



# NTD

National Transit Database  
Federal Transit Administration

## Report Year 2005 National Transit Summaries and Trends

**National Transit Summaries and Trends  
for the  
2005 National Transit Database Report Year**

**James S. Simpson  
Administrator  
Federal Transit Administration**

### Table of Contents

---

|  |           |
|--|-----------|
| <b>Introduction</b>  | <b>1</b>  |
| Introduces the transit modes discussed throughout the NTST.  |           |
| <b>Transit in the United States</b>  | <b>3</b>  |
| National statistics and trends in ridership, miles of service and number of transit systems by mode.   |           |
| <b>Operating Costs and Performance Measures</b>  | <b>14</b> |
| Trends in operating costs by mode and measures of cost efficiency and effectiveness.   |           |
| <b>Quality of Transit Service</b>  | <b>20</b> |
| National trends for safety, maintenance reliability and lift equipped bus fleet.   |           |
| <b>Reliability</b>   | <b>21</b> |
| Trends in miles between major system failures.   |           |
| <b>ADA Compliance – Bus</b>  | <b>23</b> |
| Trends in the percentage of buses that are ADA lift- or ramp-equipped.   |           |
| <b>Funding Transit Operations</b>  | <b>24</b> |
| Funding sources used in transit, trends in recovery ratio and subsidy per passenger.   |           |
| <b>Capital Investment in Transit</b>   | <b>31</b> |
| Funding sources used in capital projects and capital expenditures by mode.   |           |
| <b>Bus Fleet</b>   | <b>36</b> |
| Trends in the average fleet age of the national bus fleet.   |           |
| <b>Fixed Guideway Mileage</b>  | <b>38</b> |
| Trends in fixed guideway mileage for bus and rail systems.   |           |
| <b>Alternative Fuel Usage</b>  | <b>39</b> |
| Trends in the percentage of the national bus fleet using alternative fuels and the share of fuel type used by non-electric transit vehicles.   |           |
| <b>National Transit Profile</b>  | <b>41</b> |
| Aggregate data for capital, operating funding and expenses, and characteristics for all modes operated in the nation.  |           |
| <b>Transit Data by 2000 U.S. Census Urbanized Area</b>   | <b>43</b> |
| Aggregate data grouped by urbanized area. Items include operating expense, vehicle revenue miles, fixed-guideway directional route miles, passenger miles as reflected in the 2005 apportionment and recovery ratio. |           |
| <b>Aggregate Data by Form</b>  | <b>51</b> |
| Aggregate data reported to the NTD.  |           |
| <b>Data Used to Compile Graphics</b>   | <b>62</b> |
| Data used to develop graphics for data not presented with graphic.   |           |

**Appendix**

77

Key characteristics and uses of capital by transit agencies



### Introduction

#### General Information

---

Welcome to the National Transit Summaries and Trends (NTST), a portion of the Federal Transit Administration's (FTA) annual report. The goal of the NTST is to summarize transit data in an easy to read format. The 2005 NTST discusses data covering the period 1996 to 2005.

On an average weekday, the nation's transit systems carry over 30 million riders (unlinked passenger trips). There were 9.2 billion riders in 2005.

#### Transit Modes

---

The NTST presents aggregate transit operating statistics by mode. Fifteen transit modes are included in the National Transit Database; for this publication statistics are presented for the predominant modes: bus, heavy rail, light rail, commuter rail, demand response and vanpool.

##### Bus

The most common form of mass transit service provided throughout the United States. Buses operate on fixed routes and schedules over existing roadways. Buses must be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions.



##### Commuter Rail

Local (short-distance) travel operating between a central city and adjacent suburbs. Service is provided on regular schedules, moving commuters within urbanized areas or between urbanized areas and outlying areas. Multi-trip tickets and specific station-to-station fares characterize commuter rail service, with one or two stations in the central business district.



##### Heavy Rail

Heavy rail service is characterized by high-speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed electric rails; separate rights-of-way from which all other traffic is excluded; sophisticated signaling, high platform loading and a heavy passenger volume.



## 2004 National Transit Summaries and Trends

---

### Demand Response

Service (passenger cars, vans or small buses) provided upon request to pick up and transport passengers to and from their destinations. Typically, a vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may be interrupted en route to these destinations to pick up other passengers.



### Light Rail

Light rail is an electric railway with a lighter passenger volume compared to heavy rail. Passenger cars operating singly (or in short, two-car trains) on fixed rails in shared or exclusive right-of-way, low or high platform loading characterizes light rail service. The vehicle's power is drawn from an overhead electric wire.



### Vanpool

Service operating under a ride sharing arrangement providing transportation to individuals traveling directly between their homes and a regular destination. The vehicles (vans, small buses, and other vehicles) must have a minimum seating capacity of seven. Vanpool(s) must also be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions, be open to the public, availability must be advertised and the service must be operated by a public entity or a public entity must own, purchase or lease the vehicle(s).



These modes provided the most transit service and change over the time frame considered, 1995 through 2005. The remaining modes (aerial tramway, automated guideway, cable car, ferryboat, inclined plane, jitney, monorail, publico, trolleybus and Alaska railroad) are combined in the single category "other".

## Rounding and Inflation

---

Rounding may lead to minor variations in total values from one table to another for similar data or may lead to instances where percentages may not add to 100. Due to rounding, percent changes may not match exactly the values calculated using the formatted figures shown in the exhibits.

All dollar amounts are the actual figures reported and have not been adjusted to reflect inflation for the timeframe considered (21.4 percent from 1996 through 2005).

### Web Information

---

For information about National Transit Database publications and training, see FTA's website at

<http://www.fta.dot.gov>

or visit the National Transit Database website at

<http://www.ntdprogram.com>

## Transit in the United States

### Total Federal Assistance (Capital and Operating) Applied to Transit and Unlinked Passenger Trips

#### Concepts

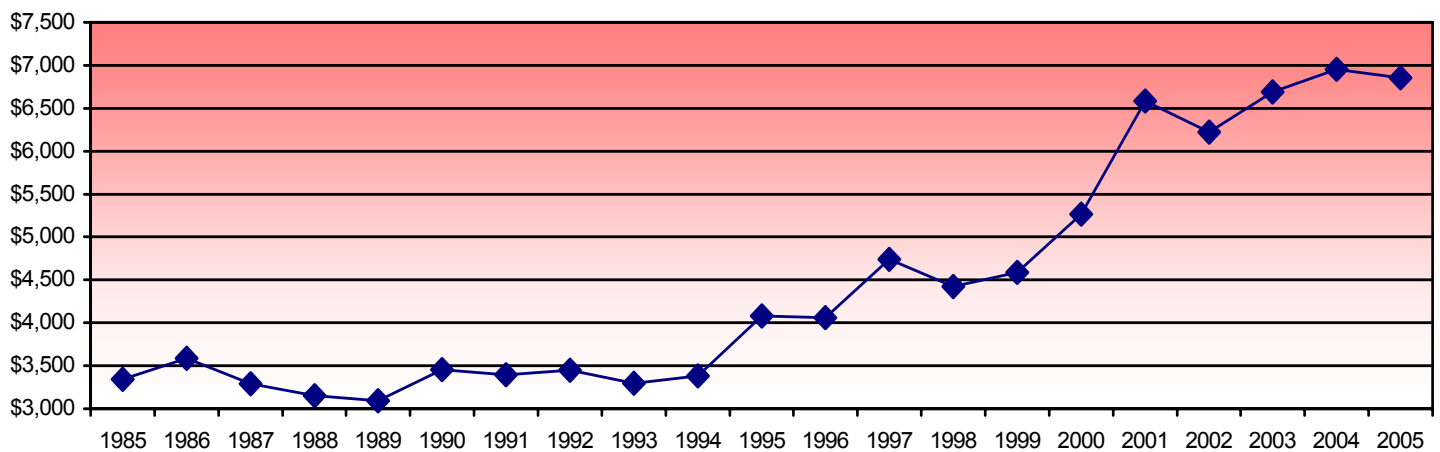
Federal funds applied to transit are Federal Transit Administration (FTA) Urbanized Area Formula Program funds (financial assistance used to offset operating costs and pay for capital projects) and other Federal funds.

Unlinked passenger trips are the number of patrons boarding public transportation vehicles.

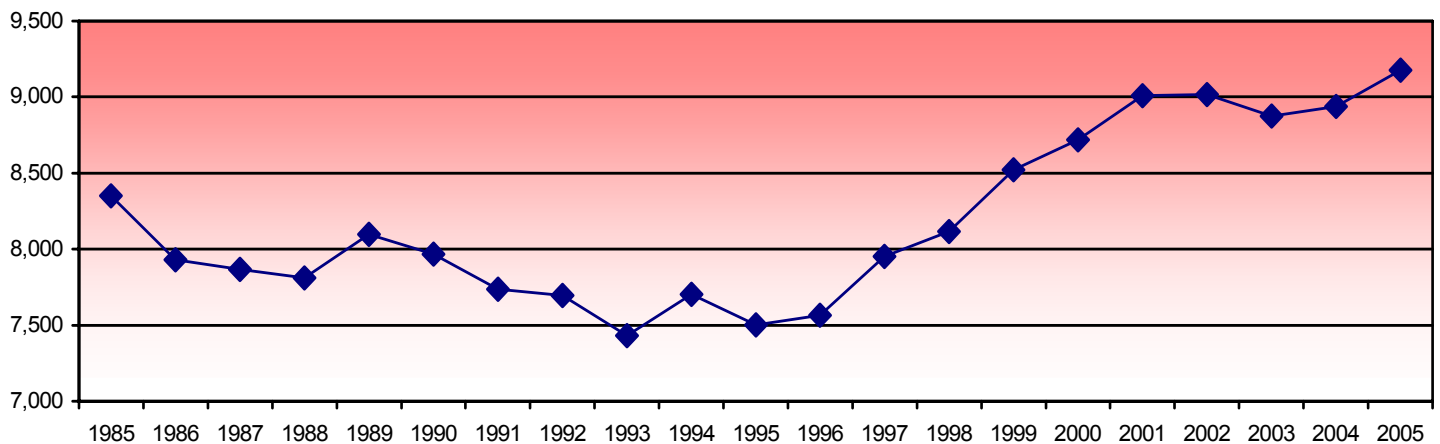
#### Comments

Ridership increased by 10 percent from 1985 to 2005. During the same period, Federal assistance applied to transit increased by nearly 105 percent.

**Federal Funds Applied to Transit (Millions) 1985 - 2005**



**Unlinked Passenger Trips (Millions) 1985 - 2005**





## 2005 National Transit Summaries and Trends

### Number of Transit Agencies

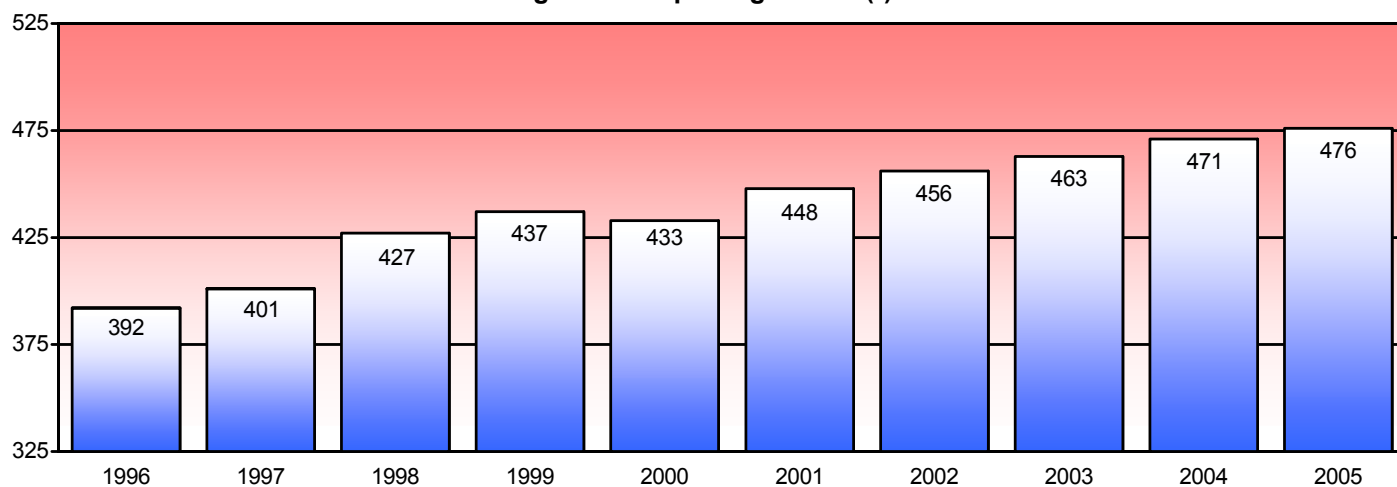
#### Concepts

Transit agencies that receive or benefit from Federal Transit Administration (FTA) Urbanized Area Formula Program funds (capital or operating) are required to report selected transit data to the National Transit Database (NTD) program. In addition, transit agencies not receiving FTA funds are encouraged to submit data, providing a more complete picture of public transit throughout the United States. These transit agencies report financial (capital and operating) data and non-financial operating statistics by transit mode. A total of 643 transit agencies reported data in 2005.

#### Comments

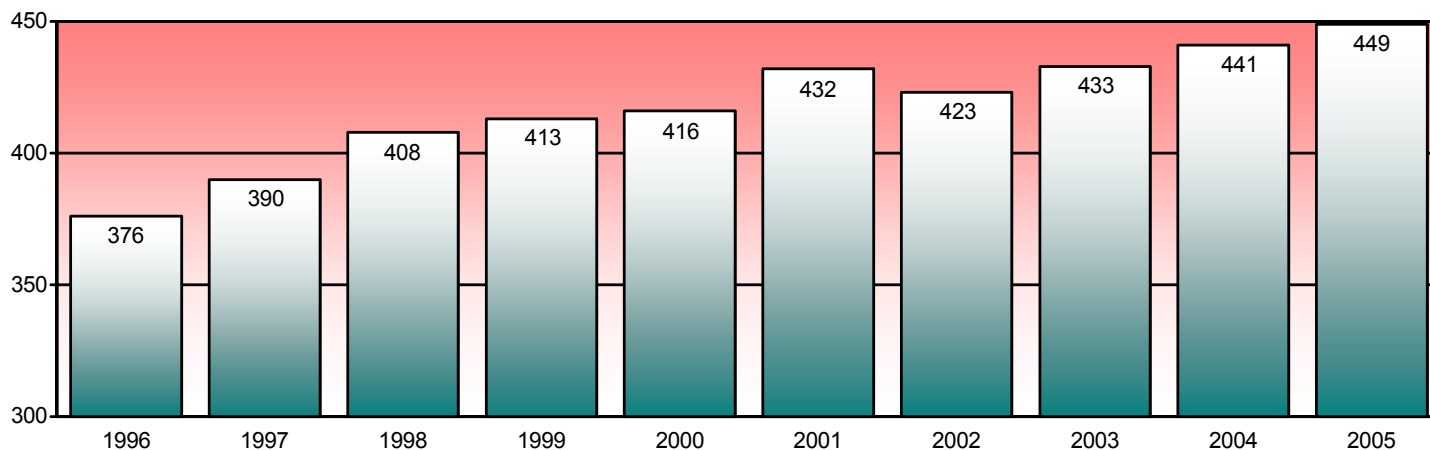
- The number of bus systems increased in the last 10 years (84 new systems).
- Demand response increased by nearly 19 percent (73 new systems) over the same period, reflecting the need to provide special transit service for the elderly individuals and individuals with disabilities.
- Vanpool nearly doubled the number of systems from 1996 to 2005.

**Number of Agencies Reporting — Bus (\*) 1996 - 2005**



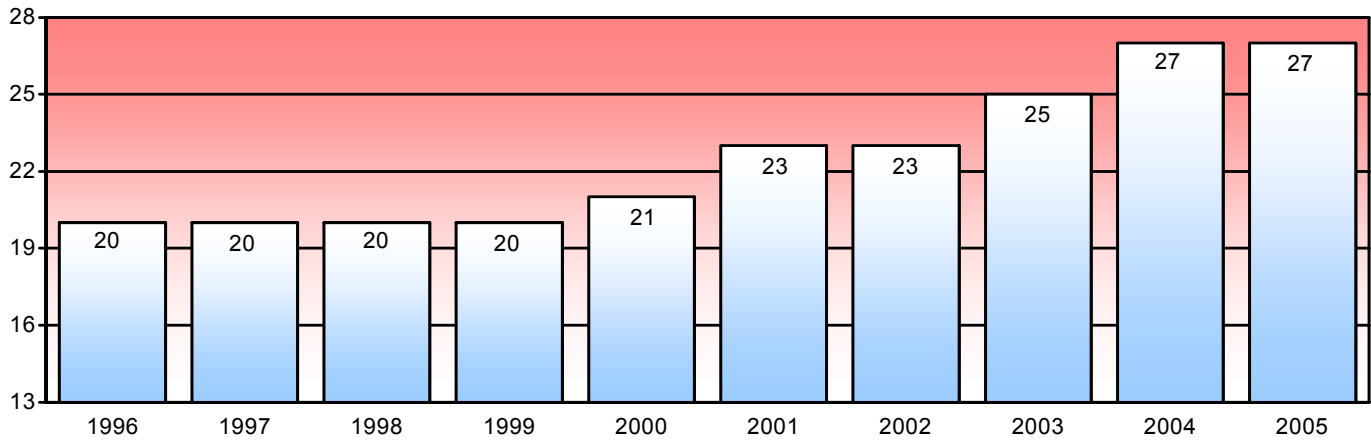
(\*) Does not include agencies receiving reporting waivers

**Number of Agencies Reporting — Demand Response 1996 - 2005**

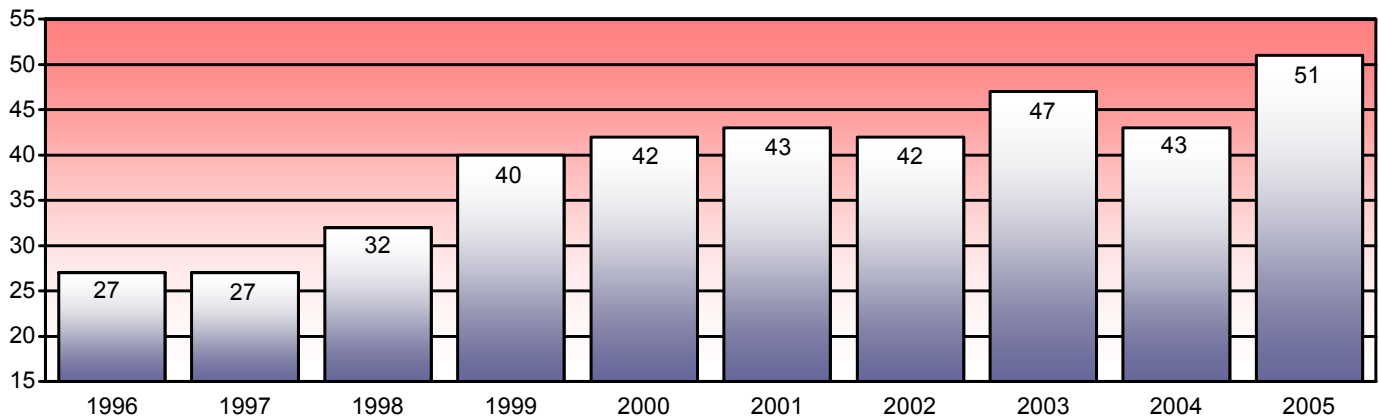


## 2005 National Transit Summaries and Trends

**Number of Agencies Reporting — Light Rail 1996 - 2005**



**Number of Agencies Reporting — Vanpool 1996 - 2005**



**Number of Agencies Reporting 1996 - 2005**

| Year     | Bus (*) | Commuter Rail | Demand Response (*) | Heavy Rail | Light Rail | Vanpool | Other |
|----------|---------|---------------|---------------------|------------|------------|---------|-------|
| 1996     | 392     | 15            | 376                 | 14         | 20         | 27      | 28    |
| 1997     | 401     | 16            | 390                 | 14         | 20         | 27      | 26    |
| 1998     | 427     | 16            | 408                 | 14         | 20         | 32      | 28    |
| 1999     | 437     | 18            | 413                 | 14         | 20         | 40      | 33    |
| 2000     | 433     | 19            | 416                 | 14         | 21         | 42      | 31    |
| 2001     | 448     | 21            | 432                 | 14         | 23         | 43      | 31    |
| 2002     | 456     | 19            | 423                 | 14         | 23         | 42      | 31    |
| 2003     | 463     | 19            | 433                 | 14         | 25         | 47      | 31    |
| 2004     | 471     | 19            | 441                 | 14         | 27         | 43      | 31    |
| 2005     | 476     | 20            | 449                 | 15         | 27         | 51      | 30    |
| % Change | 21%     | 33%           | 19%                 | 7%         | 35%        | 89%     | 7%    |

(\*) Bus data does not include agencies receiving reporting waivers.

## 2005 National Transit Summaries and Trends

### Vehicle Revenue Miles

#### Concepts

Vehicle revenue miles are the miles a transit vehicle travels while in revenue service. A transit vehicle is in revenue service when the vehicle is available to the public with the expectation of carrying passengers. Passengers pay full fares, reduced fares (senior citizen, student, special ride fares, etc.), or provide payment through some contractual agreement.

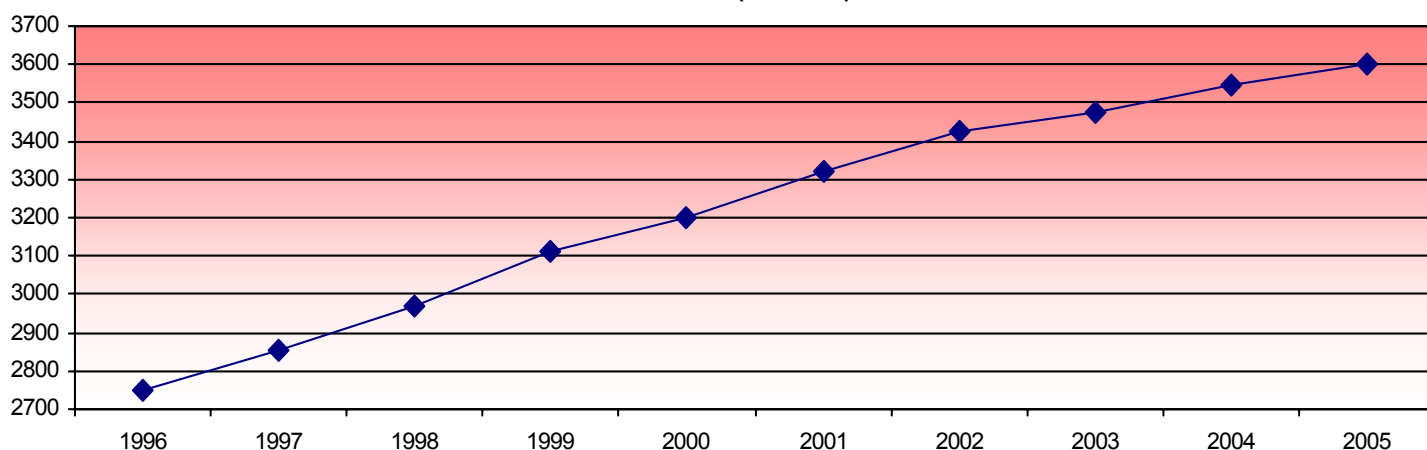
Deadhead travel is not included in vehicle revenue miles. Deadhead mileage consists of the miles a transit vehicle travels while not in revenue service (leaving or returning to the garage or yard or changing routes).

#### Comments

Vehicle revenue miles increased by nearly 31 percent between 1996 and 2005. Modes showing the most significant growth are those that had an increase in the number of systems in operation during the period.

