
| 1959   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,350.8                              |
| 1960   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,376.5                              |
| 1961   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,373.0                              |
| 1962   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,383.8                              |
| 1963   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,391.5                              |
| 1964   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,420.5                              |
| 1965   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,454.4                              |
| 1966   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,515.6                              |
| 1967   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,622.6                              |
| 1968   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,723.8                              |
| 1969   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,846.1                              |
| 1970   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 1,995.6                              |
| 1971   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 2,152.1                              |
| 1972   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 2,241.6                              |
| 1973   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 2,536.1                              |
| 1974   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 3,172.6                              |
| 1975   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 3,537.3                              |
| 1976   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 3,857.4                              |
| 1977   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 4,121.0                              |
| 1978   | In Total | ---                | ---              | In Total      | In Total      | In Total        | ---       | 4,539.1                              |

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 41: OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS)</b> |              |                    |                  |               |               |                 |           |                                      |
|--|--------------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR   | BUS          | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1979   | In Total     | ---                | ---              | In Total      | In Total      | In Total        | ---       | 5,231.7                              |
| 1980   | In Total     | ---                | ---              | In Total      | In Total      | In Total        | ---       | 6,246.5                              |
| 1981   | In Total     | ---                | ---              | In Total      | In Total      | In Total        | ---       | 7,024.3                              |
| 1982   | In Total     | ---                | ---              | In Total      | In Total      | In Total        | ---       | 7,552.8                              |
| 1983   | In Total     | ---                | ---              | In Total      | In Total      | In Total        | ---       | 7,956.0                              |
| 1984   | In Total     | In Total           | In Total         | In Total      | In Total      | In Total        | In Total  | 11,574.0                             |
| 1985   | In Total     | In Total           | In Total         | In Total      | In Total      | In Total        | In Total  | 12,380.9                             |
| 1986   | In Total     | In Total           | In Total         | In Total      | In Total      | In Total        | In Total  | 12,951.7                             |
| 1987   | In Total     | In Total           | In Total         | In Total      | In Total      | In Total        | In Total  | 13,472.1                             |
| 1988   | 8,136.4      | 1,675.3            | 462.6            | 3,521.7       | 198.4         | 101.7           | 191.2     | 14,287.3                             |
| 1989   | 8,415.1      | 1,841.4            | 481.1            | 3,701.0       | 210.8         | 105.5           | 217.4     | 14,972.3                             |
| 1990   | 8,903.1      | 1,938.5            | 517.8            | 3,825.0       | 237.1         | 108.6           | 212.0     | 15,742.1                             |
| 1991   | 9,501.4      | 1,942.4            | 608.5            | 3,858.6       | 291.1         | 113.5           | 225.9     | 16,541.4                             |
| 1992   | 9,881.2      | 2,012.6            | 667.3            | 3,555.1       | 308.9         | 124.4           | 231.9     | 16,781.4                             |
| 1993   | 10,109.6     | 2,088.4            | 793.0            | 3,668.6       | 315.9         | 131.9           | 242.5     | 17,349.9                             |
| 1994   | 10,144.1     | 2,227.8            | 942.7            | 3,786.2       | 412.8         | 132.9           | 273.4     | 17,919.9                             |
| 1995   | 10,320.5     | 2,211.2            | 1,000.4          | 3,522.9       | 376.1         | 138.9           | 278.7     | 17,848.7                             |
| 1996   | 10,574.9     | 2,294.1            | 1,186.6          | 3,401.9       | 441.6         | 134.6           | 307.0     | 18,340.7                             |
| 1997   | 10,944.0     | 2,278.1            | 1,284.5          | 3,473.7       | 472.5         | 140.2           | 343.1     | 18,936.1                             |
| 1998   | 11,428.9     | 2,360.6            | 1,405.4          | 3,529.6       | 500.2         | 146.5           | 367.3     | 19,738.5                             |
| 1999   | 11,713.8     | 2,574.9            | 1,419.3          | 3,693.4       | 545.6         | 166.9           | 398.2     | 20,512.1                             |
| 2000   | 12,966.2     | 2,685.3            | 1,804.9          | 3,930.8       | 606.4         | 177.6           | 474.3     | 22,645.5                             |
| 2001   | 13,335.2     | 2,860.8            | 1,754.0          | 4,180.1       | 682.2         | 172.4           | 532.2     | 23,516.9                             |
| 2002   | 14,065.6     | 3,003.2            | 1,949.4          | 4,267.5       | 778.3         | 186.7           | 583.3     | 24,834.0                             |
| 2003   | 15,240.3     | 3,178.5            | 2,363.4          | 4,446.2       | 815.2         | 182.7           | 625.3     | 26,851.6                             |
| 2004   | 16,021.5     | 3,442.4            | 2,523.9          | 4,734.1       | 887.4         | 184.9           | 711.5     | 28,505.8                             |
| 2005   | 16,786.8     | 3,663.2            | 2,828.4          | 5,144.8       | 978.1         | 195.7           | 697.9     | 30,294.9                             |
| 2006   | 17,816.4     | 3,771.4            | 3,096.7          | 5,287.5       | 1,070.1       | 196.9           | 798.2     | 32,037.2                             |
| 2007   | (b) 17,307.5 | 4,014.7            | (b) 4,420.8      | 5,888.3       | 1,169.5       | 198.7           | (b) 877.8 | 33,877.3                             |
| 2008   | 18,637.2     | 4,315.8            | 4,843.2          | 6,128.5       | 1,268.3       | 214.3           | 990.7     | 36,397.9                             |
| 2009 P   | 18,704.0     | 4,625.7            | 4,966.5          | 6,310.5       | 1,409.9       | 232.5           | 995.8     | 37,245.0                             |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

(b) Data not continuous for modes noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 42: TOTAL OPERATING EXPENSE BY FUNCTION CLASS (MILLIONS OF DOLLARS)</b> |                       |                             |                                 |                                |                                  |         |
|--|-----------------------|-----------------------------|---------------------------------|--------------------------------|----------------------------------|---------|
| YEAR   | VEHICLE<br>OPERATIONS | VEHICLE<br>MAINTEN-<br>ANCE | NON-VEHICLE<br>MAINTEN-<br>ANCE | GENERAL<br>ADMINIS-<br>TRATION | PURCHASED<br>TRANSPOR-<br>TATION | TOTAL   |
| 1932   | ---                   | ---                         | ---                             | ---                            | ---                              | 613.9   |
| 1933   | ---                   | ---                         | ---                             | ---                            | ---                              | 549.8   |
| 1934   | ---                   | ---                         | ---                             | ---                            | ---                              | 574.7   |
| 1935   | ---                   | ---                         | ---                             | ---                            | ---                              | 585.4   |
| 1936   | ---                   | ---                         | ---                             | ---                            | ---                              | 622.1   |
| 1937   | ---                   | ---                         | ---                             | ---                            | ---                              | 652.2   |
| 1938   | ---                   | ---                         | ---                             | ---                            | ---                              | 645.4   |
| 1939   | ---                   | ---                         | ---                             | ---                            | ---                              | 654.1   |
| 1940   | ---                   | ---                         | ---                             | ---                            | ---                              | 660.7   |
| 1941   | ---                   | ---                         | ---                             | ---                            | ---                              | 711.1   |
| 1942   | ---                   | ---                         | ---                             | ---                            | ---                              | 898.0   |
| 1943   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,119.3 |
| 1944   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,201.3 |
| 1945   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,231.7 |
| 1946   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,258.5 |
| 1947   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,343.7 |
| 1948   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,444.9 |
| 1949   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,427.2 |
| 1950   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,385.7 |
| 1951   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,426.6 |
| 1952   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,471.6 |
| 1953   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,468.1 |
| 1954   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,427.0 |
| 1955   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,370.7 |
| 1956   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,360.4 |
| 1957   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,349.0 |
| 1958   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,342.9 |
| 1959   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,350.8 |
| 1960   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,376.5 |
| 1961   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,373.0 |
| 1962   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,383.8 |
| 1963   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,391.5 |
| 1964   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,420.5 |
| 1965   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,454.4 |
| 1966   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,515.6 |
| 1967   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,622.6 |
| 1968   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,723.8 |
| 1969   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,846.1 |
| 1970   | ---                   | ---                         | ---                             | ---                            | ---                              | 1,995.6 |
| 1971   | ---                   | ---                         | ---                             | ---                            | ---                              | 2,152.1 |
| 1972   | ---                   | ---                         | ---                             | ---                            | ---                              | 2,241.6 |
| 1973   | ---                   | ---                         | ---                             | ---                            | ---                              | 2,536.1 |
| 1974   | ---                   | ---                         | ---                             | ---                            | ---                              | 3,172.6 |
| 1975   | 1,876.5               | 814.4                       |                                 | 846.4                          |                                  | 3,537.3 |
| 1976   | 2,033.4               | 894.1                       |                                 | 929.9                          |                                  | 3,857.4 |
| 1977   | 2,219.8               | 972.7                       |                                 | 928.5                          |                                  | 4,121.0 |
| 1978   | 2,508.7               | 776.6                       | 292.1                           | 961.7                          |                                  | 4,539.1 |

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 42: TOTAL OPERATING EXPENSE BY FUNCTION CLASS (MILLIONS OF DOLLARS)</b> |                       |                             |                                 |                                |                                  |          |
|--|-----------------------|-----------------------------|---------------------------------|--------------------------------|----------------------------------|----------|
| YEAR   | VEHICLE<br>OPERATIONS | VEHICLE<br>MAINTEN-<br>ANCE | NON-VEHICLE<br>MAINTEN-<br>ANCE | GENERAL<br>ADMINIS-<br>TRATION | PURCHASED<br>TRANSPOR-<br>TATION | TOTAL    |
| 1979   | 2,735.0               | 1,070.2                     | 398.8                           | 1,027.7                        |                                  | 5,231.7  |
| 1980   | 3,248.2               | 1,274.3                     | 499.7                           | 1,224.3                        |                                  | 6,246.5  |
| 1981   | 3,596.5               | 1,397.8                     | 547.9                           | 1,482.1                        |                                  | 7,024.3  |
| 1982   | 3,882.3               | 1,555.8                     | 611.8                           | 1,503.0                        |                                  | 7,552.9  |
| 1983   | 3,930.8               | 1,696.6                     | 694.9                           | 1,633.7                        |                                  | 7,956.0  |
| 1984 (a)   | 5,141.9               | 2,149.4                     | 912.3                           | 2,914.7                        | 455.7                            | 11,574.0 |
| 1985   | 5,654.7               | 2,522.6                     | 1,149.6                         | 2,505.3                        | 548.7                            | 12,380.9 |
| 1986   | 5,690.6               | 2,733.6                     | 1,295.2                         | 2,748.0                        | 484.3                            | 12,951.7 |
| 1987   | 5,790.3               | 2,730.2                     | 1,363.5                         | 2,869.4                        | 718.7                            | 13,472.1 |
| 1988   | 6,052.3               | 2,865.1                     | 1,447.6                         | 3,077.8                        | 844.5                            | 14,287.3 |
| 1989   | 6,275.3               | 2,942.3                     | 1,550.5                         | 3,251.0                        | 953.2                            | 14,972.3 |
| 1990   | 6,653.3               | 3,038.8                     | 1,592.0                         | 3,449.9                        | 1,008.1                          | 15,742.1 |
| 1991   | 6,726.6               | 2,992.2                     | 1,604.7                         | 3,584.5                        | 1,633.2                          | 16,541.2 |
| 1992   | 7,659.7               | 3,047.5                     | 1,783.9                         | 2,674.2                        | 1,616.1                          | 16,781.4 |
| 1993   | 7,941.4               | 3,049.3                     | 1,845.0                         | 2,714.0                        | 1,800.1                          | 17,349.8 |
| 1994   | 8,211.9               | 3,184.5                     | 1,819.4                         | 2,752.0                        | 1,952.1                          | 17,919.9 |
| 1995   | 8,281.9               | 3,218.2                     | 1,829.0                         | 2,589.5                        | 1,930.1                          | 17,848.7 |
| 1996   | 8,331.9               | 3,295.1                     | 1,802.2                         | 2,744.3                        | 2,167.2                          | 18,340.7 |
| 1997   | 8,602.1               | 3,372.6                     | 1,838.8                         | 2,919.9                        | 2,202.7                          | 18,936.1 |
| 1998   | 9,176.7               | 3,579.2                     | 1,783.9                         | 3,065.8                        | 2,132.9                          | 19,738.5 |
| 1999   | 9,333.0               | 3,742.1                     | 1,906.8                         | 3,164.4                        | 2,365.8                          | 20,512.1 |
| 2000   | 10,110.9              | 4,267.1                     | 2,177.7                         | 3,328.8                        | 2,761.0                          | 22,645.5 |
| 2001   | 10,438.8              | 4,348.4                     | 2,290.1                         | 3,463.1                        | 2,976.5                          | 23,516.9 |
| 2002   | 11,057.4              | 4,550.6                     | 2,448.1                         | 3,807.8                        | 2,970.1                          | 24,834.0 |
| 2003   | 11,935.5              | 4,822.1                     | 2,545.7                         | 3,962.4                        | 3,585.8                          | 26,851.6 |
| 2004   | 12,865.8              | 5,042.6                     | 2,790.2                         | 3,974.3                        | 3,832.9                          | 28,505.8 |
| 2005   | 13,793.0              | 5,293.6                     | 2,965.0                         | 4,074.8                        | 4,168.5                          | 30,294.9 |
| 2006   | 14,742.8              | 5,681.5                     | 3,008.0                         | 4,301.3                        | 4,303.6                          | 32,037.2 |
| 2007   | 15,560.0              | 5,981.7                     | 3,154.0                         | 4,779.1                        | 4,402.4                          | 33,877.3 |
| 2008   | 16,780.4              | 6,332.1                     | 3,319.3                         | 4,982.7                        | 4,983.4                          | 36,397.9 |
| 2009 P   | 16,997.0              | 6,349.1                     | 3,344.3                         | 5,330.2                        | 5,224.5                          | 37,245.0 |

(a) Includes commuter rail, ferry boat, rural bus, other, and paratransit beginning in 1984.

P = Preliminary.

See Glossary following Tables for complete definitions.



**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 43: TOTAL OPERATING EXPENSE BY OBJECT CLASS (MILLIONS OF DOLLARS) |                               |                         |               |                                     |                |                                     |  |       |         |
|---|-------------------------------|-------------------------|---------------|-------------------------------------|----------------|-------------------------------------|--|-------|---------|
| YEAR  | SALA-<br>RIES<br>AND<br>WAGES | FRINGE<br>BENE-<br>FITS | SER-<br>VICES | MATERI-<br>ALS AND<br>SUP-<br>PLIES | UTILI-<br>TIES | CASUAL-<br>TY AND<br>LIABIL-<br>ITY | PUR-<br>CHASED<br>TRANS-<br>PORTA-<br>TION | OTHER | TOTAL   |
| 1932  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 613.9   |
| 1933  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 549.8   |
| 1934  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 574.7   |
| 1935  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 585.4   |
| 1936  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 622.1   |
| 1937  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 652.2   |
| 1938  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 645.4   |
| 1939  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 654.1   |
| 1940  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 660.7   |
| 1941  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 711.1   |
| 1942  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 898.0   |
| 1943  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,119.3 |
| 1944  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,201.3 |
| 1945  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,231.7 |
| 1946  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,258.5 |
| 1947  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,343.7 |
| 1948  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,444.9 |
| 1949  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,427.2 |
| 1950  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,385.7 |
| 1951  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,426.6 |
| 1952  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,471.6 |
| 1953  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,468.1 |
| 1954  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,427.0 |
| 1955  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,370.7 |
| 1956  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,360.4 |
| 1957  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,349.0 |
| 1958  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,342.9 |
| 1959  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,350.8 |
| 1960  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,376.5 |
| 1961  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,373.0 |
| 1962  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,383.8 |
| 1963  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,391.5 |
| 1964  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,420.5 |
| 1965  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,454.4 |
| 1966  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,515.6 |
| 1967  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,622.6 |
| 1968  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,723.8 |
| 1969  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,846.1 |
| 1970  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 1,995.6 |
| 1971  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 2,152.1 |
| 1972  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 2,241.6 |
| 1973  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 2,536.1 |
| 1974  | ---                           | ---                     | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 3,172.6 |
| 1975  | 2,236.0                       | 613.3                   | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 3,537.3 |
| 1976  | 2,403.7                       | 681.7                   | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 3,857.4 |
| 1977  | 2,546.7                       | 813.6                   | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 4,121.0 |
| 1978  | 2,740.5                       | 964.1                   | ---           | ---                                 | ---            | ---                                 | ---  | ---   | 4,539.1 |

**FINANCIAL DATA: OPERATING EXPENDITURES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 43: TOTAL OPERATING EXPENSE BY OBJECT CLASS (MILLIONS OF DOLLARS)</b> |                               |                         |               |                                     |                |                                     |  |        |          |
|--|-------------------------------|-------------------------|---------------|-------------------------------------|----------------|-------------------------------------|--|--------|----------|
| YEAR   | SALA-<br>RIES<br>AND<br>WAGES | FRINGE<br>BENE-<br>FITS | SER-<br>VICES | MATERI-<br>ALS AND<br>SUP-<br>PLIES | UTILI-<br>TIES | CASUAL-<br>TY AND<br>LIABIL-<br>ITY | PUR-<br>CHASED<br>TRANS-<br>PORTA-<br>TION | OTHER  | TOTAL    |
| 1979   | 3,025.0                       | 1,090.4                 | 136.3         | 508.3                               | 188.7          | 183.4                               | 99.6                                       |        | 5,231.7  |
| 1980   | 3,280.9                       | 1,353.1                 | 237.6         | 759.4                               | 231.3          | 237.8                               | 146.4                                      |        | 6,246.5  |
| 1981   | 3,493.5                       | 1,649.1                 | 266.8         | 940.8                               | 280.9          | 252.8                               | 140.4                                      |        | 7,024.3  |
| 1982   | 3,731.4                       | 1,756.5                 | 298.3         | 1,129.9                             | 322.5          | 188.1                               | 126.1                                      |        | 7,552.8  |
| 1983   | 3,921.3                       | 1,977.3                 | 309.4         | 1,023.9                             | 431.2          | 192.6                               | 100.3                                      |        | 7,956.0  |
| 1984 (a)   | 5,487.8                       | 2,716.7                 | 469.2         | 1,462.2                             | 465.7          | 328.5                               | 455.7                                      | 188.2  | 11,574.0 |
| 1985   | 5,843.1                       | 2,868.3                 | 491.9         | 1,561.2                             | 494.7          | 347.1                               | 548.7                                      | 225.9  | 12,380.9 |
| 1986   | 6,119.2                       | 3,125.9                 | 583.8         | 1,524.3                             | 497.1          | 491.4                               | 484.3                                      | 125.7  | 12,951.7 |
| 1987   | 6,324.1                       | 3,266.9                 | 655.5         | 1,421.0                             | 509.2          | 536.1                               | 718.7                                      | 40.6   | 13,472.1 |
| 1988   | 6,675.0                       | 3,528.9                 | 715.3         | 1,446.2                             | 503.9          | 527.8                               | 844.5                                      | 45.7   | 14,287.3 |
| 1989   | 6,897.7                       | 3,737.3                 | 765.0         | 1,507.6                             | 540.2          | 559.4                               | 953.2                                      | 11.9   | 14,972.3 |
| 1990   | 7,226.3                       | 3,986.0                 | 794.3         | 1,608.4                             | 552.9          | 640.5                               | 1,008.1                                    | -74.4  | 15,742.1 |
| 1991   | 7,394.5                       | 3,998.4                 | 818.0         | 1,559.7                             | 575.9          | 625.6                               | 1,633.2                                    | -63.9  | 16,541.4 |
| 1992   | 7,670.5                       | 4,318.6                 | 907.8         | 1,529.1                             | 608.5          | 557.8                               | 1,616.1                                    | -427.0 | 16,781.4 |
| 1993   | 7,932.1                       | 4,400.3                 | 914.0         | 1,536.1                             | 624.0          | 587.8                               | 1,800.1                                    | -444.6 | 17,349.8 |
| 1994   | 8,223.8                       | 4,451.7                 | 849.3         | 1,593.9                             | 644.0          | 614.2                               | 1,952.1                                    | -409.1 | 17,919.9 |
| 1995   | 8,213.1                       | 4,484.0                 | 849.3         | 1,613.4                             | 628.9          | 512.8                               | 1,930.1                                    | -382.9 | 17,848.7 |
| 1996   | 8,437.6                       | 4,401.4                 | 923.9         | 1,677.0                             | 667.2          | 502.7                               | 2,167.2                                    | -436.3 | 18,340.7 |
| 1997   | 8,771.7                       | 4,503.7                 | 1,055.2       | 1,734.1                             | 685.0          | 502.5                               | 2,202.7                                    | -518.8 | 18,936.1 |
| 1998   | 9,211.2                       | 4,843.6                 | 1,170.7       | 1,851.5                             | 660.8          | 473.9                               | 2,132.9                                    | -606.1 | 19,738.5 |
| 1999   | 9,495.1                       | 5,052.3                 | 1,213.9       | 1,883.7                             | 675.5          | 449.7                               | 2,365.8                                    | -623.9 | 20,512.1 |
| 2000   | 10,400.2                      | 5,412.9                 | 1,289.6       | 2,259.6                             | 719.8          | 506.5                               | 2,761.0                                    | -704.1 | 22,645.5 |
| 2001   | 10,626.9                      | 5,705.6                 | 1,389.3       | 2,362.5                             | 772.5          | 492.8                               | 2,976.5                                    | -809.2 | 23,516.9 |
| 2002   | 11,197.4                      | 6,246.9                 | 1,539.6       | 2,287.3                             | 771.0          | 624.2                               | 2,970.1                                    | -802.5 | 24,834.0 |
| 2003   | 11,634.0                      | 6,913.4                 | 1,614.6       | 2,428.2                             | 809.9          | 693.7                               | 3,585.8                                    | -828.1 | 26,851.6 |
| 2004   | 11,979.3                      | 7,599.2                 | 1,655.3       | 2,586.3                             | 848.9          | 750.4                               | 3,832.9                                    | -746.6 | 28,505.8 |
| 2005   | 12,176.6                      | 8,093.3                 | 1,758.7       | 3,046.2                             | 974.8          | 758.8                               | 4,168.5                                    | -681.9 | 30,294.9 |
| 2006   | 12,764.1                      | 8,423.5                 | 1,900.4       | 3,604.6                             | 1,037.6        | 783.9                               | 4,303.6                                    | -708.5 | 32,037.2 |
| 2007   | 13,204.7                      | 9,091.6                 | 2,063.2       | 3,922.1                             | 1,144.1        | 828.6                               | 4,402.4                                    | -779.4 | 33,877.3 |
| 2008   | 13,914.2                      | 9,366.5                 | 2,299.1       | 4,657.6                             | 1,231.8        | 818.0                               | 4,983.4                                    | -872.7 | 36,397.9 |
| 2009 P   | 14,212.3                      | 9,926.8                 | 2,453.2       | 4,193.1                             | 1,296.6        | 851.2                               | 5,224.5                                    | -912.6 | 37,245.0 |

(a) Includes commuter rail, ferry boat, rural bus, other, and paratransit beginning in 1984.

P = Preliminary.

See Glossary following Tables for complete definitions.

**FINANCIAL DATA: CAPITAL REVENUES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 44: CAPITAL FUNDING SOURCES (MILLIONS OF DOLLARS)</b> |                           |                         |                         |                           |          |
|--|---------------------------|-------------------------|-------------------------|---------------------------|----------|
| YEAR   | DIRECTLY<br>GENERATED (a) | LOCAL<br>ASSISTANCE (b) | STATE<br>ASSISTANCE (c) | FEDERAL<br>ASSISTANCE (d) | TOTAL    |
| 1988   | 86.5                      | 769.0                   | 489.6                   | 2,519.5                   | 3,864.6  |
| 1989   | 118.3                     | 802.6                   | 665.5                   | 2,426.5                   | 4,012.9  |
| 1990   | 189.3                     | 1,176.9                 | 696.8                   | 2,872.5                   | 4,935.5  |
| 1991   | 1,074.5                   | 1,012.3                 | 695.4                   | 2,773.5                   | 5,555.7  |
| 1992   | 1,131.7                   | 830.0                   | 801.0                   | 2,673.0                   | 5,435.7  |
| 1993   | 1,002.1                   | 1,079.6                 | 1,325.5                 | 2,432.4                   | 5,839.6  |
| 1994   | 1,164.2                   | 997.9                   | 1,047.8                 | 2,622.8                   | 5,832.7  |
| 1995   | 1,899.6                   | 888.2                   | 1,020.3                 | 3,422.2                   | 7,230.3  |
| 1996   | 1,649.1                   | 926.0                   | 915.9                   | 3,592.8                   | 7,083.8  |
| 1997   | 1,638.1                   | 898.8                   | 1,037.0                 | 4,275.6                   | 7,849.5  |
| 1998   | 2,009.4                   | 1,032.2                 | 932.2                   | 3,919.0                   | 7,892.8  |
| 1999   | 2,974.6                   | 1,128.2                 | 911.5                   | 3,960.4                   | 8,974.7  |
| 2000   | 2,561.7                   | 1,469.2                 | 1,030.5                 | 4,525.6                   | 9,587.0  |
| 2001   | 3,279.2                   | 1,304.4                 | 1,066.6                 | 5,768.5                   | 11,418.7 |
| 2002   | 3,552.5                   | 2,582.9                 | 1,496.5                 | 5,215.6                   | 12,847.5 |
| 2003   | 3,883.5                   | 2,397.8                 | 1,681.9                 | 5,277.5                   | 13,240.6 |
| 2004   | 3,825.4                   | 2,407.7                 | 1,841.9                 | 5,171.0                   | 13,246.0 |
| 2005   | 3,279.2                   | 2,716.3                 | 1,563.2                 | 4,824.8                   | 12,383.4 |
| 2006   | 3,683.6                   | 2,071.9                 | 1,776.6                 | 5,808.3                   | 13,340.4 |
| 2007   | 4,789.7                   | 2,055.9                 | 1,600.2                 | 5,864.4                   | 14,310.2 |
| 2008   | 5,650.8                   | 2,694.5                 | 2,146.2                 | 6,953.7                   | 17,445.2 |
| 2009 P   | 5,613.7                   | 2,315.2                 | 2,614.8                 | 7,685.5                   | 18,229.3 |

(a) Sources of Directly Generated Capital Funds are reported on Table 45 for agencies reporting at the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

(b) Sources of Local Assistance Capital Funds are reported on Table 46 for agencies reporting at the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

(c) Sources of State Assistance Capital Funds are reported on Table 47 for agencies reporting at the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

(d) Sources of Federal Assistance Capital Funds are reported on Table 45 for agencies reporting at the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

P = Preliminary.