- Light rail – 85 percent
- Demand response – 91 percent
- Vanpool – 286 percent

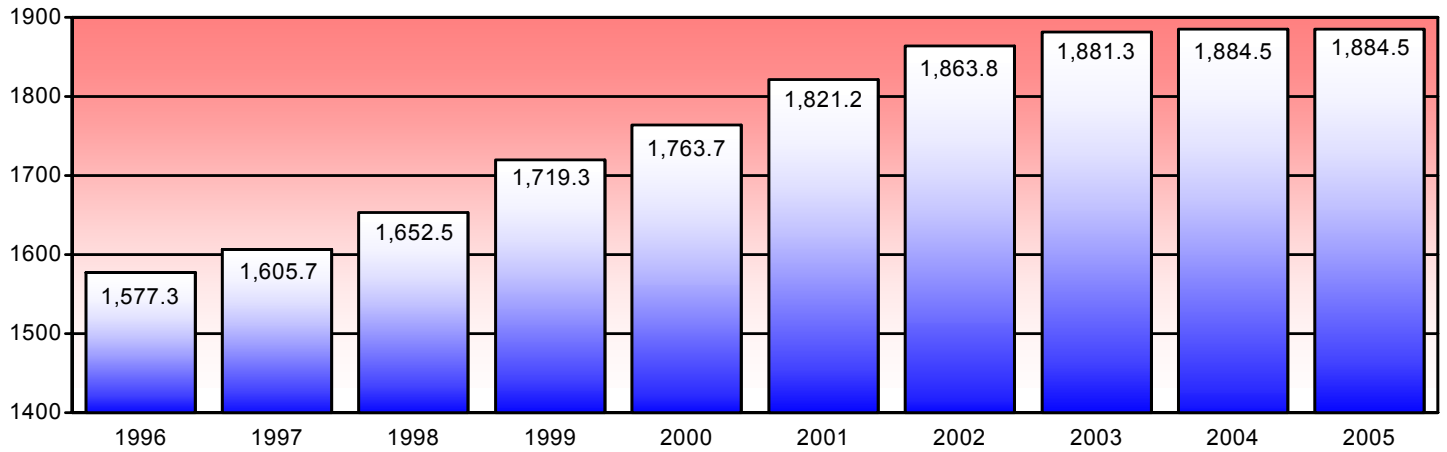
**Vehicle Revenue Miles (Millions) 1996 - 2005**



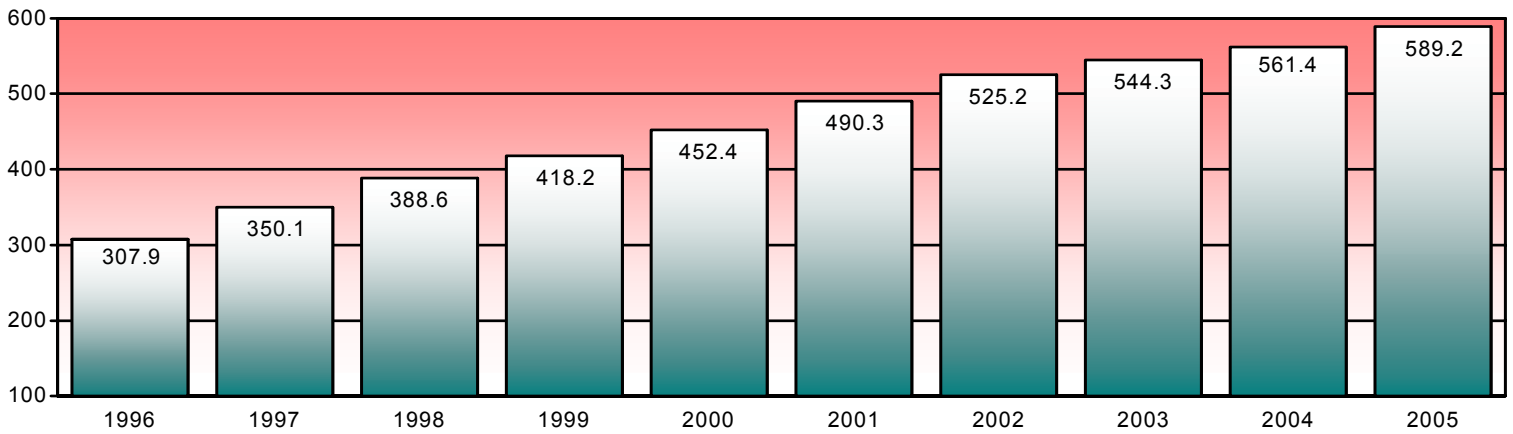
**Vehicle Revenue Miles (Millions) 1996 - 2005**

| Year | Vehicle Revenue Miles (Millions) | Year     | Vehicle Revenue Miles (Millions) |
|------|----------------------------------|----------|----------------------------------|
| 1996 | 2,750.6                          | 2001     | 3,319.0                          |
| 1997 | 2,853.3                          | 2002     | 3,426.8                          |
| 1998 | 2,970.4                          | 2003     | 3,476.0                          |
| 1999 | 3,111.4                          | 2004     | 3,547.9                          |
| 2000 | 3,202.4                          | 2005     | 3,602.0                          |
|      |                                  | % Change |                                  |
|      |                                  | 31%      |                                  |

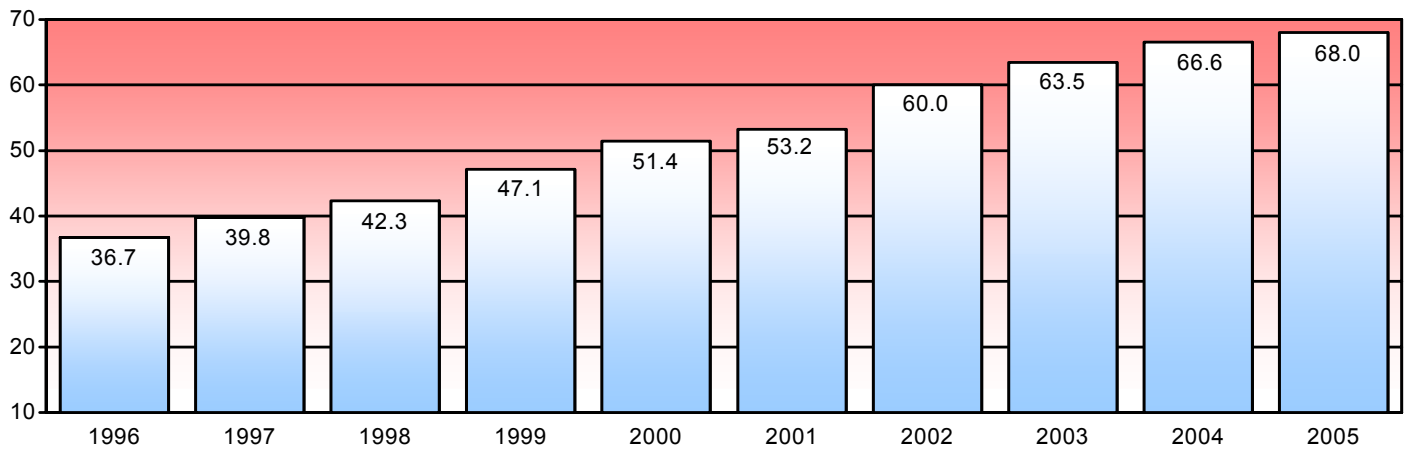
Vehicle Revenue Miles (Millions) — Bus 1996 - 2005



Vehicle Revenue Miles (Millions) — Demand Response 1996 - 2005

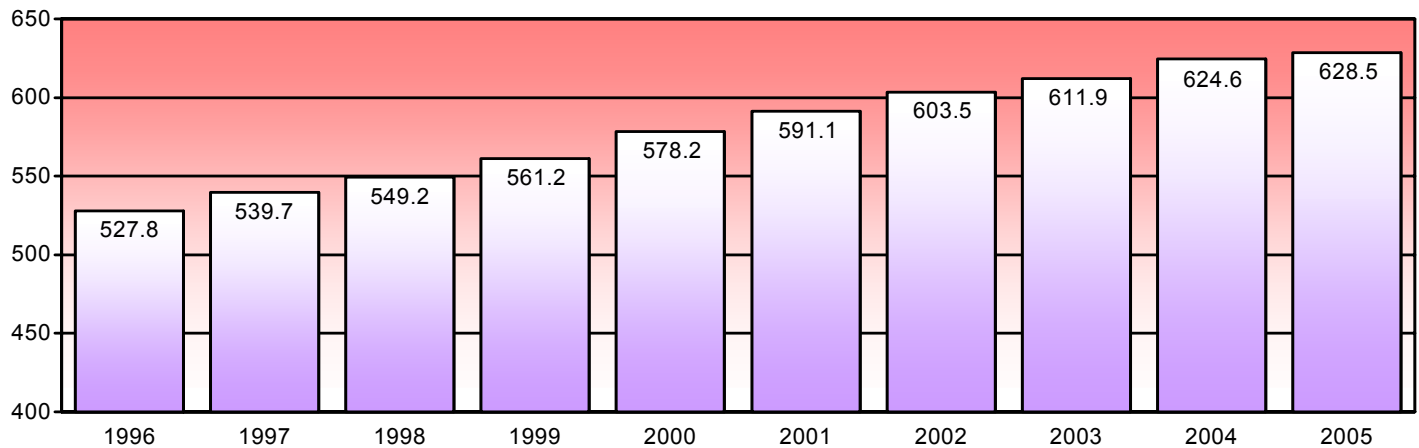


Vehicle Revenue Miles (Millions) — Light Rail 1996 - 2005

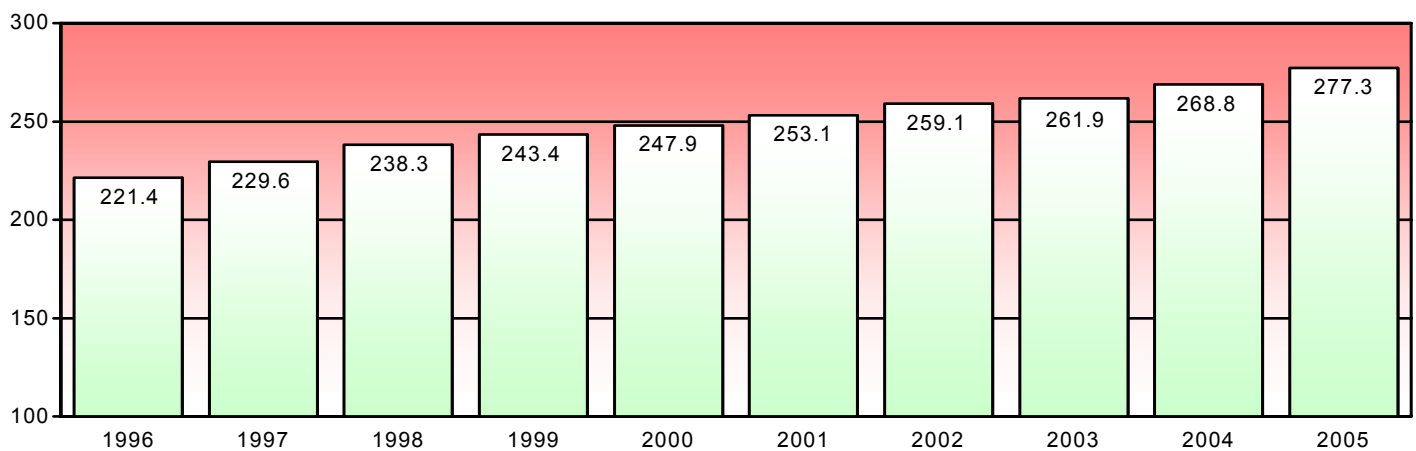


## 2005 National Transit Summaries and Trends

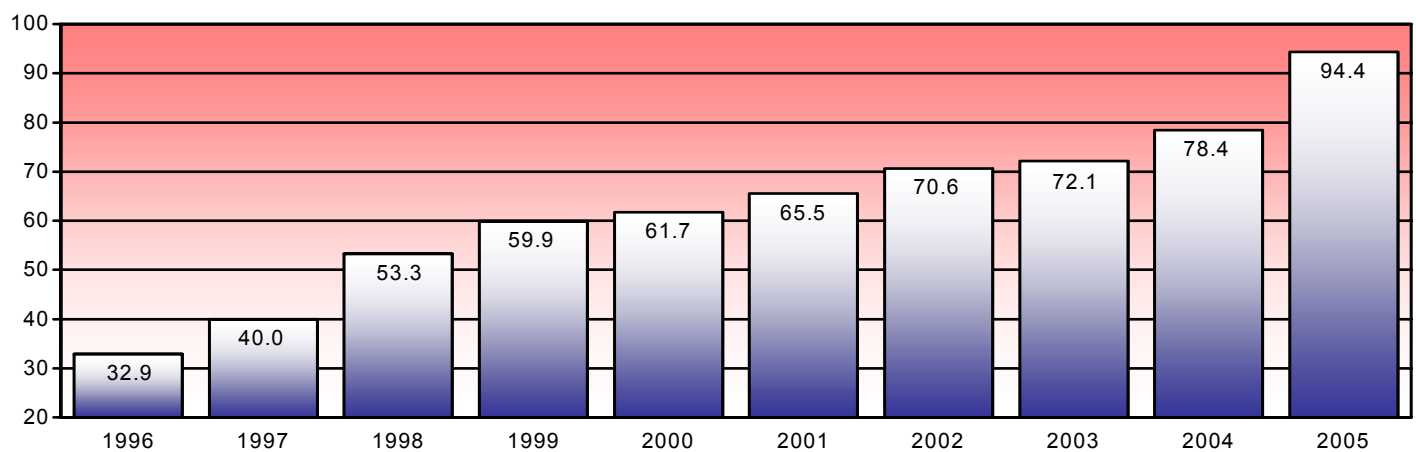
**Vehicle Revenue Miles (Millions) — Heavy Rail 1996 - 2005**



**Vehicle Revenue Miles (Millions) — Commuter Rail 1996 - 2005**



**Vehicle Revenue Miles (Millions) — Vanpool 1996 - 2005**

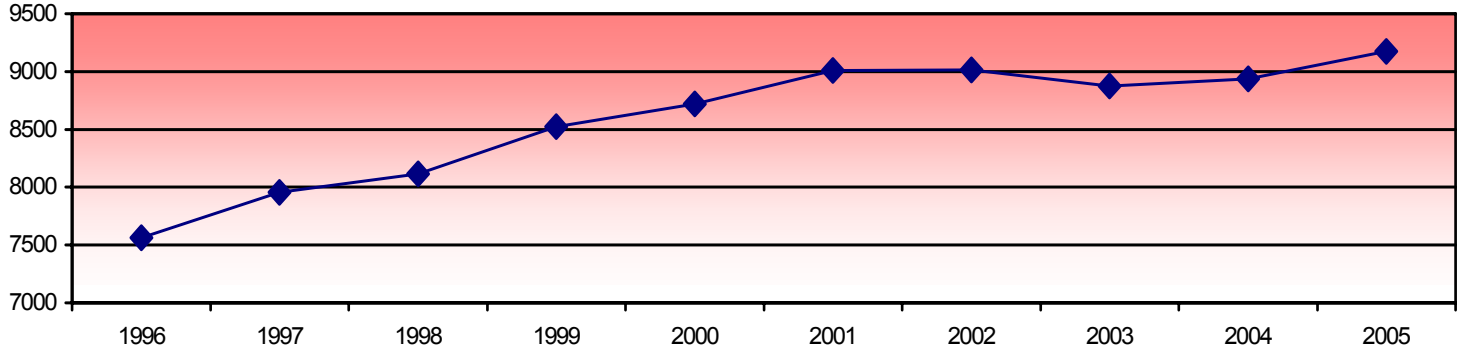


## Unlinked Passenger Trips by Mode

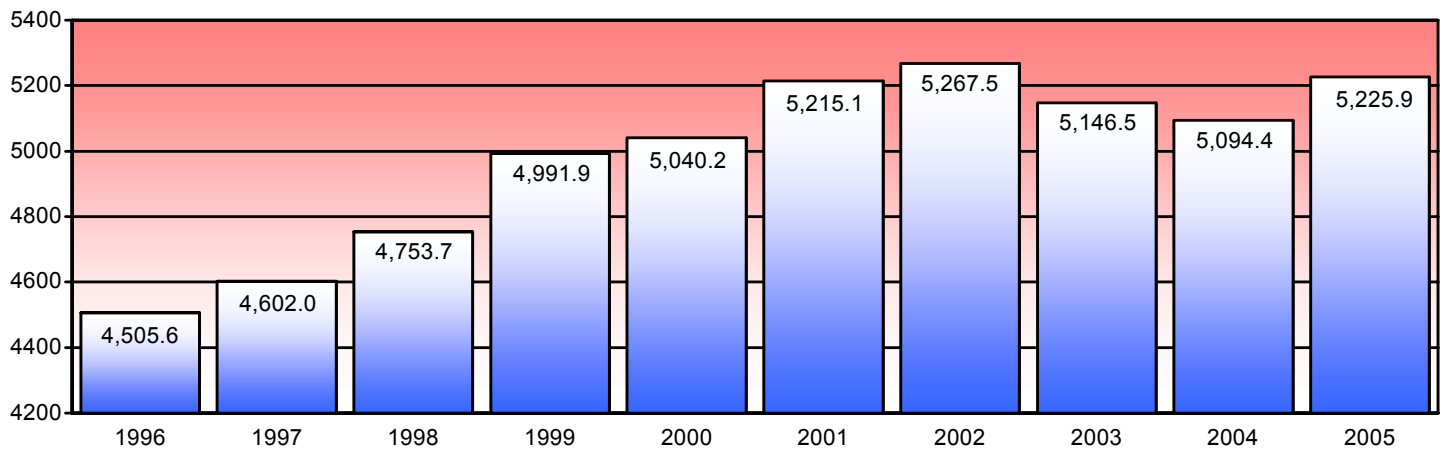
### Comments

Ridership increased by over 21 percent from 1996 to 2005.

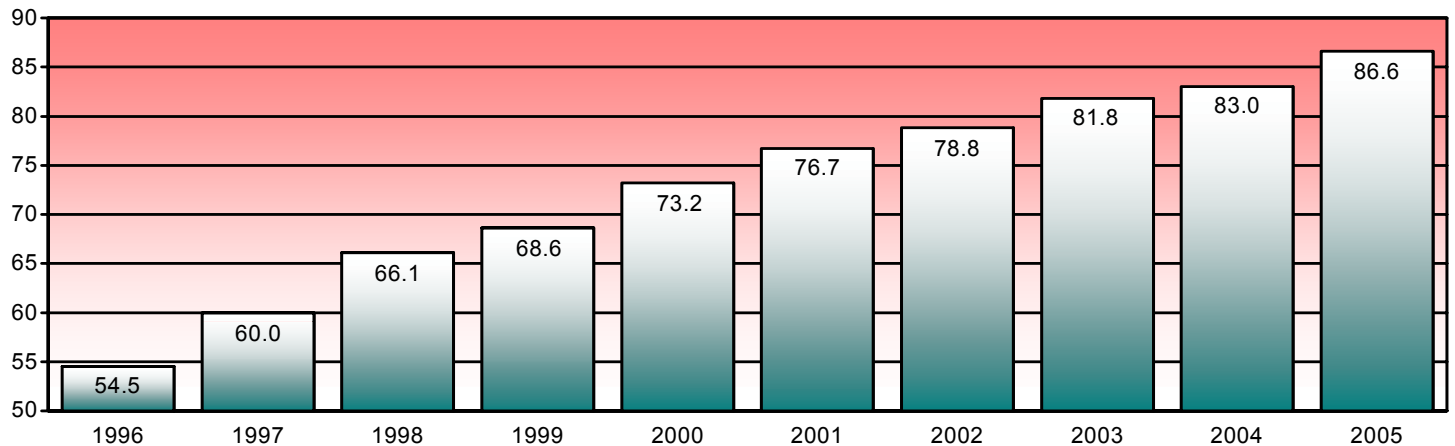
Unlinked Passenger Trips (Millions) 1996 - 2005



Unlinked Passenger Trips (Millions) — Bus 1996 - 2005

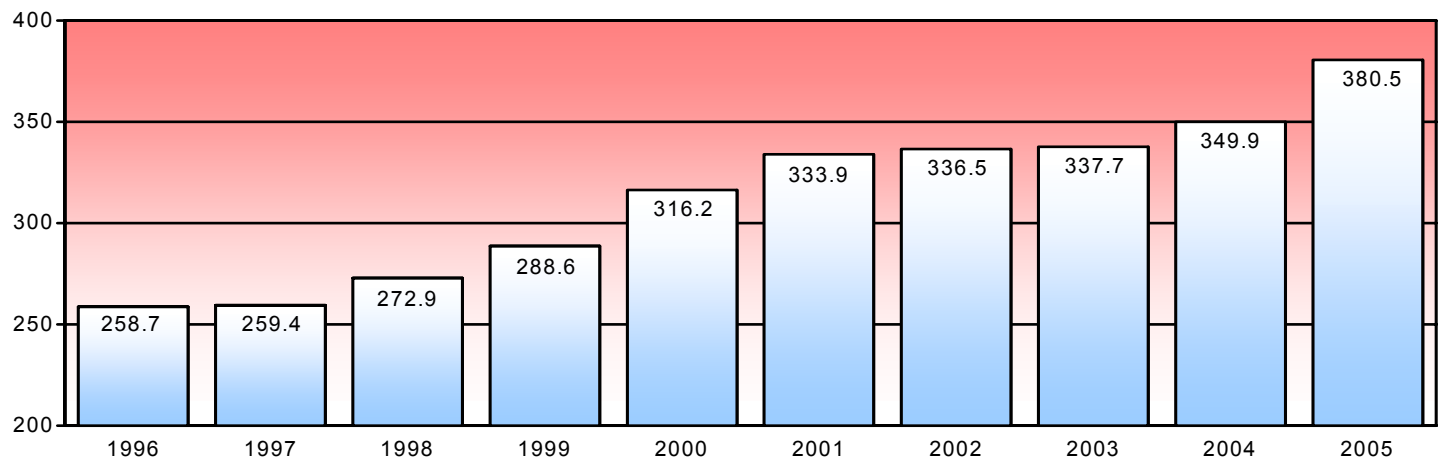


Unlinked Passenger Trips (Millions) — Demand Response 1996 - 2005

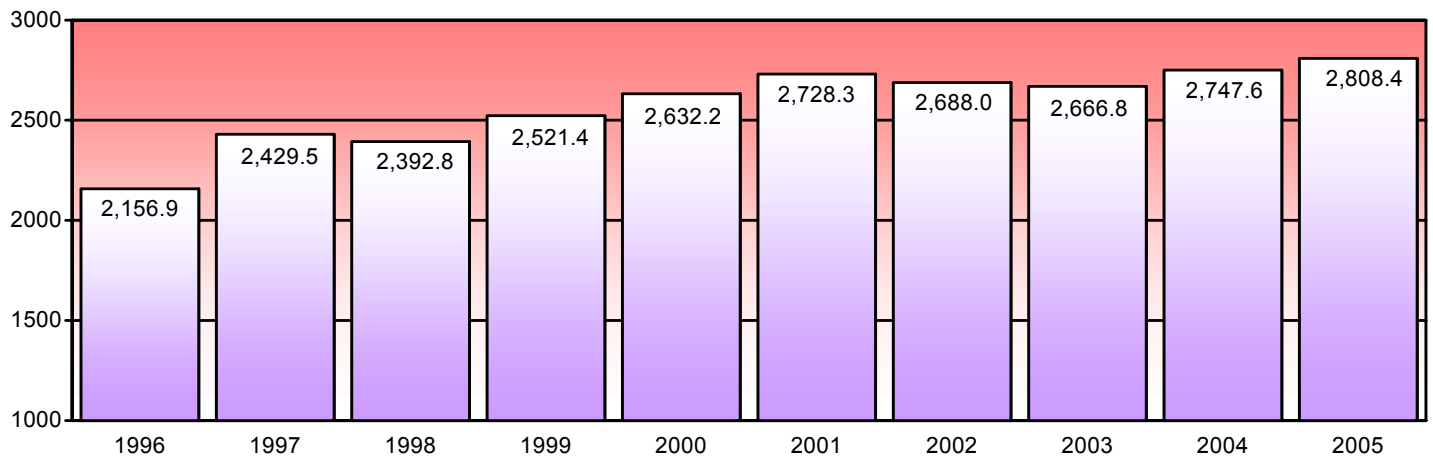


## 2005 National Transit Summaries and Trends

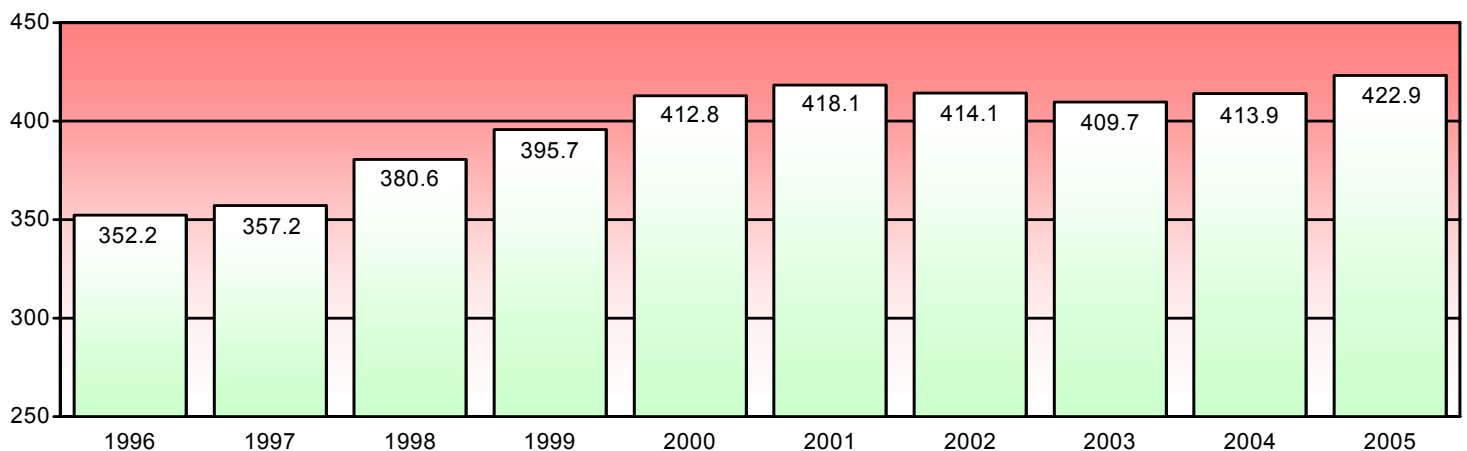
Unlinked Passenger Trips (Millions) — Light Rail 1996 - 2005



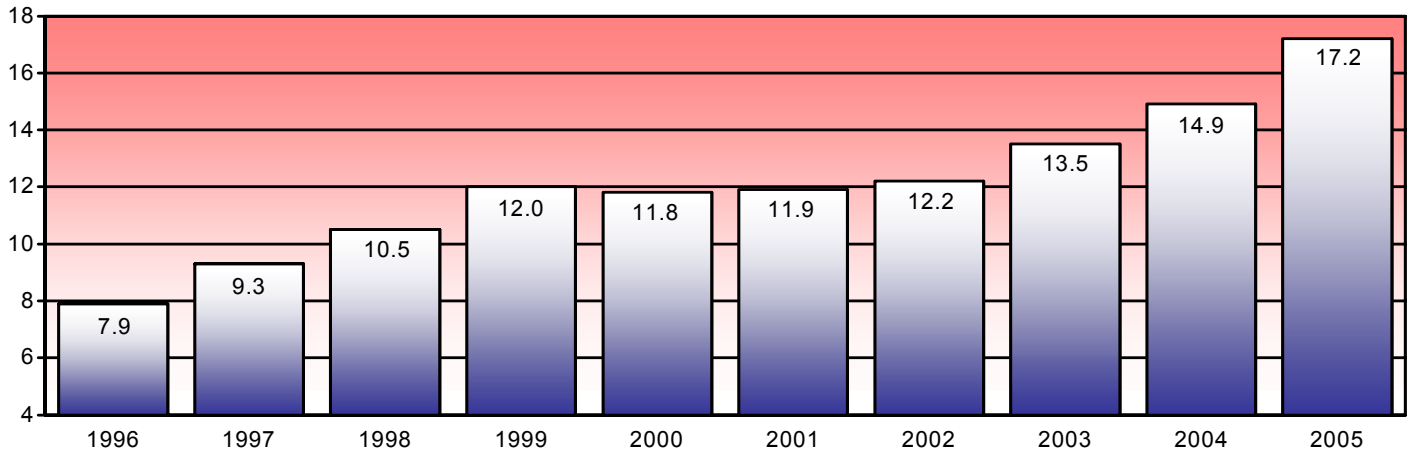
Unlinked Passenger Trips (Millions) — Heavy Rail 1996 - 2005



Unlinked Passenger Trips (Millions) — Commuter Rail 1996 - 2005



Unlinked Passenger Trips (Millions) — Vanpool 1996 - 2005

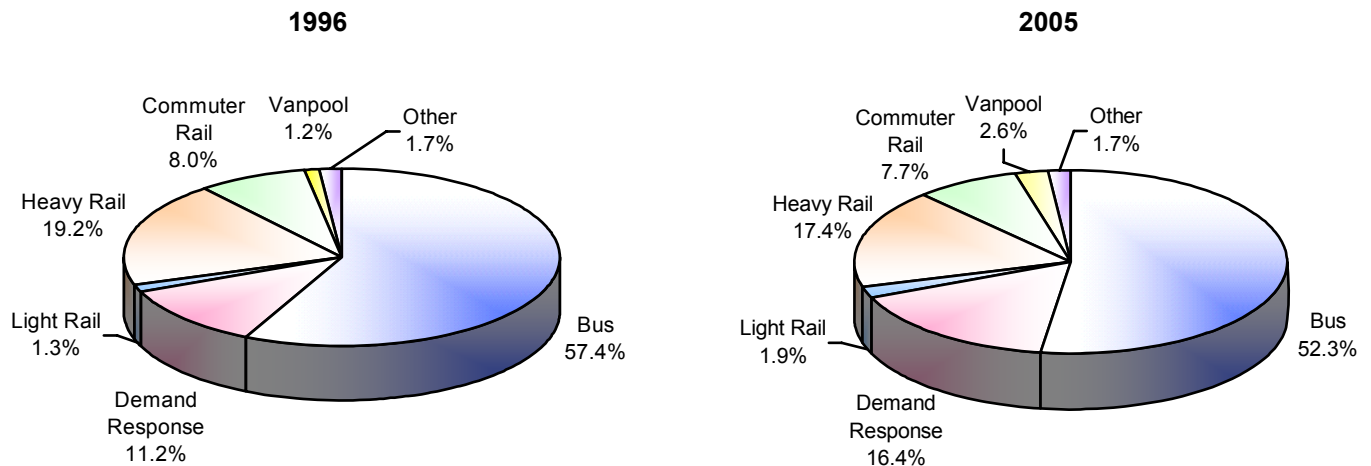


### Distribution of Vehicle Revenue Miles and Unlinked Passenger Trips by Mode

The share of vehicle revenue miles for demand response has steadily increased from slightly more than 11 percent in 1996 to 16 percent in 2005 while the share of vehicle revenue miles for bus decreased from 57 percent to 52 percent.