See Glossary following Tables for complete definitions.

**FINANCIAL DATA: CAPITAL REVENUE**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

| TABLE 45: DIRECTLY GENERATED CAPITAL REVENUE SOURCES (a)  |                 |       |           |           |       |         |                 |         |         |
|---|-----------------|-------|-----------|-----------|-------|---------|-----------------|---------|---------|
| YEAR  | DEDICATED TAXES |       |           |           |       |         | OTHER DEDICATED | OTHER   | TOTAL   |
|   | INCOME          | SALES | PROP-ERTY | GASO-LINE | OTHER | TOTAL   |                 |         |         |
| Millions of Dollars of Directly Generated Capital Revenue |                 |       |           |           |       |         |                 |         |         |
| 1994  | 34.4            | 233.6 | 2.4       | 0.0       | 0.1   | 270.5   | 846.7           |         | 1,117.2 |
| 1995  | 0.0             | 233.3 | 3.8       | 0.0       | 0.7   | 237.7   | 1,604.6         |         | 1,842.3 |
| 1996  | 0.0             | 344.8 | 8.6       | 0.0       | 0.2   | 353.7   | 1,286.7         |         | 1,640.4 |
| 1997  | 0.0             | 269.8 | 3.0       | 0.0       | 39.2  | 312.0   | 1,309.6         |         | 1,621.6 |
| 1998  | 0.0             | 261.7 | 4.1       | 0.0       | 58.5  | 324.3   | 1,562.4         |         | 1,886.7 |
| 1999  | 0.0             | 517.3 | 15.2      | 0.0       | 40.3  | 572.8   | 2,225.7         |         | 2,798.5 |
| 2000  | 0.0             | 563.3 | 19.7      | 0.0       | 11.9  | 594.9   | 1,824.9         |         | 2,419.8 |
| 2001  | 5.9             | 747.1 | 15.3      | 0.0       | 31.5  | 799.8   | 2,308.7         |         | 3,108.5 |
| 2002  | 0.0             | 432.0 | 20.4      | 0.0       | 1.3   | 453.7   | 2,712.8         | 239.0   | 3,405.5 |
| 2003  | 0.0             | 599.8 | 38.2      | 0.0       | 69.6  | 707.6   | 3,008.6         | 30.8    | 3,747.0 |
| 2004  | 0.0             | 697.3 | 33.9      | 0.9       | 70.5  | 802.6   | 1,808.4         | 1,036.2 | 3,647.2 |
| 2005  | 0.0             | 329.8 | 26.6      | 1.0       | 50.3  | 407.6   | 1,411.1         | 1,315.7 | 3,134.4 |
| 2006  | 0.0             | 588.1 | 20.4      | 1.2       | 71.8  | 681.5   | 1,202.1         | 1,637.6 | 3,521.2 |
| 2007  | 0.0             | 593.5 | 27.6      | 0.3       | 65.2  | 686.7   | 1,693.0         | 2,162.4 | 4,542.1 |
| 2008  | 0.0             | 969.9 | 2.8       | 0.0       | 111.5 | 1,084.2 | 1,945.4         | 2,183.3 | 5,212.9 |
| 2009  | 0.0             | 433.9 | 3.0       | 0.0       | 92.7  | 529.6   | 538.3           | 4,115.4 | 5,183.3 |
| Percent of Total Directly Generated Capital Revenue       |                 |       |           |           |       |         |                 |         |         |
| 1994  | 3.1%            | 20.9% | 0.2%      | 0.0%      | 0.0%  | 24.2%   | 75.8%           |         | 100.0%  |
| 1995  | 0.0%            | 12.7% | 0.2%      | 0.0%      | 0.0%  | 12.9%   | 87.1%           |         | 100.0%  |
| 1996  | 0.0%            | 21.0% | 0.5%      | 0.0%      | 0.0%  | 21.6%   | 78.4%           |         | 100.0%  |
| 1997  | 0.0%            | 16.6% | 0.2%      | 0.0%      | 2.4%  | 19.2%   | 80.8%           |         | 100.0%  |
| 1998  | 0.0%            | 13.9% | 0.2%      | 0.0%      | 3.1%  | 17.2%   | 82.8%           |         | 100.0%  |
| 1999  | 0.0%            | 18.5% | 0.5%      | 0.0%      | 1.4%  | 20.5%   | 79.5%           |         | 100.0%  |
| 2000  | 0.0%            | 23.3% | 0.8%      | 0.0%      | 0.5%  | 24.6%   | 75.4%           |         | 100.0%  |
| 2001  | 0.2%            | 24.0% | 0.5%      | 0.0%      | 1.0%  | 25.7%   | 74.3%           |         | 100.0%  |
| 2002  | 0.0%            | 12.7% | 0.6%      | 0.0%      | 0.0%  | 13.3%   | 79.7%           | 7.0%    | 100.0%  |
| 2003  | 0.0%            | 16.0% | 1.0%      | 0.0%      | 1.9%  | 18.9%   | 80.3%           | 0.8%    | 100.0%  |
| 2004  | 0.0%            | 19.1% | 0.9%      | 0.0%      | 1.9%  | 22.0%   | 49.6%           | 28.4%   | 100.0%  |
| 2005  | 0.0%            | 10.5% | 0.8%      | 0.0%      | 1.6%  | 13.0%   | 45.0%           | 42.0%   | 100.0%  |
| 2006  | 0.0%            | 16.7% | 0.6%      | 0.0%      | 2.0%  | 19.4%   | 34.1%           | 46.5%   | 100.0%  |
| 2007  | 0.0%            | 13.1% | 0.6%      | 0.0%      | 1.4%  | 15.1%   | 37.3%           | 47.6%   | 100.0%  |
| 2008  | 0.0%            | 18.6% | 0.1%      | 0.0%      | 2.1%  | 20.8%   | 37.3%           | 41.9%   | 100.0%  |
| 2009  | 0.0%            | 8.4%  | 0.1%      | 0.0%      | 1.8%  | 10.2%   | 10.4%           | 79.4%   | 100.0%  |

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

**FINANCIAL DATA: CAPITAL REVENUE**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

| TABLE 46: LOCAL CAPITAL SOURCES (a)          |                 |                 |       |          |          |       |       |               |         |
|--|-----------------|-----------------|-------|----------|----------|-------|-------|---------------|---------|
| YEAR   | GENERAL REVENUE | DEDICATED TAXES |       |          |          |       |       | OTHER REVENUE | TOTAL   |
|  |                 | INCOME          | SALES | PROPERTY | GASOLINE | OTHER | TOTAL |               |         |
| Millions of Dollars of Local Capital Revenue |                 |                 |       |          |          |       |       |               |         |
| 1994   | 410.6           | 0.8             | 174.4 | 15.8     | 0.2      | 13.6  | 204.9 | 342.0         | 957.5   |
| 1995   | 346.1           | 1.1             | 226.7 | 18.5     | 2.2      | 7.2   | 255.7 | 261.6         | 863.4   |
| 1996   | 333.7           | 1.1             | 316.6 | 9.2      | 2.0      | 2.5   | 331.4 | 247.9         | 913.0   |
| 1997   | 429.1           | 1.6             | 213.5 | 18.6     | 3.1      | 4.6   | 241.3 | 203.1         | 873.5   |
| 1998   | 445.9           | 3.1             | 284.6 | 38.8     | 5.8      | 2.9   | 335.2 | 187.9         | 969.0   |
| 1999   | 398.1           | 1.9             | 202.0 | 34.3     | 3.0      | 7.8   | 249.0 | 414.3         | 1,061.4 |
| 2000   | 515.8           | 2.3             | 317.3 | 36.8     | 0.9      | 3.3   | 360.6 | 512.1         | 1,388.5 |
| 2001   | 369.1           | 10.9            | 289.2 | 28.9     | 0.0      | 3.4   | 332.4 | 535.1         | 1,236.6 |
| 2002   | 593.9           | 13.0            | 620.1 | 26.9     | 0.6      | 3.0   | 663.6 | 1,215.4       | 2,472.9 |
| 2003   | 456.9           | 2.1             | 578.0 | 26.1     | 1.3      | 15.3  | 622.9 | 1,233.7       | 2,313.5 |
| 2004   | 524.5           | 2.3             | 550.1 | 6.8      | 5.1      | 3.6   | 567.9 | 1,203.1       | 2,295.5 |
| 2005   | 314.9           | 21.7            | 617.6 | 66.1     | 17.6     | 47.4  | 770.4 | 1,511.0       | 2,596.3 |
| 2006   | 492.3           | 8.9             | 237.9 | 42.7     | 18.5     | 8.7   | 316.8 | 1,171.5       | 1,980.6 |
| 2007   | 431.2           | 9.1             | 617.4 | 43.9     | 22.3     | 1.6   | 694.3 | 824.2         | 1,949.7 |
| 2008   | 737.4           | 11.6            | 735.5 | 119.2    | 19.3     | 0.9   | 886.4 | 861.9         | 2,485.7 |
| 2009   | 878.9           | 15.8            | 617.6 | 64.9     | 19.0     | 8.2   | 725.5 | 533.3         | 2,137.7 |
| Percent of Local Capital Revenue             |                 |                 |       |          |          |       |       |               |         |
| 1994   | 42.9%           | 0.1%            | 18.2% | 1.7%     | 0.0%     | 1.4%  | 21.4% | 35.7%         | 100.0%  |
| 1995   | 40.1%           | 0.1%            | 26.3% | 2.1%     | 0.3%     | 0.8%  | 29.6% | 30.3%         | 100.0%  |
| 1996   | 36.5%           | 0.1%            | 34.7% | 1.0%     | 0.2%     | 0.3%  | 36.3% | 27.2%         | 100.0%  |
| 1997   | 49.1%           | 0.2%            | 24.4% | 2.1%     | 0.4%     | 0.5%  | 27.6% | 23.3%         | 100.0%  |
| 1998   | 46.0%           | 0.3%            | 29.4% | 4.0%     | 0.6%     | 0.3%  | 34.6% | 19.4%         | 100.0%  |
| 1999   | 37.5%           | 0.2%            | 19.0% | 3.2%     | 0.3%     | 0.7%  | 23.5% | 39.0%         | 100.0%  |
| 2000   | 37.1%           | 0.2%            | 22.9% | 2.7%     | 0.1%     | 0.2%  | 26.0% | 36.9%         | 100.0%  |
| 2001   | 29.8%           | 0.9%            | 23.4% | 2.3%     | 0.0%     | 0.3%  | 26.9% | 43.3%         | 100.0%  |
| 2002   | 24.0%           | 0.5%            | 25.1% | 1.1%     | 0.0%     | 0.1%  | 26.8% | 49.1%         | 100.0%  |
| 2003   | 19.7%           | 0.1%            | 25.0% | 1.1%     | 0.1%     | 0.7%  | 26.9% | 53.3%         | 100.0%  |
| 2004   | 22.8%           | 0.1%            | 24.0% | 0.3%     | 0.2%     | 0.2%  | 24.7% | 52.4%         | 100.0%  |
| 2005   | 12.1%           | 0.8%            | 23.8% | 2.5%     | 0.7%     | 1.8%  | 29.7% | 58.2%         | 100.0%  |
| 2006   | 24.9%           | 0.4%            | 12.0% | 2.2%     | 0.9%     | 0.4%  | 16.0% | 59.1%         | 100.0%  |
| 2007   | 22.1%           | 0.5%            | 31.7% | 2.3%     | 1.1%     | 0.1%  | 35.6% | 42.3%         | 100.0%  |
| 2008   | 29.7%           | 0.5%            | 29.6% | 4.8%     | 0.8%     | 0.0%  | 35.7% | 34.7%         | 100.0%  |
| 2009   | 41.1%           | 0.7%            | 28.9% | 3.0%     | 0.9%     | 0.4%  | 33.9% | 24.9%         | 100.0%  |

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

**FINANCIAL DATA: CAPITAL REVENUE**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

| TABLE 47: STATE CAPITAL REVENUE SOURCES (a)  |                 |                 |       |          |          |       |       |               |         |
|--|-----------------|-----------------|-------|----------|----------|-------|-------|---------------|---------|
| YEAR   | GENERAL REVENUE | DEDICATED TAXES |       |          |          |       |       | OTHER REVENUE | TOTAL   |
|  |                 | INCOME          | SALES | PROPERTY | GASOLINE | OTHER | TOTAL |               |         |
| Millions of Dollars of State Capital Revenue |                 |                 |       |          |          |       |       |               |         |
| 1994   | 327.0           | 0.0             | 12.8  | 45.3     | 77.5     | 28.9  | 164.6 | 514.0         | 1,005.6 |
| 1995   | 328.2           | 0.0             | 43.1  | 46.0     | 48.5     | 46.2  | 183.7 | 477.2         | 989.1   |
| 1996   | 231.6           | 0.0             | 43.0  | 49.8     | 76.7     | 24.6  | 194.1 | 469.6         | 895.3   |
| 1997   | 226.7           | 5.2             | 176.2 | 1.9      | 68.3     | 132.6 | 384.2 | 403.0         | 1,013.9 |
| 1998   | 251.8           | 0.1             | 55.4  | 1.2      | 32.0     | 81.5  | 170.1 | 453.3         | 875.2   |
| 1999   | 246.3           | 1.8             | 54.6  | 0.4      | 88.7     | 86.9  | 232.4 | 378.8         | 857.5   |
| 2000   | 283.0           | 0.0             | 92.8  | 0.9      | 50.4     | 72.0  | 216.2 | 474.2         | 973.4   |
| 2001   | 337.9           | 0.2             | 99.8  | 0.1      | 56.6     | 30.0  | 186.7 | 486.5         | 1,011.1 |
| 2002   | 381.6           | 18.0            | 85.5  | 20.0     | 74.1     | 99.6  | 297.2 | 754.1         | 1,432.9 |
| 2003   | 384.5           | 18.5            | 91.1  | 65.0     | 69.0     | 118.9 | 362.5 | 875.7         | 1,622.7 |
| 2004   | 385.2           | 18.4            | 178.4 | 62.5     | 71.6     | 144.9 | 475.8 | 895.1         | 1,756.1 |
| 2005   | 319.5           | 16.3            | 191.4 | 0.0      | 76.9     | 90.3  | 374.9 | 799.8         | 1,494.2 |
| 2006   | 435.0           | 3.9             | 201.1 | 0.0      | 199.0    | 38.1  | 442.3 | 820.9         | 1,698.2 |
| 2007   | 449.1           | 0.0             | 139.1 | 0.5      | 97.9     | 32.9  | 270.4 | 797.9         | 1,517.4 |
| 2008   | 451.3           | 0.0             | 218.4 | 0.0      | 123.3    | 95.5  | 437.2 | 1,091.3       | 1,979.8 |
| 2009   | 603.3           | 0.0             | 281.1 | 5.3      | 149.8    | 225.6 | 661.8 | 1,149.2       | 2,414.3 |
| Percent of State Capital Revenue             |                 |                 |       |          |          |       |       |               |         |
| 1994   | 32.5%           | 0.0%            | 1.3%  | 4.5%     | 7.7%     | 2.9%  | 16.4% | 51.1%         | 100.0%  |
| 1995   | 33.2%           | 0.0%            | 4.4%  | 4.7%     | 4.9%     | 4.7%  | 18.6% | 48.2%         | 100.0%  |
| 1996   | 25.9%           | 0.0%            | 4.8%  | 5.6%     | 8.6%     | 2.7%  | 21.7% | 52.5%         | 100.0%  |
| 1997   | 22.4%           | 0.5%            | 17.4% | 0.2%     | 6.7%     | 13.1% | 37.9% | 39.7%         | 100.0%  |
| 1998   | 28.8%           | 0.0%            | 6.3%  | 0.1%     | 3.7%     | 9.3%  | 19.4% | 51.8%         | 100.0%  |
| 1999   | 28.7%           | 0.2%            | 6.4%  | 0.0%     | 10.3%    | 10.1% | 27.1% | 44.2%         | 100.0%  |
| 2000   | 29.1%           | 0.0%            | 9.5%  | 0.1%     | 5.2%     | 7.4%  | 22.2% | 48.7%         | 100.0%  |
| 2001   | 33.4%           | 0.0%            | 9.9%  | 0.0%     | 5.6%     | 3.0%  | 18.5% | 48.1%         | 100.0%  |
| 2002   | 26.6%           | 1.3%            | 6.0%  | 1.4%     | 5.2%     | 7.0%  | 20.7% | 52.6%         | 100.0%  |
| 2003   | 23.7%           | 1.1%            | 5.6%  | 4.0%     | 4.3%     | 7.3%  | 22.3% | 54.0%         | 100.0%  |
| 2004   | 21.9%           | 1.0%            | 10.2% | 3.6%     | 4.1%     | 8.3%  | 27.1% | 51.0%         | 100.0%  |
| 2005   | 21.4%           | 1.1%            | 12.8% | 0.0%     | 5.1%     | 6.0%  | 25.1% | 53.5%         | 100.0%  |
| 2006   | 25.6%           | 0.2%            | 11.8% | 0.0%     | 11.7%    | 2.2%  | 26.0% | 48.3%         | 100.0%  |
| 2007   | 29.6%           | 0.0%            | 9.2%  | 0.0%     | 6.5%     | 2.2%  | 17.8% | 52.6%         | 100.0%  |
| 2008   | 22.8%           | 0.0%            | 11.0% | 0.0%     | 6.2%     | 4.8%  | 22.1% | 55.1%         | 100.0%  |
| 2009   | 25.0%           | 0.0%            | 11.6% | 0.2%     | 6.2%     | 9.3%  | 27.4% | 47.6%         | 100.0%  |

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

**FINANCIAL DATA: CAPITAL REVENUE**

**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

| <b>TABLE 48: FEDERAL CAPITAL REVENUE SOURCES (a)</b> |                 |                                |                    |              |               |         |
|--|-----------------|--------------------------------|--------------------|--------------|---------------|---------|
| YEAR   | CAPITAL PROGRAM | URBANIZED AREA FORMULA PROGRAM | OTHER FTA PROGRAMS | OTHER US DOT | OTHER FEDERAL | TOTAL   |
| Millions of Dollars of Federal Capital Revenue       |                 |                                |                    |              |               |         |
| 1994   | 1,110.4         | 1,032.0                        | 191.6              | 9.0          | 175.1         | 2,518.1 |
| 1995   | 1,594.5         | 1,218.8                        | 42.9               | 235.4        | 222.1         | 3,313.7 |
| 1996   | 1,852.6         | 1,298.4                        | 37.1               | 197.5        | 120.7         | 3,506.3 |
| 1997   | 1,992.0         | 1,668.4                        | 431.3              | 27.4         | 18.4          | 4,137.5 |
| 1998   | 2,005.5         | 1,617.7                        | 38.9               | 14.0         | 3.3           | 3,679.4 |
| 1999   | 2,134.5         | 1,461.1                        | 111.0              | 10.9         | 8.4           | 3,725.9 |
| 2000   | 2,590.3         | 1,593.2                        | 68.7               | 15.2         | 7.5           | 4,274.9 |
| 2001   | 3,099.9         | 2,314.3                        | 32.7               | 14.3         | 7.1           | 5,468.3 |
| 2002   | 2,677.4         | 2,232.6                        | 43.4               | 35.1         | 5.2           | 4,993.7 |
| 2003   | 2,850.4         | 1,945.1                        | 248.7              | 21.2         | 26.4          | 5,091.8 |
| 2004   | 2,261.9         | 2,312.2                        | 225.6              | 39.4         | 91.1          | 4,930.2 |
| 2005   | 2,153.1         | 2,035.2                        | 214.2              | 32.7         | 176.5         | 4,611.7 |
| 2006   | 2,498.5         | 2,463.2                        | 112.3              | 16.8         | 461.3         | 5,552.1 |
| 2007   | 2,768.8         | 2,382.4                        | 301.2              | 17.9         | 91.0          | 5,561.3 |
| 2008   | 3,262.7         | 2,721.2                        | 295.5              | 24.6         | 110.7         | 6,414.7 |
| 2009   | 3,373.3         | 3,253.3                        | 228.9              | 23.8         | 216.9         | 7,096.2 |
| Percent of Total Federal Capital Revenue             |                 |                                |                    |              |               |         |
| 1994   | 44.1%           | 41.0%                          | 7.6%               | 0.4%         | 7.0%          | 100.0%  |
| 1995   | 48.1%           | 36.8%                          | 1.3%               | 7.1%         | 6.7%          | 100.0%  |
| 1996   | 52.8%           | 37.0%                          | 1.1%               | 5.6%         | 3.4%          | 100.0%  |
| 1997   | 48.1%           | 40.3%                          | 10.4%              | 0.7%         | 0.4%          | 100.0%  |
| 1998   | 54.5%           | 44.0%                          | 1.1%               | 0.4%         | 0.1%          | 100.0%  |
| 1999   | 57.3%           | 39.2%                          | 3.0%               | 0.3%         | 0.2%          | 100.0%  |
| 2000   | 60.6%           | 37.3%                          | 1.6%               | 0.4%         | 0.2%          | 100.0%  |
| 2001   | 56.7%           | 42.3%                          | 0.6%               | 0.3%         | 0.1%          | 100.0%  |
| 2002   | 53.6%           | 44.7%                          | 0.9%               | 0.7%         | 0.1%          | 100.0%  |
| 2003   | 56.0%           | 38.2%                          | 4.9%               | 0.4%         | 0.5%          | 100.0%  |
| 2004   | 45.9%           | 46.9%                          | 4.6%               | 0.8%         | 1.8%          | 100.0%  |
| 2005   | 46.7%           | 44.1%                          | 4.6%               | 0.7%         | 3.8%          | 100.0%  |
| 2006   | 45.0%           | 44.4%                          | 2.0%               | 0.3%         | 8.3%          | 100.0%  |
| 2007   | 49.8%           | 42.8%                          | 5.4%               | 0.3%         | 1.6%          | 100.0%  |
| 2008   | 50.9%           | 42.4%                          | 4.6%               | 0.4%         | 1.7%          | 100.0%  |
| 2009   | 47.5%           | 45.8%                          | 3.2%               | 0.3%         | 3.1%          | 100.0%  |

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

**FINANCIAL DATA: OPERATING REVENUES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 49: OPERATING FUNDING SOURCES (MILLIONS OF DOLLARS) |                         |       |         |                                   |              |              |                |                                   |                |
|---|-------------------------|-------|---------|-----------------------------------|--------------|--------------|----------------|-----------------------------------|----------------|
| YEAR  | AGENCY FUNDS (a)        |       |         | GOVERNMENT FUNDS                  |              |              |                |                                   |                |
|   | PASSEN-<br>GER<br>FARES | OTHER | TOTAL   | DIRECTLY<br>GENER-<br>ATED<br>(a) | LOCAL<br>(b) | STATE<br>(c) | FEDERAL<br>(d) | TOTAL<br>GOVERN-<br>MENT<br>FUNDS | TOTAL<br>FUNDS |
| 1926  | 978.5                   | 79.0  | 1,057.5 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1927  | 976.8                   | 77.4  | 1,054.2 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1928  | 965.8                   | 74.3  | 1,040.1 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1929  | 978.3                   | 74.2  | 1,052.5 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1930  | 899.1                   | 63.9  | 963.0   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1931  | 790.3                   | 51.8  | 842.1   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1932  | 656.6                   | 39.9  | 696.5   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1933  | 606.3                   | 36.1  | 642.4   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1934  | 637.4                   | 37.5  | 674.9   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1935  | 642.3                   | 39.1  | 681.4   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1936  | 685.5                   | 42.4  | 727.9   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1937  | 689.7                   | 43.8  | 733.5   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1938  | 662.9                   | 37.9  | 700.8   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1939  | 681.5                   | 39.2  | 720.7   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1940  | 701.5                   | 35.5  | 737.0   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1941  | 758.8                   | 41.5  | 800.3   | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1942  | 979.1                   | 60.9  | 1,040.0 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1943  | 1,235.6                 | 58.4  | 1,294.0 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1944  | 1,296.9                 | 65.4  | 1,362.3 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1945  | 1,313.7                 | 66.7  | 1,380.4 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1946  | 1,331.5                 | 65.6  | 1,397.1 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1947  | 1,324.2                 | 66.6  | 1,390.8 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1948  | 1,416.8                 | 71.8  | 1,488.6 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1949  | 1,419.7                 | 71.2  | 1,490.9 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1950  | 1,386.8                 | 65.3  | 1,452.1 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1951  | 1,411.6                 | 61.1  | 1,472.7 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1952  | 1,438.1                 | 63.2  | 1,501.3 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1953  | 1,448.6                 | 64.5  | 1,513.1 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1954  | 1,410.0                 | 61.8  | 1,471.8 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1955  | 1,358.9                 | 67.5  | 1,426.4 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1956  | 1,351.1                 | 65.0  | 1,416.1 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1957  | 1,319.8                 | 65.8  | 1,385.6 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1958  | 1,282.2                 | 67.3  | 1,349.5 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1959  | 1,308.3                 | 68.1  | 1,376.4 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1960  | 1,334.9                 | 72.3  | 1,407.2 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1961  | 1,320.9                 | 68.8  | 1,389.7 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1962  | 1,330.2                 | 73.3  | 1,403.5 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1963  | 1,316.3                 | 74.3  | 1,390.6 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1964  | 1,326.0                 | 82.1  | 1,408.1 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1965  | 1,340.1                 | 103.7 | 1,443.8 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1966  | 1,385.4                 | 93.1  | 1,478.5 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1967  | 1,457.4                 | 98.6  | 1,556.0 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1968  | 1,470.2                 | 92.5  | 1,562.7 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1969  | 1,554.7                 | 70.9  | 1,625.6 | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |



**FINANCIAL DATA: OPERATING REVENUES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 49: OPERATING FUNDING SOURCES (MILLIONS OF DOLLARS) |                         |         |          |                                   |              |              |                |                                   |                |
|---|-------------------------|---------|----------|-----------------------------------|--------------|--------------|----------------|-----------------------------------|----------------|
| YEAR  | AGENCY FUNDS (a)        |         |          | GOVERNMENT FUNDS                  |              |              |                |                                   |                |
|   | PASSEN-<br>GER<br>FARES | OTHER   | TOTAL    | DIRECTLY<br>GENER-<br>ATED<br>(a) | LOCAL<br>(b) | STATE<br>(c) | FEDERAL<br>(d) | TOTAL<br>GOVERN-<br>MENT<br>FUNDS | TOTAL<br>FUNDS |
| 1970  | 1,639.1                 | 68.3    | 1,707.4  | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1971  | 1,661.9                 | 78.8    | 1,740.7  | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1972  | 1,650.7                 | 77.8    | 1,728.5  | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1973  | 1,683.7                 | 113.9   | 1,797.6  | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1974  | 1,805.2                 | 134.5   | 1,939.7  | ---                               | ---          | ---          | ---            | Not Known                         | Not Known      |
| 1975 (a)  | 1,860.5                 | 182.5   | 2,043.0  | In Local                          | 1,106.0      |              | 301.8          | 1,407.8                           | 3,450.8        |
| 1976  | 2,025.6                 | 210.5   | 2,236.1  | In Local                          | 1,234.5      |              | 442.9          | 1,677.4                           | 3,913.5        |
| 1977  | 2,157.1                 | 196.5   | 2,353.6  | In Local                          | 1,319.5      |              | 584.5          | 1,904.0                           | 4,257.6        |
| 1978  | 2,271.0                 | 178.9   | 2,449.9  | In Local                          | 1,542.1      |              | 689.5          | 2,231.6                           | 4,681.5        |
| 1979  | 2,436.3                 | 211.5   | 2,647.8  | In Local                          | 2,054.6      |              | 855.8          | 2,910.4                           | 5,558.2        |
| 1980  | 2,556.8                 | 248.3   | 2,805.1  | In Local                          | 2,611.2      |              | 1,093.9        | 3,705.1                           | 6,510.2        |
| 1981  | 2,701.4                 | 343.8   | 3,045.2  | In Local                          | 3,225.7      |              | 1,095.1        | 4,320.8                           | 7,366.0        |
| 1982  | 3,077.0                 | 380.0   | 3,457.0  | In Local                          | 3,582.0      |              | 1,005.4        | 4,587.4                           | 8,044.4        |
| 1983  | 3,171.6                 | 332.5   | 3,504.1  | In Local                          | 4,194.6      |              | 827.0          | 5,021.6                           | 8,525.7        |
| 1984 (b)  | 4,447.7                 | 780.5   | 5,228.2  | In Local                          | 5,399.1      |              | 995.8          | 6,394.9                           | 11,623.1       |
| 1985  | 4,574.7                 | 701.8   | 5,276.5  | In Local                          | 5,978.5      |              | 939.6          | 6,918.1                           | 12,194.6       |
| 1986  | 5,113.1                 | 737.3   | 5,850.4  | In Local                          | 4,244.5      | 2,305.6      | 941.2          | 7,491.3                           | 13,341.7       |
| 1987  | 5,114.1                 | 776.6   | 5,890.7  | In Local                          | 4,680.6      | 2,564.6      | 955.1          | 8,200.3                           | 14,091.0       |
| 1988  | 5,224.6                 | 840.7   | 6,065.3  | In Local                          | 4,893.1      | 2,677.1      | 905.1          | 8,475.3                           | 14,540.6       |
| 1989  | 5,419.9                 | 836.7   | 6,256.6  | In Local                          | 4,995.4      | 2,796.3      | 936.6          | 8,728.3                           | 14,984.9       |
| 1990  | 5,890.8                 | 895.0   | 6,785.8  | In Local                          | 5,326.8      | 2,970.6      | 970.0          | 9,267.4                           | 16,053.2       |
| 1991  | 6,037.2                 | 766.8   | 6,804.0  | In Local                          | 5,373.4      | 3,199.5      | 955.9          | 9,528.8                           | 16,332.8       |
| 1992  | 6,152.5                 | 645.9   | 6,798.4  | In Local                          | 5,268.1      | 3,879.5      | 969.1          | 10,116.7                          | 16,915.1       |
| 1993  | 6,350.9                 | 764.0   | 7,114.9  | In Local                          | 5,490.6      | 3,704.2      | 966.5          | 10,161.3                          | 17,276.2       |
| 1994  | 6,756.0                 | 641.5   | 7,397.5  | 1,629.1                           | 4,171.2      | 3,854.4      | 915.6          | 10,570.3                          | 17,967.8       |
| 1995  | 6,800.9                 | 1,268.0 | 8,068.9  | 1,544.2                           | 3,980.9      | 3,829.6      | 817.0          | 10,171.7                          | 18,240.6       |
| 1996  | 7,416.3                 | 1,232.8 | 8,649.1  | 1,695.4                           | 4,128.5      | 4,081.8      | 596.4          | 10,502.1                          | 19,151.2       |
| 1997  | 7,545.7                 | 1,444.8 | 8,990.5  | 1,863.6                           | 4,095.1      | 3,918.7      | 647.0          | 10,524.4                          | 19,514.9       |
| 1998  | 7,969.6                 | 1,731.3 | 9,700.9  | 1,953.4                           | 4,376.9      | 4,279.4      | 751.2          | 11,360.9                          | 21,061.8       |
| 1999  | 8,282.4                 | 1,363.1 | 9,645.5  | 2,284.5                           | 4,539.8      | 4,878.6      | 871.8          | 12,574.7                          | 22,220.2       |
| 2000  | 8,745.8                 | 2,257.8 | 11,003.6 | 1,958.9                           | 5,318.8      | 4,967.1      | 994.2          | 13,239.0                          | 24,242.6       |
| 2001  | 8,891.1                 | 1,634.8 | 10,525.9 | 1,944.7                           | 5,986.6      | 5,700.9      | 1,129.9        | 14,762.1                          | 25,288.0       |
| 2002  | 8,648.9                 | 2,390.3 | 11,039.2 | 2,211.3                           | 5,343.9      | 6,718.6      | 1,319.4        | 15,593.2                          | 26,632.4       |
| 2003  | 9,149.3                 | 2,520.5 | 11,669.8 | 2,544.7                           | 5,557.6      | 6,632.8      | 1,616.2        | 16,351.3                          | 28,021.2       |
| 2004  | 9,774.6                 | 2,372.7 | 12,147.3 | 2,587.5                           | 6,184.3      | 6,713.2      | 2,085.9        | 17,570.9                          | 29,718.1       |
| 2005  | 10,269.1                | 2,289.5 | 12,558.6 | 2,693.6                           | 6,657.8      | 7,494.5      | 2,303.4        | 19,149.3                          | 31,707.8       |
| 2006  | 11,194.9                | 2,349.9 | 13,544.8 | 2,796.6                           | 7,105.2      | 7,674.3      | 2,591.9        | 20,168.0                          | 33,712.8       |
| 2007  | 11,144.6                | 2,327.9 | 13,472.5 | 2,697.8                           | 8,322.0      | 8,370.6      | 2,677.9        | 22,068.3                          | 35,540.8       |
| 2008  | 11,860.0                | 2,444.4 | 14,304.4 | 2,448.1                           | 8,753.7      | 9,794.8      | 2,674.0        | 23,670.6                          | 37,975.0       |
| 2009 P  | 12,273.2                | 2,275.6 | 14,548.8 | 2,542.6                           | 8,762.6      | 9,857.1      | 3,206.7        | 24,369.0                          | 38,917.8       |

(a) Prior to 1974 government financial assistance was not separately identified from other revenues in accounting systems.

(b) Includes commuter rail, ferry boat, rural bus, other, and paratransit beginning in 1984.

P = Preliminary.

See Glossary following Tables for complete definitions.

(a) Sources of Directly Generated and Agency Operating Funds are reported on Table 50 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

(b) Sources of Local Assistance Operating Funds are reported on Table 51 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

(c) Sources of State Assistance Operating Funds are reported on Table 52 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

(d) Sources of Federal Assistance Operating Funds are reported on Table 53 for agencies reporting to the National Transit Database for urbanized areas only. Those amounts are only part of the total for the entire transit industry shown herein.

**FINANCIAL DATA: OPERATING REVENUE**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

| TABLE 50: DIRECTLY GENERATED OPERATING REVENUE SOURCES (a)  |          |                 |                 |         |           |           |       |         |                |          |         |
|---|----------|-----------------|-----------------|---------|-----------|-----------|-------|---------|----------------|----------|---------|
| YEAR  | FARES    | OTHER EARN-INGS | DEDICATED TAXES |         |           |           |       |         | OTHER REVE-NUe | TOTAL    |         |
|   |          |                 | IN-COME         | SALES   | PROP-ERTY | GASO-LINE | OTHER | TOTAL   |                |          |         |
| Millions of Dollars of Directly Generated Operating Revenue |          |                 |                 |         |           |           |       |         |                |          |         |
| 1994  | 6,466.5  | 967.9           | 0.0             | 956.8   | 167.4     | 0.1       | 100.5 | 1,224.9 | 305.0          | 8,964.2  |         |
| 1995  | 6,478.9  | 1,183.3         | 1,438.1         |         |           |           |       |         |                |          | 9,100.3 |
| 1996  | 6,964.9  | 1,251.6         | 0.8             | 1,111.6 | 175.7     | 0.0       | 112.4 | 1,400.5 | 173.1          | 9,790.1  |         |
| 1997  | 7,126.7  | 1,349.9         | 0.2             | 1,226.9 | 230.1     | 0.0       | 113.9 | 1,571.1 | 170.2          | 10,217.9 |         |
| 1998  | 7,276.5  | 1,545.2         | 0.3             | 1,151.6 | 263.4     | 10.5      | 116.1 | 1,541.9 | 201.3          | 10,564.9 |         |
| 1999  | 7,504.1  | 1,586.4         | 0.4             | 1,403.1 | 298.1     | 0.2       | 136.0 | 1,837.7 | 199.9          | 11,128.2 |         |
| 2000  | 7,811.0  | 2,020.7         | 2.6             | 1,168.6 | 236.9     | 0.0       | 149.2 | 1,557.3 | 195.8          | 11,584.8 |         |
| 2001  | 8,132.6  | 1,978.8         | 0.3             | 1,202.1 | 214.8     | 0.0       | 138.8 | 1,556.0 | 193.0          | 11,860.4 |         |
| 2002  | 8,148.8  | 2,011.9         | 2.6             | 1,362.6 | 173.3     | 5.9       | 186.4 | 1,730.8 | 18.8           | 11,910.3 |         |
| 2003  | 8,452.2  | 1,903.0         | 0.0             | 1,549.1 | 245.9     | 0.3       | 188.9 | 1,984.2 | 334.1          | 12,673.5 |         |
| 2004  | 9,086.3  | 1,836.0         | 0.0             | 1,557.4 | 244.2     | 5.2       | 188.6 | 1,995.4 | 331.1          | 13,248.8 |         |
| 2005  | 9,634.9  | 1,816.1         | 0.0             | 1,596.3 | 269.8     | 8.8       | 224.0 | 2,098.9 | 310.2          | 13,860.1 |         |
| 2006  | 10,353.0 | 1,992.3         | 0.0             | 1,653.2 | 274.8     | 8.6       | 229.9 | 2,166.6 | 337.8          | 14,849.6 |         |
| 2007  | 10,586.2 | 2,161.8         | 0.0             | 1,706.6 | 279.3     | 26.7      | 220.4 | 2,233.0 | 325.5          | 15,306.5 |         |
| 2008  | 11,378.4 | 2,306.7         | 0.0             | 1,547.3 | 322.5     | 0.0       | 229.6 | 2,099.4 | 251.3          | 16,035.8 |         |
| 2009  | 11,807.5 | 2,180.8         | 0.0             | 1,653.1 | 325.3     | 0.0       | 230.9 | 2,209.3 | 237.9          | 16,435.5 |         |
| Percent of Total Directly Generated Operating Revenue       |          |                 |                 |         |           |           |       |         |                |          |         |
| 1994  | 72.1%    | 10.8%           | 0.0%            | 10.7%   | 1.9%      | 0.0%      | 1.1%  | 13.7%   | 3.4%           | 100.0%   |         |
| 1995  | 71.2%    | 13.0%           | 15.8%           |         |           |           |       |         |                |          | 100.0%  |
| 1996  | 71.1%    | 12.8%           | 0.0%            | 11.4%   | 1.8%      | 0.0%      | 1.1%  | 14.3%   | 1.8%           | 100.0%   |         |
| 1997  | 69.7%    | 13.2%           | 0.0%            | 12.0%   | 2.3%      | 0.0%      | 1.1%  | 15.4%   | 1.7%           | 100.0%   |         |
| 1998  | 68.9%    | 14.6%           | 0.0%            | 10.9%   | 2.5%      | 0.1%      | 1.1%  | 14.6%   | 1.9%           | 100.0%   |         |
| 1999  | 67.4%    | 14.3%           | 0.0%            | 12.6%   | 2.7%      | 0.0%      | 1.2%  | 16.5%   | 1.8%           | 100.0%   |         |
| 2000  | 67.4%    | 17.4%           | 0.0%            | 10.1%   | 2.0%      | 0.0%      | 1.3%  | 13.4%   | 1.7%           | 100.0%   |         |
| 2001  | 68.6%    | 16.7%           | 0.0%            | 10.1%   | 1.8%      | 0.0%      | 1.2%  | 13.1%   | 1.6%           | 100.0%   |         |
| 2002  | 68.4%    | 16.9%           | 0.0%            | 11.4%   | 1.5%      | 0.0%      | 1.6%  | 14.5%   | 0.2%           | 100.0%   |         |
| 2003  | 66.7%    | 15.0%           | 0.0%            | 12.2%   | 1.9%      | 0.0%      | 1.5%  | 15.7%   | 2.6%           | 100.0%   |         |
| 2004  | 68.6%    | 13.9%           | 0.0%            | 11.8%   | 1.8%      | 0.0%      | 1.4%  | 15.1%   | 2.5%           | 100.0%   |         |
| 2005  | 69.5%    | 13.1%           | 0.0%            | 11.5%   | 1.9%      | 0.1%      | 1.6%  | 15.1%   | 2.2%           | 100.0%   |         |
| 2006  | 69.7%    | 13.4%           | 0.0%            | 11.1%   | 1.9%      | 0.1%      | 1.5%  | 14.6%   | 2.3%           | 100.0%   |         |
| 2007  | 69.2%    | 14.1%           | 0.0%            | 11.1%   | 1.8%      | 0.2%      | 1.4%  | 14.6%   | 2.1%           | 100.0%   |         |
| 2008  | 71.0%    | 14.4%           | 0.0%            | 9.6%    | 2.0%      | 0.0%      | 1.4%  | 13.1%   | 1.6%           | 100.0%   |         |
| 2009  | 71.8%    | 13.3%           | 0.0%            | 10.1%   | 2.0%      | 0.0%      | 1.4%  | 13.4%   | 1.4%           | 100.0%   |         |

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

**FINANCIAL DATA: OPERATING REVENUE**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

| TABLE 51: LOCAL OPERATING REVENUE SOURCES (a)  |                 |                 |         |          |          |         |         |               |         |
|--|-----------------|-----------------|---------|----------|----------|---------|---------|---------------|---------|
| YEAR   | GENERAL REVENUE | DEDICATED TAXES |         |          |          |         |         | OTHER REVENUE | TOTAL   |
|  |                 | INCOME          | SALES   | PROPERTY | GASOLINE | OTHER   | TOTAL   |               |         |
| Millions of Dollars of Local Operating Revenue |                 |                 |         |          |          |         |         |               |         |
| 1994   | 1,983.0         | 5.6             | 1,350.3 | 145.7    | 29.3     | 97.6    | 1,628.4 | 281.0         | 3,892.4 |
| 1995   | 1,823.5         | 55.2            | 1,316.3 | 131.6    | 35.0     | 107.0   | 1,645.1 | 238.9         | 3,707.5 |
| 1996   | 1,796.6         | 34.3            | 1,432.8 | 228.7    | 50.8     | 111.4   | 1,857.9 | 177.4         | 3,831.9 |
| 1997   | 1,656.6         | 68.9            | 1,564.6 | 112.9    | 59.5     | 136.9   | 1,942.8 | 226.9         | 3,826.3 |
| 1998   | 1,700.8         | 202.7           | 1,439.2 | 96.5     | 59.5     | 202.3   | 2,000.3 | 205.1         | 3,906.2 |
| 1999   | 1,729.1         | 30.1            | 1,509.7 | 228.2    | 65.1     | 237.9   | 2,071.0 | 259.7         | 4,059.8 |
| 2000   | 1,806.5         | 41.9            | 2,160.1 | 228.4    | 106.3    | 227.9   | 2,764.6 | 189.0         | 4,760.1 |
| 2001   | 2,120.9         | 91.4            | 2,292.4 | 218.7    | 105.4    | 341.4   | 3,049.2 | 228.1         | 5,398.2 |
| 2002   | 1,737.1         | 89.7            | 1,768.8 | 281.1    | 98.1     | 302.2   | 2,539.9 | 275.4         | 4,552.4 |
| 2003   | 2,079.0         | 98.4            | 1,849.3 | 225.5    | 110.4    | 306.8   | 2,590.5 | 393.7         | 5,063.2 |
| 2004   | 2,167.6         | 95.8            | 1,960.1 | 205.3    | 136.8    | 521.4   | 2,919.4 | 473.5         | 5,560.5 |
| 2005   | 2,372.8         | 69.4            | 2,027.8 | 202.1    | 156.1    | 708.6   | 3,164.0 | 417.9         | 5,954.7 |
| 2006   | 2,522.3         | 61.9            | 2,318.4 | 209.3    | 131.4    | 853.0   | 3,574.1 | 266.5         | 6,362.9 |
| 2007   | 3,149.8         | 71.4            | 3,034.2 | 344.7    | 139.6    | 1,017.3 | 4,607.2 | 135.3         | 7,892.3 |
| 2008   | 3,607.8         | 87.6            | 3,396.4 | 404.6    | 184.7    | 564.8   | 4,638.1 | 159.6         | 8,405.5 |
| 2009   | 3,564.1         | 81.2            | 3,641.2 | 392.1    | 159.0    | 232.9   | 4,506.5 | 363.2         | 8,433.8 |
| Percent of Local Operating Revenue             |                 |                 |         |          |          |         |         |               |         |
| 1994   | 50.9%           | 0.1%            | 34.7%   | 3.7%     | 0.8%     | 2.5%    | 41.8%   | 7.2%          | 100.0%  |
| 1995   | 49.2%           | 1.5%            | 35.5%   | 3.5%     | 0.9%     | 2.9%    | 44.4%   | 6.4%          | 100.0%  |
| 1996   | 46.9%           | 0.9%            | 37.4%   | 6.0%     | 1.3%     | 2.9%    | 48.5%   | 4.6%          | 100.0%  |
| 1997   | 43.3%           | 1.8%            | 40.9%   | 3.0%     | 1.6%     | 3.6%    | 50.8%   | 5.9%          | 100.0%  |
| 1998   | 43.5%           | 5.2%            | 36.8%   | 2.5%     | 1.5%     | 5.2%    | 51.2%   | 5.3%          | 100.0%  |
| 1999   | 42.6%           | 0.7%            | 37.2%   | 5.6%     | 1.6%     | 5.9%    | 51.0%   | 6.4%          | 100.0%  |
| 2000   | 38.0%           | 0.9%            | 45.4%   | 4.8%     | 2.2%     | 4.8%    | 58.1%   | 4.0%          | 100.0%  |
| 2001   | 39.3%           | 1.7%            | 42.5%   | 4.1%     | 2.0%     | 6.3%    | 56.5%   | 4.2%          | 100.0%  |
| 2002   | 38.2%           | 2.0%            | 38.9%   | 6.2%     | 2.2%     | 6.6%    | 55.8%   | 6.0%          | 100.0%  |
| 2003   | 41.1%           | 1.9%            | 36.5%   | 4.5%     | 2.2%     | 6.1%    | 51.2%   | 7.8%          | 100.0%  |
| 2004   | 39.0%           | 1.7%            | 35.3%   | 3.7%     | 2.5%     | 9.4%    | 52.5%   | 8.5%          | 100.0%  |
| 2005   | 39.8%           | 1.2%            | 34.1%   | 3.4%     | 2.6%     | 11.9%   | 53.1%   | 7.0%          | 100.0%  |
| 2006   | 39.6%           | 1.0%            | 36.4%   | 3.3%     | 2.1%     | 13.4%   | 56.2%   | 4.2%          | 100.0%  |
| 2007   | 39.9%           | 0.9%            | 38.4%   | 4.4%     | 1.8%     | 12.9%   | 58.4%   | 1.7%          | 100.0%  |
| 2008   | 42.9%           | 1.0%            | 40.4%   | 4.8%     | 2.2%     | 6.7%    | 55.2%   | 1.9%          | 100.0%  |
| 2009   | 42.3%           | 1.0%            | 43.2%   | 4.6%     | 1.9%     | 2.8%    | 53.4%   | 4.3%          | 100.0%  |

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

**FINANCIAL DATA: OPERATING REVENUE**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

| TABLE 52: STATE OPERATING REVENUE SOURCES (a)  |                 |                 |         |          |          |         |         |               |         |
|--|-----------------|-----------------|---------|----------|----------|---------|---------|---------------|---------|
| YEAR   | GENERAL REVENUE | DEDICATED TAXES |         |          |          |         |         | OTHER REVENUE | TOTAL   |
|  |                 | INCOME          | SALES   | PROPERTY | GASOLINE | OTHER   | TOTAL   |               |         |
| Millions of Dollars of State Operating Revenue |                 |                 |         |          |          |         |         |               |         |
| 1994   | 1,684.3         | 270.0           | 325.5   | 20.1     | 356.9    | 422.8   | 1,395.3 | 547.1         | 3,626.7 |
| 1995   | 1,617.1         | 55.2            | 1,316.3 | 131.6    | 35.0     | 107.0   | 1,645.0 | 336.6         | 3,598.7 |
| 1996   | 1,633.9         | 181.1           | 388.8   | 20.1     | 407.0    | 524.1   | 1,521.1 | 633.6         | 3,788.6 |
| 1997   | 1,644.3         | 123.4           | 376.2   | 23.7     | 311.7    | 534.5   | 1,369.5 | 647.6         | 3,661.4 |
| 1998   | 1,657.0         | 128.1           | 359.9   | 32.0     | 361.6    | 576.1   | 1,457.6 | 704.6         | 3,819.2 |
| 1999   | 1,830.2         | 161.4           | 473.8   | 37.1     | 381.4    | 693.4   | 1,747.1 | 774.0         | 4,351.3 |
| 2000   | 1,908.7         | 151.6           | 483.4   | 45.3     | 344.7    | 568.2   | 1,593.2 | 943.4         | 4,445.3 |
| 2001   | 1,608.4         | 261.4           | 1,153.9 | 15.1     | 394.2    | 687.1   | 2,511.7 | 1,007.1       | 5,127.2 |
| 2002   | 4,379.6         | 228.8           | 1,919.5 | 2.4      | 546.1    | 781.3   | 3,478.1 | -1,431.5      | 6,426.2 |
| 2003   | 1,670.5         | 141.8           | 1,835.3 | 0.3      | 397.4    | 1,007.7 | 3,382.6 | 989.6         | 6,042.7 |
| 2004   | 1,657.9         | 168.6           | 1,927.9 | 0.0      | 433.2    | 899.3   | 3,429.0 | 949.2         | 6,036.1 |
| 2005   | 1,899.7         | 275.3           | 2,209.9 | 0.0      | 382.5    | 903.6   | 3,771.3 | 1,032.0       | 6,703.0 |
| 2006   | 1,923.3         | 191.2           | 2,228.7 | 0.0      | 350.5    | 1,165.3 | 3,935.8 | 1,013.3       | 6,872.4 |
| 2007   | 2,172.6         | 696.0           | 2,502.7 | 0.0      | 605.4    | 1,048.7 | 4,852.8 | 913.0         | 7,938.4 |
| 2008   | 2,752.9         | 1,075.7         | 3,216.2 | 0.1      | 601.0    | 960.5   | 5,853.5 | 798.7         | 9,405.1 |
| 2009   | 2,391.7         | 857.2           | 3,244.3 | 3.9      | 600.2    | 1,332.7 | 6,038.4 | 1,057.2       | 9,487.3 |
| Percent of State Operating Revenue             |                 |                 |         |          |          |         |         |               |         |
| 1994   | 46.4%           | 7.4%            | 9.0%    | 0.6%     | 9.8%     | 11.7%   | 38.5%   | 15.1%         | 100.0%  |
| 1995   | 44.9%           | 1.5%            | 36.6%   | 3.7%     | 1.0%     | 3.0%    | 45.7%   | 9.4%          | 100.0%  |
| 1996   | 43.1%           | 4.8%            | 10.3%   | 0.5%     | 10.7%    | 13.8%   | 40.1%   | 16.7%         | 100.0%  |
| 1997   | 44.9%           | 3.4%            | 10.3%   | 0.6%     | 8.5%     | 14.6%   | 37.4%   | 17.7%         | 100.0%  |
| 1998   | 43.4%           | 3.4%            | 9.4%    | 0.8%     | 9.5%     | 15.1%   | 38.2%   | 18.4%         | 100.0%  |
| 1999   | 42.1%           | 3.7%            | 10.9%   | 0.9%     | 8.8%     | 15.9%   | 40.2%   | 17.8%         | 100.0%  |
| 2000   | 42.9%           | 3.4%            | 10.9%   | 1.0%     | 7.8%     | 12.8%   | 35.8%   | 21.2%         | 100.0%  |
| 2001   | 31.4%           | 5.1%            | 22.5%   | 0.3%     | 7.7%     | 13.4%   | 49.0%   | 19.6%         | 100.0%  |
| 2002   | 68.2%           | 3.6%            | 29.9%   | 0.0%     | 8.5%     | 12.2%   | 54.1%   | -22.3%        | 100.0%  |
| 2003   | 27.6%           | 2.3%            | 30.4%   | 0.0%     | 6.6%     | 16.7%   | 56.0%   | 16.4%         | 100.0%  |
| 2004   | 27.5%           | 2.8%            | 31.9%   | 0.0%     | 7.2%     | 14.9%   | 56.8%   | 15.7%         | 100.0%  |
| 2005   | 28.3%           | 4.1%            | 33.0%   | 0.0%     | 5.7%     | 13.5%   | 56.3%   | 15.4%         | 100.0%  |
| 2006   | 28.0%           | 2.8%            | 32.4%   | 0.0%     | 5.1%     | 17.0%   | 57.3%   | 14.7%         | 100.0%  |
| 2007   | 27.4%           | 8.8%            | 31.5%   | 0.0%     | 7.6%     | 13.2%   | 61.1%   | 11.5%         | 100.0%  |
| 2008   | 29.3%           | 11.4%           | 34.2%   | 0.0%     | 6.4%     | 10.2%   | 62.2%   | 8.5%          | 100.0%  |
| 2009   | 25.2%           | 9.0%            | 34.2%   | 0.0%     | 6.3%     | 14.0%   | 63.6%   | 11.1%         | 100.0%  |