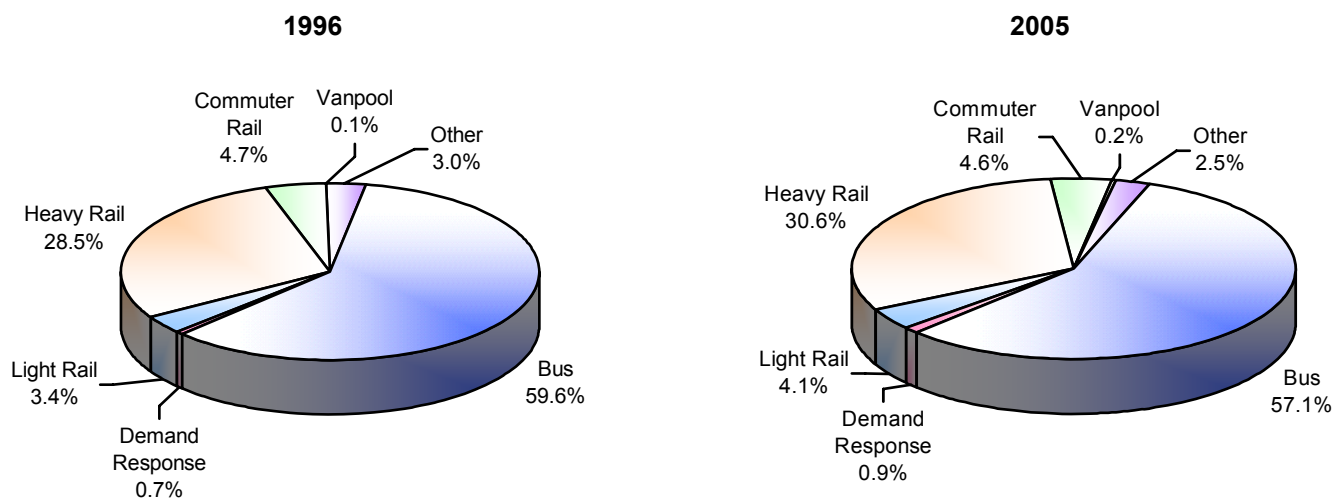
At the same time, the share of unlinked passenger trips for demand response remained below 1 percent, illustrating the low capacity nature of this service, while the share of unlinked passenger trips for bus decreased from nearly 60 percent in 1996 to 57 percent in 2005.

Distribution of Vehicle Revenue Miles





### Distribution of Unlinked Passenger Trips



### Relative Impact on Data by UZA Size Group

---

#### Concepts

Urbanized areas (as defined by the U.S. Census) are geographic areas with a population of 50,000 or more. According to the 2000 U.S. Census, there are 465 urbanized areas. For National Transit Database purposes, the NTST groups urbanized areas by three size categories:

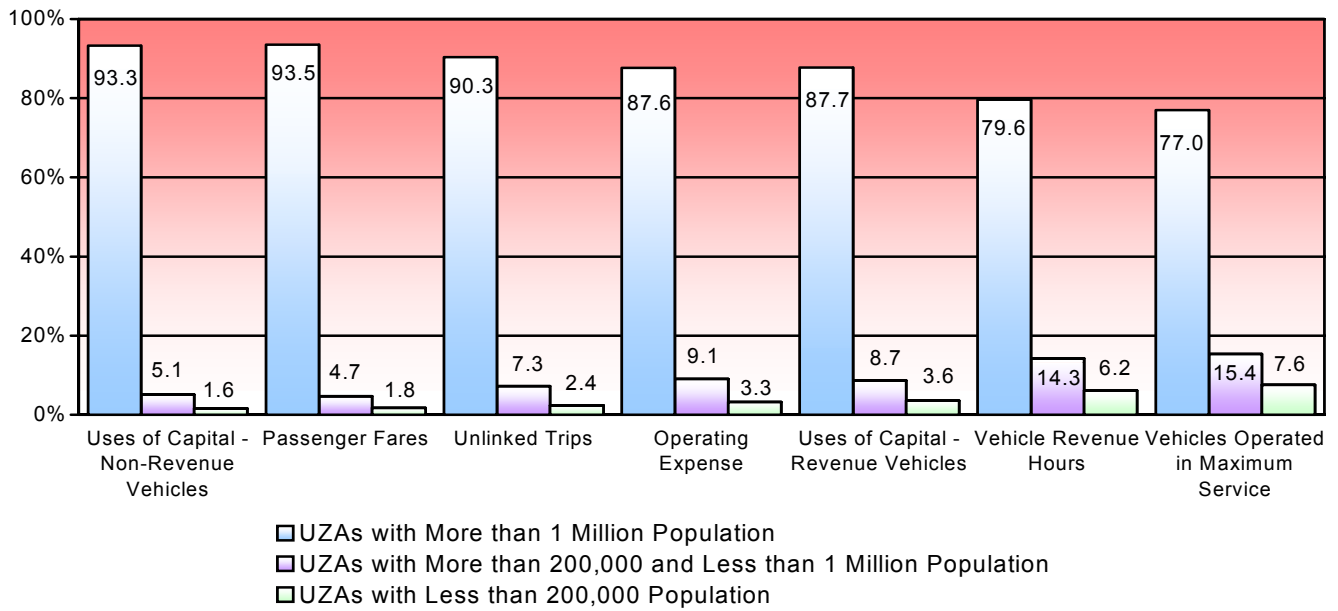
1. Large urbanized areas: population of more than 1 million (38 urbanized areas, 230 agencies or 34.8 percent of all agencies reporting).
2. Medium urbanized areas: population of more than 200,000 and less than 1 million (114 urbanized areas and 166 agencies or 25.1 percent of all agencies reporting).
3. Small urbanized areas: population of less than 200,000 and more than 50,000 (313 urbanized areas, 265 agencies or 40 percent of all agencies reporting).

#### Comments

National Transit Database data are highly concentrated in large urbanized areas. The reported data most heavily concentrated in large urbanized areas are:

- Capital investments in facilities and other categories — 91.8 percent
- Passenger fares — 93.5 percent
- Unlinked passenger trips — 90.3 percent

Relative Impact of the Data by UZA Size Group – 2005



### Operating Costs and Performance Measures

#### Operating Expenses

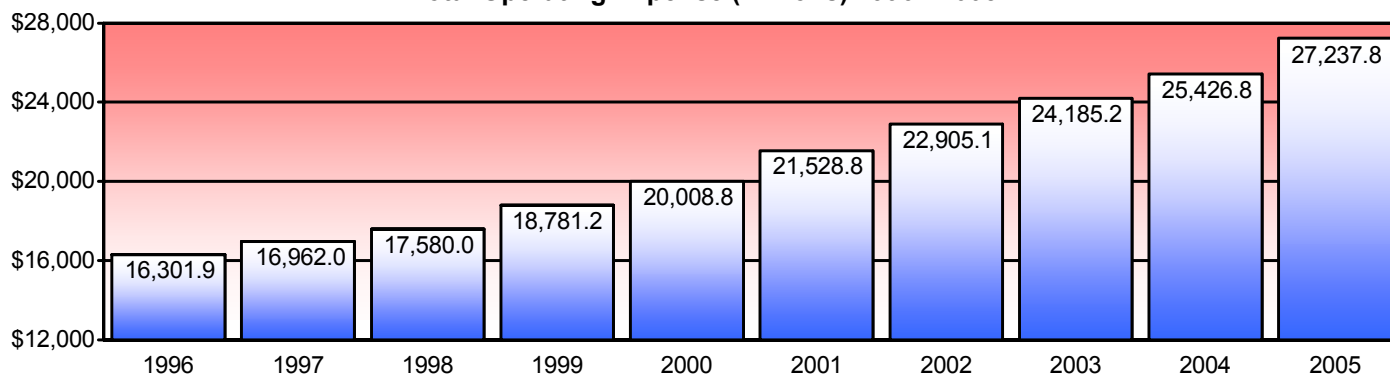
##### Concepts

Operating expenses are those expenses incurred by transit agencies that are associated with operating mass transportation services (vehicle operations, maintenance and administration). Reconciling items are expenses where accounting practices vary in the way transit agencies handle them due to local ordinances on accounting treatments. The NTST excludes reconciling items such as depreciation, interest expenses, leases and rentals.

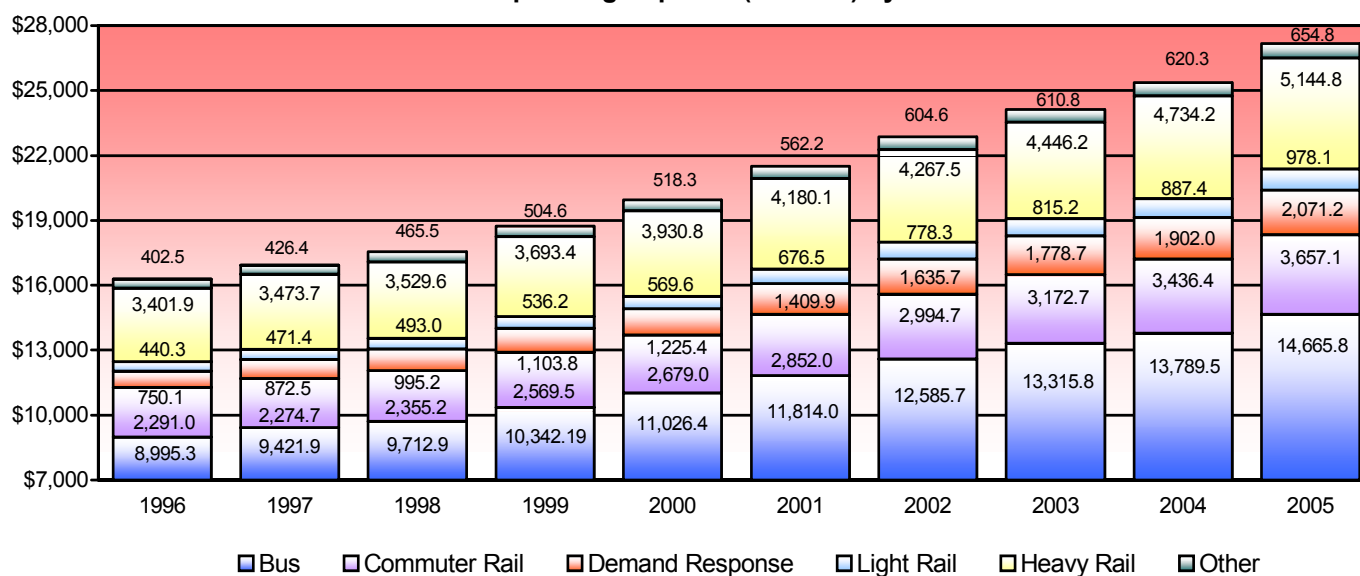
##### Comments

Operating expenses increased nearly 67 percent over the last 10 years, a rate higher than inflation over the same period (21.4 percent). The modes showing the highest increases were light rail, demand response and vanpool. These increases reflect the addition of new systems during the same period.

**Total Operating Expense (Millions) 1996 - 2005**



**Total Operating Expense (Millions) by Mode 1996 - 2005**



\*Note: Vanpool data not represented above:

1996 - \$17.8, 1997 - \$22.7, 1998 - \$28.4, 1999 - \$31.6, 2000 - \$32.2, 2001 - \$34.2, 2002 - \$38.6, 2003 - \$45.8, 2004 - \$57.1, 2005 - \$66.0

## Operating Expense by Function and Object Class

### Concepts

Operating expense data is reported by mode, function and object class. Function refers to the activity performed or cost center of a transit agency. Object class refers to groupings of expenses on the basis of goods or services purchased.

The four functions are:

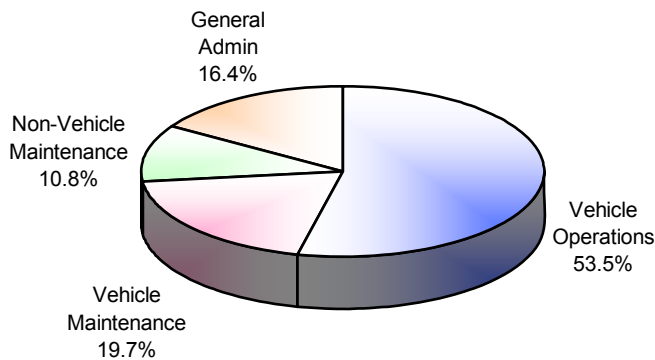
1. Vehicle operations
2. Vehicle maintenance
3. Non-vehicle maintenance
4. General administration.

### Comments

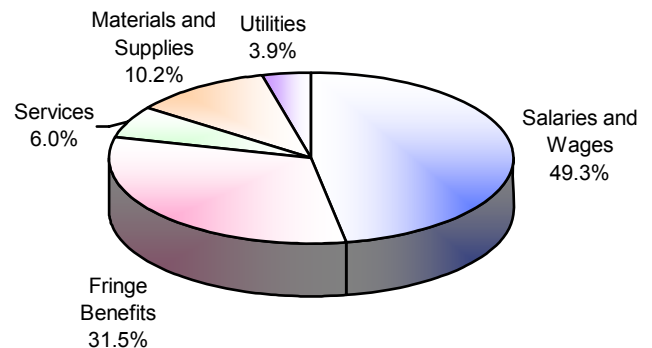
The transit industry is labor intensive. Salaries and wages and fringe benefits account for nearly 79.2 percent of the total directly operated expenditures. Fifty-three percent of total expenditures are devoted to vehicle operations.

### Operating Expense — 2005

Operating Expense by Function



Operating Expense by Object Class — Directly Operated Service



## Cost Effectiveness (Operating Expense per Unlinked Passenger Trip)

### Concepts

Cost effectiveness is the relationship between service inputs and service consumption.

Service input is the quantity of resources expended to produce transit service, expressed in either monetary or non-monetary terms. Examples include operating cost (dollars expended for operations, maintenance and administration), employee hours (total operating, maintenance or administration), capital investment and energy (fuel cost or volume).

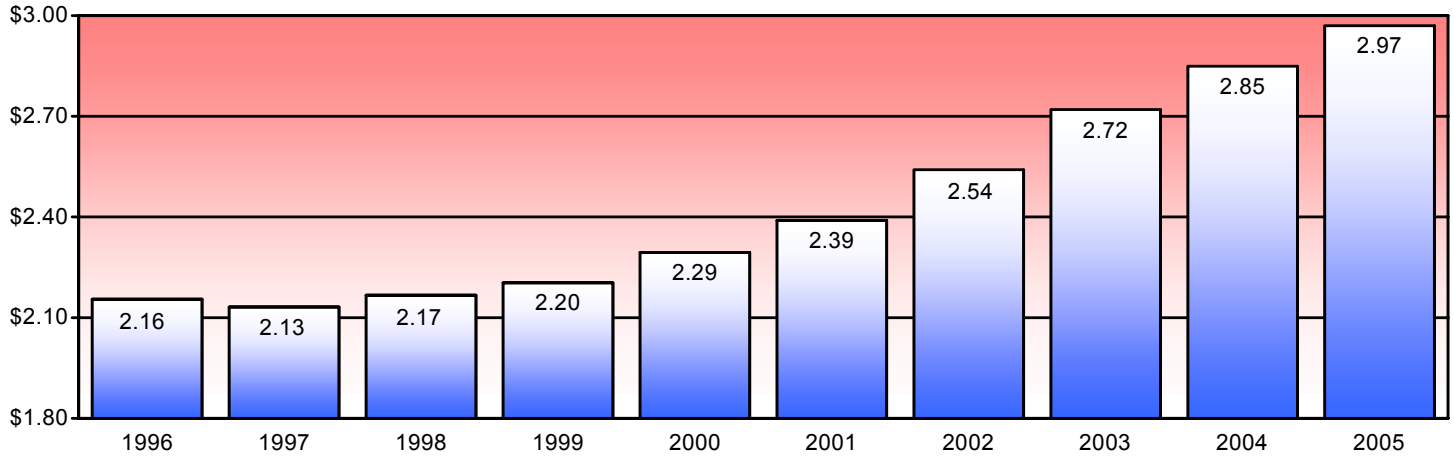
Service consumption is the amount of service used by the public expressed in either monetary or non-monetary terms. Examples include unlinked passenger trips, passenger miles and operating revenue.

### Comments

Overall, operating expense per unlinked passenger trip increased 38 percent over the last 10 years, a rate nearly 16 percent greater than inflation (21.4 percent). With the exception of heavy rail all modes had increases greater than inflation.

## 2005 National Transit Summaries and Trends

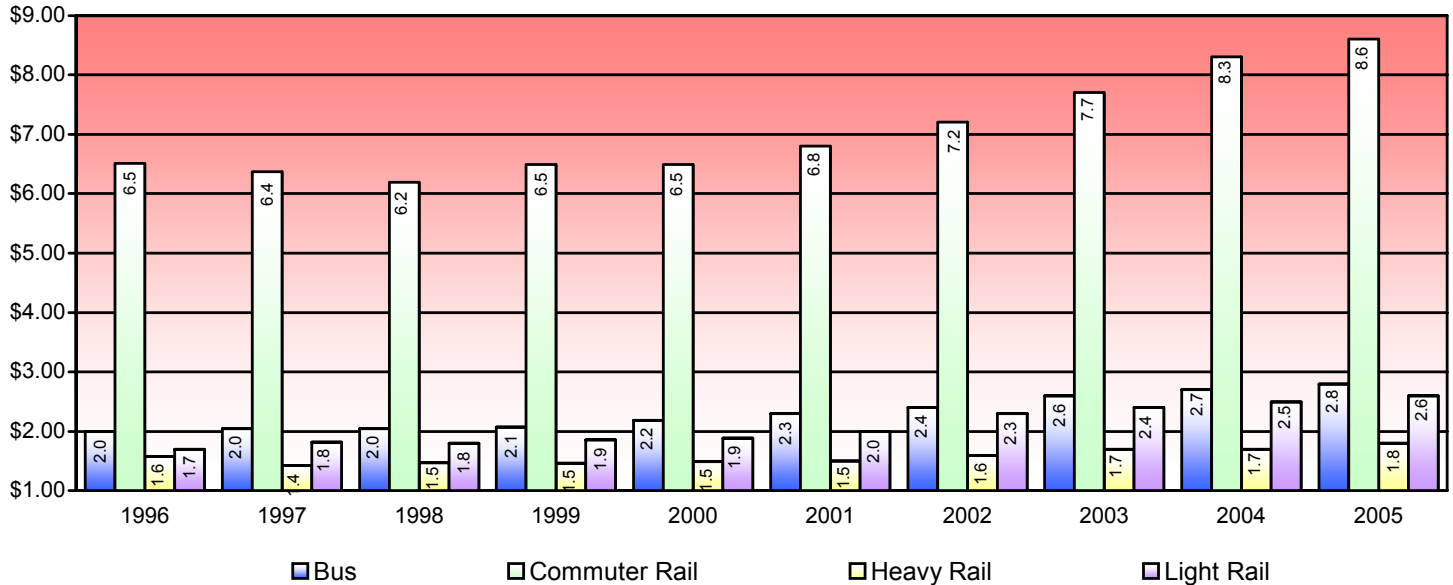
**Operating Expense per Unlinked Passenger Trip 1996 - 2005**



**Operating Expense per Unlinked Passenger Trip 1996 - 2005**

| Year            | Operating Expense (Millions) | Unlinked Passenger Trips (Millions) | Operating Expense per Unlinked Passenger Trip |
|-----------------|------------------------------|-------------------------------------|---|
| 1996            | \$16,301.9                   | 7,564.6                             | \$2.16  |
| 1997            | \$16,962.0                   | 7,954.2                             | \$2.13  |
| 1998            | \$17,580.0                   | 8,115.1                             | \$2.17  |
| 1999            | \$18,781.2                   | 8,523.2                             | \$2.20  |
| 2000            | \$20,008.7                   | 8,719.9                             | \$2.29  |
| 2001            | \$21,528.8                   | 9,007.8                             | \$2.39  |
| 2002            | \$22,905.1                   | 9,016.7                             | \$2.54  |
| 2003            | \$24,185.2                   | 8,876.0                             | \$2.72  |
| 2004            | \$25,426.8                   | 8,937.1                             | \$2.85  |
| 2005            | \$27,237.8                   | 9175.1                              | \$2.97  |
| <b>% Change</b> | 67.1%                        | 21.3%                               | 37.8%   |

Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 1996 - 2005



## Cost Efficiency (Operating Expense per Vehicle Revenue Hour)

### Concepts

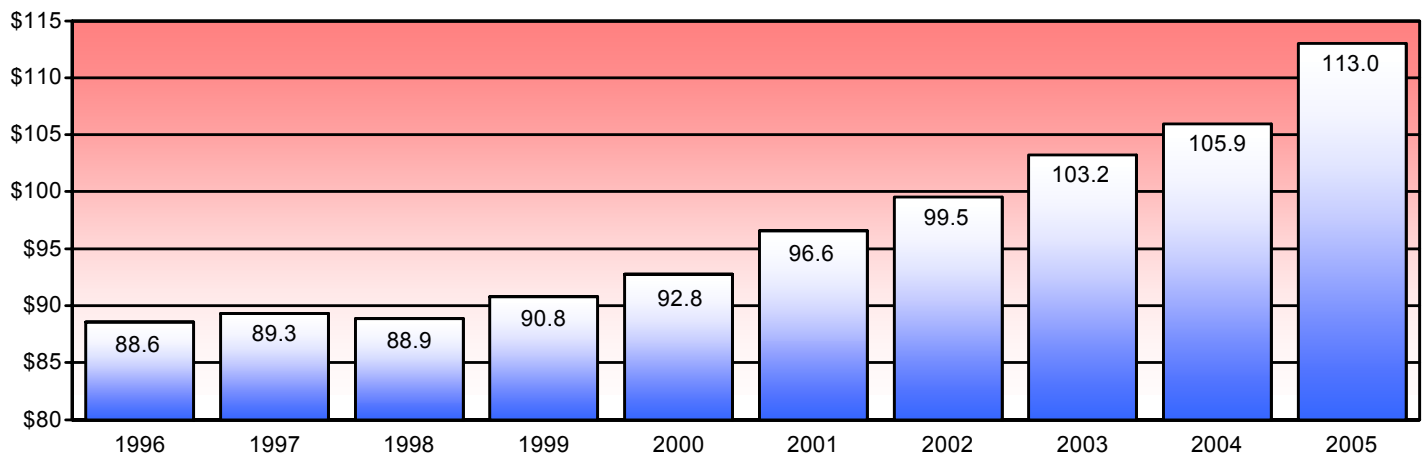
Cost efficiency is the relationship between service inputs and service outputs.

Service output is the quantity of service produced by a transit operator, expressed in non-monetary terms. Examples include vehicle hours (total and revenue), vehicle miles (total and revenue), capacity miles (total vehicle capacity times revenue mileage), service reliability (miles between system failures) and safety (number of accidents).

### Comments

Overall, operating expense per vehicle revenue hour increased by approximately 28 percent over the last 10 years (inflation not factored into the rate).

Total Operating Expense per Vehicle Revenue Hour 1996 - 2005



## 2005 National Transit Summaries and Trends

### Operating Expense per Vehicle Revenue Hour 1996 - 2005

| Year     | Operating Expense (Millions) | Vehicle Revenue Hours (Millions) | Operating Expense per Vehicle Revenue Hour |
|----------|------------------------------|----------------------------------|--|
| 1996     | \$16,301.9                   | 184.1                            | \$88.6                                     |
| 1997     | \$16,962.0                   | 189.9                            | \$89.3                                     |
| 1998     | \$17,580.0                   | 197.8                            | \$88.9                                     |
| 1999     | \$18,781.2                   | 206.9                            | \$90.8                                     |
| 2000     | \$20,008.7                   | 215.7                            | \$92.8                                     |
| 2001     | \$21,528.8                   | 223.0                            | \$96.6                                     |
| 2002     | \$22,905.1                   | 230.2                            | \$99.5                                     |
| 2003     | \$24,185.2                   | 234.3                            | \$103.2                                    |
| 2004     | \$25,426.8                   | 239.9                            | \$105.9                                    |
| 2005     | \$27,237.8                   | 241.0                            | \$113.0                                    |
| % Change | 67.1%                        | 30.9%                            | 27.6%                                      |

## Service Effectiveness

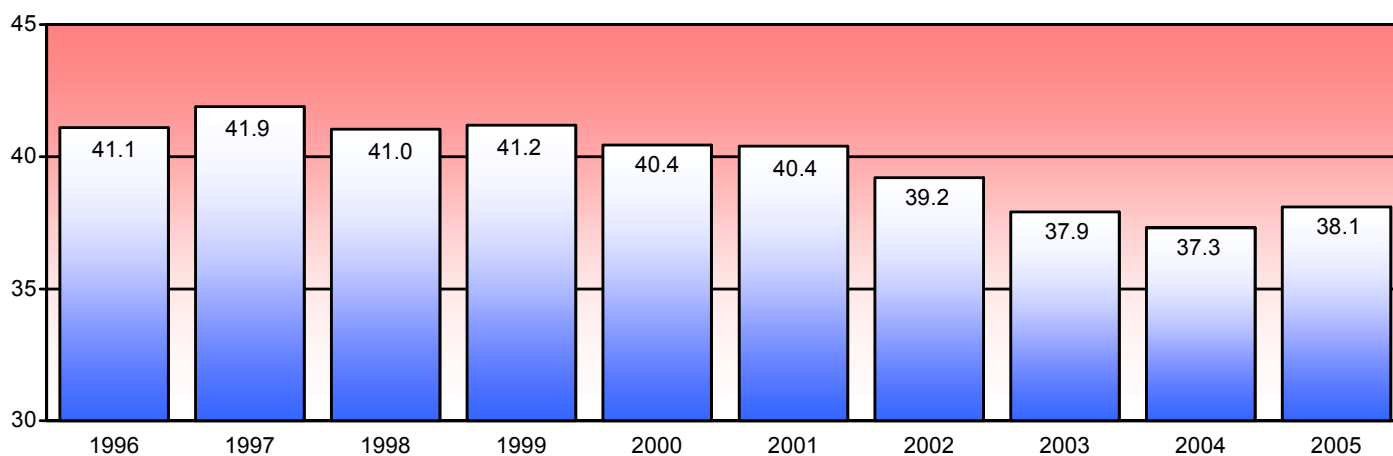
### Concepts

Service effectiveness is the relationship between service outputs and service consumption.

### Comments

Unlinked passenger trips per vehicle revenue hour decreased by 7 percent from 1996 to 2005. This was due to increased service supplied for bus mode in low density urbanized areas and increased demand for low capacity modes such as demand response and vanpool.

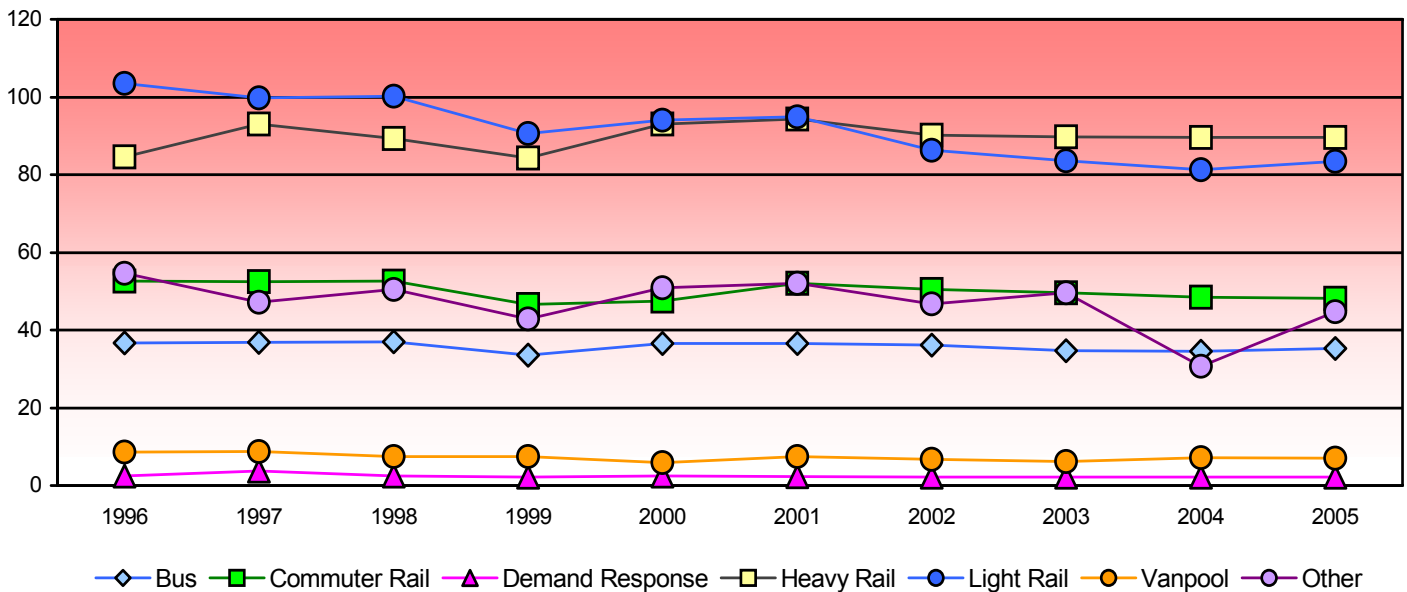
### Unlinked Passenger Trip per Vehicle Revenue Hour 1996 - 2005



Unlinked Passenger Trip per Vehicle Revenue Hour 1996 - 2005

| Year     | Unlinked Passenger Trips (Millions) | Vehicle Revenue Hours (Millions) | Unlinked Passenger Trips per Vehicle Revenue Hour |
|----------|-------------------------------------|----------------------------------|---|
| 1996     | 7,564.6                             | 184.1                            | 41.1  |
| 1997     | 7,954.2                             | 189.9                            | 41.9  |
| 1998     | 8,115.1                             | 197.8                            | 41.0  |
| 1999     | 8,523.2                             | 206.9                            | 41.2  |
| 2000     | 8,719.9                             | 215.7                            | 40.4  |
| 2001     | 9,007.8                             | 223.0                            | 40.4  |
| 2002     | 9,016.7                             | 230.2                            | 39.2  |
| 2003     | 8,876.0                             | 234.3                            | 37.9  |
| 2004     | 8,937.1                             | 239.9                            | 37.3  |
| 2005     | 9,175.1                             | 241.0                            | 38.1  |
| % Change | 21.3%                               | 30.9%                            | -7.3%   |

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1996 - 2005





### Quality of Transit Service

#### Fatalities

##### Concepts

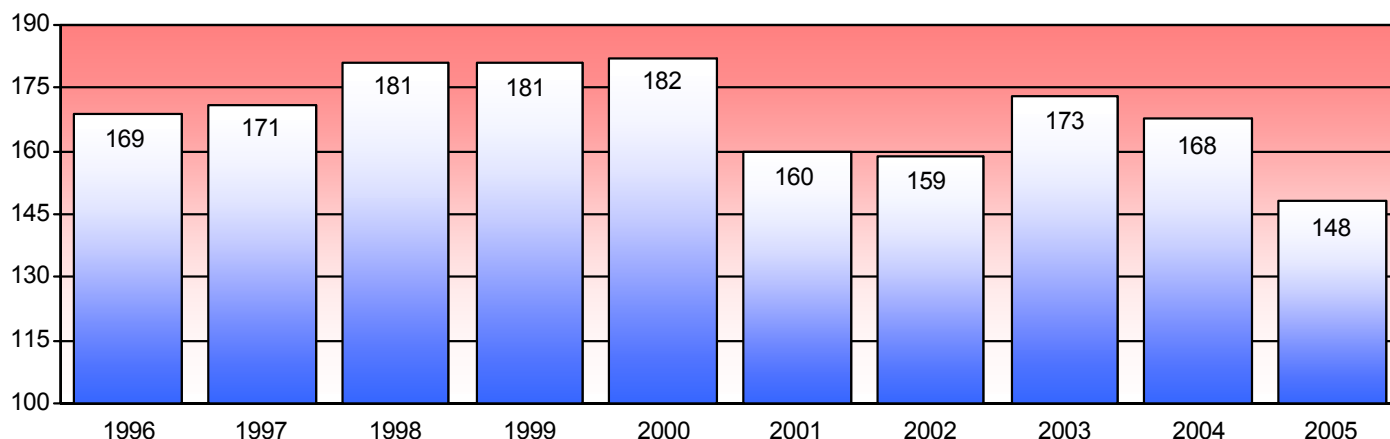
A fatality is defined as a transit-caused death confirmed within 30 days following a transit related incident.

##### Individuals Involved

Fatalities are categorized according to six categories of individuals:

1. Passengers: A person who is on board a transit vehicle or who is boarding / alighting, including those using ramps and lifts.
2. Transit facility occupants: A person who is inside the public passenger area of transit revenue facility. Employees, other workers or trespassers are not transit facility occupants.
3. Employees: An individual who is compensated by the transit agency.
4. Other workers: A person who is not employed by the transit agency or a purchased transportation (PT) provider contracted to provide specific services to the transit agency.
5. Trespassers: A person in an area of the transit property that is prohibited for public use.
6. Others: A person who is not a passenger, transit facility occupant, employee, other worker or trespasser.

**Total Fatalities (\*) 1996 - 2005**



(\*) Data excludes suicides and Commuter Rail. Data is reported by calendar year.

**Total Fatalities 1996 - 2005**

| Year | Total Fatalities | Year | Total Fatalities |
|------|------------------|------|------------------|
| 1996 | 169              | 2001 | 160              |
| 1997 | 171              | 2002 | 159              |
| 1998 | 181              | 2003 | 173              |
| 1999 | 181              | 2004 | 168              |
| 2000 | 182              | 2005 | 148              |

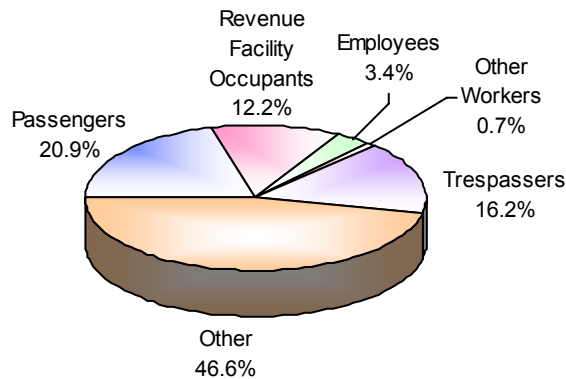
### Distribution of Fatalities

#### Comments

Most victims in transit-related accidents are non-passengers. Passenger fatalities account for 21 percent of all fatalities (excluding suicides).

#### Distribution of Fatalities (Excluding Suicides) 2005

(\*) Data does not include Commuter Rail



### Reliability

#### Miles between Major Mechanical System Failures — Bus

#### Concepts

A major failure is a failure of a mechanical or electrical component of a revenue vehicle that prevents the vehicle from completing a scheduled revenue trip, starting the next revenue trip because actual movement is limited, or because of safety concerns.

Mechanical failures include, but are not limited to: the breakdown of air equipment, brakes, doors, engine cooling system, steering and front axle, rear axle and suspension and torque converters.

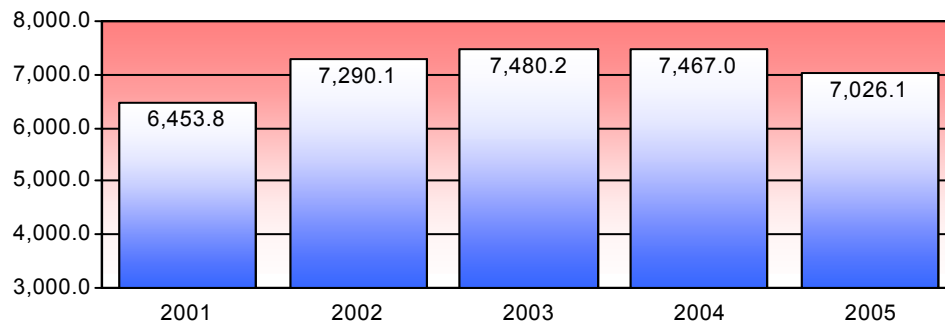
Vehicle miles are the total miles that a vehicle travels while in service (actual vehicle revenue miles and deadhead miles). See Transit in the United States for definitions of vehicle revenue miles and deadhead miles.

#### Comments

Due to changes in the definition of major and minor system failures over the years, only the years 2001 through 2005 are shown in the NTST.

## 2005 National Transit Summaries and Trends

**Miles between Major System Failures — Bus 2001 - 2005**



**Miles between Major System Failures (Directly Operated Service) 2001 - 2005**

| Year     | Major System Failures | Vehicle Miles (Millions) | Vehicle Miles Between Major System Failures |
|----------|-----------------------|--------------------------|---|
| 2001     | 296,480               | 1,913.4                  | 6,453.8                                     |
| 2002     | 261,342               | 1,905.2                  | 7,290.1                                     |
| 2003     | 248,968               | 1,862.3                  | 7,480.2                                     |
| 2004     | 247,676               | 1,849.4                  | 7,467.0                                     |
| 2005     | 261,793               | 1,839.4                  | 7,026.1                                     |
| % Change | -11.71%               | -3.9%                    | 8.9%  |

## ADA Compliance — Bus

### ADA Lift- or Ramp-equipped

#### Concepts

The American with Disabilities Act of 1990 requires transit agencies be accessible to individuals with special needs. For the NTST, buses fall into the following categories:

- Type “A” are equipped with more than 35 seats
- Type “B” are equipped with 25 - 35 seats
- Type “C” are equipped with less than 25 seats
- Articulated buses are extra-long buses that measure between 54 and 60 feet.

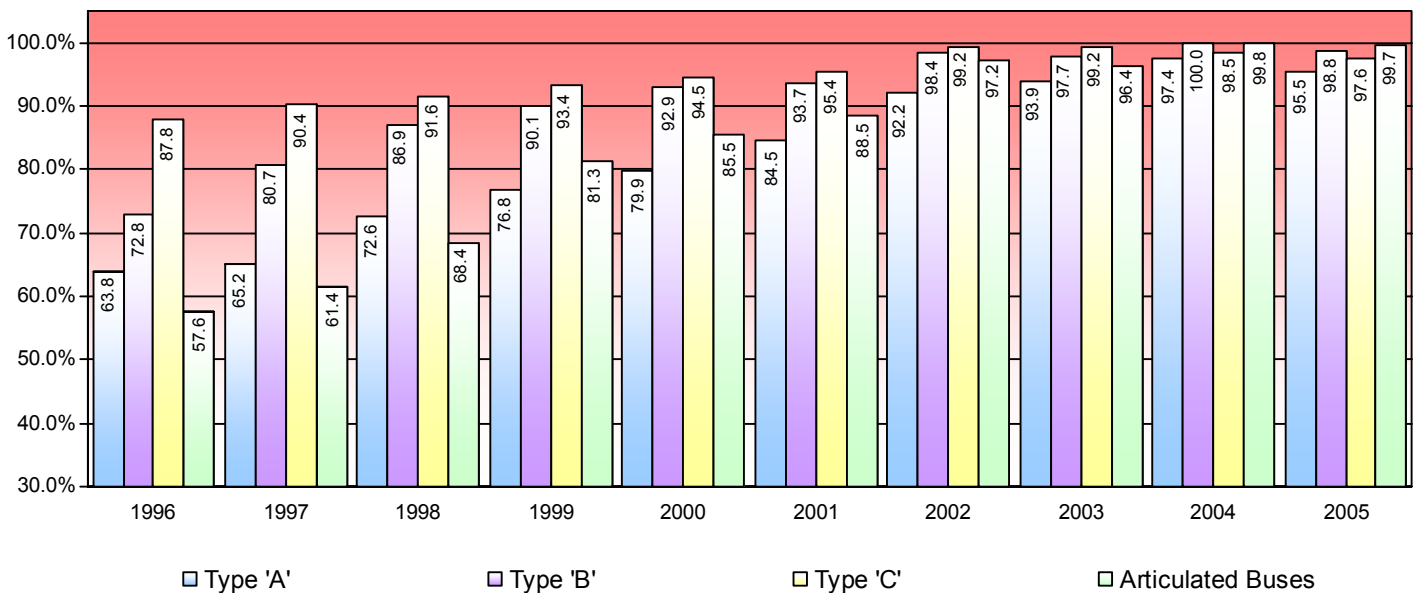
#### Comments

Historically, type “C” buses have comprised the largest percentage of lift- or ramp-equipped vehicles, currently showing a 98 percent level of compliance. This is expected due to this class’ low average fleet age.

- Type “B” bus compliance increased from 73 percent in 1996 to 99 percent in 2005.
- Type “C” bus compliance increased from 88 percent in 1996 to 98 percent in 2005.
- Articulated bus compliance increased from 50 percent in 1996 to 99 percent in 2005.

Note: Data are not available prior to 1993.

**ADA Lift- or Ramp-Equipped Buses 1996 - 2005**



## 2005 National Transit Summaries and Trends

### Funding Transit Operations

#### Operating Funding

##### Concepts

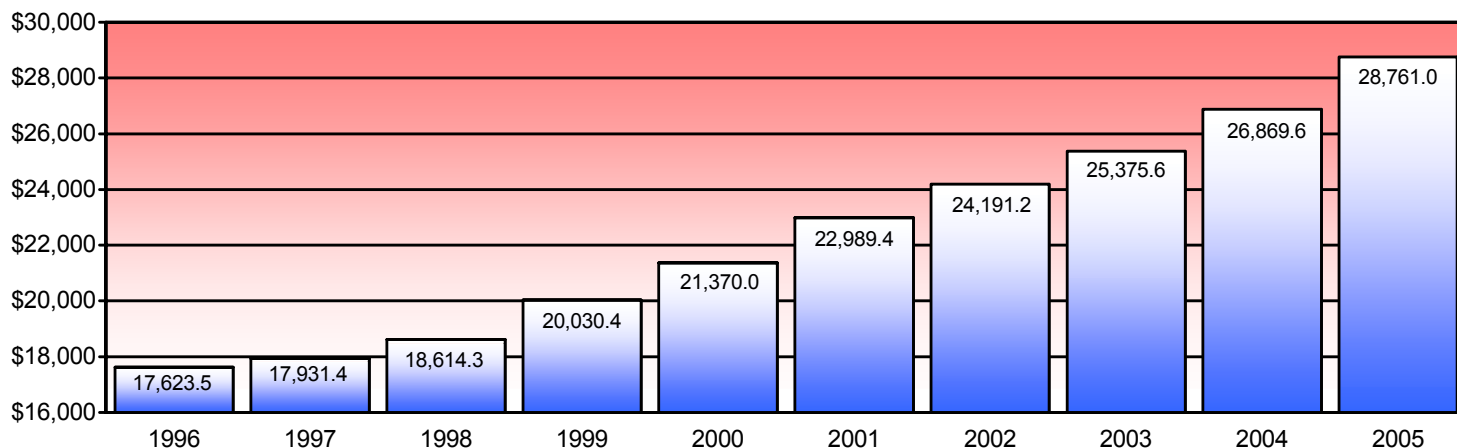
Operating funds are the funds transit agencies receive from Federal, state, local and directly generated sources that are applied for operating expenditures. These funds are applied in the year in which they resulted in liabilities for benefits received whether or not receipt of the funds actually took place within the report year.

Federal funds are financial assistance used to defray some of the operating costs to provide transit service.

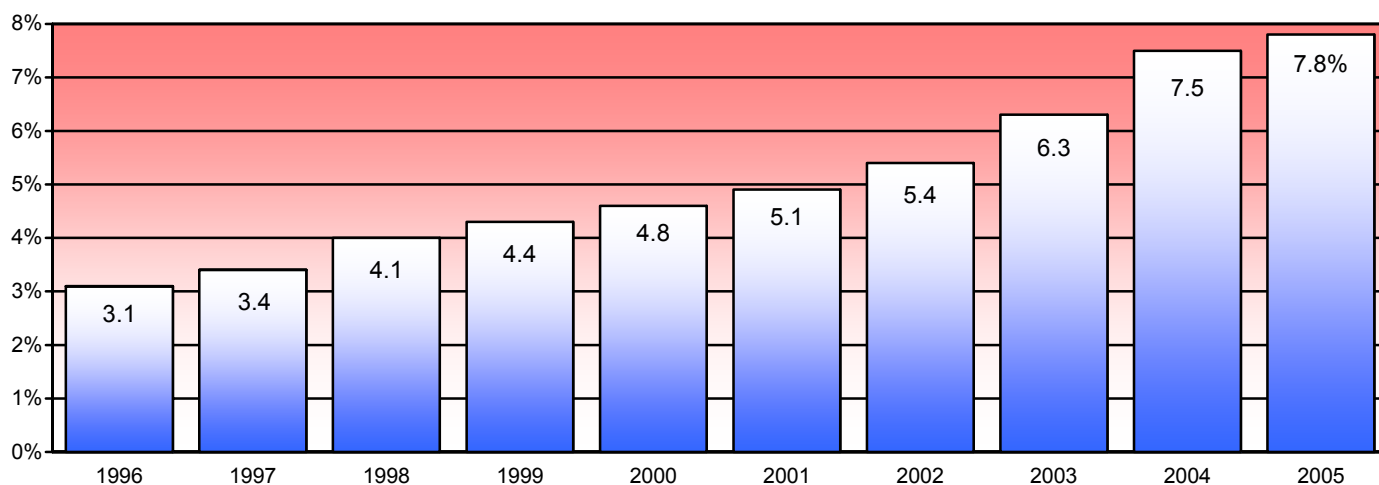
##### Comments

Operating funds applied to transit operations increased 63 percent, a rate greater than inflation during the period (21.4 percent).