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

**FINANCIAL DATA: OPERATING REVENUE**  
**INCLUDES TRANSIT AGENCIES REPORTING TO NATIONAL TRANSIT DATABASE FOR URBANIZED AREAS ONLY**

| TABLE 53: FEDERAL OPERATING REVENUE SOURCES (a)  |                                  |                          |                    |                      |                     |                       |                       |                      |         |         |
|--|----------------------------------|--------------------------|--------------------|----------------------|---------------------|-----------------------|-----------------------|----------------------|---------|---------|
| YEAR   | URBANIZED AREA FORMULA PROGRAM   |                          |                    | CAPITAL PRO-GRAM (B) | OTHER FTA           |                       | OTHER USDOT PRO-GRAMS | OTHER FEDER-AL FUNDS | TOTAL   |         |
|  | UAF PRO-GRAM ELIGIBLE OPERAT-ING | UAF PRO-GRAM CAPITAL (b) | UAF PRO-GRAM TOTAL |                      | OTHER FTA OPERAT-NG | OTHER FTA CAPITAL (B) |                       |                      |         |         |
| Millions of Dollars of Federal Operating Revenue |                                  |                          |                    |                      |                     |                       |                       |                      |         |         |
| 1994   | ---                              | ---                      | 769.0              | 92.6                 |                     |                       |                       |                      | 861.6   |         |
| 1995   | ---                              | ---                      | 708.5              | 59.3                 |                     |                       |                       |                      | 767.8   |         |
| 1996   | ---                              | ---                      | 462.7              | 90.9                 |                     |                       |                       |                      | 553.6   |         |
| 1997   | ---                              | ---                      | 497.4              | 107.1                |                     |                       |                       |                      | 604.5   |         |
| 1998   | 300.2                            | 358.4                    | 658.6              | 8.6                  | 74.1                |                       |                       |                      | 741.3   |         |
| 1999   | 306.1                            | 459.2                    | 765.3              | 40.4                 | 54.6                |                       |                       |                      | 860.3   |         |
| 2000   | 334.2                            | 566.2                    | 900.4              | 44.6                 | 39.4                |                       |                       |                      | 984.4   |         |
| 2001   | 185.3                            | 819.8                    | 1,005.1            | 65.8                 | 46.4                |                       |                       |                      | 1,117.3 |         |
| 2002   | ---                              | ---                      | 1,128.4            | 130.4                |                     |                       |                       | 21.4                 | 22.0    | 1,302.2 |
| 2003   | ---                              | ---                      | 1,389.5            | 27.1                 | 138.3               |                       |                       | 21.7                 | 19.5    | 1,596.1 |
| 2004   | 477.3                            | 997.1                    | 1,474.4            | 86.5                 | 45.1                | 109.9                 | 286.1                 | 22.2                 | 2,024.2 |         |
| 2005   | 295.9                            | 1,437.2                  | 1,733.1            | 62.9                 | 88.3                | 86.9                  | 254.2                 | 18.1                 | 2,243.1 |         |
| 2006   | 311.7                            | 1,623.9                  | 1,935.6            | 106.2                | 107.9               | 99.6                  | 249.7                 | 24.2                 | 2,523.4 |         |
| 2007   | 359.2                            | 1,785.4                  | 2,144.6            | 213.3                | 35.7                | 66.1                  | 14.5                  | 61.4                 | 2,535.6 |         |
| 2008   | 817.6                            | 1,277.2                  | 2,094.8            | 190.9                | 49.2                | 104.9                 | 11.5                  | 85.0                 | 2,536.3 |         |
| 2009   | 765.1                            | 1,633.1                  | 2,398.2            | 443.0                | 46.9                | 64.5                  | 7.6                   | 126.4                | 3,086.6 |         |
| Percent of Total Federal Operating Revenue       |                                  |                          |                    |                      |                     |                       |                       |                      |         |         |
| 1994   | ---                              | ---                      | 89.3%              | 10.7%                |                     |                       |                       |                      | 100.0%  |         |
| 1995   | ---                              | ---                      | 92.3%              | 7.7%                 |                     |                       |                       |                      | 100.0%  |         |
| 1996   | ---                              | ---                      | 83.6%              | 16.4%                |                     |                       |                       |                      | 100.0%  |         |
| 1997   | ---                              | ---                      | 82.3%              | 17.7%                |                     |                       |                       |                      | 100.0%  |         |
| 1998   | 40.5%                            | 48.3%                    | 88.8%              | 1.2%                 | 10.0%               |                       |                       |                      | 100.0%  |         |
| 1999   | 35.6%                            | 53.4%                    | 89.0%              | 4.7%                 | 6.3%                |                       |                       |                      | 100.0%  |         |
| 2000   | 33.9%                            | 57.5%                    | 91.5%              | 4.5%                 | 4.0%                |                       |                       |                      | 100.0%  |         |
| 2001   | 16.6%                            | 73.4%                    | 90.0%              | 5.9%                 | 4.2%                |                       |                       |                      | 100.0%  |         |
| 2002   | ---                              | ---                      | 86.7%              | 10.0%                |                     |                       |                       | 1.6%                 | 1.7%    | 100.0%  |
| 2003   | ---                              | ---                      | 87.1%              | 1.7%                 | 8.7%                |                       |                       | 1.4%                 | 1.2%    | 100.0%  |
| 2004   | 23.6%                            | 49.3%                    | 72.8%              | 4.3%                 | 2.2%                | 5.4%                  | 14.1%                 | 1.1%                 | 100.0%  |         |
| 2005   | 13.2%                            | 64.1%                    | 77.3%              | 2.8%                 | 3.9%                | 3.9%                  | 11.3%                 | 0.8%                 | 100.0%  |         |
| 2006   | 12.4%                            | 64.4%                    | 76.7%              | 4.2%                 | 4.3%                | 3.9%                  | 9.9%                  | 1.0%                 | 100.0%  |         |
| 2007   | 14.2%                            | 70.4%                    | 84.6%              | 8.4%                 | 1.4%                | 2.6%                  | 0.6%                  | 2.4%                 | 100.0%  |         |
| 2008   | 32.2%                            | 50.4%                    | 82.6%              | 7.5%                 | 1.9%                | 4.1%                  | 0.5%                  | 3.4%                 | 100.0%  |         |
| 2009   | 24.8%                            | 52.9%                    | 77.7%              | 14.4%                | 1.5%                | 2.1%                  | 0.2%                  | 4.1%                 | 100.0%  |         |

(a) Sample data only for transit systems in Urbanized Areas reporting to the annual National Transit Database, not projected to national total. Source: annual National Transit Database.

(b) Funds for purposes defined as capital in transit authorizing law but defined as operating in NTD accounts.

**FINANCIAL DATA: OPERATING REVENUES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 54: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS)</b> |         |                    |                  |               |               |                 |           |                                      |
|---|---------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR  | BUS     | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1926  | 115.5   | ---                | ---              | 134.4         | 728.6         | ---             | ---       | 978.5                                |
| 1927  | 131.1   | ---                | ---              | 140.6         | 705.1         | ---             | ---       | 976.8                                |
| 1928  | 142.3   | ---                | ---              | 143.7         | 679.5         | 0.3             | ---       | 965.8                                |
| 1929  | 159.9   | ---                | ---              | 149.9         | 667.9         | 0.6             | ---       | 978.3                                |
| 1930  | 153.4   | ---                | ---              | 148.9         | 595.1         | 1.7             | ---       | 899.1                                |
| 1931  | 142.3   | ---                | ---              | 139.7         | 506.1         | 2.2             | ---       | 790.3                                |
| 1932  | 126.1   | ---                | ---              | 127.2         | 400.6         | 2.7             | ---       | 656.6                                |
| 1933  | 120.2   | ---                | ---              | 122.6         | 360.5         | 3.0             | ---       | 606.3                                |
| 1934  | 137.8   | ---                | ---              | 126.6         | 368.8         | 4.2             | ---       | 637.4                                |
| 1935  | 151.2   | ---                | ---              | 127.8         | 357.8         | 5.5             | ---       | 642.3                                |
| 1936  | 180.9   | ---                | ---              | 131.8         | 365.2         | 7.6             | ---       | 685.5                                |
| 1937  | 197.7   | ---                | ---              | 130.8         | 347.1         | 14.1            | ---       | 689.7                                |
| 1938  | 205.1   | ---                | ---              | 128.0         | 311.0         | 18.8            | ---       | 662.9                                |
| 1939  | 226.2   | ---                | ---              | 130.0         | 303.7         | 21.6            | ---       | 681.5                                |
| 1940  | 248.8   | ---                | ---              | 128.8         | 299.0         | 24.9            | ---       | 701.5                                |
| 1941  | 291.0   | ---                | ---              | 131.7         | 301.8         | 34.3            | ---       | 758.8                                |
| 1942  | 426.0   | ---                | ---              | 139.7         | 365.0         | 48.4            | ---       | 979.1                                |
| 1943  | 534.2   | ---                | ---              | 147.5         | 490.6         | 63.3            | ---       | 1,235.6                              |
| 1944  | 574.3   | ---                | ---              | 146.5         | 509.0         | 67.1            | ---       | 1,296.9                              |
| 1945  | 590.0   | ---                | ---              | 150.8         | 504.9         | 68.0            | ---       | 1,313.7                              |
| 1946  | 610.9   | ---                | ---              | 150.0         | 498.9         | 71.7            | ---       | 1,331.5                              |
| 1947  | 632.0   | ---                | ---              | 148.8         | 466.9         | 76.5            | ---       | 1,324.2                              |
| 1948  | 713.5   | ---                | ---              | 184.2         | 429.4         | 89.7            | ---       | 1,416.8                              |
| 1949  | 739.2   | ---                | ---              | 210.8         | 358.9         | 110.8           | ---       | 1,419.7                              |
| 1950  | 734.2   | ---                | ---              | 209.6         | 322.4         | 120.6           | ---       | 1,386.8                              |
| 1951  | 789.3   | ---                | ---              | 207.3         | 284.4         | 130.6           | ---       | 1,411.6                              |
| 1952  | 839.1   | ---                | ---              | 206.2         | 247.0         | 145.8           | ---       | 1,438.1                              |
| 1953  | 849.7   | ---                | ---              | 232.0         | 218.0         | 148.9           | ---       | 1,448.6                              |
| 1954  | 835.3   | ---                | ---              | 261.4         | 174.5         | 138.8           | ---       | 1,410.0                              |
| 1955  | 826.3   | ---                | ---              | 257.5         | 146.6         | 128.5           | ---       | 1,358.9                              |
| 1956  | 845.3   | ---                | ---              | 264.2         | 117.1         | 124.5           | ---       | 1,351.1                              |
| 1957  | 849.6   | ---                | ---              | 260.5         | 97.0          | 112.7           | ---       | 1,319.8                              |
| 1958  | 839.2   | ---                | ---              | 259.4         | 83.5          | 100.1           | ---       | 1,282.2                              |
| 1959  | 877.0   | ---                | ---              | 262.9         | 78.5          | 89.9            | ---       | 1,308.3                              |
| 1960  | 910.3   | ---                | ---              | 269.6         | 74.0          | 81.0            | ---       | 1,334.9                              |
| 1961  | 897.8   | ---                | ---              | 273.5         | 73.1          | 76.5            | ---       | 1,320.9                              |
| 1962  | 910.1   | ---                | ---              | 280.1         | 66.3          | 73.7            | ---       | 1,330.2                              |
| 1963  | 932.2   | ---                | ---              | 274.6         | 54.8          | 54.7            | ---       | 1,316.3                              |
| 1964  | 950.4   | ---                | ---              | 282.3         | 48.3          | 45.0            | ---       | 1,326.0                              |
| 1965  | 971.9   | ---                | ---              | 279.0         | 48.6          | 40.6            | ---       | 1,340.1                              |
| 1966  | 998.1   | ---                | ---              | 297.0         | 51.8          | 38.5            | ---       | 1,385.4                              |
| 1967  | 1,037.3 | ---                | ---              | 340.4         | 44.8          | 34.9            | ---       | 1,457.4                              |
| 1968  | 1,049.7 | ---                | ---              | 341.7         | 44.0          | 34.8            | ---       | 1,470.2                              |
| 1969  | 1,114.8 | ---                | ---              | 362.5         | 45.9          | 31.5            | ---       | 1,554.7                              |
| 1970  | 1,193.6 | ---                | ---              | 368.5         | 46.6          | 30.4            | ---       | 1,639.1                              |
| 1971  | 1,226.8 | ---                | ---              | 363.8         | 40.1          | 31.2            | ---       | 1,661.9                              |
| 1972  | 1,177.8 | ---                | ---              | 401.9         | 39.6          | 31.4            | ---       | 1,650.7                              |

**FINANCIAL DATA: OPERATING REVENUES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 54: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS)</b> |             |                    |                  |               |               |                 |           |                                      |
|---|-------------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR  | BUS         | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1973  | 1,183.8     | ---                | ---              | 437.6         | 38.7          | 23.6            | ---       | 1,683.7                              |
| 1974  | 1,269.6     | ---                | ---              | 486.7         | 31.7          | 17.2            | ---       | 1,805.2                              |
| 1975  | 1,310.1     | ---                | ---              | 504.3         | 28.1          | 15.4            | 2.6       | 1,860.5                              |
| 1976  | 1,366.0     | ---                | ---              | 616.5         | 25.7          | 15.0            | 2.4       | 2,025.6                              |
| 1977  | 1,482.0     | ---                | ---              | 634.2         | 23.9          | 14.5            | 2.5       | 2,157.1                              |
| 1978  | 1,575.2     | ---                | ---              | 652.2         | 26.6          | 14.4            | 2.6       | 2,271.0                              |
| 1979  | 1,713.8     | ---                | ---              | 675.9         | 27.9          | 15.7            | 3.0       | 2,436.3                              |
| 1980  | 1,791.1     | ---                | ---              | 717.4         | 30.7          | 26.0            | 3.0       | 2,568.2                              |
| 1981  | In Total    | ---                | ---              | In Total      | In Total      | In Total        | ---       | 2,701.4                              |
| 1982  | In Total    | ---                | ---              | In Total      | In Total      | In Total        | ---       | 3,077.0                              |
| 1983  | In Total    | ---                | ---              | In Total      | In Total      | In Total        | ---       | 3,171.6                              |
| 1984  | In Total    | In Total           | In Total         | In Total      | In Total      | In Total        | In Total  | 4,447.7                              |
| 1985  | In Total    | In Total           | In Total         | In Total      | In Total      | In Total        | In Total  | 4,574.7                              |
| 1986  | In Total    | In Total           | In Total         | In Total      | In Total      | In Total        | In Total  | 5,113.1                              |
| 1987  | In Total    | In Total           | In Total         | In Total      | In Total      | In Total        | In Total  | 5,114.1                              |
| 1988  | In Total    | In Total           | In Total         | In Total      | In Total      | In Total        | In Total  | 5,224.6                              |
| 1989  | In Total    | In Total           | In Total         | In Total      | In Total      | In Total        | In Total  | 5,419.9                              |
| 1990  | 2,966.8     | 952.2              | 40.9             | 1,740.8       | 82.6          | 45.8            | 61.7      | 5,890.8                              |
| 1991  | 3,098.4     | 958.0              | 68.9             | 1,700.6       | 97.8          | 51.6            | 61.9      | 6,037.2                              |
| 1992  | 3,058.8     | 970.1              | 75.8             | 1,830.3       | 97.8          | 48.7            | 71.0      | 6,152.5                              |
| 1993  | 3,116.7     | 995.5              | 93.9             | 1,913.3       | 102.5         | 52.4            | 76.6      | 6,350.9                              |
| 1994  | 3,249.5     | 1,083.1            | 170.7            | 1,975.7       | 135.1         | 54.5            | 87.4      | 6,756.0                              |
| 1995  | 3,287.2     | 1,077.5            | 146.3            | 2,018.2       | 126.5         | 54.0            | 91.2      | 6,800.9                              |
| 1996  | 3,515.0     | 1,145.6            | 156.9            | 2,321.5       | 144.2         | 54.7            | 78.4      | 7,416.3                              |
| 1997  | 3,557.8     | 1,177.6            | 170.4            | 2,350.9       | 138.6         | 56.9            | 93.5      | 7,545.7                              |
| 1998  | 3,991.2     | 1,255.2            | 141.5            | 2,297.4       | 149.7         | 55.3            | 79.3      | 7,969.6                              |
| 1999  | 4,175.0     | 1,308.7            | 158.6            | 2,323.3       | 163.5         | 59.5            | 93.8      | 8,282.4                              |
| 2000  | 4,375.5     | 1,374.6            | 171.6            | 2,482.7       | 181.2         | 59.5            | 100.7     | 8,745.8                              |
| 2001  | 4,356.7     | 1,438.7            | 181.5            | 2,532.6       | 203.8         | 59.5            | 118.3     | 8,891.1                              |
| 2002  | 4,106.2     | 1,447.4            | 193.5            | 2,492.5       | 226.1         | 59.4            | 123.8     | 8,648.9                              |
| 2003  | 4,269.6     | 1,552.2            | 244.0            | 2,654.3       | 229.1         | 53.5            | 146.7     | 9,149.3                              |
| 2004  | 4,546.5     | 1,614.7            | 253.5            | 2,902.8       | 232.8         | 55.3            | 168.8     | 9,774.6                              |
| 2005  | 4,764.0     | 1,727.9            | 286.3            | 3,006.9       | 248.7         | 57.3            | 178.0     | 10,269.1                             |
| 2006  | 5,239.2     | 1,860.9            | 309.2            | 3,217.8       | 293.2         | 59.9            | 214.6     | 11,194.9                             |
| 2007  | (b) 4,583.2 | 1,983.4            | (b) 553.7        | 3,345.6       | 311.1         | 56.8            | (b) 309.4 | 11,144.6                             |
| 2008  | 4,835.3     | 2,165.2            | 498.6            | 3,639.5       | 370.3         | 63.3            | 287.8     | 11,860.0                             |
| 2009 P  | 4,961.8     | 2,194.3            | 483.3            | 3,801.0       | 390.6         | 68.1            | 374.1     | 12,273.2                             |

P = Preliminary.

(a) Beginning 1990, ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

(b) Data not continuous for fuels noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.



**FINANCIAL DATA: OPERATING REVENUES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 55: AVERAGE PASSENGER FARE PER UNLINKED TRIP BY MODE, DOLLARS<br/>(PASSENGER FARE REVENUE DIVIDED BY UNLINKED TRIPS)</b> |      |                    |                  |               |               |                 |           |                                      |
|---|------|--------------------|------------------|---------------|---------------|-----------------|-----------|--------------------------------------|
| YEAR  | BUS  | COMMUT-<br>ER RAIL | PARA-<br>TRANSIT | HEAVY<br>RAIL | LIGHT<br>RAIL | TROLLEY-<br>BUS | OTHER (a) | TOTAL<br>(MODES<br>REPORTED<br>ONLY) |
| 1990  | 0.52 | 2.90               | 0.60             | 0.74          | 0.47          | 0.36            | 0.78      | 0.67                                 |
| 1991  | 0.55 | 3.01               | 0.97             | 0.78          | 0.53          | 0.41            | 0.76      | 0.70                                 |
| 1992  | 0.55 | 3.09               | 1.05             | 0.83          | 0.52          | 0.39            | 0.92      | 0.72                                 |
| 1993  | 0.58 | 3.09               | 1.16             | 0.94          | 0.55          | 0.43            | 0.98      | 0.77                                 |
| 1994  | 0.67 | 3.19               | 1.94             | 0.91          | 0.48          | 0.46            | 1.09      | 0.85                                 |
| 1995  | 0.68 | 3.13               | 1.66             | 0.99          | 0.50          | 0.45            | 1.14      | 0.88                                 |
| 1996  | 0.72 | 3.25               | 1.69             | 1.08          | 0.55          | 0.47            | 0.97      | 0.93                                 |
| 1997  | 0.71 | 3.30               | 1.72             | 0.97          | 0.53          | 0.47            | 1.02      | 0.90                                 |
| 1998  | 0.74 | 3.29               | 1.49             | 0.96          | 0.54          | 0.47            | 0.89      | 0.91                                 |
| 1999  | 0.74 | 3.30               | 1.59             | 0.92          | 0.56          | 0.50            | 1.03      | 0.90                                 |
| 2000  | 0.77 | 3.33               | 1.63             | 0.94          | 0.57          | 0.49            | 1.08      | 0.93                                 |
| 2001  | 0.74 | 3.43               | 1.73             | 0.93          | 0.61          | 0.50            | 1.22      | 0.92                                 |
| 2002  | 0.70 | 3.50               | 1.88             | 0.93          | 0.67          | 0.51            | 1.28      | 0.90                                 |
| 2003  | 0.75 | 3.79               | 2.20             | 1.00          | 0.68          | 0.49            | 1.35      | 0.97                                 |
| 2004  | 0.79 | 3.90               | 2.22             | 1.06          | 0.67          | 0.52            | 1.51      | 1.02                                 |
| 2005  | 0.81 | 4.08               | 2.29             | 1.07          | 0.65          | 0.54            | 1.52      | 1.05                                 |
| 2006  | 0.89 | 4.22               | 2.45             | 1.10          | 0.72          | 0.60            | 1.77      | 1.12                                 |
| 2007  | 0.85 | 4.32               | 2.65             | 0.97          | 0.74          | 0.61            | 1.63      | 1.09                                 |
| 2008  | 0.87 | 4.59               | 2.61             | 1.03          | 0.82          | 0.63            | 1.57      | 1.13                                 |
| 2009 P  | 0.91 | 4.69               | 2.54             | 1.09          | 0.84          | 0.66            | 1.76      | 1.18                                 |

P = Preliminary.

(a) Ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.  
See Glossary following Tables for complete definitions.

**FINANCIAL DATA: OPERATING REVENUES**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION FARE DATABASE ONLY**

| <b>TABLE 56: PASSENGER FARE STRUCTURES</b> |  |                             |                             |  |                                    |   |                    |
|--|--|-----------------------------|-----------------------------|--|------------------------------------|---|--------------------|
| YEAR                                       | AVERAGE<br>REVENUE<br>PER<br>UNLINKED<br>TRIP (a)<br>(DOLLARS) | ADULT BASE CASH FARE        |                             | PERCENT OF SYSTEMS WITH                  |                                    |   |                    |
|  |  | HIGHEST<br>(DOLLARS)<br>(b) | AVERAGE<br>(DOLLARS)<br>(b) | PEAK<br>PERIOD<br>SUR-<br>CHARGES<br>(b) | TRANSFER<br>SUR-<br>CHARGES<br>(b) | ZONE OR<br>DISTANCE<br>SUR-<br>CHARGES<br>(b) | SMART<br>CARDS (b) |
| 1926                                       | 0.057  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1927                                       | 0.057  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1928                                       | 0.057  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1929                                       | 0.058  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1930                                       | 0.058  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1931                                       | 0.057  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1932                                       | 0.055  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1933                                       | 0.053  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1934                                       | 0.053  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1935                                       | 0.052  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1936                                       | 0.052  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1937                                       | 0.052  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1938                                       | 0.052  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1939                                       | 0.053  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1940                                       | 0.053  | 0.10                        | ---                         | ---                                      | ---                                | ---   | ---                |
| 1941                                       | 0.054  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1942                                       | 0.054  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1943                                       | 0.056  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1944                                       | 0.056  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1945                                       | 0.056  | 0.10                        | ---                         | ---                                      | ---                                | ---   | ---                |
| 1946                                       | 0.057  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1947                                       | 0.059  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1948                                       | 0.066  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1949                                       | 0.074  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1950                                       | 0.080  | 0.17                        | ---                         | ---                                      | ---                                | ---   | ---                |
| 1951                                       | 0.087  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1952                                       | 0.095  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1953                                       | 0.104  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1954                                       | 0.113  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1955                                       | 0.117  | 0.20                        | ---                         | ---                                      | ---                                | ---   | ---                |
| 1956                                       | 0.123  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1957                                       | 0.127  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1958                                       | 0.131  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1959                                       | 0.136  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1960                                       | 0.142  | 0.30                        | ---                         | ---                                      | ---                                | ---   | ---                |
| 1961                                       | 0.149  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1962                                       | 0.153  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1963                                       | 0.157  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1964                                       | 0.159  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1965                                       | 0.162  | 0.35                        | ---                         | ---                                      | ---                                | ---   | ---                |
| 1966                                       | 0.171  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1967                                       | 0.178  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1968                                       | 0.183  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1969                                       | 0.199  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |

**FINANCIAL DATA: OPERATING REVENUES**  
**INCLUDES SAMPLE IN APTA PUBLIC TRANSPORTATION FARE DATABASE ONLY**

| <b>TABLE 56: PASSENGER FARE STRUCTURES</b> |  |                             |                             |  |                                    |   |                    |
|--|--|-----------------------------|-----------------------------|--|------------------------------------|---|--------------------|
| YEAR                                       | AVERAGE<br>REVENUE<br>PER<br>UNLINKED<br>TRIP (a)<br>(DOLLARS) | ADULT BASE CASH FARE        |                             | PERCENT OF SYSTEMS WITH                  |                                    |   |                    |
|  |  | HIGHEST<br>(DOLLARS)<br>(b) | AVERAGE<br>(DOLLARS)<br>(b) | PEAK<br>PERIOD<br>SUR-<br>CHARGES<br>(b) | TRANSFER<br>SUR-<br>CHARGES<br>(b) | ZONE OR<br>DISTANCE<br>SUR-<br>CHARGES<br>(b) | SMART<br>CARDS (b) |
| 1970                                       | 0.224  | 0.50                        | ---                         | ---                                      | ---                                | ---   | ---                |
| 1971                                       | 0.243  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1972                                       | 0.251  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1973                                       | 0.253  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1974                                       | 0.260  | ---                         | ---                         | ---                                      | ---                                | ---   | ---                |
| 1975                                       | 0.267  | 0.75                        | ---                         | ---                                      | ---                                | ---   | ---                |
| 1976                                       | 0.278  | 0.75                        | ---                         | ---                                      | ---                                | ---   | ---                |
| 1977                                       | 0.296  | 0.75                        | 0.33                        | 3.7%                                     | ---                                | ---   | ---                |
| 1978                                       | 0.298  | 0.75                        | 0.34                        | 4.6%                                     | ---                                | ---   | ---                |
| 1979                                       | 0.300  | 0.75                        | 0.36                        | 5.4%                                     | ---                                | ---   | ---                |
| 1980                                       | 0.310  | 0.75                        | 0.40                        | 5.1%                                     | 29.6%                              | 31.4%   | ---                |
| 1981                                       | 0.339  | 1.00                        | 0.47                        | 4.2%                                     | 23.7%                              | 31.6%   | ---                |
| 1982                                       | 0.397  | 1.00                        | 0.53                        | 9.0%                                     | 28.4%                              | 38.9%   | ---                |
| 1983                                       | 0.402  | 1.00                        | 0.55                        | 8.9%                                     | 37.1%                              | 35.9%   | ---                |
| 1984                                       | 0.503  | 1.50                        | 0.57                        | 9.5%                                     | 36.6%                              | 34.0%   | ---                |
| 1985                                       | 0.530  | 1.50                        | 0.58                        | 8.6%                                     | 37.0%                              | 33.1%   | ---                |
| 1986                                       | 0.583  | 2.10                        | 0.62                        | 8.8%                                     | 30.7%                              | 27.9%   | ---                |
| 1987                                       | 0.585  | 2.75                        | 0.63                        | 8.4%                                     | 29.5%                              | 33.1%   | ---                |
| 1988                                       | 0.603  | 2.75                        | 0.66                        | 7.8%                                     | 30.2%                              | 33.2%   | ---                |
| 1989                                       | 0.607  | 2.75                        | 0.67                        | 6.4%                                     | 27.7%                              | 31.5%   | ---                |
| 1990                                       | 0.669  | 2.75                        | 0.73                        | 6.5%                                     | 28.8%                              | 38.9%   | ---                |
| 1991                                       | 0.704  | 6.00                        | 0.82                        | 5.5%                                     | 24.2%                              | 39.4%   | ---                |
| 1992                                       | 0.724  | 6.00                        | 0.86                        | 5.6%                                     | 26.6%                              | 39.0%   | ---                |
| 1993                                       | 0.773  | 6.00                        | 0.86                        | 5.6%                                     | 26.6%                              | 39.0%   | ---                |
| 1994                                       | 0.850  | 6.00                        | 0.96                        | 6.4%                                     | 25.2%                              | 37.7%   | ---                |
| 1995                                       | 0.876  | 7.00                        | 0.99                        | 6.5%                                     | 23.8%                              | 36.9%   | ---                |
| 1996                                       | 0.933  | 7.00                        | 1.05                        | 7.0%                                     | 22.9%                              | 32.6%   | ---                |
| 1997                                       | 0.888  | 7.00                        | 1.06                        | 7.0%                                     | 22.9%                              | 32.6%   | ---                |
| 1998                                       | 0.871  | 7.00                        | 1.06                        | 6.1%                                     | 21.9%                              | 32.9%   | ---                |
| 1999                                       | 0.903  | 4.00                        | 1.09                        | 6.5%                                     | 26.8%                              | 35.0%   | ---                |
| 2000                                       | 0.934  | 5.00                        | 1.13                        | 7.5%                                     | 21.6%                              | 33.2%   | ---                |
| 2001                                       | 0.921  | 7.00                        | 1.19                        | 7.0%                                     | 20.1%                              | 32.4%   | ---                |
| 2002                                       | 0.899  | 9.00                        | 1.24                        | 4.5%                                     | 21.3%                              | 28.5%   | ---                |
| 2003                                       | 0.970  | 10.00                       | 1.33                        | 5.4%                                     | 20.4%                              | 29.1%   | ---                |
| 2004                                       | 1.021  | 10.00                       | 1.37                        | 7.6%                                     | 19.7%                              | 29.9%   | ---                |
| 2005                                       | 1.016  | 12.50                       | 1.38                        | 6.1%                                     | 19.2%                              | 24.6%   | ---                |
| 2006                                       | 1.118  | 12.50                       | 1.44                        | 7.1%                                     | 18.9%                              | 24.6%   | ---                |
| 2007                                       | 1.084  | 24.00                       | 1.68                        | 4.3%                                     | 19.3%                              | 20.1%   | 10.0%              |
| 2008                                       | 1.130  | 24.00                       | 1.81                        | 5.6%                                     | 29.7%                              | 20.6%   | 20.3%              |
| 2009 P                                     | 1.182  | 24.00                       | 1.94                        | 5.6%                                     | 30.1%                              | 20.6%   | 21.6%              |

(a) Data expanded to entire transit industry.

(b) Sample data only; from annual *APTA Public Transportation Fare Database*, not projected to national total.

P = Preliminary.

See Glossary following Tables for complete definitions.

**FINANCIAL DATA: TOTAL EXPENSES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 57: TOTAL EXPENSES (MILLIONS OF DOLLARS)</b> |                         |                           |                       |
|---|-------------------------|---------------------------|-----------------------|
| <b>YEAR</b>   | <b>CAPITAL EXPENSES</b> | <b>OPERATING EXPENSES</b> | <b>TOTAL EXPENSES</b> |
| 1992  | 5,435.7                 | 16,781.4                  | 22,217.1              |
| 1993  | 5,839.6                 | 17,349.9                  | 23,189.5              |
| 1994  | 5,832.7                 | 17,919.9                  | 23,752.6              |
| 1995  | 7,230.3                 | 17,848.7                  | 25,079.0              |
| 1996  | 7,083.8                 | 18,340.7                  | 25,424.5              |
| 1997  | 7,849.5                 | 18,936.1                  | 26,785.6              |
| 1998  | 7,892.8                 | 19,738.5                  | 27,631.3              |
| 1999  | 8,974.7                 | 20,512.1                  | 29,486.8              |
| 2000  | 9,587.0                 | 22,645.5                  | 32,232.5              |
| 2001  | 11,418.7                | 23,516.9                  | 34,935.6              |
| 2002  | 12,847.6                | 24,834.0                  | 37,681.6              |
| 2003  | 13,240.6                | 26,851.6                  | 40,092.2              |
| 2004  | 13,246.0                | 28,505.8                  | 41,751.8              |
| 2005  | 12,383.4                | 30,294.9                  | 42,678.3              |
| 2006  | 13,340.4                | 32,037.2                  | 45,377.6              |
| 2007  | 14,528.3                | 33,877.3                  | 48,405.6              |
| 2008  | 17,764.8                | 36,397.9                  | 54,162.7              |
| 2009 P  | 17,919.2                | 37,245.0                  | 55,164.2              |

**FINANCIAL DATA: TOTAL REVENUES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 58: TOTAL REVENUES (MILLIONS OF DOLLARS) |           |                              |                            |                            |                              |          |
|--|-----------|------------------------------|----------------------------|----------------------------|------------------------------|----------|
| YEAR   | TYPE      | DIRECTLY<br>GENERATED<br>(a) | LOCAL<br>GOVERNMENT<br>(b) | STATE<br>GOVERNMENT<br>(c) | FEDERAL<br>GOVERNMENT<br>(d) | TOTAL    |
| 1988   | Capital   | 86.5                         | 769.0                      | 489.6                      | 2,519.5                      | 3,864.6  |
|  | Operating | 10,958.4                     |                            | 2,677.1                    | 905.1                        | 14,540.6 |
|  | Total     | 11,813.9                     |                            | 3,166.7                    | 3,424.6                      | 18,405.2 |
| 1989   | Capital   | 118.3                        | 802.6                      | 665.5                      | 2,426.5                      | 4,012.9  |
|  | Operating | 11,252.0                     |                            | 2,796.3                    | 936.6                        | 14,984.9 |
|  | Total     | 12,172.9                     |                            | 3,461.8                    | 3,363.1                      | 18,997.8 |
| 1990   | Capital   | 189.3                        | 1,176.9                    | 696.8                      | 2,872.5                      | 4,935.5  |
|  | Operating | 12,112.6                     |                            | 2,970.6                    | 970.0                        | 16,053.2 |
|  | Total     | 13,478.8                     |                            | 3,667.4                    | 3,842.5                      | 20,988.7 |
| 1991   | Capital   | 1,074.5                      | 1,012.3                    | 695.4                      | 2,773.5                      | 5,555.7  |
|  | Operating | 12,177.4                     |                            | 3,199.5                    | 955.9                        | 16,332.8 |
|  | Total     | 14,264.2                     |                            | 3,894.9                    | 3,729.4                      | 21,888.5 |
| 1992   | Capital   | 1,131.7                      | 830.0                      | 801.0                      | 2,673.0                      | 5,435.7  |
|  | Operating | 12,066.5                     |                            | 3,879.5                    | 969.1                        | 16,915.1 |
|  | Total     | 14,028.2                     |                            | 4,680.5                    | 3,642.1                      | 22,350.8 |
| 1993   | Capital   | 1,002.1                      | 1,079.6                    | 1,325.5                    | 2,432.4                      | 5,839.6  |
|  | Operating | 12,605.5                     |                            | 3,704.2                    | 966.5                        | 17,276.2 |
|  | Total     | 14,687.2                     |                            | 5,029.7                    | 3,398.9                      | 23,115.8 |
| 1994   | Capital   | 1,164.2                      | 997.9                      | 1,047.8                    | 2,622.8                      | 5,832.7  |
|  | Operating | 9,026.6                      | 4,171.2                    | 3,854.4                    | 915.6                        | 17,967.8 |
|  | Total     | 10,190.8                     | 5,169.1                    | 4,902.2                    | 3,538.4                      | 23,800.5 |
| 1995   | Capital   | 1,899.6                      | 888.2                      | 1,020.3                    | 3,422.2                      | 7,230.3  |
|  | Operating | 9,613.1                      | 3,980.9                    | 3,829.6                    | 817.0                        | 18,240.6 |
|  | Total     | 11,512.7                     | 4,869.1                    | 4,849.9                    | 4,239.2                      | 25,470.9 |
| 1996   | Capital   | 1,649.1                      | 926.0                      | 915.9                      | 3,592.8                      | 7,083.8  |
|  | Operating | 10,344.5                     | 4,128.5                    | 4,081.8                    | 596.4                        | 19,151.2 |
|  | Total     | 11,993.6                     | 5,054.5                    | 4,997.7                    | 4,189.2                      | 26,235.0 |
| 1997   | Capital   | 1,638.1                      | 898.8                      | 1,037.0                    | 4,275.6                      | 7,849.5  |
|  | Operating | 10,854.1                     | 4,095.1                    | 3,918.7                    | 647.0                        | 19,514.9 |
|  | Total     | 12,492.2                     | 4,993.9                    | 4,955.7                    | 4,922.6                      | 27,364.4 |
| 1998   | Capital   | 2,009.4                      | 1,032.2                    | 932.2                      | 3,919.0                      | 7,892.8  |
|  | Operating | 11,654.3                     | 4,376.9                    | 4,279.4                    | 751.2                        | 21,061.8 |
|  | Total     | 13,663.7                     | 5,409.1                    | 5,211.6                    | 4,670.2                      | 28,954.6 |
| 1999   | Capital   | 2,974.6                      | 1,128.2                    | 911.5                      | 3,960.4                      | 8,974.7  |
|  | Operating | 11,930.0                     | 4,539.8                    | 4,878.6                    | 871.8                        | 22,220.2 |
|  | Total     | 14,904.6                     | 5,668.0                    | 5,790.1                    | 4,832.2                      | 31,194.9 |
| 2000   | Capital   | 2,561.7                      | 1,469.2                    | 1,030.5                    | 4,525.6                      | 9,587.0  |
|  | Operating | 12,962.5                     | 5,318.8                    | 4,967.1                    | 994.2                        | 24,242.6 |
|  | Total     | 15,524.2                     | 6,788.0                    | 5,997.6                    | 5,519.8                      | 33,829.6 |
| 2001   | Capital   | 3,279.2                      | 1,304.4                    | 1,066.6                    | 5,768.5                      | 11,418.7 |
|  | Operating | 12,470.6                     | 5,986.6                    | 5,700.9                    | 1,129.9                      | 25,288.0 |
|  | Total     | 15,749.8                     | 7,291.0                    | 6,767.5                    | 6,898.4                      | 36,706.7 |
| 2002   | Capital   | 3,552.5                      | 2,582.9                    | 1,496.5                    | 5,215.6                      | 12,847.5 |
|  | Operating | 13,250.5                     | 5,343.9                    | 6,718.6                    | 1,319.4                      | 26,632.4 |
|  | Total     | 16,803.0                     | 7,926.8                    | 8,215.1                    | 6,535.0                      | 39,479.9 |
| 2003   | Capital   | 3,883.5                      | 2,397.8                    | 1,681.9                    | 5,277.5                      | 13,240.6 |
|  | Operating | 14,214.5                     | 5,557.6                    | 6,632.8                    | 1,616.2                      | 28,021.2 |
|  | Total     | 18,098.0                     | 7,955.4                    | 8,314.7                    | 6,893.7                      | 41,261.8 |
| 2004   | Capital   | 3,825.4                      | 2,407.7                    | 1,841.9                    | 5,171.0                      | 13,246.0 |
|  | Operating | 14,734.8                     | 6,184.3                    | 6,713.2                    | 2,085.9                      | 29,718.1 |
|  | Total     | 18,560.2                     | 8,592.0                    | 8,555.1                    | 7,256.9                      | 42,964.1 |

**FINANCIAL DATA: TOTAL REVENUES  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 58: TOTAL REVENUES (MILLIONS OF DOLLARS)</b> |           |                              |                            |                            |                              |          |
|---|-----------|------------------------------|----------------------------|----------------------------|------------------------------|----------|
| YEAR  | TYPE      | DIRECTLY<br>GENERATED<br>(a) | LOCAL<br>GOVERNMENT<br>(b) | STATE<br>GOVERNMENT<br>(c) | FEDERAL<br>GOVERNMENT<br>(d) | TOTAL    |
| 2005  | Capital   | 3,279.2                      | 2,716.3                    | 1,563.2                    | 4,824.8                      | 12,383.4 |
|   | Operating | 15,252.2                     | 6,657.8                    | 7,494.5                    | 2,303.4                      | 31,707.8 |
|   | Total     | 18,531.4                     | 9,374.1                    | 9,057.7                    | 7,128.2                      | 44,091.2 |
| 2006  | Capital   | 3,683.6                      | 2,071.9                    | 1,776.6                    | 5,808.3                      | 13,340.4 |
|   | Operating | 16,341.4                     | 7,105.2                    | 7,674.3                    | 2,591.9                      | 33,712.8 |
|   | Total     | 20,025.0                     | 9,177.1                    | 9,450.9                    | 8,400.2                      | 47,053.2 |
| 2007  | Capital   | 4,789.7                      | 2,055.9                    | 1,600.2                    | 5,864.4                      | 14,310.2 |
|   | Operating | 16,170.3                     | 8,322.0                    | 8,370.6                    | 2,677.9                      | 35,540.8 |
|   | Total     | 20,960.0                     | 10,377.9                   | 9,970.8                    | 8,542.3                      | 49,851.0 |
| 2008  | Capital   | 5,650.8                      | 2,694.5                    | 2,146.2                    | 6,953.7                      | 17,445.2 |
|   | Operating | 16,752.5                     | 8,753.7                    | 9,794.8                    | 2,674.0                      | 37,975.0 |
|   | Total     | 22,403.3                     | 11,448.2                   | 11,941.0                   | 9,627.7                      | 55,420.2 |
| 2009 P  | Capital   | 5,613.7                      | 2,315.2                    | 2,614.8                    | 7,685.5                      | 18,229.3 |
|   | Operating | 17,091.4                     | 8,762.6                    | 9,857.1                    | 3,206.7                      | 38,917.8 |
|   | Total     | 22,705.1                     | 11,077.8                   | 12,471.9                   | 10,892.2                     | 57,147.1 |

(a) Sources of Directly Generated Funds for Urbanized Areas reporting in the National Transit Database are reported on Tables 45 and 50.

(b) Sources of Local Government Funds for Urbanized Areas reporting in the National Transit Database are reported on Tables 46 and 51.

(c) Sources of State Government for Urbanized Areas reporting in the National Transit Database are reported on Tables 47 and 52.

(d) Sources of Federal Government Funds for Urbanized Areas reporting in the National Transit Database are reported on Tables 48 and 53.

**MODAL SUMMARY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 59: BUS STATISTICS</b> |                                  |  |                                |                                |                                     |                            |                     |
|---------------------------------|----------------------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR                            | NUMBER OF AGENCIES (APPROXIMATE) | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1922                            | ---                              | ---                                    | ---                            | ---                            | 404                                 | ---                        | ---                 |
| 1923                            | ---                              | ---                                    | ---                            | ---                            | 661                                 | ---                        | ---                 |
| 1924                            | ---                              | ---                                    | ---                            | ---                            | 989                                 | ---                        | ---                 |
| 1925                            | ---                              | ---                                    | ---                            | ---                            | 1,484                               | ---                        | ---                 |
| 1926                            | ---                              | 14,400                                 | 449.7                          | ---                            | 2,009                               | ---                        | ---                 |
| 1927                            | ---                              | 18,000                                 | 589.2                          | ---                            | 2,301                               | ---                        | ---                 |
| 1928                            | ---                              | 19,700                                 | 633.4                          | ---                            | 2,470                               | ---                        | ---                 |
| 1929                            | ---                              | 21,100                                 | 699.8                          | ---                            | 2,623                               | ---                        | ---                 |
| 1930                            | ---                              | 21,300                                 | 705.8                          | ---                            | 2,481                               | ---                        | ---                 |
| 1931                            | ---                              | 20,700                                 | 682.5                          | ---                            | 2,315                               | ---                        | ---                 |
| 1932                            | ---                              | 20,200                                 | 663.3                          | ---                            | 2,138                               | ---                        | ---                 |
| 1933                            | ---                              | 20,200                                 | 655.1                          | ---                            | 2,077                               | ---                        | ---                 |
| 1934                            | ---                              | 22,200                                 | 711.1                          | ---                            | 2,376                               | ---                        | ---                 |
| 1935                            | ---                              | 23,800                                 | 764.0                          | ---                            | 2,625                               | ---                        | ---                 |
| 1936                            | ---                              | 26,800                                 | 864.2                          | ---                            | 3,188                               | ---                        | ---                 |
| 1937                            | ---                              | 27,500                                 | 957.0                          | ---                            | 3,500                               | ---                        | ---                 |
| 1938                            | ---                              | 28,500                                 | 986.4                          | ---                            | 3,488                               | ---                        | ---                 |
| 1939                            | ---                              | 32,600                                 | 1,047.4                        | ---                            | 3,866                               | ---                        | ---                 |
| 1940                            | ---                              | 35,000                                 | 1,194.5                        | ---                            | 4,255                               | ---                        | ---                 |
| 1941                            | ---                              | 39,300                                 | 1,313.0                        | ---                            | 4,948                               | ---                        | ---                 |
| 1942                            | ---                              | 46,000                                 | 1,612.0                        | ---                            | 7,264                               | ---                        | ---                 |
| 1943                            | ---                              | 47,100                                 | 1,693.0                        | ---                            | 9,070                               | ---                        | ---                 |
| 1944                            | ---                              | 48,400                                 | 1,713.3                        | ---                            | 9,713                               | ---                        | ---                 |
| 1945                            | ---                              | 49,670                                 | 1,722.3                        | ---                            | 9,946                               | ---                        | ---                 |
| 1946                            | ---                              | 52,450                                 | 1,807.2                        | ---                            | 10,247                              | ---                        | ---                 |
| 1947                            | ---                              | 56,917                                 | 1,885.7                        | ---                            | 10,374                              | ---                        | ---                 |
| 1948                            | ---                              | 58,540                                 | 1,975.7                        | ---                            | 10,759                              | ---                        | ---                 |
| 1949                            | ---                              | 57,035                                 | 1,968.2                        | ---                            | 10,193                              | ---                        | ---                 |
| 1950                            | ---                              | 56,820                                 | 1,895.4                        | ---                            | 9,447                               | ---                        | ---                 |
| 1951                            | ---                              | 57,660                                 | 1,893.0                        | ---                            | 9,227                               | ---                        | ---                 |
| 1952                            | ---                              | 55,980                                 | 1,877.7                        | ---                            | 8,901                               | ---                        | ---                 |
| 1953                            | ---                              | 54,700                                 | 1,819.0                        | ---                            | 8,280                               | ---                        | ---                 |
| 1954                            | ---                              | 54,000                                 | 1,760.7                        | ---                            | 7,643                               | ---                        | ---                 |
| 1955                            | ---                              | 52,400                                 | 1,709.9                        | ---                            | 7,269                               | ---                        | ---                 |
| 1956                            | ---                              | 51,400                                 | 1,680.9                        | ---                            | 7,062                               | ---                        | ---                 |
| 1957                            | ---                              | 50,800                                 | 1,648.4                        | ---                            | 6,903                               | ---                        | ---                 |
| 1958                            | ---                              | 50,100                                 | 1,593.6                        | ---                            | 6,540                               | ---                        | ---                 |
| 1959                            | ---                              | 49,500                                 | 1,576.5                        | ---                            | 6,498                               | ---                        | ---                 |
| 1960                            | ---                              | 49,600                                 | 1,576.4                        | ---                            | 6,425                               | ---                        | ---                 |
| 1961                            | ---                              | 49,000                                 | 1,529.7                        | ---                            | 5,993                               | ---                        | ---                 |
| 1962                            | ---                              | 48,800                                 | 1,515.2                        | ---                            | 5,865                               | ---                        | ---                 |
| 1963                            | ---                              | 49,400                                 | 1,523.1                        | ---                            | 5,822                               | ---                        | ---                 |
| 1964                            | ---                              | 49,200                                 | 1,527.9                        | ---                            | 5,813                               | ---                        | ---                 |
| 1965                            | ---                              | 49,600                                 | 1,528.3                        | ---                            | 5,814                               | ---                        | ---                 |
| 1966                            | ---                              | 50,130                                 | 1,521.7                        | ---                            | 5,764                               | ---                        | ---                 |
| 1967                            | ---                              | 50,180                                 | 1,526.0                        | ---                            | 5,723                               | ---                        | ---                 |
| 1968                            | ---                              | 50,000                                 | 1,508.2                        | ---                            | 5,610                               | ---                        | ---                 |

**MODAL SUMMARY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 59: BUS STATISTICS</b> |                                  |  |                                |                                |                                     |                            |                     |
|---------------------------------|----------------------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR                            | NUMBER OF AGENCIES (APPROXIMATE) | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1969                            | ---                              | 49,600                                 | 1,478.3                        | ---                            | 5,375                               | ---                        | ---                 |
| 1970                            | ---                              | 49,700                                 | 1,409.3                        | ---                            | 5,034                               | ---                        | ---                 |
| 1971                            | ---                              | 49,150                                 | 1,375.5                        | ---                            | 4,699                               | ---                        | ---                 |
| 1972                            | ---                              | 49,075                                 | 1,308.0                        | ---                            | 4,495                               | ---                        | ---                 |
| 1973                            | ---                              | 48,286                                 | 1,370.4                        | ---                            | 4,642                               | ---                        | ---                 |
| 1974                            | ---                              | 48,700                                 | 1,431.0                        | ---                            | 4,976                               | ---                        | ---                 |
| 1975                            | ---                              | 50,822                                 | 1,526.0                        | ---                            | 5,084                               | ---                        | ---                 |
| 1976                            | ---                              | 52,382                                 | 1,581.4                        | ---                            | 5,247                               | ---                        | ---                 |
| 1977                            | ---                              | 51,968                                 | 1,623.3                        | ---                            | 4,949                               | 19,730                     | ---                 |
| 1978                            | ---                              | 52,866                                 | 1,630.5                        | ---                            | 5,142                               | 20,708                     | ---                 |
| 1979                            | 1,024                            | 54,490                                 | 1,633.6                        | ---                            | 5,552                               | 21,393                     | ---                 |
| 1980                            | 1,022                            | 59,411                                 | 1,677.2                        | ---                            | 5,837                               | 21,790                     | ---                 |
| 1981                            | 1,030                            | 60,393                                 | 1,684.6                        | ---                            | 5,594                               | 21,012                     | ---                 |
| 1982                            | 1,029                            | 62,114                                 | 1,668.8                        | ---                            | 5,324                               | 19,987                     | ---                 |
| 1983                            | 1,031                            | 62,093                                 | 1,677.8                        | ---                            | 5,422                               | 20,047                     | ---                 |
| 1984                            | 2,291                            | 67,294                                 | 1,844.7                        | ---                            | 5,908                               | 21,595                     | 154,326             |
| 1985                            | 2,338                            | 64,258                                 | 1,862.9                        | ---                            | 5,675                               | 21,161                     | 157,581             |
| 1986                            | 2,654                            | 66,218                                 | 2,002.3                        | 153.7                          | 5,753                               | 21,395                     | 165,839             |
| 1987                            | 2,671                            | 63,017                                 | 2,079.4                        | 160.3                          | 5,614                               | 20,970                     | 165,176             |
| 1988                            | 2,671                            | 62,572                                 | 2,097.3                        | 160.5                          | 5,590                               | 20,753                     | 165,407             |
| 1989                            | 2,665                            | 58,919                                 | 2,109.3                        | 161.4                          | 5,620                               | 20,768                     | 162,990             |
| 1990                            | 2,688                            | 58,714                                 | 2,129.9                        | 163.0                          | 5,677                               | 20,981                     | 162,189             |
| 1991                            | 2,689                            | 60,377                                 | 2,166.6                        | 163.8                          | 5,624                               | 21,090                     | 163,555             |
| 1992                            | 2,693                            | 63,080                                 | 2,178.0                        | 165.1                          | 5,517                               | 20,336                     | 163,387             |
| 1993                            | 2,694                            | 64,850                                 | 2,209.6                        | 166.2                          | 5,381                               | 20,247                     | 177,167             |
| 1994                            | 2,250                            | 68,123                                 | 2,162.0                        | 162.1                          | 4,871                               | 18,832                     | 174,373             |
| 1995                            | 2,250                            | 67,107                                 | 2,183.7                        | 162.9                          | 4,848                               | 18,818                     | 181,973             |
| 1996                            | 2,250                            | 71,678                                 | 2,220.5                        | 165.5                          | 4,887                               | 19,096                     | 190,152             |
| 1997                            | 2,250                            | 72,770                                 | 2,244.6                        | 167.0                          | 5,013                               | 19,604                     | 196,861             |
| 1998                            | 2,250                            | 72,142                                 | 2,174.6                        | 164.0                          | 5,399                               | 20,360                     | 198,644             |
| 1999                            | 2,262                            | 74,228                                 | 2,275.9                        | 170.1                          | 5,648                               | 21,205                     | 204,179             |
| 2000                            | 2,262                            | 75,013                                 | 2,314.8                        | 174.3                          | 5,678                               | 21,241                     | 211,095             |
| 2001                            | 2,264                            | 76,075                                 | 2,376.5                        | 179.4                          | 5,849                               | 22,022                     | 214,674             |
| 2002                            | 2,264                            | 76,190                                 | 2,411.1                        | 182.7                          | 5,868                               | 21,841                     | 214,825             |
| 2003                            | 1,982                            | 77,328                                 | 2,420.8                        | 184.2                          | 5,692                               | 21,262                     | 205,478             |
| 2004                            | 1,500                            | 81,033                                 | 2,471.0                        | 189.7                          | 5,731                               | 21,377                     | 212,122             |
| 2005                            | 1,500                            | 82,027                                 | 2,484.8                        | 186.2                          | 5,855                               | 21,825                     | 217,332             |
| 2006                            | 1,500                            | 83,080                                 | 2,494.9                        | 189.3                          | 5,894                               | 22,821                     | 221,302             |
| 2007                            | (a) 1,200                        | (a) 65,249                             | (a) 2,302.4                    | (a) 174.7                      | (a) 5,413                           | (a) 20,976                 | (a) 188,644         |
| 2008                            | 1,086                            | 66,506                                 | 2,376.5                        | 180.5                          | 5,573                               | 21,757                     | 192,213             |
| 2009 P                          | 1,088                            | 64,832                                 | 2,331.8                        | 177.7                          | 5,452                               | 21,477                     | 192,510             |

P = Preliminary.