**Total Operating Funding (Millions) 1996 - 2005**

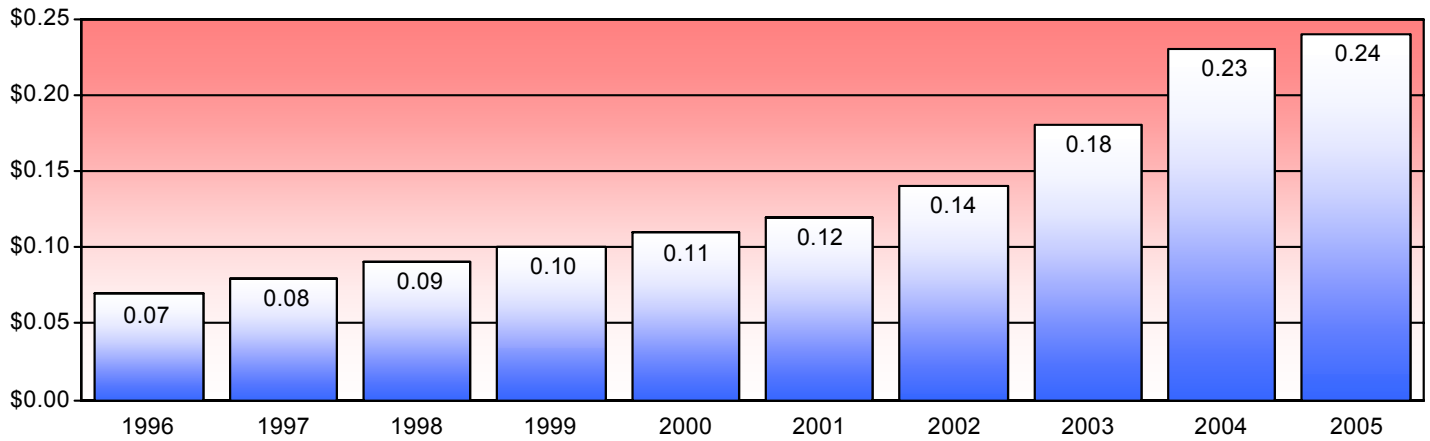


**Federal Operating Assistance as a Percentage of Operating Funds 1996 - 2005**

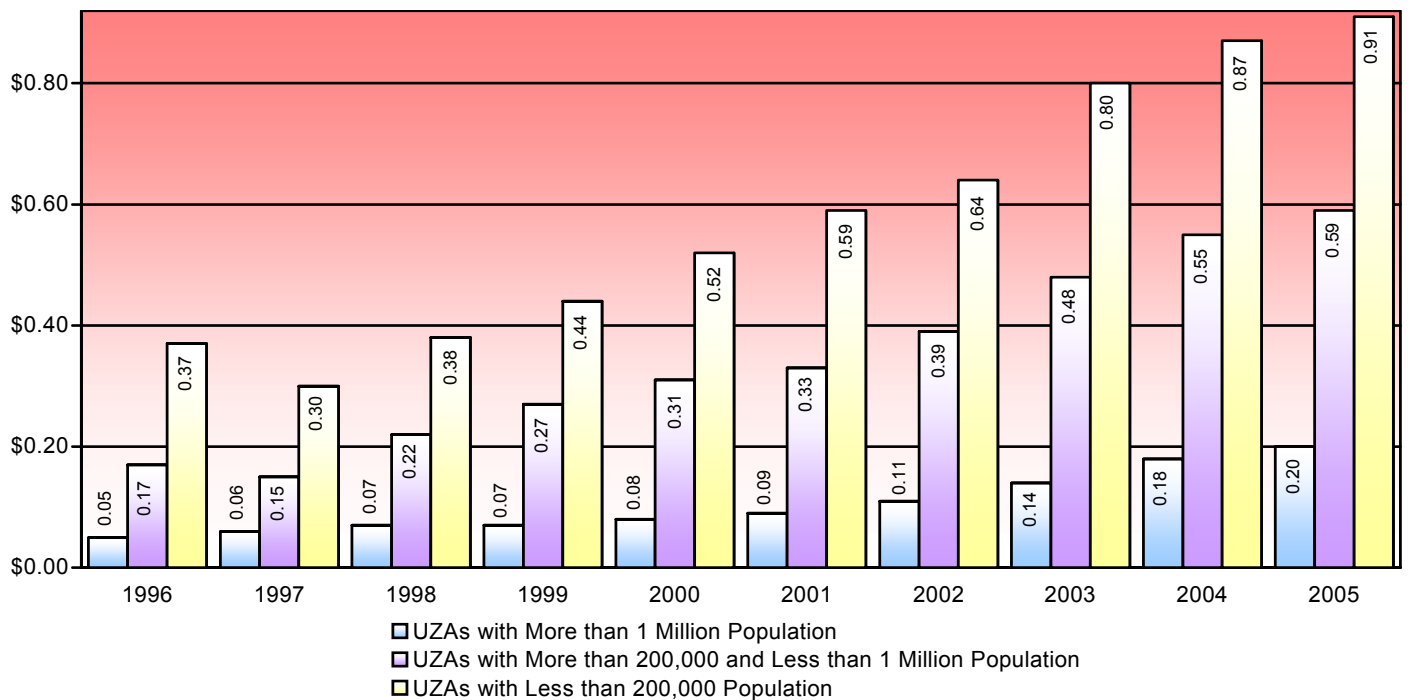


Federal Operating Assistance per Passenger – Total and by Urbanized Area Size

Total Federal Operating Assistance per Passenger 1996 - 2005

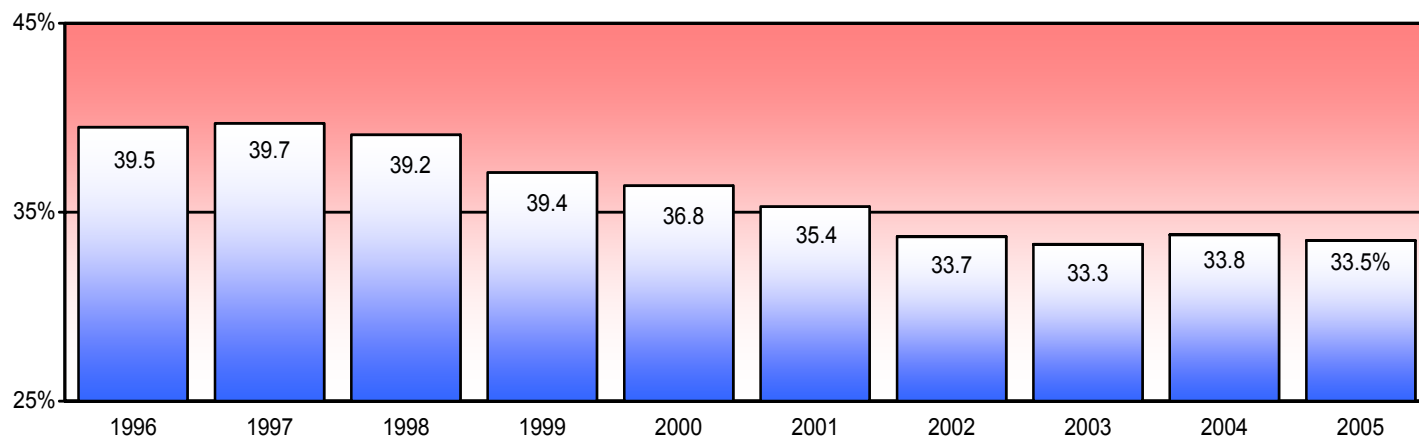


Federal Operating Assistance per Passenger by Urbanized Area Size 1996 - 2005



## 2005 National Transit Summaries and Trends

Recovery Ratio 1996 - 2005



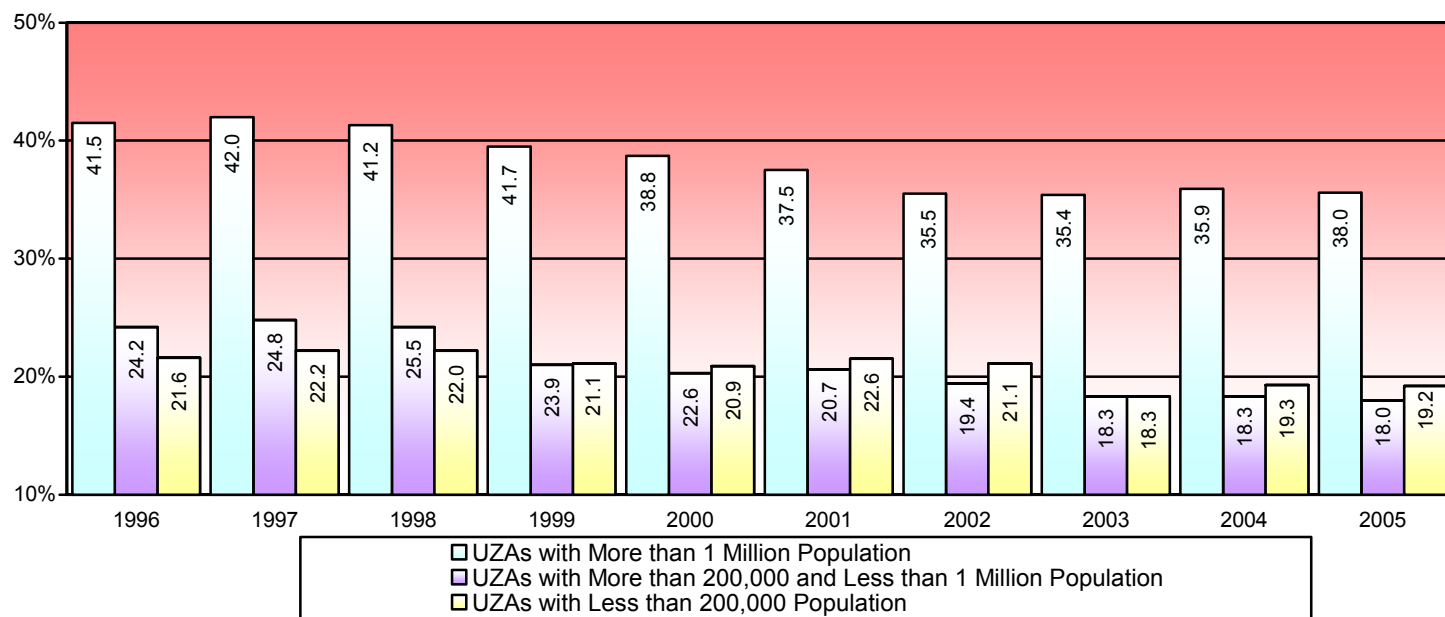
## Recovery Ratio (Fare Revenues per Operating Expense)

### Concepts

Fare revenues are funds earned carrying passengers in regularly scheduled service. It includes the base fare, zone premiums, express service premiums, extra cost transfers and quality purchase discounts applicable to the passenger's ride.

Recovery ratio (also known as working ratio) is the percentage of operating funds applied (operating expenses) paid through fare revenues.

Recovery Ratio by Urbanized Area Size 1996 - 2005



Note: In previous editions of the NTST, recovery ratio was calculated based on operating expenses net of reconciling items. Beginning with the 2004 report year all operating funds applied are included for the 1996 - 2005 timeframe.

## Subsidy per Passenger

### Concepts

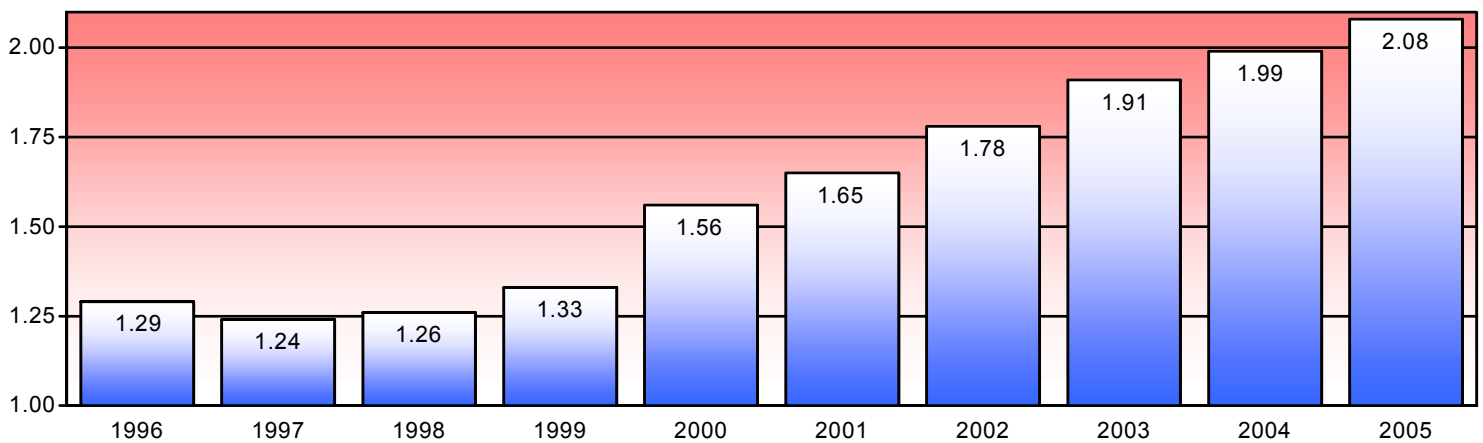
Subsidies are financial assistance received from Federal, state and local governments. Subsidies also include directly generated funds including: grants from private foundations, directly levied taxes and other funds dedicated to transit.

### Comments

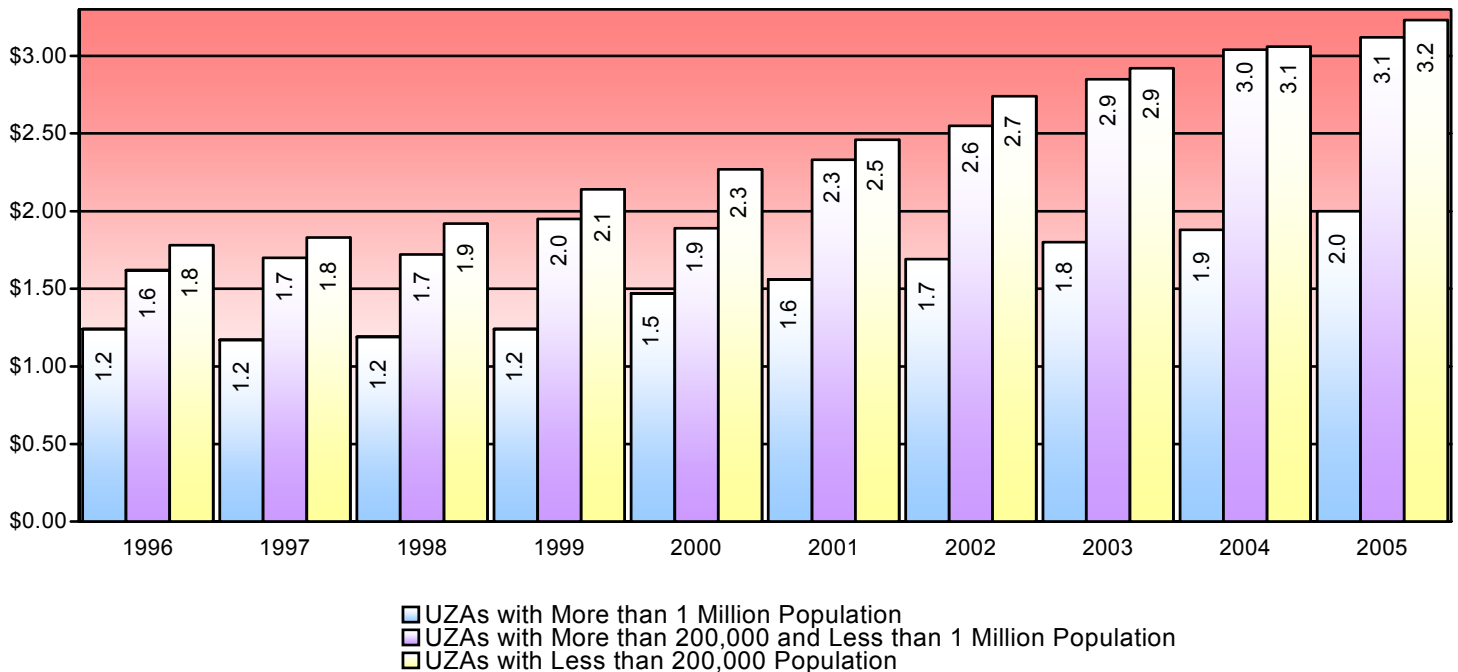
Subsidy per passenger increased approximately 61percent over the last 10 years, while the rate of inflation was 21.4 percent.

Medium and small urbanized areas had a rate of increase greater than the rate for large urbanized areas. This is due in part to the expansion of fixed route service in low-density areas combined with the expansion in demand response services. Demand response service accounts for a substantial portion of the service provided in medium and small urbanized areas.

**Total Operating Subsidy per Passenger 1996 - 2005**



**Total Subsidy per Passenger by Urbanized Area Size 1996 - 2005**





### Operating Funding Sources by UZA

#### Concepts

Operating funding sources include:

- Fare revenues
- Federal assistance
- State assistance
- Local assistance
- Other funds.

Other funds include non-transportation funds, subsidies from other sectors of operations, auxiliary transportation funds, charter service, freight tariffs, school bus funds and directly levied taxes.

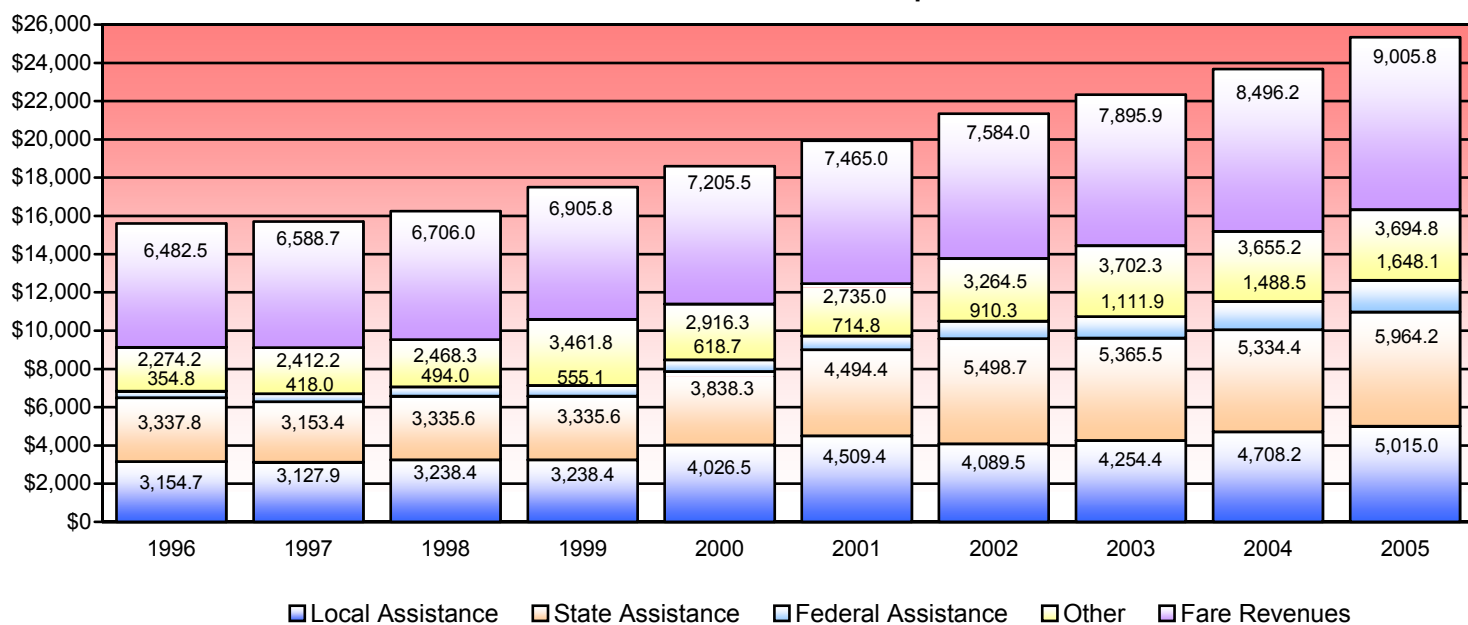
#### Comments

For large urbanized areas, state, local and other funding shares remained stable from 1996 to 2005. A decrease in the share of fare revenues was compensated for by an increase in the share of Federal assistance.

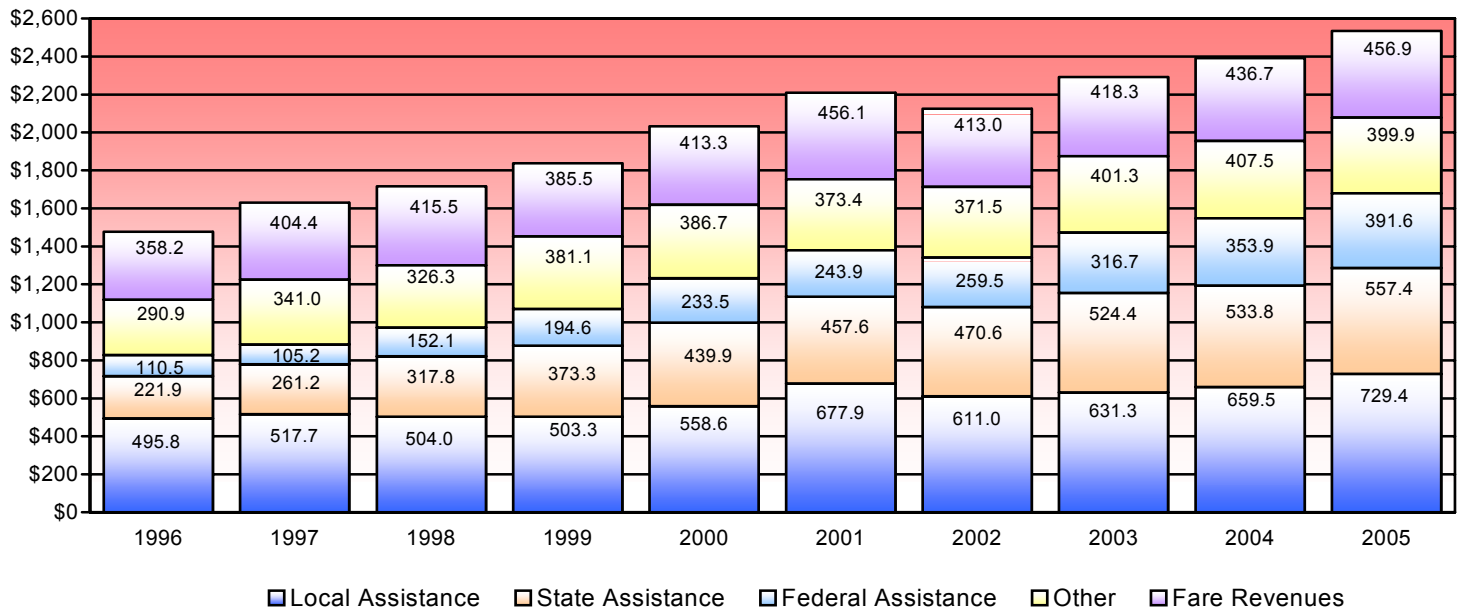
Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas. Fare revenues account for approximately 18 percent for these areas.

**Operating Funding Sources (Millions) by Urbanized Area Size 1996 - 2005**

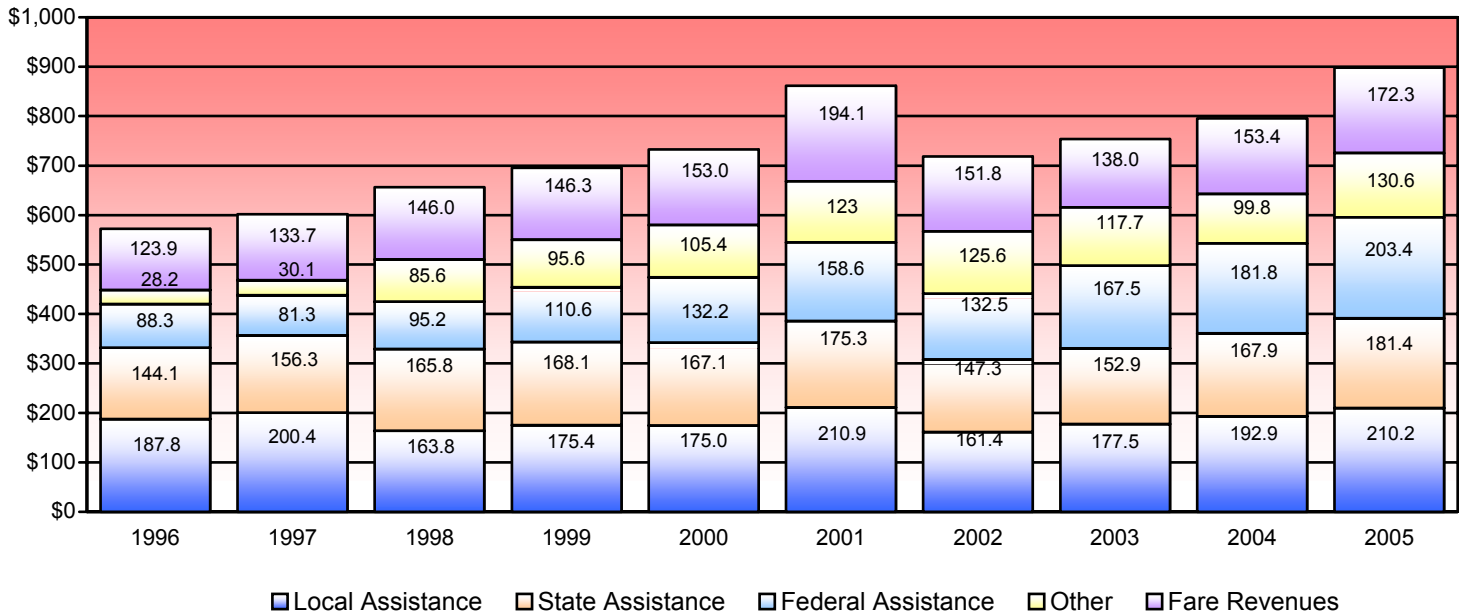
#### UZAs with More than 1 Million Population



UZAs with More than 200,000 and Less than 1 Million Population



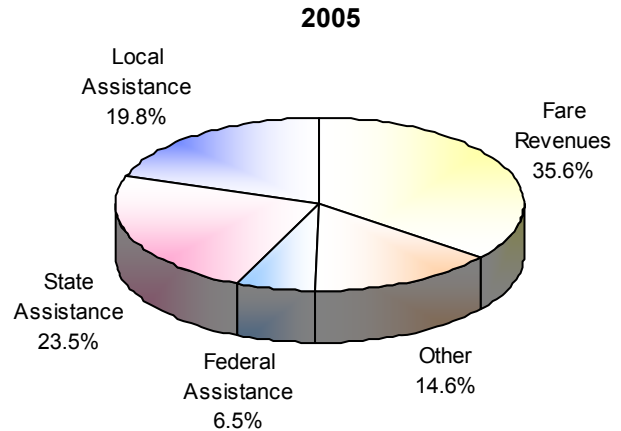
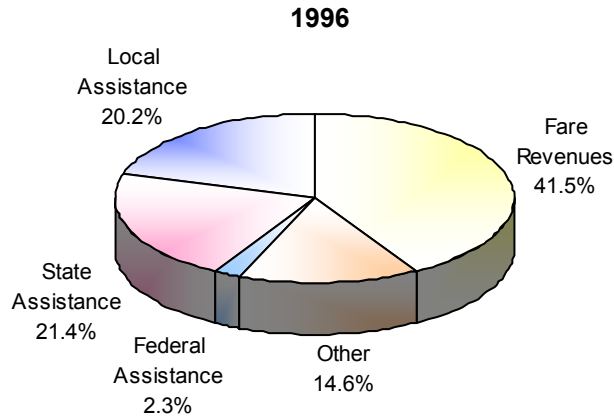
UZAs with Less than 200,000 Population



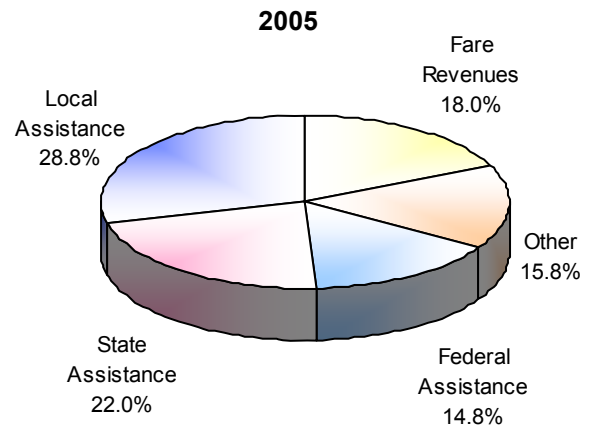
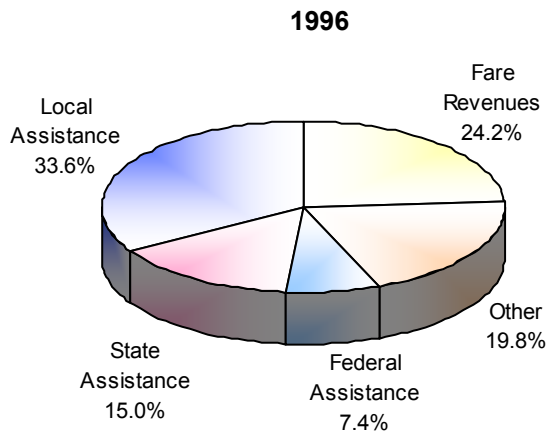
## 2005 National Transit Summaries and Trends

### Comparison of Share Funding Sources by UZAs

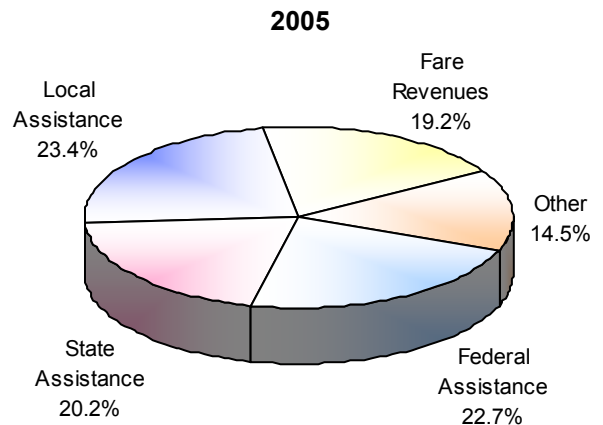
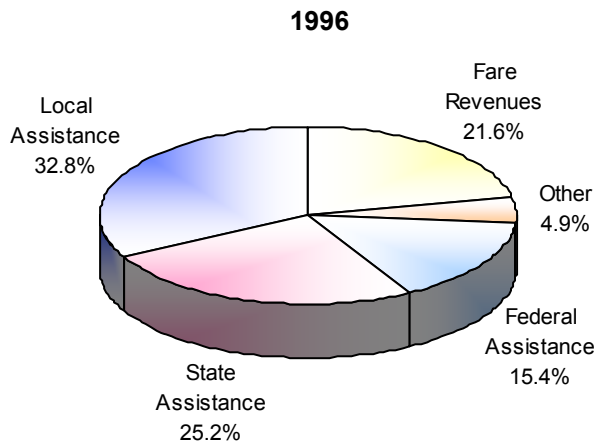
#### UZAs with More than 1 Million Population



#### UZAs with More than 200,000 and Less than 1 Million Population



#### UZAs with Less than 200,000 Population



## Capital Investment in Transit

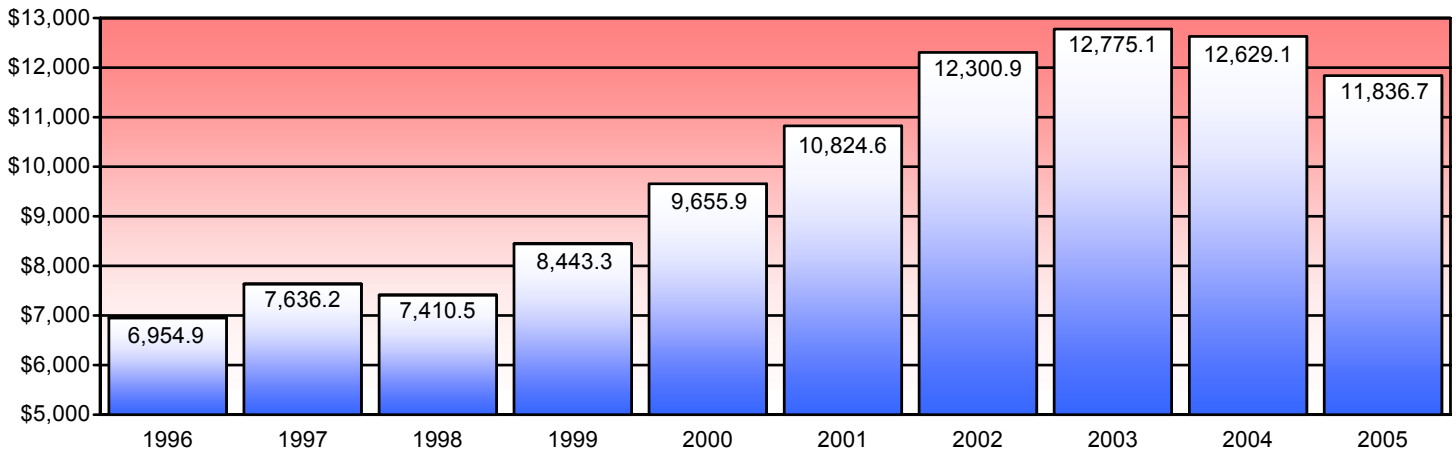
### Concepts

Capital funds are the funds that the transit agencies receive from Federal, state, local and directly generated sources and applied to capital projects. Directly generated sources include any funds generated or donated directly to the transit agency including passenger fares, advertising revenues, donations and grants from private entities.

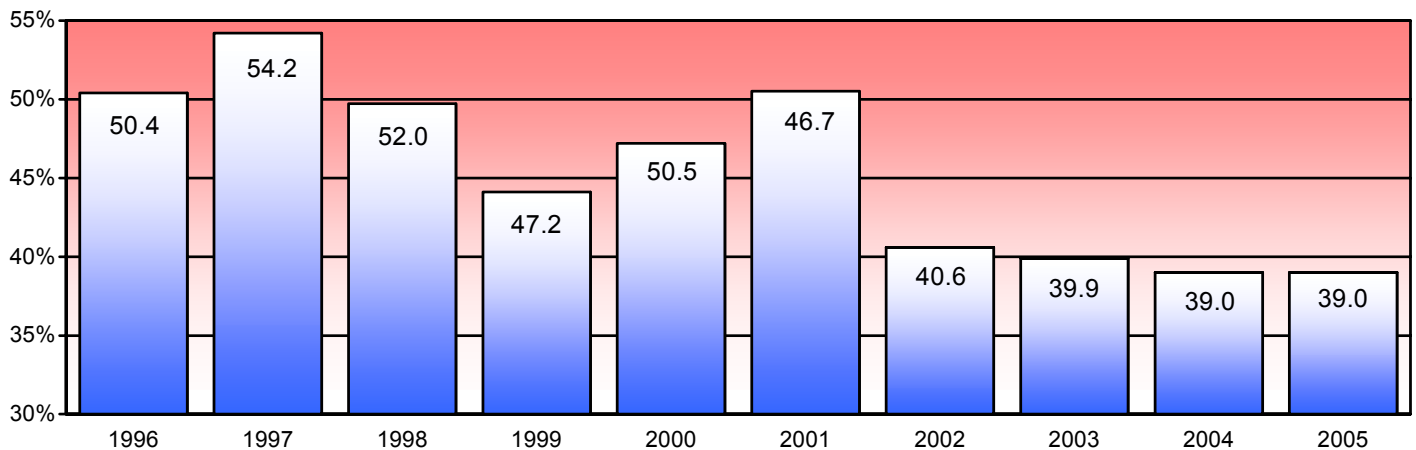
### Comments

Capital investment increased by nearly 70 percent over the last 10 years, while inflation rose 21.4 percent. The role of the Federal government accounted on average for approximately 39 percent of all capital invested in transit.

**Total Capital Assistance (Millions) 1996 - 2005**



**Percent of Federal Share of Total Capital Assistance 1996 - 2005**

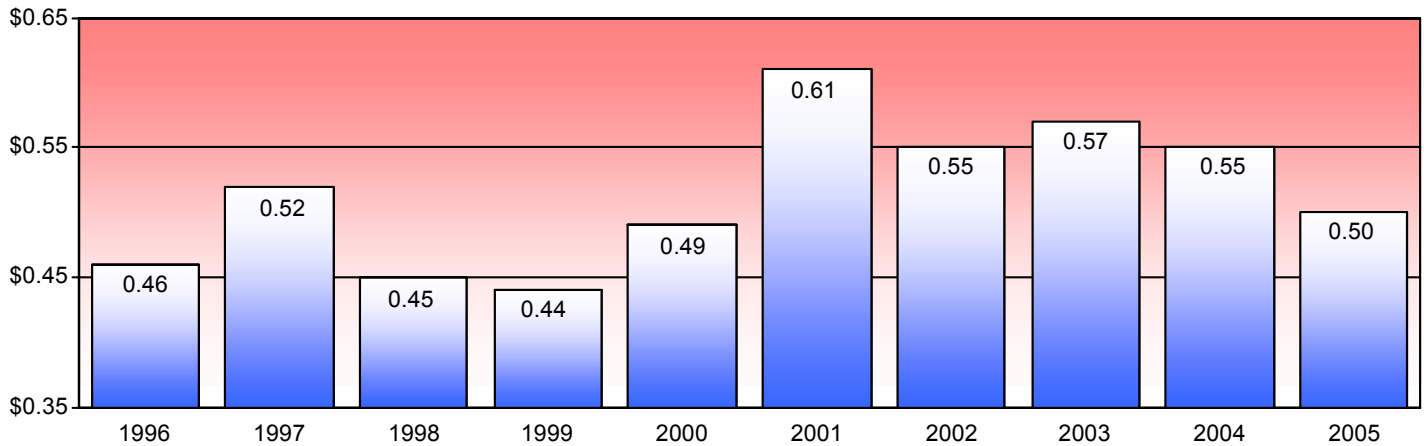


## Federal Capital Assistance per Unlinked Passenger Trip

### Comments

Federal assistance per unlinked passenger trip increased by 9 percent from 1996 - 2005.

**Federal Capital Assistance per Unlinked Passenger Trip 1996 - 2005**



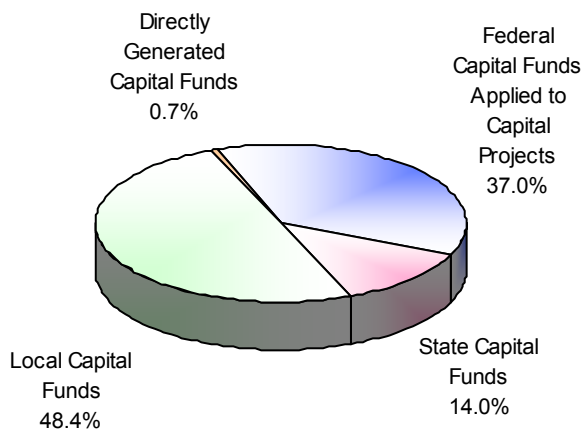
## Sources of Capital Funding by UZA

### Comments

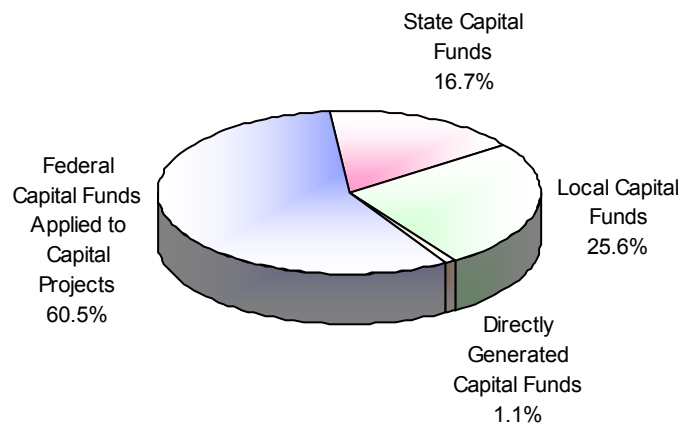
Most of capital invested in transit comes from Federal sources. Federal funds account for most of all capital invested in small and medium urbanized areas. Large urbanized areas rely primarily on Federal funds and directly levied taxes to pay for capital projects.

**Sources of Capital Assistance by Urbanized Area Size**

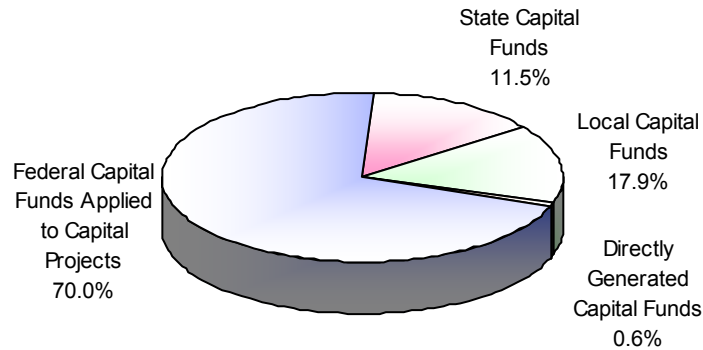
**UZAs with more than 1 Million Population**



**UZAs with More than 200,000 and Less than 1 Million Population**



UZAs with Less than 200,000 Population



## Capital Expenditures

### Concepts

Uses of capital were reported until 2001 by mode in three major categories:

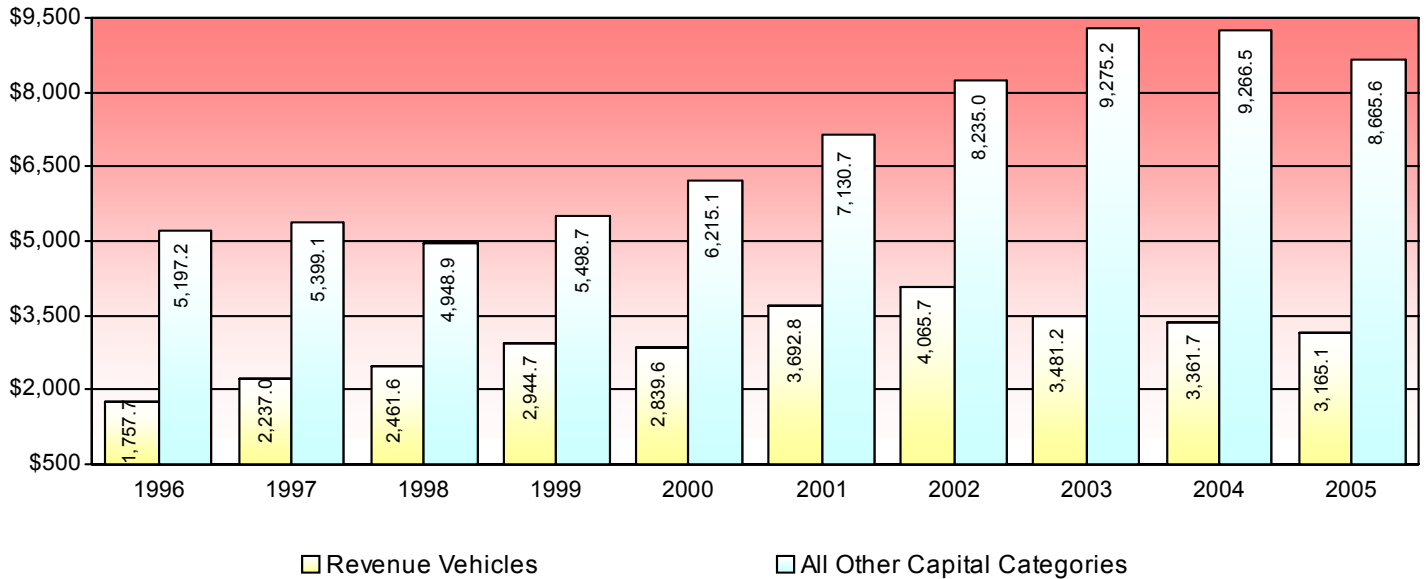
1. Rolling stock (revenue vehicles)
2. Facilities
3. Other capital projects.

All exhibits depicting Uses of Capital show rolling stock, and combined facilities and other into a single category.

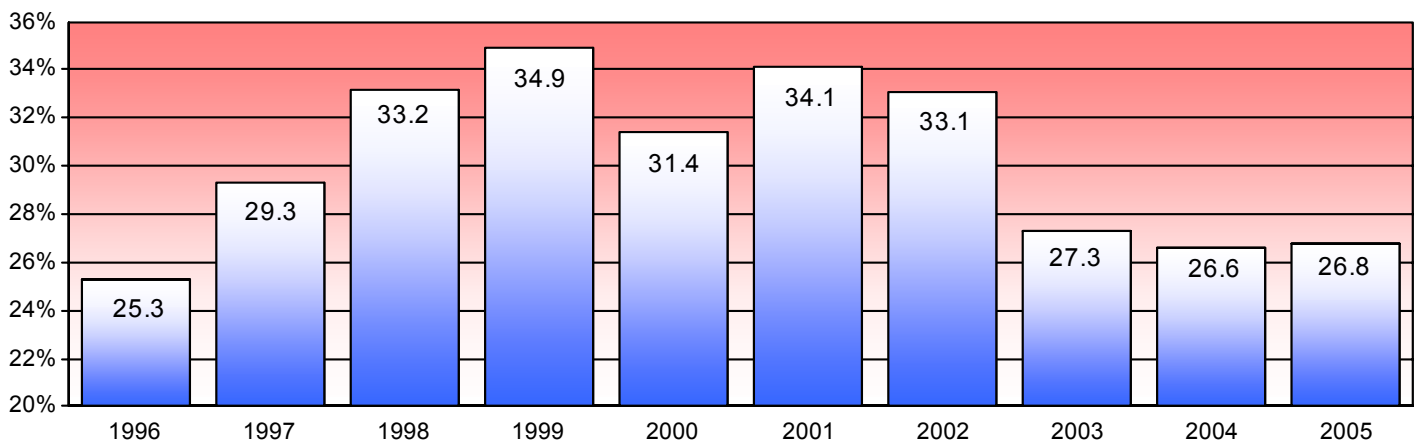
Currently, Uses of Capital include the following categories:

- Revenue vehicles: Vehicles used to provide transit service for passengers. Capital funds for revenue vehicles may be used for replacement, rehabilitation, remanufacture, rail overhaul and expansion of fleet.
- Guideway: Buildings and structures dedicated for the operation of transit vehicles such as: at grade, elevated and subway structures, tunnels, bridges, track and power systems for rail modes and paved highway lanes dedicated to bus.
- Communication and Information systems: Communication systems include two-way radio systems for communicating between dispatchers and vehicle operations, cab signaling and train control equipment in rail systems, automatic vehicle locator systems, automated dispatching systems, vehicle guidance systems, telephones, facsimile machines and public address systems. Information systems include computers, monitors, printers, scanners, data storage devices and associated software that support general office, accounting, scheduling, vehicle and non-vehicle maintenance and customer service functions.
- Fare revenue collection equipment: Includes capital expenses for the acquisition of fare revenue collection equipment such as turnstiles, fare boxes (drop), automated fare boxes, and related software, money changers, etc.
- Maintenance facilities: Central / overhaul maintenance facilities, light maintenance and storage facilities.
- Passenger stations: Boarding/alighting facilities with a platform, including: transportation / transit / transfer centers, park and ride facilities, and transit malls with the above components, including those only utilized by buses. Passenger stations do not include: bus, light rail, or cable car stops.
- Administration buildings: Include capital expenses for administrative buildings including the cost for design and engineering, land acquisition and relocations, demolition, and purchase or construction of administrative buildings.
- Service (non-revenue) vehicles: Service, supervisory and other vehicles other than revenue vehicles.
- Other including passenger shelters, signs and amenities, furniture and equipment that are not integral parts of buildings and structures.

Capital Expenditures (Millions) 1996 - 2005



Percent Share of Revenue Vehicles 1996 - 2005



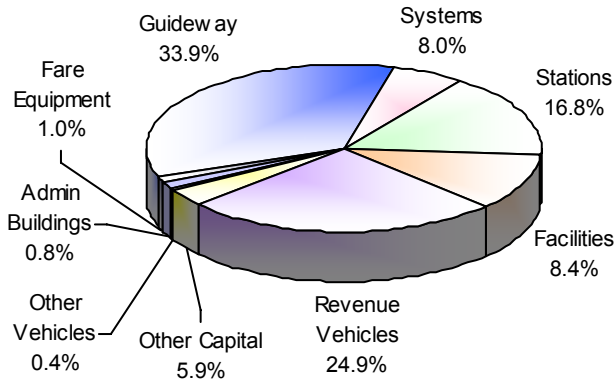
## Uses of Capital by Urbanized Area Size

### Comments

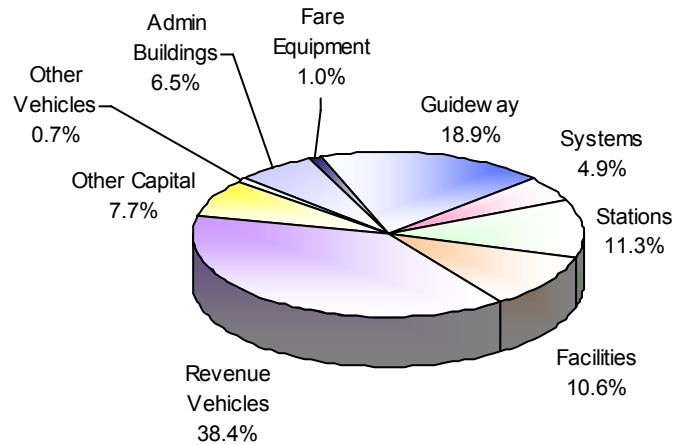
Large and medium-sized urbanized areas operate almost all rail systems in the nation and guideway and facilities account for a significant portion of the overall capital costs.

For small urbanized areas, bus and demand response are the most common modes. Thus, most uses of capital are revenue vehicles and facilities.

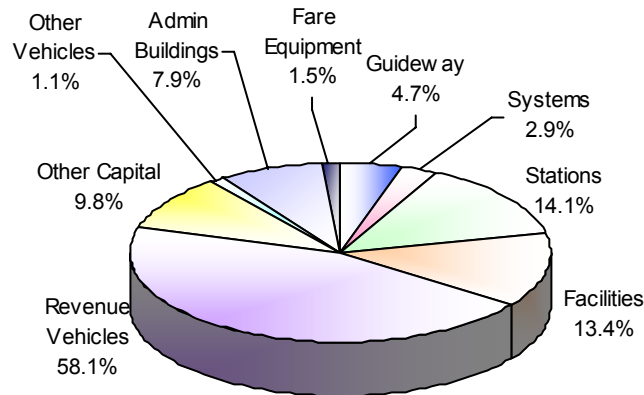
**UZAs with more than  
1 Million Population**



**UZAs with More than 200,000 and  
Less than 1 Million Population**



**UZAs with Less than 200,000 Population**



## Distribution of Capital by Mode and Category

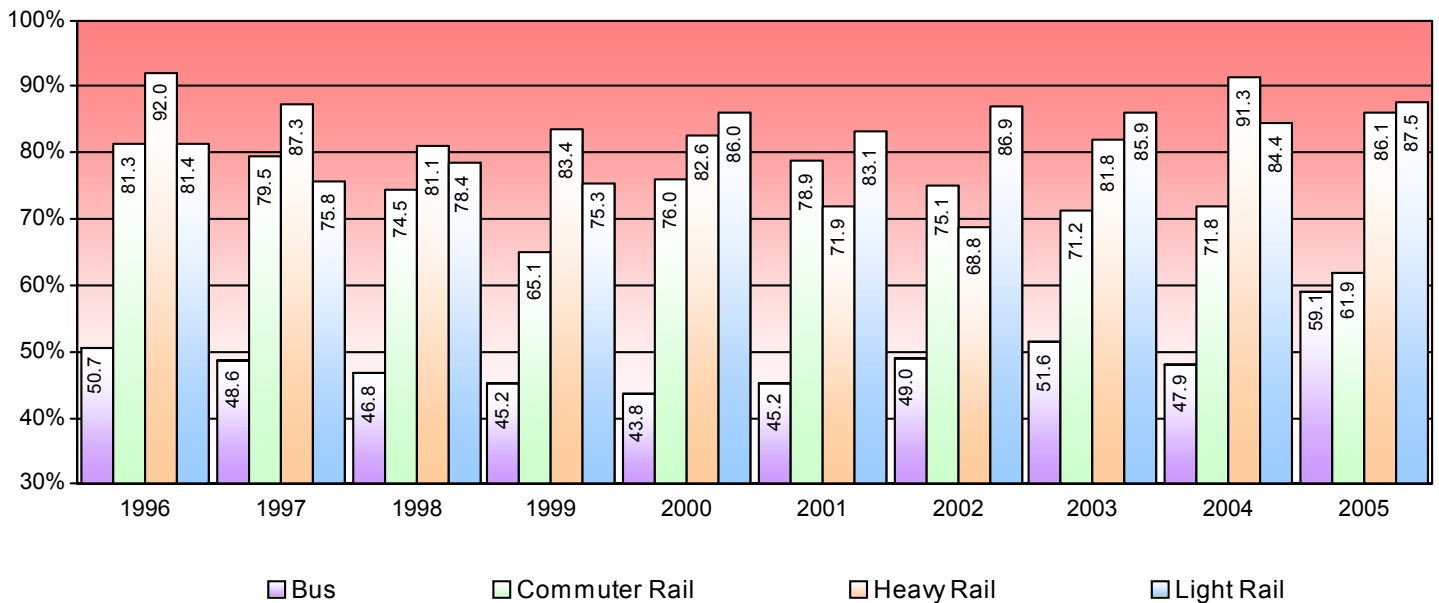
### Comments

Bus systems require less capital investment than rail systems. Generally, rail systems are located in high-density corridors within the larger metropolitan areas of the United States. The high levels of service supplied in these areas require large investments in transit infrastructure (e.g. track, signals and communication systems, complex maintenance facilities, passenger stations, inter-modal terminals, real time data acquisition systems and other cost intensive items).

Bus systems do not require the same level of investment in infrastructure as rail. Therefore, revenue vehicles are the main use of capital for bus.



Percent of Uses of Capital Net of Revenue Vehicles Capital Expenditures 1996 — 2005



## Bus Fleet

### Average Fleet Age by Vehicle Type

#### Concepts

Large, medium, small and articulated buses are rubber tired passenger vehicles powered by diesel gasoline, electric battery or other alternative fuel engines.

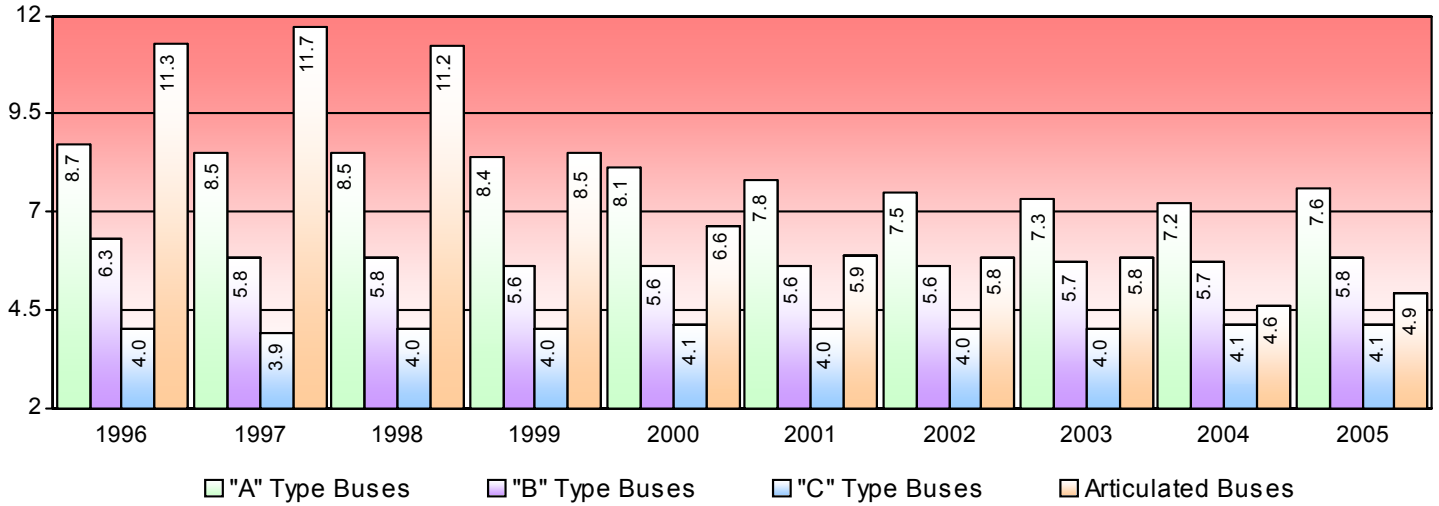
- Type “A” buses are equipped with more than 35 seats.
- Type “B” buses are equipped with 25 -35 seats.
- Type “C” buses are equipped with 25 seats.
- Articulated buses are extra long buses that measure between 54 and 60 feet.