(a) Data not continuous for data noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.



**MODAL SUMMARY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| TABLE 60: PARATRANSIT STATISTICS |                                  |  |                                |                                |                                     |                            |                     |
|----------------------------------|----------------------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR                             | NUMBER OF AGENCIES (APPROXIMATE) | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1984                             | ---                              | 14,164                                 | 256.1                          | ---                            | 62                                  | 349                        | 23,798              |
| 1985                             | ---                              | 14,490                                 | 247.4                          | ---                            | 59                                  | 364                        | 23,767              |
| 1986                             | 2,554                            | 15,346                                 | 274.5                          | 21.7                           | 63                                  | 402                        | 20,664              |
| 1987                             | 2,580                            | 15,944                                 | 250.0                          | 21.9                           | 64                                  | 374                        | 19,068              |
| 1988                             | 2,582                            | 16,812                                 | 288.9                          | 23.5                           | 73                                  | 441                        | 21,391              |
| 1989                             | 3,867                            | 15,856                                 | 300.4                          | 24.0                           | 70                                  | 428                        | 21,453              |
| 1990                             | 3,893                            | 16,471                                 | 305.9                          | 24.4                           | 68                                  | 431                        | 22,740              |
| 1991                             | 3,894                            | 17,879                                 | 335.0                          | 26.3                           | 71                                  | 454                        | 24,196              |
| 1992                             | 3,917                            | 20,695                                 | 363.5                          | 28.7                           | 72                                  | 495                        | 25,863              |
| 1993                             | 3,917                            | 23,527                                 | 406.0                          | 30.5                           | 81                                  | 562                        | 30,021              |
| 1994                             | 5,214                            | 28,729                                 | 463.7                          | 32.6                           | 88                                  | 577                        | 35,450              |
| 1995                             | 5,214                            | 29,352                                 | 506.5                          | 34.9                           | 88                                  | 607                        | 39,882              |
| 1996                             | 5,214                            | 30,804                                 | 548.3                          | 37.0                           | 93                                  | 656                        | 44,667              |
| 1997                             | 5,214                            | 32,509                                 | 585.3                          | 39.5                           | 99                                  | 754                        | 44,029              |
| 1998                             | 5,214                            | 29,646                                 | 670.9                          | 44.1                           | 95                                  | 735                        | 48,406              |
| 1999                             | 5,252                            | 31,884                                 | 718.4                          | 48.2                           | 100                                 | 813                        | 51,186              |
| 2000                             | 5,252                            | 33,080                                 | 758.9                          | 50.9                           | 105                                 | 839                        | 52,021              |
| 2001                             | 5,251                            | 34,661                                 | 789.3                          | 53.8                           | 105                                 | 855                        | 55,846              |
| 2002                             | 5,251                            | 34,699                                 | 802.6                          | 54.4                           | 103                                 | 853                        | 56,746              |
| 2003                             | 5,346                            | 35,954                                 | 864.0                          | 58.8                           | 111                                 | 930                        | 42,935              |
| 2004                             | 5,960                            | 37,078                                 | 889.5                          | 61.5                           | 114                                 | 962                        | 43,642              |
| 2005                             | 5,960                            | 41,958                                 | 978.3                          | 65.8                           | 125                                 | 1,058                      | 46,624              |
| 2006                             | 5,960                            | 43,509                                 | 1,013.0                        | 68.3                           | 126                                 | 1,078                      | 46,178              |
| 2007                             | (a) 7,300                        | (a) 64,865                             | (a) 1,471.4                    | (a) 108.5                      | (a) 209                             | (a) 1,502                  | (a) 91,394          |
| 2008                             | 7,200                            | 65,799                                 | 1,495.2                        | 101.5                          | 191                                 | 1,412                      | 99,323              |
| 2009 P                           | 6,700                            | 68,957                                 | 1,529.2                        | 104.5                          | 190                                 | 1,477                      | 100,242             |

P = Preliminary.

(a) Data not continuous for data noted, see Methodology, Page iv.

See Glossary following Tables for complete definitions.

**MODAL SUMMARY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 61: COMMUTER RAIL STATISTICS</b> |                    |  |                                |                                |                                     |                            |                     |
|---|--------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR                                      | NUMBER OF AGENCIES | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1975                                      | ---                | ---                                    | 173.0                          | ---                            | ---                                 | ---                        | ---                 |
| 1976                                      | ---                | 4,438                                  | 173.0                          | ---                            | ---                                 | ---                        | ---                 |
| 1977                                      | ---                | 4,340                                  | 175.0                          | ---                            | ---                                 | ---                        | ---                 |
| 1978                                      | ---                | 4,473                                  | 174.0                          | ---                            | ---                                 | ---                        | ---                 |
| 1979                                      | 18                 | 4,350                                  | 176.0                          | ---                            | ---                                 | ---                        | ---                 |
| 1980                                      | 18                 | 4,500                                  | 179.0                          | ---                            | 280                                 | 6,516                      | ---                 |
| 1981                                      | 18                 | 4,465                                  | 176.0                          | ---                            | 268                                 | 6,236                      | ---                 |
| 1982                                      | 18                 | 4,497                                  | 175.0                          | ---                            | 259                                 | 6,027                      | ---                 |
| 1983                                      | 17                 | 4,423                                  | 177.0                          | ---                            | 262                                 | 6,097                      | ---                 |
| 1984                                      | 13                 | 4,075                                  | 167.9                          | ---                            | 267                                 | 6,207                      | 21,884              |
| 1985                                      | 13                 | 4,035                                  | 182.7                          | ---                            | 275                                 | 6,534                      | 22,929              |
| 1986                                      | 12                 | 4,440                                  | 188.6                          | 5.8                            | 306                                 | 6,723                      | 22,414              |
| 1987                                      | 12                 | 4,686                                  | 188.9                          | 5.8                            | 311                                 | 6,818                      | 23,270              |
| 1988                                      | 12                 | 4,649                                  | 202.2                          | 6.4                            | 325                                 | 6,964                      | 23,188              |
| 1989                                      | 13                 | 4,472                                  | 209.6                          | 6.6                            | 330                                 | 7,211                      | 22,215              |
| 1990                                      | 14                 | 4,982                                  | 212.7                          | 6.5                            | 328                                 | 7,082                      | 21,443              |
| 1991                                      | 14                 | 5,126                                  | 214.9                          | 6.4                            | 318                                 | 7,344                      | 21,083              |
| 1992                                      | 14                 | 5,164                                  | 218.8                          | 6.5                            | 314                                 | 7,320                      | 21,151              |
| 1993                                      | 16                 | 4,982                                  | 223.9                          | 6.6                            | 322                                 | 6,940                      | 20,634              |
| 1994                                      | 16                 | 5,126                                  | 230.8                          | 6.9                            | 339                                 | 7,996                      | 22,596              |
| 1995                                      | 16                 | 5,164                                  | 237.7                          | 7.2                            | 344                                 | 8,244                      | 22,320              |
| 1996                                      | 16                 | 5,240                                  | 241.9                          | 7.3                            | 352                                 | 8,351                      | 22,604              |
| 1997                                      | 16                 | 5,426                                  | 250.7                          | 7.5                            | 357                                 | 8,038                      | 21,651              |
| 1998                                      | 18                 | 5,536                                  | 259.5                          | 7.9                            | 381                                 | 8,704                      | 22,488              |
| 1999                                      | 20                 | 5,550                                  | 265.9                          | 8.5                            | 396                                 | 8,766                      | 22,896              |
| 2000                                      | 19                 | 5,498                                  | 270.9                          | 9.4                            | 413                                 | 9,402                      | 23,518              |
| 2001                                      | 21                 | 5,572                                  | 277.3                          | 8.8                            | 419                                 | 9,548                      | 23,851              |
| 2002                                      | 20                 | 5,724                                  | 283.7                          | 8.8                            | 414                                 | 9,504                      | 24,391              |
| 2003                                      | 21                 | 5,959                                  | 286.0                          | 9.0                            | 410                                 | 9,559                      | 24,813              |
| 2004                                      | 21                 | 6,228                                  | 294.7                          | 9.3                            | 414                                 | 9,719                      | 25,296              |
| 2005                                      | 22                 | 6,392                                  | 303.4                          | 9.5                            | 423                                 | 9,473                      | 25,321              |
| 2006                                      | 22                 | 6,403                                  | 314.7                          | 10.0                           | 441                                 | 10,361                     | 25,314              |
| 2007                                      | 22                 | 6,391                                  | 325.7                          | 10.3                           | 459                                 | 11,153                     | 28,983              |
| 2008                                      | 23                 | 6,617                                  | 338.7                          | 10.8                           | 472                                 | 11,049                     | 27,114              |
| 2009 P                                    | 27                 | 6,941                                  | 343.5                          | 10.9                           | 468                                 | 11,232                     | 28,278              |

P = Preliminary.

See Glossary following Tables for complete definitions.

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 62: HEAVY RAIL STATISTICS</b> |                    |  |                                |                                |                                     |                            |                     |
|--|--------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR                                   | NUMBER OF AGENCIES | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1917                                   | ---                | ---                                    | ---                            | ---                            | 1,332                               | ---                        | ---                 |
| 1918                                   | ---                | ---                                    | ---                            | ---                            | 1,385                               | ---                        | ---                 |
| 1919                                   | ---                | ---                                    | ---                            | ---                            | 1,505                               | ---                        | ---                 |
| 1920                                   | ---                | ---                                    | ---                            | ---                            | 1,792                               | ---                        | ---                 |
| 1921                                   | ---                | ---                                    | ---                            | ---                            | 1,909                               | ---                        | ---                 |
| 1922                                   | ---                | ---                                    | ---                            | ---                            | 1,942                               | ---                        | ---                 |
| 1923                                   | ---                | ---                                    | ---                            | ---                            | 2,081                               | ---                        | ---                 |
| 1924                                   | ---                | ---                                    | ---                            | ---                            | 2,207                               | ---                        | ---                 |
| 1925                                   | ---                | ---                                    | ---                            | ---                            | 2,264                               | ---                        | ---                 |
| 1926                                   | ---                | 8,909                                  | 398.1                          | ---                            | 2,350                               | ---                        | ---                 |
| 1927                                   | ---                | 8,957                                  | 410.2                          | ---                            | 2,451                               | ---                        | ---                 |
| 1928                                   | ---                | 9,611                                  | 434.3                          | ---                            | 2,492                               | ---                        | ---                 |
| 1929                                   | ---                | 9,983                                  | 450.3                          | ---                            | 2,571                               | ---                        | ---                 |
| 1930                                   | ---                | 9,640                                  | 454.8                          | ---                            | 2,559                               | ---                        | ---                 |
| 1931                                   | ---                | 9,638                                  | 440.7                          | ---                            | 2,408                               | ---                        | ---                 |
| 1932                                   | ---                | 10,434                                 | 423.5                          | ---                            | 2,204                               | ---                        | ---                 |
| 1933                                   | ---                | 10,424                                 | 427.7                          | ---                            | 2,133                               | ---                        | ---                 |
| 1934                                   | ---                | 10,418                                 | 438.6                          | ---                            | 2,206                               | ---                        | ---                 |
| 1935                                   | ---                | 10,416                                 | 447.4                          | ---                            | 2,236                               | ---                        | ---                 |
| 1936                                   | ---                | 10,923                                 | 461.6                          | ---                            | 2,323                               | ---                        | ---                 |
| 1937                                   | ---                | 11,032                                 | 469.1                          | ---                            | 2,307                               | ---                        | ---                 |
| 1938                                   | ---                | 11,205                                 | 457.4                          | ---                            | 2,236                               | ---                        | ---                 |
| 1939                                   | ---                | 11,052                                 | 469.4                          | ---                            | 2,368                               | ---                        | ---                 |
| 1940                                   | ---                | 11,032                                 | 470.8                          | ---                            | 2,382                               | ---                        | ---                 |
| 1941                                   | ---                | 10,578                                 | 472.8                          | ---                            | 2,421                               | ---                        | ---                 |
| 1942                                   | ---                | 10,278                                 | 469.6                          | ---                            | 2,566                               | ---                        | ---                 |
| 1943                                   | ---                | 10,255                                 | 461.7                          | ---                            | 2,656                               | ---                        | ---                 |
| 1944                                   | ---                | 10,219                                 | 461.0                          | ---                            | 2,621                               | ---                        | ---                 |
| 1945                                   | ---                | 10,217                                 | 458.4                          | ---                            | 2,698                               | ---                        | ---                 |
| 1946                                   | ---                | 9,429                                  | 458.9                          | ---                            | 2,835                               | ---                        | ---                 |
| 1947                                   | ---                | 9,370                                  | 462.3                          | ---                            | 2,756                               | ---                        | ---                 |
| 1948                                   | ---                | 9,456                                  | 458.1                          | ---                            | 2,606                               | ---                        | ---                 |
| 1949                                   | ---                | 9,869                                  | 460.0                          | ---                            | 2,346                               | ---                        | ---                 |
| 1950                                   | ---                | 9,743                                  | 443.4                          | ---                            | 2,264                               | ---                        | ---                 |
| 1951                                   | ---                | 9,644                                  | 424.0                          | ---                            | 2,189                               | ---                        | ---                 |
| 1952                                   | ---                | 9,476                                  | 400.4                          | ---                            | 2,124                               | ---                        | ---                 |
| 1953                                   | ---                | 9,244                                  | 391.1                          | ---                            | 2,040                               | ---                        | ---                 |
| 1954                                   | ---                | 9,200                                  | 375.6                          | ---                            | 1,912                               | ---                        | ---                 |
| 1955                                   | ---                | 9,232                                  | 382.8                          | ---                            | 1,870                               | ---                        | ---                 |
| 1956                                   | ---                | 9,255                                  | 387.1                          | ---                            | 1,880                               | ---                        | ---                 |
| 1957                                   | ---                | 9,158                                  | 388.0                          | ---                            | 1,843                               | ---                        | ---                 |
| 1958                                   | ---                | 9,093                                  | 386.5                          | ---                            | 1,815                               | ---                        | ---                 |
| 1959                                   | ---                | 9,000                                  | 388.7                          | ---                            | 1,828                               | ---                        | ---                 |
| 1960                                   | ---                | 9,010                                  | 390.9                          | ---                            | 1,850                               | ---                        | ---                 |
| 1961                                   | ---                | 9,078                                  | 385.1                          | ---                            | 1,855                               | ---                        | ---                 |
| 1962                                   | ---                | 8,865                                  | 386.7                          | ---                            | 1,890                               | ---                        | ---                 |
| 1963                                   | ---                | 8,878                                  | 387.3                          | ---                            | 1,836                               | ---                        | ---                 |
| 1964                                   | ---                | 9,061                                  | 395.8                          | ---                            | 1,877                               | ---                        | ---                 |

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 62: HEAVY RAIL STATISTICS</b> |                    |  |                                |                                |                                     |                            |                     |
|--|--------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR                                   | NUMBER OF AGENCIES | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1965                                   | ---                | 9,115                                  | 395.3                          | ---                            | 1,858                               | ---                        | ---                 |
| 1966                                   | ---                | 9,273                                  | 378.9                          | ---                            | 1,753                               | ---                        | ---                 |
| 1967                                   | ---                | 9,257                                  | 396.5                          | ---                            | 1,938                               | ---                        | ---                 |
| 1968                                   | ---                | 9,390                                  | 406.8                          | ---                            | 1,928                               | ---                        | ---                 |
| 1969                                   | ---                | 9,343                                  | 416.6                          | ---                            | 1,980                               | ---                        | ---                 |
| 1970                                   | ---                | 9,338                                  | 407.1                          | ---                            | 1,881                               | ---                        | ---                 |
| 1971                                   | ---                | 9,325                                  | 407.4                          | ---                            | 1,778                               | ---                        | ---                 |
| 1972                                   | ---                | 9,423                                  | 386.2                          | ---                            | 1,731                               | ---                        | ---                 |
| 1973                                   | ---                | 9,387                                  | 407.3                          | ---                            | 1,714                               | ---                        | ---                 |
| 1974                                   | ---                | 9,403                                  | 431.9                          | ---                            | 1,726                               | ---                        | ---                 |
| 1975                                   | ---                | 9,608                                  | 423.1                          | ---                            | 1,673                               | ---                        | ---                 |
| 1976                                   | ---                | 9,714                                  | 407.0                          | ---                            | 1,632                               | ---                        | ---                 |
| 1977                                   | ---                | 9,639                                  | 361.3                          | ---                            | 2,149                               | 9,682                      | ---                 |
| 1978                                   | ---                | 9,576                                  | 363.5                          | ---                            | 2,285                               | 10,330                     | ---                 |
| 1979                                   | 11                 | 9,522                                  | 380.5                          | ---                            | 2,381                               | 10,760                     | ---                 |
| 1980                                   | 11                 | 9,641                                  | 384.7                          | ---                            | 2,108                               | 10,558                     | ---                 |
| 1981                                   | 11                 | 9,749                                  | 420.1                          | ---                            | 2,094                               | 10,244                     | ---                 |
| 1982                                   | 11                 | 9,815                                  | 429.1                          | ---                            | 2,115                               | 10,049                     | ---                 |
| 1983                                   | 12                 | 9,891                                  | 407.5                          | ---                            | 2,167                               | 10,350                     | ---                 |
| 1984                                   | 12                 | 9,083                                  | 435.8                          | ---                            | 2,231                               | 10,111                     | 47,047              |
| 1985                                   | 12                 | 9,326                                  | 450.8                          | ---                            | 2,290                               | 10,427                     | 49,670              |
| 1986                                   | 12                 | 10,386                                 | 475.8                          | 25.6                           | 2,333                               | 10,649                     | 51,028              |
| 1987                                   | 12                 | 10,168                                 | 490.2                          | 26.0                           | 2,402                               | 11,198                     | 51,333              |
| 1988                                   | 12                 | 10,539                                 | 517.4                          | 27.4                           | 2,308                               | 11,300                     | 46,212              |
| 1989                                   | 12                 | 10,506                                 | 532.1                          | 28.2                           | 2,542                               | 12,030                     | 46,690              |
| 1990                                   | 12                 | 10,567                                 | 536.7                          | 28.4                           | 2,346                               | 11,475                     | 46,102              |
| 1991                                   | 13                 | 10,478                                 | 527.2                          | 24.6                           | 2,172                               | 10,528                     | 47,423              |
| 1992                                   | 13                 | 10,391                                 | 525.4                          | 25.6                           | 2,207                               | 10,737                     | 47,493              |
| 1993                                   | 14                 | 10,282                                 | 522.1                          | 27.2                           | 2,046                               | 10,231                     | 52,433              |
| 1994                                   | 14                 | 10,282                                 | 531.8                          | 27.3                           | 2,169                               | 10,668                     | 51,062              |
| 1995                                   | 14                 | 10,166                                 | 537.2                          | 27.6                           | 2,033                               | 10,559                     | 45,644              |
| 1996                                   | 14                 | 10,243                                 | 543.1                          | 28.0                           | 2,157                               | 11,530                     | 45,793              |
| 1997                                   | 14                 | 10,228                                 | 557.7                          | 28.8                           | 2,430                               | 12,056                     | 45,935              |
| 1998                                   | 14                 | 10,296                                 | 565.7                          | 29.3                           | 2,393                               | 12,284                     | 45,163              |
| 1999                                   | 14                 | 10,362                                 | 577.7                          | 29.9                           | 2,521                               | 12,902                     | 46,311              |
| 2000                                   | 14                 | 10,311                                 | 595.2                          | 30.9                           | 2,632                               | 13,844                     | 47,087              |
| 2001                                   | 14                 | 10,718                                 | 608.1                          | 31.6                           | 2,728                               | 14,178                     | 47,865              |
| 2002                                   | 14                 | 10,849                                 | 620.9                          | 32.0                           | 2,688                               | 13,663                     | 48,464              |
| 2003                                   | 14                 | 10,754                                 | 629.9                          | 31.8                           | 2,667                               | 13,606                     | 48,327              |
| 2004                                   | 14                 | 10,858                                 | 642.4                          | 32.8                           | 2,748                               | 14,354                     | 47,211              |
| 2005                                   | 15                 | 11,110                                 | 646.2                          | 33.3                           | 2,808                               | 14,418                     | 47,806              |
| 2006                                   | 15                 | 11,052                                 | 652.1                          | 33.7                           | 2,927                               | 14,721                     | 48,323              |
| 2007                                   | 15                 | 11,222                                 | 657.3                          | 34.1                           | 3,460                               | 16,138                     | 55,164              |
| 2008                                   | 15                 | 11,377                                 | 674.3                          | 34.6                           | 3,547                               | 16,848                     | 49,982              |
| 2009 P                                 | 15                 | 11,461                                 | 684.6                          | 35.0                           | 3,490                               | 16,805                     | 49,741              |

P = Preliminary.

See Glossary following Tables for complete definitions.

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 63: LIGHT RAIL STATISTICS</b> |                    |  |                                |                                |                                     |                            |                     |
|--|--------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR                                   | NUMBER OF AGENCIES | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1917                                   | ---                | ---                                    | ---                            | ---                            | 13,193                              | ---                        | ---                 |
| 1918                                   | ---                | ---                                    | ---                            | ---                            | 12,876                              | ---                        | ---                 |
| 1919                                   | ---                | ---                                    | ---                            | ---                            | 13,430                              | ---                        | ---                 |
| 1920                                   | ---                | ---                                    | ---                            | ---                            | 13,770                              | ---                        | ---                 |
| 1921                                   | ---                | ---                                    | ---                            | ---                            | 12,688                              | ---                        | ---                 |
| 1922                                   | ---                | ---                                    | ---                            | ---                            | 13,413                              | ---                        | ---                 |
| 1923                                   | ---                | ---                                    | ---                            | ---                            | 13,593                              | ---                        | ---                 |
| 1924                                   | ---                | ---                                    | ---                            | ---                            | 13,130                              | ---                        | ---                 |
| 1925                                   | ---                | ---                                    | ---                            | ---                            | 12,924                              | ---                        | ---                 |
| 1926                                   | ---                | 62,857                                 | 1,821.9                        | ---                            | 12,895                              | ---                        | ---                 |
| 1927                                   | ---                | 61,379                                 | 1,753.6                        | ---                            | 12,469                              | ---                        | ---                 |
| 1928                                   | ---                | 58,940                                 | 1,679.1                        | ---                            | 12,044                              | ---                        | ---                 |
| 1929                                   | ---                | 56,980                                 | 1,610.3                        | ---                            | 11,804                              | ---                        | ---                 |
| 1930                                   | ---                | 55,150                                 | 1,540.4                        | ---                            | 10,530                              | ---                        | ---                 |
| 1931                                   | ---                | 53,120                                 | 1,417.9                        | ---                            | 9,191                               | ---                        | ---                 |
| 1932                                   | ---                | 49,500                                 | 1,266.7                        | ---                            | 7,662                               | ---                        | ---                 |
| 1933                                   | ---                | 47,700                                 | 1,165.7                        | ---                            | 7,086                               | ---                        | ---                 |
| 1934                                   | ---                | 43,700                                 | 1,147.7                        | ---                            | 7,404                               | ---                        | ---                 |
| 1935                                   | ---                | 40,050                                 | 1,096.6                        | ---                            | 7,286                               | ---                        | ---                 |
| 1936                                   | ---                | 37,180                                 | 1,080.9                        | ---                            | 7,512                               | ---                        | ---                 |
| 1937                                   | ---                | 34,180                                 | 1,029.2                        | ---                            | 7,174                               | ---                        | ---                 |
| 1938                                   | ---                | 31,400                                 | 922.3                          | ---                            | 6,552                               | ---                        | ---                 |
| 1939                                   | ---                | 29,320                                 | 878.3                          | ---                            | 6,178                               | ---                        | ---                 |
| 1940                                   | ---                | 26,630                                 | 844.7                          | ---                            | 5,951                               | ---                        | ---                 |
| 1941                                   | ---                | 27,092                                 | 792.2                          | ---                            | 6,085                               | ---                        | ---                 |
| 1942                                   | ---                | 27,230                                 | 850.4                          | ---                            | 7,290                               | ---                        | ---                 |
| 1943                                   | ---                | 27,250                                 | 978.0                          | ---                            | 9,150                               | ---                        | ---                 |
| 1944                                   | ---                | 27,180                                 | 977.9                          | ---                            | 9,516                               | ---                        | ---                 |
| 1945                                   | ---                | 26,680                                 | 939.8                          | ---                            | 9,426                               | ---                        | ---                 |
| 1946                                   | ---                | 24,730                                 | 894.5                          | ---                            | 9,027                               | ---                        | ---                 |
| 1947                                   | ---                | 21,607                                 | 839.3                          | ---                            | 8,096                               | ---                        | ---                 |
| 1948                                   | ---                | 17,578                                 | 699.3                          | ---                            | 6,506                               | ---                        | ---                 |
| 1949                                   | ---                | 15,505                                 | 555.4                          | ---                            | 4,839                               | ---                        | ---                 |
| 1950                                   | ---                | 13,800                                 | 463.1                          | ---                            | 3,904                               | ---                        | ---                 |
| 1951                                   | ---                | 10,960                                 | 387.6                          | ---                            | 3,101                               | ---                        | ---                 |
| 1952                                   | ---                | 9,700                                  | 321.2                          | ---                            | 2,477                               | ---                        | ---                 |
| 1953                                   | ---                | 7,990                                  | 273.7                          | ---                            | 2,036                               | ---                        | ---                 |
| 1954                                   | ---                | 6,400                                  | 215.8                          | ---                            | 1,489                               | ---                        | ---                 |
| 1955                                   | ---                | 5,300                                  | 178.3                          | ---                            | 1,207                               | ---                        | ---                 |
| 1956                                   | ---                | 3,970                                  | 132.9                          | ---                            | 876                                 | ---                        | ---                 |
| 1957                                   | ---                | 3,601                                  | 106.6                          | ---                            | 679                                 | ---                        | ---                 |
| 1958                                   | ---                | 3,108                                  | 89.9                           | ---                            | 572                                 | ---                        | ---                 |
| 1959                                   | ---                | 2,983                                  | 81.3                           | ---                            | 521                                 | ---                        | ---                 |
| 1960                                   | ---                | 2,856                                  | 74.8                           | ---                            | 463                                 | ---                        | ---                 |
| 1961                                   | ---                | 2,341                                  | 69.4                           | ---                            | 434                                 | ---                        | ---                 |
| 1962                                   | ---                | 2,219                                  | 61.5                           | ---                            | 393                                 | ---                        | ---                 |
| 1963                                   | ---                | 1,756                                  | 48.9                           | ---                            | 329                                 | ---                        | ---                 |
| 1964                                   | ---                | 1,553                                  | 42.9                           | ---                            | 289                                 | ---                        | ---                 |

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 63: LIGHT RAIL STATISTICS</b> |                    |  |                                |                                |                                     |                            |                     |
|--|--------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR                                   | NUMBER OF AGENCIES | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1965                                   | ---                | 1,549                                  | 41.6                           | ---                            | 276                                 | ---                        | ---                 |
| 1966                                   | ---                | 1,407                                  | 42.9                           | ---                            | 282                                 | ---                        | ---                 |
| 1967                                   | ---                | 1,388                                  | 37.8                           | ---                            | 263                                 | ---                        | ---                 |
| 1968                                   | ---                | 1,355                                  | 37.5                           | ---                            | 253                                 | ---                        | ---                 |
| 1969                                   | ---                | 1,322                                  | 36.0                           | ---                            | 249                                 | ---                        | ---                 |
| 1970                                   | ---                | 1,262                                  | 33.7                           | ---                            | 235                                 | ---                        | ---                 |
| 1971                                   | ---                | 1,225                                  | 32.7                           | ---                            | 222                                 | ---                        | ---                 |
| 1972                                   | ---                | 1,176                                  | 31.6                           | ---                            | 211                                 | ---                        | ---                 |
| 1973                                   | ---                | 1,123                                  | 31.2                           | ---                            | 207                                 | ---                        | ---                 |
| 1974                                   | ---                | 1,068                                  | 26.9                           | ---                            | 150                                 | ---                        | ---                 |
| 1975                                   | ---                | 1,061                                  | 23.8                           | ---                            | 124                                 | ---                        | ---                 |
| 1976                                   | ---                | 963                                    | 21.1                           | ---                            | 112                                 | ---                        | ---                 |
| 1977                                   | ---                | 992                                    | 20.4                           | ---                            | 103                                 | 389                        | ---                 |
| 1978                                   | ---                | 944                                    | 19.5                           | ---                            | 104                                 | 392                        | ---                 |
| 1979                                   | 9                  | 959                                    | 19.1                           | ---                            | 107                                 | 407                        | ---                 |
| 1980                                   | 9                  | 1,013                                  | 17.5                           | ---                            | 133                                 | 381                        | ---                 |
| 1981                                   | 10                 | 1,075                                  | 16.5                           | ---                            | 123                                 | 346                        | ---                 |
| 1982                                   | 11                 | 1,016                                  | 16.1                           | ---                            | 136                                 | 379                        | ---                 |
| 1983                                   | 11                 | 1,013                                  | 16.0                           | ---                            | 137                                 | 391                        | ---                 |
| 1984                                   | 12                 | 733                                    | 16.8                           | ---                            | 135                                 | 416                        | 3,242               |
| 1985                                   | 12                 | 717                                    | 16.5                           | ---                            | 132                                 | 350                        | 2,980               |
| 1986                                   | 12                 | 697                                    | 17.0                           | 1.5                            | 130                                 | 361                        | 3,511               |
| 1987                                   | 14                 | 766                                    | 18.4                           | 1.6                            | 133                                 | 405                        | 3,806               |
| 1988                                   | 15                 | 831                                    | 20.8                           | 1.8                            | 154                                 | 477                        | 3,922               |
| 1989                                   | 17                 | 755                                    | 21.3                           | 1.9                            | 162                                 | 509                        | 3,952               |
| 1990                                   | 17                 | 910                                    | 24.2                           | 2.0                            | 175                                 | 571                        | 4,066               |
| 1991                                   | 18                 | 1,092                                  | 27.6                           | 2.2                            | 184                                 | 662                        | 4,175               |
| 1992                                   | 19                 | 1,055                                  | 28.6                           | 2.2                            | 188                                 | 701                        | 3,849               |
| 1993                                   | 20                 | 1,001                                  | 27.7                           | 2.1                            | 188                                 | 705                        | 3,920               |
| 1994                                   | 22                 | 1,051                                  | 34.0                           | 2.5                            | 284                                 | 833                        | 5,140               |
| 1995                                   | 22                 | 1,048                                  | 34.6                           | 2.5                            | 251                                 | 860                        | 4,935               |
| 1996                                   | 22                 | 1,114                                  | 37.6                           | 2.7                            | 261                                 | 957                        | 5,728               |
| 1997                                   | 22                 | 1,078                                  | 41.2                           | 2.8                            | 262                                 | 1,035                      | 5,940               |
| 1998                                   | 22                 | 1,076                                  | 43.8                           | 2.9                            | 276                                 | 1,128                      | 6,024               |
| 1999                                   | 24                 | 1,180                                  | 48.7                           | 3.2                            | 292                                 | 1,206                      | 6,058               |
| 2000                                   | 25                 | 1,327                                  | 52.8                           | 3.5                            | 320                                 | 1,356                      | 6,572               |
| 2001                                   | 26                 | 1,371                                  | 54.3                           | 3.6                            | 336                                 | 1,437                      | 7,021               |
| 2002                                   | 27                 | 1,448                                  | 61.0                           | 4.1                            | 337                                 | 1,432                      | 7,598               |
| 2003                                   | 27                 | 1,482                                  | 64.3                           | 4.2                            | 338                                 | 1,476                      | 7,619               |
| 2004                                   | 29                 | 1,622                                  | 67.4                           | 4.4                            | 350                                 | 1,576                      | 8,184               |
| 2005                                   | 29                 | 1,645                                  | 69.2                           | 4.7                            | 381                                 | 1,700                      | 8,181               |
| 2006                                   | 33                 | 1,801                                  | 74.3                           | 5.1                            | 407                                 | 1,866                      | 8,448               |
| 2007                                   | 33                 | 1,810                                  | 83.9                           | 5.6                            | 419                                 | 1,932                      | 9,930               |
| 2008                                   | 33                 | 1,969                                  | 88.5                           | 5.9                            | 454                                 | 2,093                      | 9,939               |
| 2009 P                                 | 35                 | 2,068                                  | 90.7                           | 6.1                            | 465                                 | 2,199                      | 10,558              |

P = Preliminary.

See Glossary following Tables for complete definitions.

**MODAL SUMMARY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 64: TROLLEYBUS STATISTICS</b> |                    |  |                                |                                |                                     |                            |                     |
|--|--------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR                                   | NUMBER OF AGENCIES | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1928                                   | ---                | 41                                     | 1.2                            | ---                            | 3                                   | ---                        | ---                 |
| 1929                                   | ---                | 57                                     | 2.0                            | ---                            | 5                                   | ---                        | ---                 |
| 1930                                   | ---                | 173                                    | 6.0                            | ---                            | 16                                  | ---                        | ---                 |
| 1931                                   | ---                | 225                                    | 7.9                            | ---                            | 28                                  | ---                        | ---                 |
| 1932                                   | ---                | 269                                    | 9.5                            | ---                            | 37                                  | ---                        | ---                 |
| 1933                                   | ---                | 310                                    | 10.5                           | ---                            | 45                                  | ---                        | ---                 |
| 1934                                   | ---                | 441                                    | 14.6                           | ---                            | 68                                  | ---                        | ---                 |
| 1935                                   | ---                | 578                                    | 19.0                           | ---                            | 96                                  | ---                        | ---                 |
| 1936                                   | ---                | 1,136                                  | 26.3                           | ---                            | 143                                 | ---                        | ---                 |
| 1937                                   | ---                | 1,655                                  | 49.7                           | ---                            | 289                                 | ---                        | ---                 |
| 1938                                   | ---                | 2,032                                  | 67.9                           | ---                            | 395                                 | ---                        | ---                 |
| 1939                                   | ---                | 2,184                                  | 74.9                           | ---                            | 452                                 | ---                        | ---                 |
| 1940                                   | ---                | 2,802                                  | 86.0                           | ---                            | 542                                 | ---                        | ---                 |
| 1941                                   | ---                | 3,029                                  | 98.4                           | ---                            | 669                                 | ---                        | ---                 |
| 1942                                   | ---                | 3,385                                  | 115.7                          | ---                            | 918                                 | ---                        | ---                 |
| 1943                                   | ---                | 3,501                                  | 129.7                          | ---                            | 1,220                               | ---                        | ---                 |
| 1944                                   | ---                | 3,561                                  | 132.3                          | ---                            | 1,292                               | ---                        | ---                 |
| 1945                                   | ---                | 3,711                                  | 133.3                          | ---                            | 1,298                               | ---                        | ---                 |
| 1946                                   | ---                | 3,916                                  | 143.7                          | ---                            | 1,354                               | ---                        | ---                 |
| 1947                                   | ---                | 4,707                                  | 155.1                          | ---                            | 1,398                               | ---                        | ---                 |
| 1948                                   | ---                | 5,697                                  | 178.0                          | ---                            | 1,558                               | ---                        | ---                 |
| 1949                                   | ---                | 6,338                                  | 200.0                          | ---                            | 1,691                               | ---                        | ---                 |
| 1950                                   | ---                | 6,504                                  | 205.7                          | ---                            | 1,686                               | ---                        | ---                 |
| 1951                                   | ---                | 7,071                                  | 208.8                          | ---                            | 1,658                               | ---                        | ---                 |
| 1952                                   | ---                | 7,180                                  | 215.2                          | ---                            | 1,666                               | ---                        | ---                 |
| 1953                                   | ---                | 6,941                                  | 211.7                          | ---                            | 1,587                               | ---                        | ---                 |
| 1954                                   | ---                | 6,598                                  | 196.7                          | ---                            | 1,387                               | ---                        | ---                 |
| 1955                                   | ---                | 6,157                                  | 176.5                          | ---                            | 1,223                               | ---                        | ---                 |
| 1956                                   | ---                | 5,748                                  | 165.7                          | ---                            | 1,163                               | ---                        | ---                 |
| 1957                                   | ---                | 5,412                                  | 146.5                          | ---                            | 1,003                               | ---                        | ---                 |
| 1958                                   | ---                | 4,848                                  | 131.0                          | ---                            | 843                                 | ---                        | ---                 |
| 1959                                   | ---                | 4,297                                  | 112.4                          | ---                            | 749                                 | ---                        | ---                 |
| 1960                                   | ---                | 3,826                                  | 100.7                          | ---                            | 657                                 | ---                        | ---                 |
| 1961                                   | ---                | 3,593                                  | 92.9                           | ---                            | 601                                 | ---                        | ---                 |
| 1962                                   | ---                | 3,161                                  | 84.0                           | ---                            | 547                                 | ---                        | ---                 |
| 1963                                   | ---                | 2,155                                  | 62.4                           | ---                            | 413                                 | ---                        | ---                 |
| 1964                                   | ---                | 1,865                                  | 49.2                           | ---                            | 349                                 | ---                        | ---                 |
| 1965                                   | ---                | 1,453                                  | 43.0                           | ---                            | 305                                 | ---                        | ---                 |
| 1966                                   | ---                | 1,326                                  | 40.1                           | ---                            | 284                                 | ---                        | ---                 |
| 1967                                   | ---                | 1,244                                  | 36.5                           | ---                            | 248                                 | ---                        | ---                 |
| 1968                                   | ---                | 1,185                                  | 36.2                           | ---                            | 228                                 | ---                        | ---                 |
| 1969                                   | ---                | 1,082                                  | 35.8                           | ---                            | 199                                 | ---                        | ---                 |
| 1970                                   | ---                | 1,050                                  | 33.0                           | ---                            | 182                                 | ---                        | ---                 |
| 1971                                   | ---                | 1,037                                  | 30.8                           | ---                            | 148                                 | ---                        | ---                 |
| 1972                                   | ---                | 1,030                                  | 29.8                           | ---                            | 130                                 | ---                        | ---                 |
| 1973                                   | ---                | 794                                    | 25.7                           | ---                            | 97                                  | ---                        | ---                 |
| 1974                                   | ---                | 718                                    | 17.6                           | ---                            | 83                                  | ---                        | ---                 |

**MODAL SUMMARY DATA**  
**INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 64: TROLLEYBUS STATISTICS</b> |                    |  |                                |                                |                                     |                            |                     |
|--|--------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR                                   | NUMBER OF AGENCIES | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1975                                   | ---                | 703                                    | 15.3                           | ---                            | 78                                  | ---                        | ---                 |
| 1976                                   | ---                | 685                                    | 15.3                           | ---                            | 75                                  | ---                        | ---                 |
| 1977                                   | ---                | 645                                    | 14.8                           | ---                            | 70                                  | 225                        | ---                 |
| 1978                                   | ---                | 593                                    | 13.3                           | ---                            | 70                                  | 234                        | ---                 |
| 1979                                   | 5                  | 725                                    | 11.7                           | ---                            | 75                                  | 204                        | ---                 |
| 1980                                   | 5                  | 823                                    | 13.0                           | ---                            | 142                                 | 219                        | ---                 |
| 1981                                   | 5                  | 751                                    | 11.9                           | ---                            | 138                                 | 254                        | ---                 |
| 1982                                   | 5                  | 763                                    | 13.7                           | ---                            | 151                                 | 295                        | ---                 |
| 1983                                   | 5                  | 686                                    | 15.0                           | ---                            | 160                                 | 325                        | ---                 |
| 1984                                   | 5                  | 664                                    | 15.3                           | ---                            | 165                                 | 364                        | 2,012               |
| 1985                                   | 5                  | 676                                    | 15.5                           | ---                            | 142                                 | 306                        | 1,893               |
| 1986                                   | 5                  | 680                                    | 14.7                           | 1.9                            | 139                                 | 305                        | 2,140               |
| 1987                                   | 5                  | 671                                    | 15.0                           | 1.9                            | 141                                 | 223                        | 2,090               |
| 1988                                   | 5                  | 710                                    | 14.7                           | 1.9                            | 136                                 | 211                        | 2,039               |
| 1989                                   | 5                  | 725                                    | 14.5                           | 1.8                            | 130                                 | 199                        | 2,013               |
| 1990                                   | 5                  | 610                                    | 13.8                           | 1.8                            | 126                                 | 193                        | 1,925               |
| 1991                                   | 5                  | 551                                    | 13.6                           | 1.8                            | 125                                 | 195                        | 1,826               |
| 1992                                   | 5                  | 665                                    | 13.9                           | 1.8                            | 126                                 | 199                        | 1,691               |
| 1993                                   | 5                  | 635                                    | 13.0                           | 1.8                            | 121                                 | 188                        | 1,944               |
| 1994                                   | 5                  | 643                                    | 13.7                           | 1.8                            | 118                                 | 187                        | 1,848               |
| 1995                                   | 5                  | 695                                    | 13.8                           | 1.8                            | 119                                 | 187                        | 1,871               |
| 1996                                   | 5                  | 675                                    | 13.7                           | 1.8                            | 117                                 | 184                        | 2,084               |
| 1997                                   | 5                  | 655                                    | 14.0                           | 1.8                            | 121                                 | 189                        | 2,037               |
| 1998                                   | 5                  | 646                                    | 13.6                           | 1.8                            | 117                                 | 182                        | 2,053               |
| 1999                                   | 5                  | 657                                    | 14.2                           | 1.9                            | 120                                 | 186                        | 2,140               |
| 2000                                   | 5                  | 652                                    | 14.5                           | 2.0                            | 122                                 | 192                        | 2,223               |
| 2001                                   | 5                  | 600                                    | 12.8                           | 1.8                            | 119                                 | 187                        | 2,008               |
| 2002                                   | 5                  | 616                                    | 13.9                           | 1.9                            | 116                                 | 188                        | 2,027               |
| 2003                                   | 4                  | 672                                    | 13.8                           | 1.8                            | 109                                 | 176                        | 1,964               |
| 2004                                   | 4                  | 597                                    | 13.4                           | 1.8                            | 106                                 | 173                        | 1,928               |
| 2005                                   | 4                  | 615                                    | 12.9                           | 1.7                            | 107                                 | 173                        | 1,942               |
| 2006                                   | 4                  | 609                                    | 12.2                           | 1.6                            | 100                                 | 164                        | 1,845               |
| 2007                                   | 4                  | 559                                    | 11.4                           | 1.6                            | 97                                  | 156                        | 1,792               |
| 2008                                   | 5                  | 590                                    | 11.6                           | 1.6                            | 101                                 | 161                        | 1,832               |
| 2009 P                                 | 5                  | 531                                    | 13.1                           | 1.8                            | 104                                 | 168                        | 1,986               |

P = Preliminary.

See Glossary following Tables for complete definitions.



**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 65: FERRY BOAT STATISTICS (TRANSIT SERVICE ONLY)</b> |                                  |  |                                |                                |                                     |                            |                     |
|---|----------------------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR  | NUMBER OF AGENCIES (APPROXIMATE) | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1979  | 16                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1980  | 16                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1981  | 11                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1982  | 11                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1983  | 13                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1984  | 16                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1985  | 17                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1986  | 25                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1987  | 25                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1988  | 23                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1989  | 26                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1990  | 27                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1991  | 27                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1992  | 27                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1993  | 27                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1994  | 25                               | ---                                    | ---                            | ---                            | ---                                 | ---                        | ---                 |
| 1995  | 25                               | 112                                    | 2.5                            | 0.4                            | 47                                  | 260                        | 2,829               |
| 1996  | 25                               | 109                                    | 2.6                            | 0.4                            | 48                                  | 256                        | 2,932               |
| 1997  | 25                               | 118                                    | 2.3                            | 0.3                            | 54                                  | 349                        | 3,586               |
| 1998  | 25                               | 124                                    | 2.4                            | 0.3                            | 52                                  | 345                        | 3,632               |
| 1999  | 30                               | 112                                    | 2.8                            | 0.3                            | 53                                  | 310                        | 4,125               |
| 2000  | 33                               | 119                                    | 3.0                            | 0.4                            | 53                                  | 330                        | ---                 |
| 2001  | 42                               | 125                                    | 2.9                            | 0.4                            | 54                                  | 325                        | 4,820               |
| 2002  | 42                               | 125                                    | 3.3                            | 0.4                            | 57                                  | 333                        | 5,441               |
| 2003  | 46                               | 131                                    | 3.6                            | 0.4                            | 66                                  | 394                        | 5,536               |
| 2004  | 47                               | 160                                    | 4.0                            | 0.5                            | 65                                  | 393                        | 5,970               |
| 2005  | 47                               | 171                                    | 3.6                            | 0.4                            | 66                                  | 394                        | 5,871               |
| 2006  | 47                               | 161                                    | 3.7                            | 0.4                            | 63                                  | 400                        | 4,539               |
| 2007  | 39                               | 162                                    | 4.2                            | 0.4                            | 76                                  | 427                        | 4,194               |
| 2008  | 32                               | 145                                    | 4.3                            | 0.4                            | 75                                  | 474                        | 4,165               |
| 2009 P  | 32                               | 194                                    | 4.4                            | 0.4                            | 97                                  | 584                        | 4,596               |

P = Preliminary.

See Glossary following Tables for complete definitions.

**MODAL SUMMARY DATA  
INCLUDES ENTIRE TRANSIT INDUSTRY**

| <b>TABLE 66: TRANSIT VANPOOL STATISTICS (TRANSIT AGENCY BROKERED SERVICE ONLY)</b> |                                  |  |                                |                                |                                     |                            |                     |
|--|----------------------------------|--|--------------------------------|--------------------------------|-------------------------------------|----------------------------|---------------------|
| YEAR   | NUMBER OF AGENCIES (APPROXIMATE) | VEHICLES AVAILABLE FOR MAXIMUM SERVICE | VEHICLE TOTAL MILES (MILLIONS) | VEHICLE TOTAL HOURS (MILLIONS) | UNLINKED PASSENGER TRIPS (MILLIONS) | PASSENGER MILES (MILLIONS) | OPERATING EMPLOYEES |
| 1995   | 55                               | 2,483                                  | 31.5                           | 0.9                            | 7                                   | 249                        | 255                 |
| 1996   | 59                               | 2,668                                  | 39.8                           | 1.1                            | 9                                   | 302                        | 177                 |
| 1997   | 55                               | 3,148                                  | 41.9                           | 1.2                            | 10                                  | 321                        | 180                 |
| 1998   | 58                               | 3,835                                  | 50.1                           | 1.4                            | 10                                  | 368                        | 253                 |
| 1999   | 67                               | 4,767                                  | 65.8                           | 1.8                            | 13                                  | 445                        | 246                 |
| 2000   | 67                               | 4,877                                  | 67.3                           | 2.2                            | 13                                  | 435                        | 231                 |
| 2001   | 67                               | 5,388                                  | 71.4                           | 1.8                            | 15                                  | 490                        | 262                 |
| 2002   | 68                               | 6,235                                  | 76.8                           | 2.0                            | 13                                  | 483                        | 260                 |
| 2003   | 70                               | 6,624                                  | 89.3                           | 2.9                            | 16                                  | 541                        | 310                 |
| 2004   | 69                               | 5,915                                  | 85.1                           | 2.4                            | 16                                  | 486                        | 283                 |
| 2005   | 69                               | 6,572                                  | 99.4                           | 2.7                            | 18                                  | 605                        | 292                 |
| 2006   | 69                               | 8,235                                  | 115.6                          | 3.0                            | 21                                  | 712                        | 324                 |
| 2007   | (a) 80                           | (a) 9,666                              | (a) 141.6                      | (a) 3.7                        | (a) 25                              | (a) 857                    | (a) 398             |
| 2008   | 83                               | 12,356                                 | 178.0                          | 4.5                            | 36                                  | 1,181                      | 435                 |
| 2009 P   | 77                               | 12,013                                 | 174.0                          | 4.3                            | 32                                  | 1,070                      | 471                 |

P = Preliminary.

(a) Data not continuous for data noted, see Methodology, Page iv.  
See Glossary following Tables for complete definitions.