#### Comments

The average fleet age of type “C” buses have been stable over the last 10 years, while the average fleet age of large and medium buses decreased 12 percent and 18 percent respectively.

The average fleet age of articulated buses dropped significantly in the last 6 years (from 11.2 years old in 1998 to 4.6 years old in 2005).

Average Fleet Age (Years) by Vehicle Type 1996 - 2005

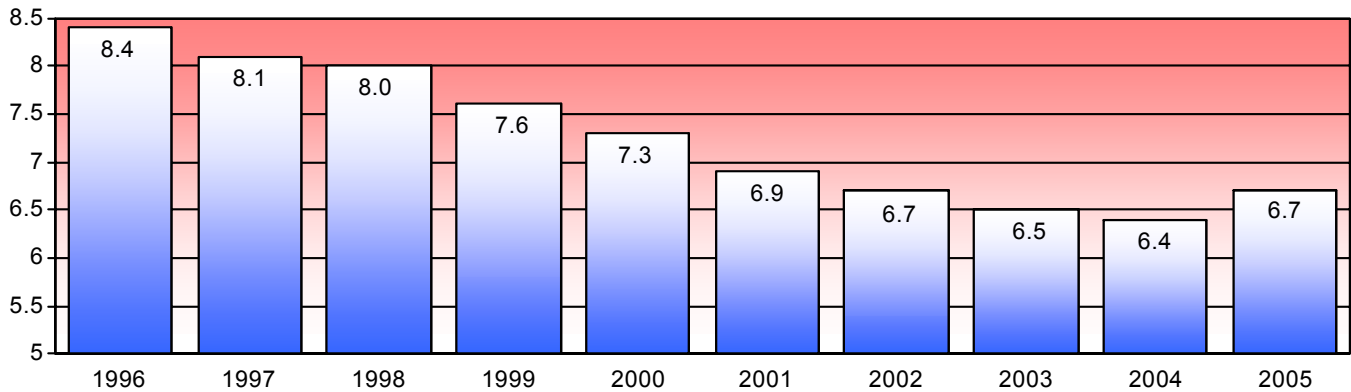


### Age Distribution of Buses by Vehicle Type

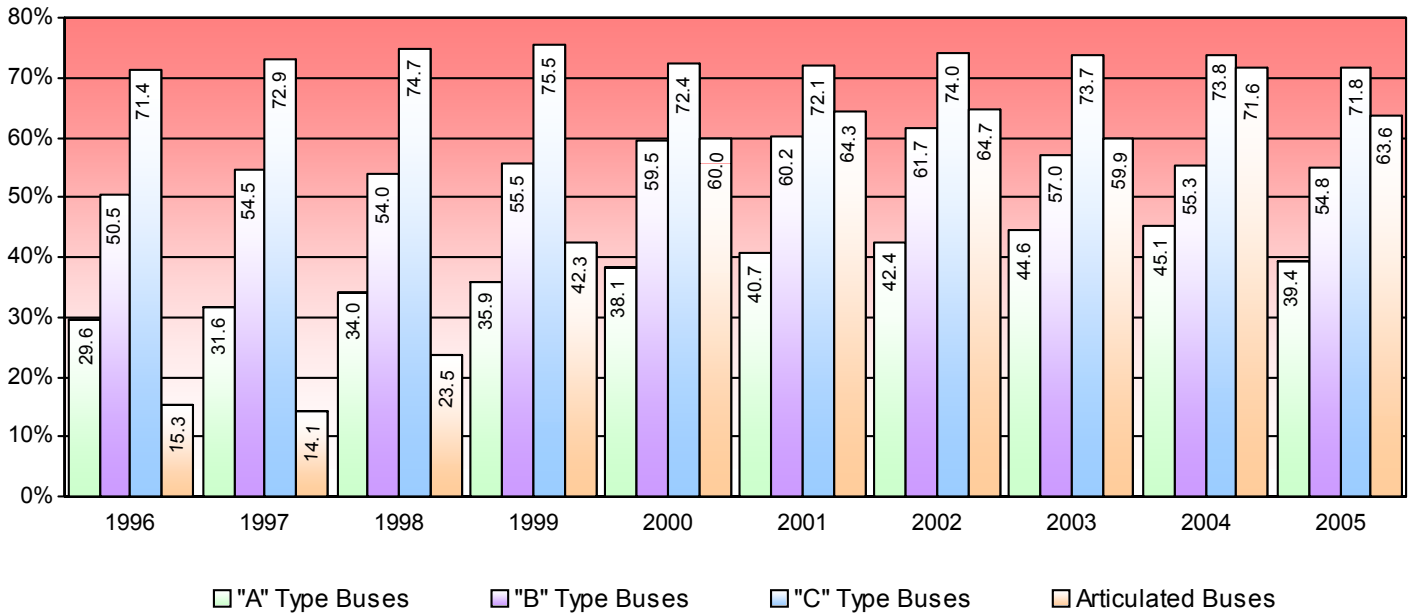
#### Comments

The share of articulated buses 5 years old or less increased from 23.5 percent in 1998 to 63.6 percent in 2005.

Average Bus Fleet Age (Years) 1996 - 2005



Percent of Bus Fleet 5 Years Old or Less by Vehicle Type 1996 - 2005



## Fixed Guideway Mileage

### Concepts

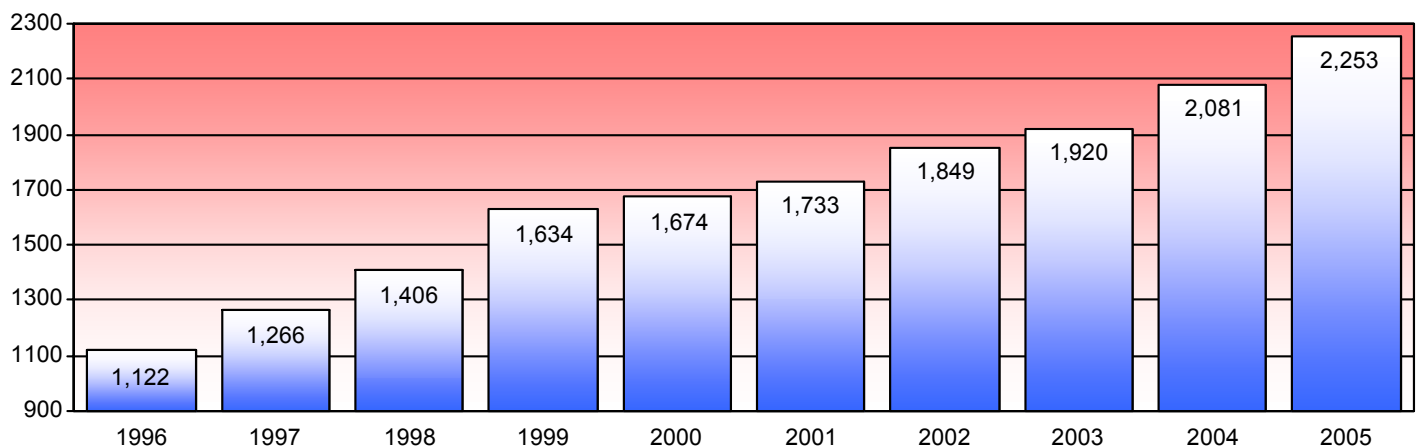
Fixed guideway directional route miles are the miles in each direction that transit vehicles travel while in revenue service on fixed guideways (high occupancy vehicle lanes, transit malls, bus ways, or railtrack).

Fixed guideway mileage is a measure of the route path over a facility or roadway, it does not measure the service carried on the facility. This mileage is computed with regard to direction of service and is recorded without regard to the number of traffic lanes or rail tracks existing on the right-of-way.

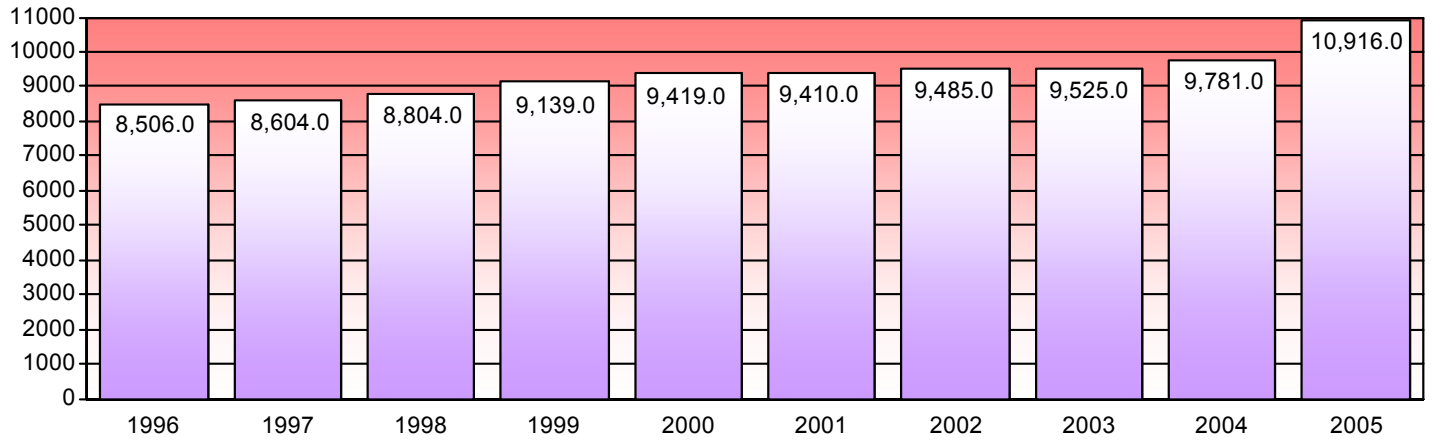
### Comments

Bus fixed guideway directional route miles increased by nearly 100 percent over the period, while rail modes increased 28 percent.

Fixed Guideway Mileage — Bus 1996 - 2005



Fixed Guideway Mileage — Rail Modes 1996 - 2005



## Alternative Fuel Usage

### Concepts

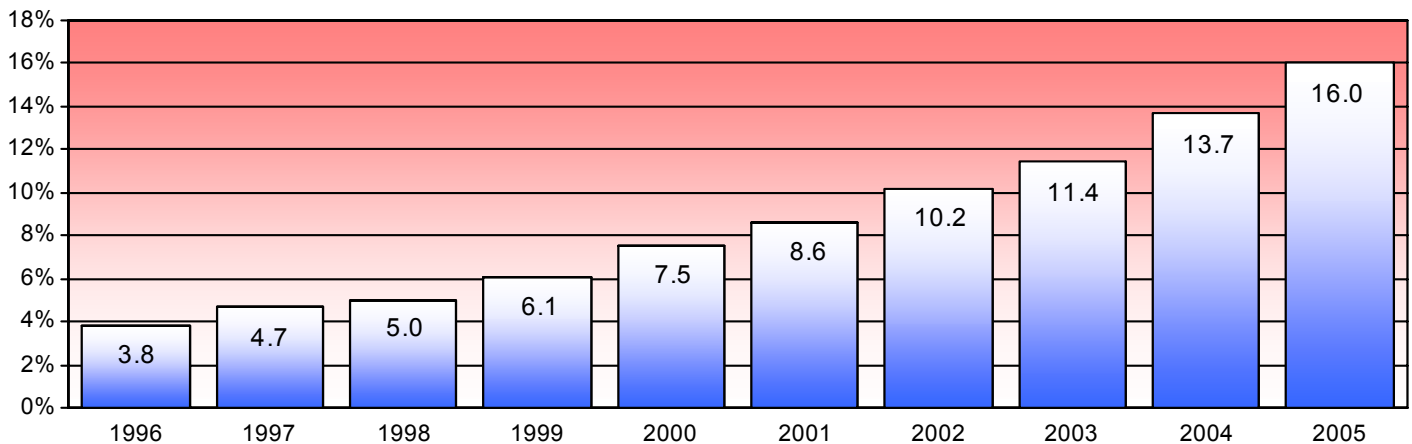
Alternative fuels are not diesel or gasoline. They include compressed natural gas, electric, battery, ethanol, methanol, liquefied petroleum gas, liquefied natural gas, kerosene, bio-diesel, grain substitute and other fuels.

The national bus fleet includes only buses fully dedicated to transit service.

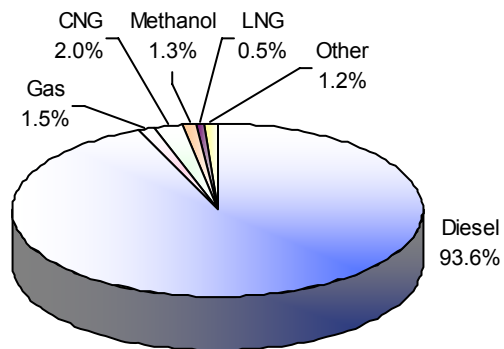
### Comments

The share of the national bus fleet using alternative fuels rose from 3.8 percent in 1996 to 16 percent in 2005.

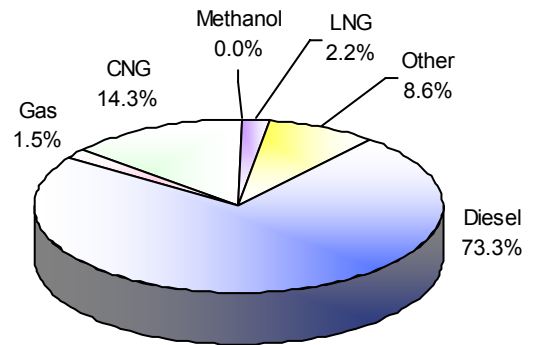
Percent of National Bus Fleet Using Alternative Fuels 1996 - 2005



**Percentage of Fuel Consumption for  
Non-Electric Modes — 1996**



**Percentage of Fuel Consumption for  
Non-Electric Modes — 2005**



## 2005 National Transit Profile

### General Information (Millions)

#### Service Consumption

|                                 |          |
|---------------------------------|----------|
| Annual Passenger Miles          | 47,121.1 |
| Annual Unlinked Trips           | 9,175.1  |
| Average Weekday Unlinked Trips  | 30.1     |
| Average Saturday Unlinked Trips | 16.4     |

|                               |      |
|-------------------------------|------|
| Average Sunday Unlinked Trips | 11.2 |
|-------------------------------|------|

#### Service Supplied

|                              |         |
|------------------------------|---------|
| Annual Vehicle Revenue Miles | 3,602.0 |
|------------------------------|---------|

|  |         |
|--|---------|
| Annual Vehicle Revenue Hours           | 241.0   |
| Vehicles Operated in Maximum Service   | 98,911  |
| Vehicles Available for Maximum Service | 121,842 |

### Financial Information (Millions)

#### Fare Revenues Earned

|                                     |           |
|-------------------------------------|-----------|
| Sources of Operating Funds Expended | \$9,519.9 |
|-------------------------------------|-----------|

|                      |           |
|----------------------|-----------|
| Fare Revenues (34 %) | \$9,635.0 |
| Local Funds (29%)    | 8,363.8   |
| State Funds (23%)    | 6,703.0   |

|                              |         |
|------------------------------|---------|
| Federal Assistance (8%) (**) | 2,243.1 |
|------------------------------|---------|

|                  |         |
|------------------|---------|
| Other Funds (6%) | 1,816.1 |
|------------------|---------|

|                                |            |
|--------------------------------|------------|
| Total Operating Funds Expended | \$28,761.0 |
|--------------------------------|------------|

#### Sources of Capital Funds Expended

|                   |           |
|-------------------|-----------|
| Local Funds (48%) | \$5,653.6 |
|-------------------|-----------|

|                   |         |
|-------------------|---------|
| State Funds (13%) | 1,494.2 |
|-------------------|---------|

|                                |         |
|--------------------------------|---------|
| Federal Assistance (39%) (***) | 4,611.8 |
|--------------------------------|---------|

|                  |      |
|------------------|------|
| Other Funds (1%) | 77.1 |
|------------------|------|

|                              |            |
|------------------------------|------------|
| Total Capital Funds Expended | \$11,836.7 |
|------------------------------|------------|

### Summary of Operating Expenses (Millions)

|                            |            |
|----------------------------|------------|
| Salary, Wages and Benefits | \$18,860.0 |
|----------------------------|------------|

|                        |         |
|------------------------|---------|
| Materials and Supplies | 2,799.8 |
|------------------------|---------|

|                          |         |
|--------------------------|---------|
| Purchased Transportation | 2,991.8 |
|--------------------------|---------|

|                          |         |
|--------------------------|---------|
| Other Operating Expenses | 2,586.1 |
|--------------------------|---------|

|                          |            |
|--------------------------|------------|
| Total Operating Expenses | \$27,237.8 |
|--------------------------|------------|

|                               |           |
|-------------------------------|-----------|
| Reconciling Cash Expenditures | \$1,227.9 |
|-------------------------------|-----------|

Sources of Operating Funds Expended



Sources of Capital Funds Expended



### Vehicles Operated in Maximum Service and Uses of Capital Funds (Millions)

|                    | Directly<br>Operated | Purchased<br>Transportation | Revenue<br>Vehicles | Systems<br>and<br>Guideways | Facilities<br>and<br>Stations | Other   | Total      |
|--------------------|----------------------|-----------------------------|---------------------|-----------------------------|-------------------------------|---------|------------|
| Bus                | 43,044               | 7,870                       | \$1,137.3           | \$517.9                     | \$935.8                       | \$189.8 | \$2,780.8  |
| Heavy Rail         | 8,931                | 40                          | \$478.1             | \$1,556.1                   | \$1,246.3                     | \$166.8 | \$3,447.4  |
| Commuter Rail      | 4,581                | 703                         | \$945.1             | \$951.8                     | \$500.9                       | \$82.4  | \$2,480.2  |
| Demand Response    | 5,888                | 17,119                      | \$124.1             | \$15.0                      | \$36.4                        | \$7.3   | \$182.8    |
| Light Rail         | 1,170                | 35                          | \$311.8             | \$1,651.5                   | \$448.8                       | \$76.5  | \$2,488.6  |
| Ferryboat          | 57                   | 42                          | \$118.4             | \$8.1                       | \$191.0                       | \$12.8  | \$330.3    |
| Trolleybus         | 485                  | 0                           | \$30.3              | \$25.9                      | \$25.7                        | \$2.0   | \$83.8     |
| Cable Car          | 26                   | 0                           | \$0.8               | \$0.6                       | \$0.0                         | \$0.1   | \$1.5      |
| Vanpool            | 4,288                | 1,411                       | \$17.9              | \$0.6                       | \$1.3                         | \$0.3   | \$20.1     |
| Automated Guideway | 35                   | 0                           | \$0.0               | \$0.4                       | \$1.8                         | \$0.6   | \$2.9      |
| Publico            | 0                    | 3,101                       | \$0.7               | \$0.0                       | \$2.0                         | \$0.3   | \$3.0      |
| Monorail           | 0                    | 8                           | \$0.0               | \$0.0                       | \$0.0                         | \$0.0   | \$0.0      |
| Inclined Plane     | 6                    | 2                           | \$0.0               | \$0.2                       | \$1.0                         | \$0.0   | \$1.2      |
| Alaska Railroad    | 57                   | 0                           | \$0.7               | \$5.6                       | \$1.7                         | \$0.1   | \$8.1      |
| Jitney             | 11                   | 0                           | \$0.0               | \$0.0                       | \$0.0                         | \$0.0   | \$0.0      |
| Total              | 68,579               | 30,331                      | \$3,165.1           | \$4,733.8                   | \$3,392.6                     | \$539.2 | \$11,830.7 |

### Performance Measures

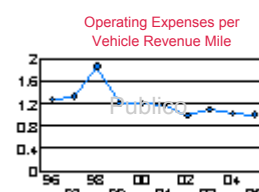
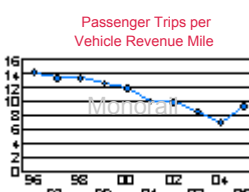
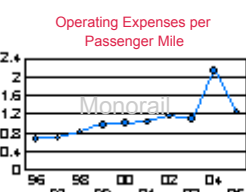
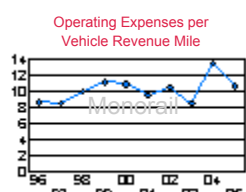
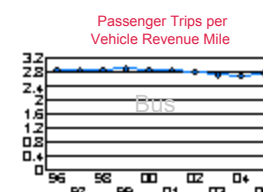
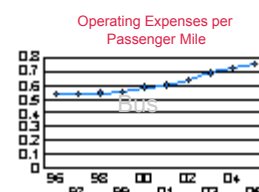
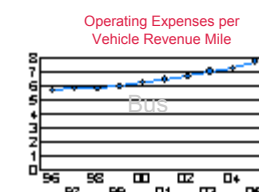
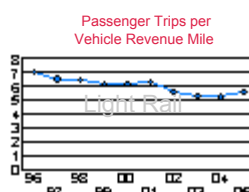
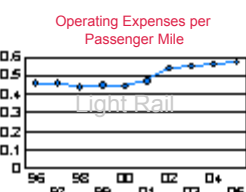
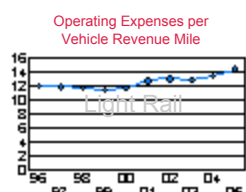
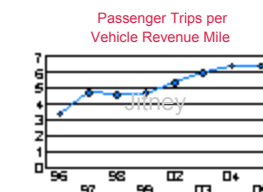
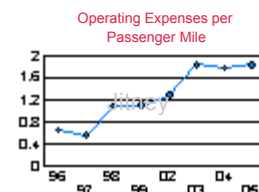
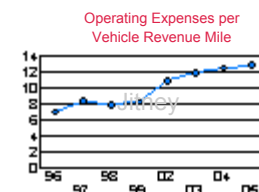
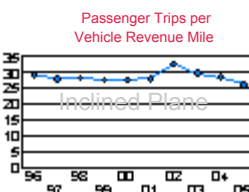
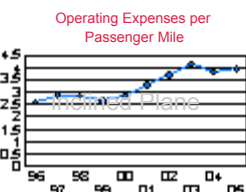
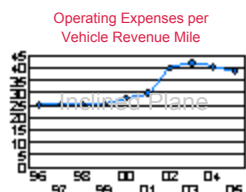
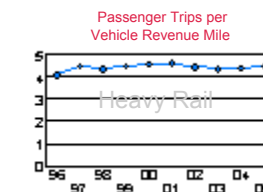
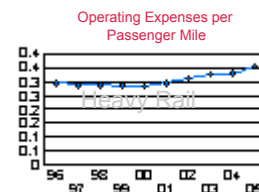
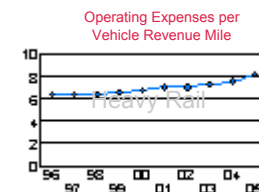
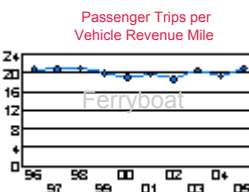
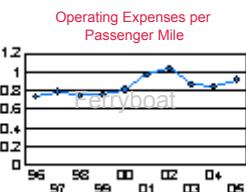
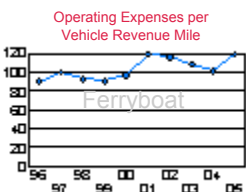
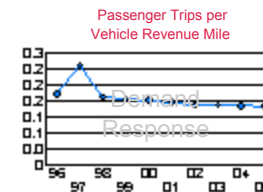
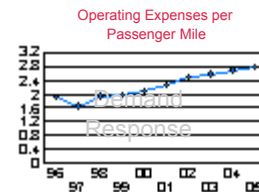
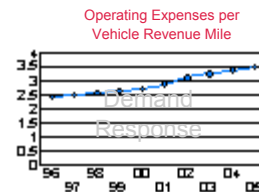
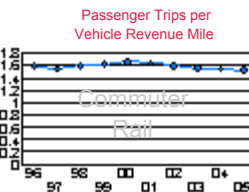
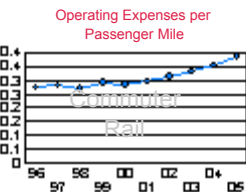
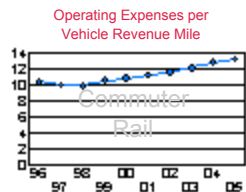
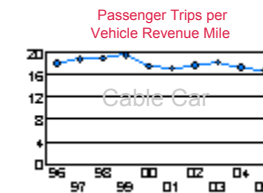
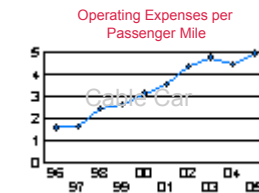
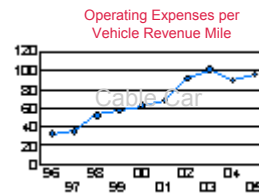
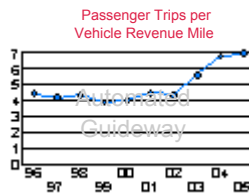
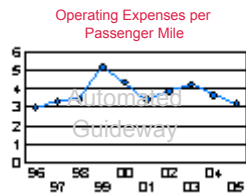
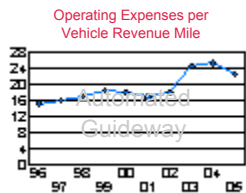
|                    | Operating<br>Expense<br>per Vehicle<br>Revenue Mile | Operating<br>Expense<br>per Vehicle<br>Revenue Hour | Operating<br>Expense<br>per Passenger<br>Mile | Operating<br>Expense<br>per Unlinked<br>Passenger Trip | Unlinked<br>Passenger Trips<br>per Vehicle<br>Revenue Mile | Unlinked<br>Passenger Trips<br>per Vehicle<br>Revenue Hour |
|--------------------|---|---|---|--|--|--|
| Bus                | \$7.8   | \$98.7  | \$0.8   | \$2.8  | 2.8  | 35.2   |
| Heavy Rail         | \$8.2   | \$164.1   | \$0.4   | \$1.8  | 4.5  | 89.6   |
| Commuter Rail      | \$13.2  | \$416.5   | \$0.4   | \$8.6  | 1.5  | 48.2   |
| Demand Response    | \$3.5   | \$51.7  | \$2.8   | \$23.9   | 0.1  | 2.2  |
| Light Rail         | \$14.4  | \$214.3   | \$0.6   | \$2.6  | 5.6  | 83.4   |
| Ferryboat          | \$119.8   | \$986.1   | \$0.9   | \$5.7  | 21.1   | 174.1  |
| Trolleybus         | \$15.8  | \$116.3   | \$1.1   | \$1.8  | 8.6  | 63.6   |
| Cable Car          | \$96.7  | \$312.3   | \$4.9   | \$5.7  | 16.8   | 54.3   |
| Vanpool            | \$0.7   | \$26.6  | \$0.1   | \$3.8  | 0.2  | 7.0  |
| Automated Guideway | \$22.5  | \$247.0   | \$3.2   | \$3.2  | 7.0  | 76.3   |
| Publico            | \$1.0   | \$14.9  | \$0.2   | \$0.9  | 1.1  | 16.0   |
| Monorail           | \$10.6  | \$109.9   | \$1.3   | \$1.1  | 9.3  | 96.7   |
| Inclined Plane     | \$38.8  | \$108.2   | \$4.0   | \$1.5  | 26.0   | 72.6   |
| Alaska Railroad    | \$21.2  | \$390.1   | \$0.9   | \$17.3   | 1.2  | 22.6   |
| Jitney             | \$12.8  | \$71.0  | \$1.8   | \$2.0  | 6.4  | 35.5   |