CANADIAN DATA

| TABLE 67: CANADIAN FIXED-ROUTE TRANSIT SUMMARY STATISTICS<br>(CANADA ONLY) |                                   |  |  |   |  |  |
|--|-----------------------------------|--|--|---|--|--|
| YEAR   | NUMBER OF<br>SYSTEMS<br>REPORTING | REGULAR<br>SERVICE<br>PASSENGER<br>TRIPS<br>(MILLIONS) (a) | PASSENGERS<br>BOARDING<br>(MILLIONS) (b) | TOTAL<br>VEHICLE<br>MILES<br>(MILLIONS) | NON-GOVT.<br>OPERATING<br>REVENUES<br>(MILLIONS OF<br>CANADIAN<br>DOLLARS) | DIRECT<br>OPERATING<br>EXPENSE<br>(MILLIONS OF<br>CANADIAN<br>DOLLARS) |
| 1955   | 32                                | 1,119.3  | ---                                      | 184.3                                   | 109.2  | 98.8   |
| 1960   | 34                                | 973.2  | ---                                      | 184.3                                   | 133.0  | 116.4  |
| 1965   | 39                                | 941.5  | ---                                      | 198.1                                   | 154.8  | 140.0  |
| 1970   | 49                                | 979.7  | ---                                      | 242.0                                   | 239.5  | 231.1  |
| 1975   | 61                                | 1,158.9  | ---                                      | 329.2                                   | 326.8  | 495.6  |
| 1976   | 64                                | 1,214.0  | ---                                      | 352.9                                   | 402.6  | 607.5  |
| 1977   | 64                                | 1,222.7  | ---                                      | 366.1                                   | 422.7  | 687.0  |
| 1978   | 65                                | 1,218.1  | ---                                      | 383.6                                   | 448.8  | 806.5  |
| 1979   | 66                                | 1,205.3  | ---                                      | 391.5                                   | 492.6  | 882.3  |
| 1980   | 73                                | 1,315.4  | ---                                      | 426.3                                   | 581.0  | 1,082.5  |
| 1981   | 76                                | 1,381.3  | ---                                      | 447.4                                   | 688.2  | 1,307.8  |
| 1982   | 74                                | 1,355.8  | ---                                      | 450.0                                   | 763.6  | 1,482.0  |
| 1983   | 74                                | 1,385.7  | ---                                      | 445.6                                   | 939.4  | 1,573.4  |
| 1984   | 78                                | 1,371.6  | ---                                      | 427.0                                   | 871.8  | 1,630.9  |
| 1985   | 70                                | 1,434.1  | ---                                      | 444.4                                   | 932.0  | 1,690.4  |
| 1986   | 73                                | 1,521.3  | ---                                      | 477.5                                   | 1,060.7  | 1,853.2  |
| 1987   | 72                                | 1,500.0  | ---                                      | 443.7                                   | 1,085.5  | 1,969.8  |
| 1988   | 74                                | 1,538.4  | ---                                      | 479.6                                   | 1,163.2  | 2,114.0  |
| 1989   | 76                                | 1,519.3  | ---                                      | 468.4                                   | 1,241.3  | 2,260.6  |
| 1990   | 77                                | 1,532.4  | ---                                      | 487.1                                   | 1,312.9  | 2,451.4  |
| 1991   | 92                                | 1,450.0  | ---                                      | 484.0                                   | 1,401.0  | 2,518.6  |
| 1992   | 92                                | 1,398.7  | ---                                      | 467.5                                   | 1,404.8  | 2,644.0  |
| 1993   | 91                                | 1,370.1  | ---                                      | 483.4                                   | 1,457.8  | 2,719.7  |
| 1994   | 88                                | 1,353.2  | ---                                      | 482.2                                   | 1,465.0  | 2,707.4  |
| 1995   | 88                                | 1,354.2  | ---                                      | 486.9                                   | 1,496.5  | 2,716.4  |
| 1996   | 86                                | 1,348.6  | ---                                      | 479.3                                   | 1,576.2  | 2,754.3  |
| 1997   | 66                                | 1,377.7  | ---                                      | 481.1                                   | 1,713.8  | 2,749.9  |
| 1998   | 68                                | 1,387.2  | ---                                      | 474.9                                   | 1,743.8  | 2,755.5  |
| 1999   | 89                                | 1,437.5  | ---                                      | 501.9                                   | 1,854.6  | 2,922.2  |
| 2000   | 90                                | 1,486.9  | ---                                      | 513.8                                   | 2,000.0  | 3,107.8  |
| 2001   | 90                                | 1,473.7  | ---                                      | 506.5                                   | 2,053.4  | 3,210.8  |
| 2002   | 90                                | 1,531.0  | ---                                      | 532.7                                   | 2,197.1  | 3,445.6  |
| 2003   | 92                                | 1,552.2  | ---                                      | 543.3                                   | 2,297.0  | 3,696.1  |
| 2004   | 94                                | 1,598.4  | ---                                      | 557.5                                   | 2,441.8  | 3,935.1  |
| 2005   | 104                               | 1,654.4  | 2,524.7                                  | 586.3                                   | 2,615.8  | 4,229.8  |
| 2006   | 106                               | 1,708.1  | 2,572.7                                  | 607.9                                   | 2,777.2  | 4,585.5  |
| 2007   | 105                               | 1,761.2  | 2,668.9                                  | 617.1                                   | 2,923.7  | 4,815.8  |
| 2008   | 104                               | 1,825.0  | 2,742.1                                  | 665.4                                   | 3,148.3  | 5,459.2  |
| 2009 P   | 105                               | 1,828.5  | 2,752.0                                  | 677.4                                   | 3,126.2  | 5,816.8  |

(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 2009 Public Transportation Fact Book.

(b) Boarding passengers is a similar measure to "unlinked passenger trips" reported for United States transit agencies in the 2009 Public Transportation Fact Book.

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

P = Preliminary.

See Glossary following Tables for complete definitions.

CANADIAN DATA

| TABLE 68: CANADIAN FIXED-ROUTE TRANSIT REVENUE VEHICLES BY MODE<br>(CANADA ONLY) |            |            |                    |                 |        |       |        |
|--|------------|------------|--------------------|-----------------|--------|-------|--------|
| YEAR   | LIGHT RAIL | HEAVY RAIL | COMMUT-<br>ER RAIL | TROLLEY-<br>BUS | BUS    | OTHER | TOTAL  |
| 1955   | 1,687      | 102        | ---                | 1,137           | 3,215  | ---   | 6,141  |
| 1960   | 870        | 134        | ---                | 1,185           | 4,470  | ---   | 6,659  |
| 1965   | 738        | 334        | ---                | 1,110           | 5,224  | ---   | 7,406  |
| 1970   | 439        | 703        | ---                | 782             | 5,913  | ---   | 7,837  |
| 1975   | 388        | 826        | ---                | 664             | 8,160  | ---   | 10,038 |
| 1976   | 360        | 851        | ---                | 608             | 8,326  | ---   | 10,145 |
| 1977   | 356        | 1,005      | ---                | 588             | 8,828  | ---   | 10,777 |
| 1978   | 363        | 1,325      | ---                | 549             | 9,049  | ---   | 11,286 |
| 1979   | 375        | 1,377      | ---                | 559             | 9,554  | ---   | 11,826 |
| 1980   | 418        | (a) 1,627  |                    | 539             | 10,013 | ---   | 12,597 |
| 1981   | 485        | (a) 1,630  |                    | 540             | 10,231 | ---   | 12,886 |
| 1982   | 415        | (a) 1,638  |                    | 649             | 10,500 | ---   | 13,202 |
| 1983   | 392        | (a) 1,619  |                    | 649             | 10,398 | ---   | 13,058 |
| 1984   | 405        | (a) 1,619  |                    | 600             | 10,538 | 2     | 13,164 |
| 1985   | 398        | (a) 1,574  |                    | 552             | 10,114 | 75    | 12,713 |
| 1986   | 507        | (a) 1,558  |                    | 551             | 10,284 | 80    | 12,980 |
| 1987   | 516        | (a) 1,449  |                    | 513             | 10,434 | 77    | 12,989 |
| 1988   | 524        | (a) 1,439  |                    | 523             | 10,492 | 76    | 13,054 |
| 1989   | 593        | (a) 1,652  |                    | 488             | 9,961  | 235   | 12,929 |
| 1990   | 532        | (a) 1,381  |                    | 472             | 10,626 | 446   | 13,457 |
| 1991   | 527        | (a) 1,379  |                    | 272             | 10,992 | 372   | 13,542 |
| 1992   | 500        | (a) 1,724  |                    | 358             | 10,507 | 119   | 13,208 |
| 1993   | 547        | (a) 1,679  |                    | 308             | 10,776 | 255   | 13,565 |
| 1994   | 547        | 1,381      | 331                | 345             | 10,560 | 179   | 13,343 |
| 1995   | 548        | 1,381      | 359                | 305             | 10,542 | 85    | 13,220 |
| 1996   | 520        | 1,373      | 359                | 320             | 10,506 | 102   | 13,180 |
| 1997   | 520        | 1,381      | 336                | 322             | 10,481 | 36    | 13,076 |
| 1998   | 520        | 1,395      | 346                | 315             | 10,888 | 35    | 13,499 |
| 1999   | 520        | 1,419      | 505                | 304             | 11,244 | 37    | 14,029 |
| 2000   | 521        | 1,431      | 531                | 303             | 11,502 | 47    | 14,335 |
| 2001   | 530        | 1,451      | 539                | 304             | 11,695 | 54    | 14,573 |
| 2002   | 594        | 1,451      | 579                | 293             | 11,712 | 36    | 14,665 |
| 2003   | 611        | 1,451      | 586                | 290             | 11,996 | 81    | 15,015 |
| 2004   | 613        | 1,443      | 613                | 284             | 12,205 | 81    | 15,239 |
| 2005   | 613        | 1,437      | 601                | 285             | 12,566 | 78    | 15,580 |
| 2006   | 613        | 1,437      | 629                | 282             | 13,035 | 78    | 16,074 |
| 2007   | 646        | 1,437      | 659                | 278             | 13,468 | 84    | 16,572 |
| 2008   | 710        | 1,434      | 691                | 256             | 13,905 | 96    | 17,092 |
| 2009 P   | 715        | 1,434      | 707                | In Bus          | 15,121 | 5     | 17,982 |

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

P = Preliminary.

(a) Includes Heavy Rail and Commuter Rail.

See Glossary following Tables for complete definitions.

**CANADIAN DATA**

| <b>TABLE 69: CANADIAN FIXED-ROUTE TRANSIT PASSENGER FARES IN CANADIAN DOLLARS<br/>(CANADA ONLY)</b> |  |   |      |         |
|---|--|---|------|---------|
| YEAR  | AVERAGE OPERATING<br>REVENUE PER<br>REGULAR SERVICE<br>PASSENGER | ADULT BASE CASH FARE (CANADIAN DOLLARS) |      |         |
|   |  | HIGH                                    | LOW  | AVERAGE |
| 1955  | 0.10   | 0.15                                    | 0.10 | 0.11    |
| 1960  | 0.14   | 0.20                                    | 0.10 | 0.15    |
| 1965  | 0.16   | 0.25                                    | 0.15 | ---     |
| 1970  | 0.24   | 0.35                                    | 0.15 | ---     |
| 1975  | 0.28   | 0.50                                    | 0.15 | 0.29    |
| 1976  | 0.33   | 0.50                                    | 0.20 | 0.32    |
| 1977  | 0.35   | 0.50                                    | 0.25 | 0.35    |
| 1978  | 0.37   | 0.60                                    | 0.25 | 0.39    |
| 1979  | 0.41   | 0.60                                    | 0.25 | 0.43    |
| 1980  | 0.44   | 0.65                                    | 0.30 | 0.47    |
| 1981  | 0.50   | 0.75                                    | 0.35 | 0.53    |
| 1982  | 0.56   | 0.85                                    | 0.40 | 0.62    |
| 1983  | 0.61   | 1.00                                    | 0.40 | 0.69    |
| 1984  | 0.64   | 1.00                                    | 0.50 | 0.74    |
| 1985  | 0.65   | 1.50                                    | 0.50 | 0.79    |
| 1986  | 0.70   | 1.50                                    | 0.50 | 0.86    |
| 1987  | 0.72   | 1.50                                    | 0.60 | 0.90    |
| 1988  | 0.76   | 1.50                                    | 0.50 | 0.95    |
| 1989  | 0.82   | 1.50                                    | 0.50 | 1.01    |
| 1990  | 0.86   | 1.75                                    | 0.50 | 1.07    |
| 1991  | 0.97   | 2.00                                    | 0.75 | 1.18    |
| 1992  | 0.97   | 2.50                                    | 0.75 | 1.22    |
| 1993  | 1.03   | 2.60                                    | 0.75 | 1.31    |
| 1994  | 1.05   | 2.60                                    | 0.05 | 1.35    |
| 1995  | 1.11   | 2.60                                    | 0.05 | 1.45    |
| 1996  | 1.17   | 3.00                                    | 0.05 | 1.57    |
| 1997  | 1.21   | 2.60                                    | 1.20 | 1.69    |
| 1998  | 1.22   | 2.60                                    | 1.25 | 1.78    |
| 1999  | 1.26   | 2.60                                    | 1.00 | 1.68    |
| 2000  | 1.31   | 2.75                                    | 1.00 | 1.70    |
| 2001  | 1.35   | 2.70                                    | 1.00 | 1.73    |
| 2002  | 1.40   | 3.00                                    | 1.00 | 1.81    |
| 2003  | 1.45   | 3.00                                    | 1.25 | 1.88    |
| 2004  | 1.49   | 3.25                                    | 1.25 | 1.95    |
| 2005  | 1.50   | 3.25                                    | 1.25 | 2.02    |
| 2006  | 1.52   | 3.25                                    | 1.25 | 2.10    |
| 2007  | 1.55   | 3.50                                    | 1.25 | 2.15    |
| 2008  | 1.63   | 3.50                                    | 1.25 | 2.22    |
| 2009 P  | 1.64   | ---                                     | ---  | 2.40    |

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

P = Preliminary.

See Glossary following Tables for complete definitions.

CANADIAN DATA

| TABLE 70: CANADIAN FIXED-ROUTE TRANSIT EMPLOYEES BY TYPE<br>(CANADA ONLY) |                      |  |                             |                                 |                                |        |
|---|----------------------|--|-----------------------------|---------------------------------|--------------------------------|--------|
| YEAR  | VEHICLE<br>OPERATORS | OTHER<br>TRANSPOR-<br>TATION<br>OPERATIONS | VEHICLE<br>MAINTEN-<br>ANCE | NON-VEHICLE<br>MAINTEN-<br>ANCE | GENERAL<br>ADMINISTRAT-<br>ION | TOTAL  |
| 1965  | ---                  | ---  | ---                         | ---                             | ---                            | 18,057 |
| 1970  | ---                  | ---  | ---                         | ---                             | ---                            | 22,023 |
| 1975  | (a) 16,152           |  | (b) 7,054                   |                                 | 3,993                          | 27,199 |
| 1976  | (a) 17,061           |  | (b) 6,393                   |                                 | 4,674                          | 28,128 |
| 1977  | (a) 17,670           |  | (b) 7,060                   |                                 | 4,243                          | 28,973 |
| 1978  | (a) 18,048           |  | (b) 6,540                   |                                 | 5,353                          | 29,941 |
| 1979  | (a) 18,419           |  | (b) 7,559                   |                                 | 4,297                          | 30,275 |
| 1980  | (a) 19,689           |  | 5,567                       | 2,071                           | 5,504                          | 32,831 |
| 1981  | (a) 20,626           |  | 6,071                       | 2,559                           | 5,493                          | 34,749 |
| 1982  | (a) 20,693           |  | 5,576                       | 2,303                           | 6,680                          | 35,252 |
| 1983  | (a) 20,259           |  | 3,799                       | 4,490                           | 6,224                          | 34,772 |
| 1984  | (a) 19,804           |  | 5,486                       | 2,537                           | 6,301                          | 34,128 |
| 1985  | (a) 20,505           |  | 5,976                       | 2,782                           | 5,550                          | 34,813 |
| 1986  | 19,206               | 2,840                                      | 6,824                       | 3,174                           | 3,952                          | 39,996 |
| 1987  | 19,951               | 2,902                                      | 6,939                       | 3,165                           | 4,061                          | 37,018 |
| 1988  | 20,402               | 3,028                                      | 7,235                       | 3,031                           | 4,297                          | 37,993 |
| 1989  | 20,739               | 2,870                                      | 7,374                       | 3,262                           | 5,061                          | 39,306 |
| 1990  | 21,040               | 3,223                                      | 7,336                       | 3,569                           | 4,560                          | 39,728 |
| 1991  | 21,502               | 3,135                                      | 7,936                       | 3,641                           | 4,364                          | 39,578 |
| 1992  | 21,316               | 2,621                                      | 7,195                       | 2,820                           | 5,378                          | 39,330 |
| 1993  | 21,240               | 2,619                                      | 6,657                       | 3,272                           | 4,283                          | 38,071 |
| 1994  | 21,475               | 2,806                                      | 6,845                       | 3,282                           | 4,747                          | 39,218 |
| 1995  | 21,495               | 2,835                                      | 6,964                       | 3,227                           | 4,477                          | 38,976 |
| 1996  | 20,878               | 2,786                                      | 6,982                       | 3,324                           | 4,564                          | 38,531 |
| 1997  | 20,158               | 3,098                                      | 6,651                       | 3,714                           | 4,459                          | 38,078 |
| 1998  | 20,521               | 2,976                                      | 6,621                       | 3,608                           | 3,589                          | 38,357 |
| 1999  | 21,310               | 2,826                                      | 6,836                       | 3,725                           | 4,145                          | 39,548 |
| 2000  | 21,784               | 2,890                                      | 6,908                       | 3,803                           | 4,133                          | 40,373 |
| 2001  | 22,383               | 3,114                                      | 7,031                       | 3,624                           | 5,270                          | 41,422 |
| 2002  | 23,150               | 3,093                                      | 7,219                       | 3,672                           | 4,813                          | 41,947 |
| 2003  | 23,626               | 3,290                                      | 7,320                       | 3,767                           | 4,793                          | 42,796 |
| 2004  | 23,870               | 3,382                                      | 7,391                       | 3,931                           | 4,958                          | 43,532 |
| 2005  | 24,227               | 3,865                                      | 7,620                       | 4,072                           | 4,922                          | 44,706 |
| 2006  | 24,427               | 4,026                                      | 7,708                       | 4,102                           | 5,151                          | 45,414 |
| 2007  | 25,240               | 4,184                                      | 7,870                       | 4,242                           | 5,277                          | 46,813 |
| 2008  | 27,488               | 4,528                                      | 8,416                       | 4,353                           | 5,667                          | 50,452 |
| 2009 P  | 28,085               | 4,539                                      | 8,632                       | 4,569                           | 5,907                          | 51,732 |

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

P = Preliminary.

(a) All operations employees.

(b) All maintenance employees.

See Glossary following Tables for complete definitions.

**CANADIAN DATA**

| <b>TABLE 71: CANADIAN SPECIALIZED TRANSIT SERVICES SUMMARY STATISTICS<br/>(CANADA ONLY)</b> |   |   |   |  |   |   |
|---|---|---|---|--|---|---|
| <b>YEAR</b>   | <b>NUMBER OF<br/>SYSTEMS,<br/>DEDICATED<br/>SERVICE</b> | <b>PASSEN-<br/>GERS,<br/>DEDICATED<br/>SERVICE<br/>(MILLIONS)</b> | <b>TOTAL<br/>PASSEN-<br/>GERS,<br/>DEDICATED<br/>AND NON-<br/>DEDICATED<br/>SERVICES<br/>(MILLIONS)</b> | <b>TOTAL<br/>VEHICLE<br/>MILES,<br/>DEDICATED<br/>SERVICE<br/>(MILLIONS)</b> | <b>NON-GOVT.<br/>OPERATING<br/>REVENUE<br/>(MILLIONS OF<br/>CANADIAN<br/>DOLLARS)</b> | <b>OPERATING<br/>EXPENSE<br/>(MILLIONS OF<br/>CANADIAN<br/>DOLLARS)</b> |
| 1991  | 47  | ---   | 4.6   | 17.0   | 15.9  | 64.4  |
| 1992  | 47  | ---   | 5.2   | 18.7   | 17.9  | 75.6  |
| 1993  | 50  | ---   | 7.2   | 29.3   | 19.2  | 118.3   |
| 1994  | 46  | ---   | 8.0   | 26.8   | 11.0  | 141.9   |
| 1995  | 49  | ---   | 8.6   | 28.8   | 12.9  | 144.9   |
| 1996  | 49  | ---   | 8.6   | 28.6   | 13.1  | 145.6   |
| 1997  | 51  | ---   | 8.8   | 29.1   | 14.5  | 146.2   |
| 1998  | 52  | ---   | 9.1   | 28.2   | 14.9  | 152.2   |
| 1999  | 59  | ---   | 10.4  | 31.5   | 33.0  | 170.8   |
| 2000  | 58  | ---   | 10.9  | 33.7   | 18.7  | 185.7   |
| 2001  | 60  | ---   | 11.1  | 32.6   | 18.8  | 197.4   |
| 2002  | 60  | ---   | 11.6  | 34.5   | 19.9  | 215.1   |
| 2003  | 61  | ---   | 11.8  | 34.6   | 20.6  | 231.4   |
| 2004  | 66  | ---   | 12.5  | 37.1   | 23.1  | 250.0   |
| 2005  | 63  | ---   | 13.0  | 39.1   | 23.0  | 268.4   |
| 2006  | 64  | 9.7   | 14.2  | 39.8   | 25.7  | 309.9   |
| 2007  | 65  | 10.3  | 14.9  | 42.5   | 27.9  | 334.0   |
| 2008  | 67  | 10.5  | 15.5  | 43.4   | 31.3  | 371.3   |
| 2009 P  | 68  | 10.7  | 16.0  | 49.2   | 32.7  | 397.7   |

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

P = Preliminary.

See Glossary following Tables for complete definitions.

## 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
- Mode of Service Definitions
- Service Consumed Definitions
- Service Supplied Definitions
- Other Definitions

### EMPLOYEE AND LABOR DEFINITIONS:

**Capital Employee** is an employee whose labor hour cost is reimbursed under a capital grant or is otherwise capitalized. Generally, only large transit agencies have such employees.

**Operating Employee** is an employee engaged in the operation of the transit system. Operating employees are classified into four categories describing the type work they do: general administration, non-vehicle maintenance, vehicle maintenance, and vehicle operations.

**General Administration Employee** is an operating employee who is an executive, professional, supervisory, or secretarial transit system person engaged in general management and administration activities: preliminary 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 who is an executive, professional, supervisory, or secretarial transit system person engaged in non-vehicle maintenance, 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 system; and garage, shop, operating station, 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 who is an executive, professional, or supervisory transit system person engaged in vehicle operations, 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 who is an executive, professional, secretarial, or supervisory transit system person 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. Persons employed by agencies contracting to the transit system are not counted.

**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 or electricity generated from fuel that is substantially not petroleum.

**Electric Power Consumption** is the amount of electricity used to propel transit vehicles, also called **propulsion power**. 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.

**Generated by Transit System** [electric power] is propulsion power generated in facilities owned by the transit agency of a company of which the transit system is a subsidiary. These data were last reported in 1957. Prior to that time electric railways had been owned by power generation companies.

**Purchased** [electric power] power is propulsion power purchased from commercial power generation companies that are not affiliated with the electric railway. These data were last reported in 1957. Prior to that time electric railways had been owned by power generation companies.

## **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 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.

**Rolling Stock** capital expense is expense for the revenue vehicles used in providing transit service for passengers. The term revenue vehicles includes the body and chassis and all fixtures and appliances inside or attached to the body or chassis, except fare collection equipment and revenue vehicle movement control equipment (radios). For rubber tired vehicles, it includes the cost of one set of tires and tubes to make the vehicle operational, if the tires and tubes are owned by the transit agency.

**Facilities** capital expenses include administration, central/overhaul maintenance facilities, light maintenance and storage facilities, and equipment of any of these items.

**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.

## **FINANCIAL - OPERATING EXPENSE DEFINITIONS:**

**Operating Expenses** are the expenses associated with the operation of the transit agency, and classified by function or activity and the goods and services purchased. 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 in behalf of the transit agency. The allowances include payments direct to the employee arising from the performance of a piece of work. Also called "Labor."

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

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

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

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

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

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

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

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

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

## **FINANCIAL - PASSENGER FARE STRUCTURE DEFINITIONS:**

**Passenger Fares** are revenue earned from carrying passengers in regularly scheduled and paratransit 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.

## **FINANCIAL - REVENUE DEFINITIONS:**

**Passenger Fare Revenue** is revenue earned from carrying passengers in regularly scheduled and paratransit 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.

**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.

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

**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 two categories in Operating Funding Sources:

**Agency Funds, Other** are Directly Generated Funds that do not come from taxes.

**Government Funds, Directly Generated** are Directly Generated Funds that come from taxes.

**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.

## MODE OF SERVICE DEFINITIONS:

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

**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)**. Data for all of these types of bus service are included in the bus mode on these historical data tables. Disaggregated data are not available for any of the bus service categories.

**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.

**Paratransit** is a mode of transit service (also called **demand response** or **dial-a-ride**) characterized by the use of comprised 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 except, perhaps, on a temporary basis to satisfy a special need; and typically, 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. The following types of operations fall under the above definitions provided they are not on a scheduled fixed route basis: many origins-many destinations, many origins-one destination, one origin-many destinations, and one origin-one destination.

**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.

**Light Rail** is a mode of transit service (also called **streetcar**, **tramway**, or **trolley**) operating lightweight passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is not 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.

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

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

**Other** modes of transit service not listed separately on modal tables include **ferry boat**, **aerial tramway**, **automated guideway transit** (also called **personal rapid transit**, **group rapid transit**, or **people mover**), **cable car**, **inclined plane**, and **monorail**. Not all of these modes of service are included in Other on each table, note clarifications in footnotes for modes that are included.

## SERVICE CONSUMED DEFINITIONS:

**Unlinked Passenger Trips** 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. Also called **boardings**.

**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 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:

**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.

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

**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. It is often called platform miles. 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. For conventionally scheduled services, vehicle revenue miles are comprised of running miles available to passengers only, "deadhead" miles are not included.

**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. It is often called platform time. 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. For conventionally scheduled services, vehicle revenue hours include running time and layover/recovery time.

## **OTHER DEFINITIONS:**

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

**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.