### Modal Characteristics

|                    | Operating<br>Expenses<br>(Millions) | Fare<br>Revenues<br>(Millions) | Uses of<br>Capital<br>Funds<br>(Millions) | Annual<br>Passenger<br>Miles<br>(Millions) | Annual<br>Vehicle<br>Revenue<br>Miles<br>(Millions) | Annual<br>Unlinked<br>Trips<br>(Millions) | Annual<br>Vehicle<br>Revenue<br>Hours<br>(Millions) | Fixed<br>Guideway<br>Directional<br>Route Miles (*) | Vehicles<br>Available for<br>Maximum<br>Service | Average<br>Fleet Age in<br>Years | Vehicles<br>Operated in<br>Maximum<br>Service | Peak to<br>Base Ratio | Percent<br>Spares |
|--------------------|-------------------------------------|--------------------------------|---|--|---|---|---|---|---|----------------------------------|---|-----------------------|-------------------|
| Bus                | \$14,665.8                          | \$4,083.4                      | \$2,780.8                                 | 19,424.5                                   | 1,884.5   | 5,225.9                                   | 148.5   | 3,497.3   | 62,267  | 7.0                              | 50,914  | 1.6                   | 23%               |
| Heavy Rail         | \$5,144.8                           | \$3,006.9                      | \$3,447.4                                 | 14,417.7                                   | 628.5   | 2,808.4                                   | 31.4  | 1,621.9   | 11,110  | 20.6                             | 8,971   | 1.7                   | 24%               |
| Commuter Rail      | \$3,657.1                           | \$1,729.0                      | \$2,480.2                                 | 9,470.1                                    | 277.3   | 422.9                                     | 8.8   | 7,118.1   | 6,290   | 18.3                             | 5,284   | 1.8                   | 19%               |
| Demand Response    | \$2,071.2                           | \$201.1                        | \$182.8                                   | 738.1                                      | 589.2   | 86.6                                      | 40.1  | N/A   | 28,320  | 3.6                              | 23,007  | N/A                   | 24%               |
| Light Rail         | \$978.1                             | \$248.7                        | \$2,488.6                                 | 1,699.6                                    | 68.0  | 380.5                                     | 4.6   | 1,188.1   | 1,645   | 14.3                             | 1,205   | 1.6                   | 37%               |
| Ferryboat          | \$331.6                             | \$93.0                         | \$330.3                                   | 359.2                                      | 2.8   | 58.6                                      | 0.3   | 638.6   | 99  | 20.0                             | 126   | 1.3                   | 27%               |
| Trolleybus         | \$195.7                             | \$57.3                         | \$83.8                                    | 173.0                                      | 12.4  | 106.9                                     | 1.7   | 423.8   | 485   | 9.4                              | 615   | 1.3                   | 28%               |
| Cable Car          | \$40.0                              | \$16.2                         | \$1.5                                     | 8.1  | 0.4   | 7.0                                       | 0.1   | 8.8   | 40  | 95.8                             | 26  | 1.4                   | 54%               |
| Vanpool            | \$66.0                              | \$35.0                         | \$20.1                                    | 583.3                                      | 94.4  | 17.2                                      | 2.5   | N/A   | 6,337   | 2.7                              | 5,699   | N/A                   | 11%               |
| Automated Guideway | \$37.3                              | \$0.7                          | \$2.9                                     | 11.6                                       | 1.7   | 11.5                                      | 0.2   | 16.8  | 51  | 14.3                             | 35  | 1.1                   | 46%               |
| Publico            | \$43.0                              | \$42.2                         | \$3.0                                     | 230.7                                      | 42.5  | 46.1                                      | 2.9   | N/A   | 4,911   | N/A                              | 3,101   | N/A                   | 58%               |
| Monorail           | \$1.7                               | \$2.2                          | \$0.0                                     | 1.4  | 0.2   | 1.5                                       | 0.0   | 1.8   | 8.0   | 43.0                             | 8   | 0.0                   | 0%                |
| Inclined Plane     | \$2.3                               | \$2.9                          | \$1.2                                     | 0.6  | 0.1   | 1.5                                       | 0.0   | 2.8   | 8.0   | 75.5                             | 8   | 1.0                   | 0%                |
| Alaska Railroad    | \$2.5                               | \$1.2                          | \$8.1                                     | 2.8  | 0.1   | 0.1                                       | 0.0   | 958.0   | 102.0   | 24.3                             | 57  | 1.0                   | 79%               |
| Jitney             | \$0.6                               | \$0.1                          | \$0.0                                     | 0.3  | 0.0   | 0.3                                       | 0.0   | N/A   | 12.0  | 5.7                              | 11  | N/A                   | 9%                |
| Total              | \$27,237.8                          | \$9,519.9                      | \$11,830.7                                | 47,121.1                                   | 3,602.0   | 9,175.1                                   | 241.0   | 15,476.1  | 121,842   |                                  | 98,910  |                       |                   |

(\*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).

(\*\*) Includes Federal capital funds used to pay for operating expenses. (\*\*\*) Includes capital funds used to pay for capital projects.



**Transit Data by 2000 U.S. Census Urbanized Area\*\* (data reflects 2005 apportionment figures)**

| UZA | UZA Name                             | UZA<br>Population | State | Directional<br>Route Miles | Vehicle<br>Revenue<br>Miles<br>(Millions) | Passenger<br>Miles<br>(Millions) | Operating<br>Expense<br>(Millions) | Recovery<br>Ratio (Fare<br>Revenues per<br>Operating<br>Funds<br>Expended) |
|-----|--------------------------------------|-------------------|-------|----------------------------|---|----------------------------------|------------------------------------|--|
| 1   | New York-Newark, NY-NJ-CT            | 17,799,861        | NY    | 2,569.5                    | 792.2                                     | 17,644.8                         | \$8,352.5                          | 49.3%  |
| 2   | Los Angeles-Long Beach-Santa Ana, CA | 11,789,487        | CA    | 840.6                      | 224.7                                     | 2,925.9                          | \$1,645.0                          | 23.1%  |
| 3   | Chicago, IL-IN                       | 8,307,904         | IL    | 1,230.7                    | 229.4                                     | 3,801.8                          | \$1,873.2                          | 38.8%  |
| 4   | Philadelphia, PA-NJ-DE-MD            | 5,149,079         | PA    | 866.9                      | 112.6                                     | 1,818.2                          | \$1,063.6                          | 35.6%  |
| 5   | Miami, FL                            | 4,919,036         | FL    | 260.3                      | 101.2                                     | 805.9                            | \$590.4                            | 20.3%  |
| 6   | Dallas-Fort Worth-Arlington, TX      | 4,145,659         | TX    | 228.7                      | 56.4                                      | 485.8                            | \$357.2                            | 10.0%  |
| 7   | Boston, MA-NH-RI                     | 4,032,484         | MA    | 917.4                      | 94.9                                      | 1,758.4                          | \$917.5                            | 28.5%  |
| 8   | Washington, DC-VA-MD                 | 3,933,920         | DC    | 804.8                      | 155.2                                     | 2,409.7                          | \$1,310.1                          | 44.1%  |
| 9   | Detroit, MI                          | 3,903,377         | MI    | 2.9                        | 32.3                                      | 265.1                            | \$289.7                            | 10.6%  |
| 10  | Houston, TX                          | 3,822,509         | TX    | 187.3                      | 60.4                                      | 552.7                            | \$308.7                            | 15.9%  |
| 11  | Atlanta, GA                          | 3,499,840         | GA    | 187.6                      | 57.5                                      | 811.7                            | \$346.1                            | 24.8%  |
| 12  | San Francisco-Oakland, CA            | 3,228,605         | CA    | 765.1                      | 125.3                                     | 1,898.1                          | \$1,273.8                          | 29.8%  |
| 13  | Phoenix-Mesa, AZ                     | 2,907,049         | AZ    | 128.0                      | 39.0                                      | 260.0                            | \$180.0                            | 16.5%  |
| 14  | Seattle, WA                          | 2,712,205         | WA    | 649.0                      | 90.8                                      | 1,000.6                          | \$749.0                            | 20.3%  |
| 15  | San Diego, CA                        | 2,674,436         | CA    | 233.4                      | 53.2                                      | 541.3                            | \$256.5                            | 35.0%  |
| 16  | Minneapolis-St. Paul, MN             | 2,388,593         | MN    | 294.5                      | 45.4                                      | 393.1                            | \$292.9                            | 25.9%  |
| 17  | St. Louis, MO-IL                     | 2,077,662         | MO    | 82.2                       | 32.5                                      | 284.1                            | \$185.0                            | 20.0%  |
| 18  | Baltimore, MD                        | 2,076,354         | MD    | 225.7                      | 35.2                                      | 444.3                            | \$337.5                            | 28.4%  |
| 19  | Tampa-St. Petersburg, FL             | 2,062,339         | FL    | 5.9                        | 20.9                                      | 112.5                            | \$94.5                             | 17.7%  |
| 20  | Denver-Aurora, CO                    | 1,984,889         | CO    | 57.0                       | 48.7                                      | 405.5                            | \$269.6                            | 18.6%  |



## 2005 National Transit Summaries and Trends

| UZA | UZA Name                     | UZA Population | State | Directional Route Miles | Vehicle Revenue Miles (Millions) | Passenger Miles (Millions) | Operating Expense (Millions) | Recovery Ratio (Fare Revenues per Operating Funds Expended) |
|-----|------------------------------|----------------|-------|-------------------------|----------------------------------|----------------------------|------------------------------|---|
| 21  | Cleveland, OH                | 1,786,647      | OH    | 69.5                    | 32.1                             | 295.4                      | \$230.5                      | 17.3%   |
| 22  | Pittsburgh, PA               | 1,753,136      | PA    | 104.4                   | 44.6                             | 319.8                      | \$316.4                      | 22.7%   |
| 23  | Portland, OR-WA              | 1,583,138      | OR    | 101.6                   | 42.0                             | 465.5                      | \$320.4                      | 19.8%   |
| 24  | San Jose, CA                 | 1,538,312      | CA    | 347.4                   | 26.3                             | 248.6                      | \$293.2                      | 11.7%   |
| 25  | Riverside-San Bernardino, CA | 1,506,816      | CA    | 124.4                   | 16.8                             | 121.5                      | \$94.0                       | 16.9%   |
| 26  | Cincinnati, OH-KY-IN         | 1,503,262      | OH    | 0.1                     | 17.5                             | 162.8                      | \$92.7                       | 28.9%   |
| 27  | Virginia Beach, VA           | 1,394,439      | VA    | 33.5                    | 13.1                             | 107.6                      | \$55.1                       | 27.2%   |
| 28  | Sacramento, CA               | 1,393,498      | CA    | 58.4                    | 17.5                             | 143.0                      | \$139.9                      | 16.9%   |
| 29  | Kansas City, MO-KS           | 1,361,744      | MO    | 4.4                     | 12.6                             | 60.2                       | \$68.4                       | 12.3%   |
| 30  | San Antonio, TX              | 1,327,554      | TX    | 0.0                     | 24.7                             | 176.9                      | \$106.9                      | 13.8%   |
| 31  | Las Vegas, NV                | 1,314,357      | NV    | 0.0                     | 21.5                             | 195.1                      | \$113.8                      | 34.2%   |
| 32  | Milwaukee, WI                | 1,308,913      | WI    | 10.7                    | 26.1                             | 157.9                      | \$152.7                      | 29.2%   |
| 33  | Indianapolis, IN             | 1,218,919      | IN    | 0.0                     | 8.6                              | 44.2                       | \$41.3                       | 18.2%   |
| 34  | Providence, RI-MA            | 1,174,548      | RI    | 34.3                    | 14.0                             | 120.6                      | \$95.8                       | 28.5%   |
| 35  | Orlando, FL                  | 1,157,431      | FL    | 2.5                     | 20.9                             | 160.5                      | \$83.8                       | 20.6%   |
| 36  | Columbus, OH                 | 1,133,193      | OH    | 0.0                     | 10.2                             | 60.3                       | \$73.3                       | 15.9%   |
| 37  | New Orleans, LA              | 1,009,283      | LA    | 3.0                     | 2.3                              | 17.2                       | \$23.1                       | 16.1%   |
| 38  | Buffalo, NY                  | 976,703        | NY    | 12.4                    | 10.1                             | 76.5                       | \$91.0                       | 24.4%   |
| 39  | Memphis, TN-MS-AR            | 972,091        | TN    | 10.0                    | 9.2                              | 65.0                       | \$45.7                       | 17.8%   |
| 40  | Austin, TX                   | 901,920        | TX    | 0.0                     | 18.2                             | 113.4                      | \$121.4                      | 3.9%  |
| 41  | Bridgeport-Stamford, CT-NY   | 888,890        | CT    | 51.0                    | 10.0                             | 156.7                      | \$81.5                       | 29.2%   |
| 42  | Salt Lake City, UT           | 887,650        | UT    | 83.3                    | 18.3                             | 146.6                      | \$89.8                       | 15.3%   |

## 2005 National Transit Summaries and Trends

| UZA | UZA Name                   | UZA Population | State | Directional Route Miles | Vehicle Revenue Miles (Millions) | Passenger Miles (Millions) | Operating Expense (Millions) | Recovery Ratio (Fare Revenues per Operating Funds Expended) |
|-----|----------------------------|----------------|-------|-------------------------|----------------------------------|----------------------------|------------------------------|---|
| 43  | Jacksonville, FL           | 882,295        | FL    | 5.4                     | 15.9                             | 67.0                       | \$78.5                       | 26.6%   |
| 44  | Louisville, KY-IN          | 863,582        | KY    | 0.0                     | 10.4                             | 56.9                       | \$54.9                       | 12.5%   |
| 45  | Hartford, CT               | 851,535        | CT    | 39.3                    | 11.4                             | 62.2                       | \$50.6                       | 25.0%   |
| 46  | Richmond, VA               | 818,836        | VA    | 0.0                     | 7.6                              | 46.8                       | \$33.5                       | 21.6%   |
| 47  | Charlotte, NC-SC           | 758,927        | NC    | 16.7                    | 15.0                             | 89.5                       | \$69.6                       | 14.0%   |
| 48  | Nashville-Davidson, TN     | 749,935        | TN    | 0.0                     | 5.5                              | 33.0                       | \$30.0                       | 23.8%   |
| 49  | Oklahoma City, OK          | 747,003        | OK    | 0.0                     | 3.7                              | 13.8                       | \$15.6                       | 11.0%   |
| 50  | Tucson, AZ                 | 720,425        | AZ    | 0.0                     | 9.5                              | 61.7                       | \$48.7                       | 16.4%   |
| 51  | Honolulu, HI               | 718,182        | HI    | 35.9                    | 23.7                             | 299.8                      | \$142.2                      | 29.1%   |
| 52  | Dayton, OH                 | 703,444        | OH    | 123.6                   | 11.0                             | 43.4                       | \$58.7                       | 15.9%   |
| 53  | Rochester, NY              | 694,396        | NY    | 0.0                     | 7.2                              | 43.7                       | \$52.1                       | 25.4%   |
| 54  | El Paso, TX-NM             | 674,801        | TX    | 0.0                     | 8.3                              | 57.7                       | \$38.4                       | 16.8%   |
| 55  | Birmingham, AL             | 663,615        | AL    | 0.0                     | 3.9                              | 20.0                       | \$17.4                       | 12.7%   |
| 56  | Omaha, NE-IA               | 626,623        | NE    | 0.0                     | 4.2                              | 15.5                       | \$18.6                       | 21.3%   |
| 57  | Albuquerque, NM            | 598,191        | NM    | 0.0                     | 5.8                              | 21.4                       | \$28.8                       | 11.6%   |
| 58  | Allentown-Bethlehem, PA-NJ | 576,408        | PA    | 0.0                     | 6.5                              | 25.8                       | \$22.3                       | 17.5%   |
| 59  | Springfield, MA-CT         | 573,610        | MA    | 0.0                     | 7.6                              | 36.3                       | \$32.7                       | 16.8%   |
| 60  | Akron, OH                  | 570,215        | OH    | 0.0                     | 5.2                              | 23.3                       | \$29.8                       | 11.0%   |
| 61  | Sarasota-Bradenton, FL     | 559,229        | FL    | 0.0                     | 4.8                              | 13.1                       | \$18.5                       | 7.5%  |
| 62  | Albany, NY                 | 558,947        | NY    | 0.0                     | 7.9                              | 50.5                       | \$53.2                       | 17.4%   |
| 63  | Tulsa, OK                  | 558,329        | OK    | 0.0                     | 4.0                              | 14.0                       | \$14.5                       | 12.8%   |
| 64  | Fresno, CA                 | 554,923        | CA    | 0.0                     | 5.2                              | 32.4                       | \$32.9                       | 23.4%   |

## 2005 National Transit Summaries and Trends

| UZA | UZA Name                        | UZA Population | State | Directional Route Miles | Vehicle Revenue Miles (Millions) | Passenger Miles (Millions) | Operating Expense (Millions) | Recovery Ratio (Fare Revenues per Operating Funds Expended) |
|-----|---------------------------------|----------------|-------|-------------------------|----------------------------------|----------------------------|------------------------------|---|
| 65  | Concord, CA                     | 552,624        | CA    | 75.4                    | 20.4                             | 328.3                      | \$132.8                      | 16.6%   |
| 66  | Raleigh, NC                     | 541,527        | NC    | 0.0                     | 4.6                              | 26.0                       | \$20.4                       | 24.6%   |
| 67  | Grand Rapids, MI                | 539,080        | MI    | 0.0                     | 5.8                              | 27.0                       | \$26.6                       | 13.2%   |
| 68  | Mission Viejo, CA               | 533,015        | CA    | 51.4                    | 4.7                              | 39.9                       | \$30.6                       | N/A   |
| 69  | New Haven, CT                   | 531,314        | CT    | 152.2                   | 9.5                              | 160.7                      | \$84.5                       | 22.0%   |
| 70  | McAllen, TX                     | 523,144        | TX    | 0.0                     | 0.2                              | 0.3                        | \$0.6                        | 4.8%  |
| 71  | Toledo, OH-MI                   | 503,008        | OH    | 1.0                     | 4.8                              | 25.0                       | \$27.5                       | 19.0%   |
| 72  | Baton Rouge, LA                 | 479,019        | LA    | 0.0                     | 3.1                              | 16.4                       | \$12.7                       | 27.6%   |
| 73  | Colorado Springs, CO            | 466,122        | CO    | 0.0                     | 3.9                              | 16.9                       | \$11.5                       | 17.5%   |
| 74  | Worcester, MA-CT                | 429,882        | MA    | 25.9                    | 3.3                              | 16.8                       | \$21.9                       | 11.9%   |
| 75  | Charleston-North Charleston, SC | 423,410        | SC    | 0.0                     | 1.2                              | 11.5                       | \$6.7                        | 11.6%   |
| 76  | Wichita, KS                     | 422,301        | KS    | 0.0                     | 3.3                              | 11.2                       | \$9.8                        | 23.0%   |
| 77  | Columbia, SC                    | 420,537        | SC    | 0.0                     | 2.7                              | 16.1                       | \$10.9                       | 18.7%   |
| 78  | Knoxville, TN                   | 419,830        | TN    | 0.0                     | 3.1                              | 11.5                       | \$12.8                       | 7.4%  |
| 79  | Ogden-Layton, UT                | 417,933        | UT    | 0.0                     | 5.1                              | 25.4                       | \$20.4                       | N/A   |
| 80  | Youngstown, OH-PA               | 417,437        | OH    | 0.0                     | 1.8                              | 6.9                        | \$9.0                        | 9.7%  |
| 81  | Syracuse, NY                    | 402,267        | NY    | 0.0                     | 4.7                              | 28.5                       | \$34.0                       | 21.8%   |
| 82  | Bakersfield, CA                 | 396,125        | CA    | 0.0                     | 3.9                              | 29.5                       | \$17.4                       | 21.4%   |
| 83  | Palm Bay-Melbourne, FL          | 393,289        | FL    | 0.0                     | 3.2                              | 16.5                       | \$7.2                        | 23.5%   |
| 84  | Scranton, PA                    | 385,237        | PA    | 0.0                     | 2.1                              | 18.5                       | \$10.7                       | 14.3%   |
| 85  | Des Moines, IA                  | 370,505        | IA    | 0.0                     | 4.2                              | 25.4                       | \$13.7                       | 36.4%   |
| 86  | Flint, MI                       | 365,096        | MI    | 0.0                     | 6.8                              | 20.9                       | \$21.7                       | 10.8%   |

## 2005 National Transit Summaries and Trends

| UZA | UZA Name                       | UZA Population | State | Directional Route Miles | Vehicle Revenue Miles (Millions) | Passenger Miles (Millions) | Operating Expense (Millions) | Recovery Ratio (Fare Revenues per Operating Funds Expended) |
|-----|--------------------------------|----------------|-------|-------------------------|----------------------------------|----------------------------|------------------------------|---|
| 87  | Harrisburg, PA                 | 362,782        | PA    | 28.8                    | 3.2                              | 11.4                       | \$15.4                       | 17.8%   |
| 88  | Little Rock, AR                | 360,331        | AR    | 2.4                     | 2.8                              | 8.6                        | \$11.2                       | 15.1%   |
| 89  | Poughkeepsie-Newburgh, NY      | 351,982        | NY    | 33.5                    | 12.0                             | 205.4                      | \$64.2                       | 21.6%   |
| 90  | Chattanooga, TN-GA             | 343,509        | TN    | 2.0                     | 2.2                              | 11.4                       | \$12.4                       | 25.6%   |
| 91  | Oxnard, CA                     | 337,591        | CA    | 54.0                    | 3.8                              | 29.1                       | \$18.1                       | 17.0%   |
| 92  | Augusta-Richmond County, GA-SC | 335,630        | GA    | 0.0                     | 0.8                              | 4.9                        | \$3.1                        | 21.8%   |
| 93  | Spokane, WA-ID                 | 334,858        | WA    | 0.0                     | 7.9                              | 40.9                       | \$41.1                       | 10.0%   |
| 94  | Cape Coral, FL                 | 329,757        | FL    | 0.0                     | 3.5                              | 14.8                       | \$13.1                       | 12.5%   |
| 95  | Madison, WI                    | 329,533        | WI    | 12.5                    | 6.4                              | 40.2                       | \$39.9                       | 18.7%   |
| 96  | Pensacola, FL-AL               | 323,783        | FL    | 0.0                     | 1.8                              | 5.9                        | \$6.8                        | 15.9%   |
| 97  | Lancaster, PA                  | 323,554        | PA    | 0.0                     | 3.3                              | 11.9                       | \$10.6                       | 18.7%   |
| 98  | Mobile, AL                     | 317,605        | AL    | 0.0                     | 1.9                              | 5.8                        | \$5.9                        | 13.7%   |
| 99  | Stockton, CA                   | 313,392        | CA    | 60.5                    | 4.4                              | 46.9                       | \$30.0                       | 19.6%   |
| 100 | Modesto, CA                    | 310,945        | CA    | 0.0                     | 2.1                              | 12.8                       | \$9.9                        | 20.0%   |
| 101 | Reno, NV                       | 303,689        | NV    | 0.0                     | 4.8                              | 28.6                       | \$27.9                       | 24.0%   |
| 102 | Provo-Orem, UT                 | 303,680        | UT    | 0.0                     | 3.8                              | 17.0                       | \$16.2                       | N/A   |
| 103 | Greenville, SC                 | 302,194        | SC    | 0.0                     | 0.7                              | 3.2                        | \$2.8                        | 18.0%   |
| 104 | Lansing, MI                    | 300,032        | MI    | 0.0                     | 5.1                              | 27.1                       | \$29.0                       | 12.0%   |
| 105 | Denton-Lewisville, TX          | 299,823        | TX    | 0.0                     | 1.0                              | 2.2                        | \$3.2                        | 3.1%  |
| 106 | Winston-Salem, NC              | 299,290        | NC    | 0.0                     | 2.2                              | 6.1                        | \$9.1                        | 23.7%   |
| 107 | Corpus Christi, TX             | 293,925        | TX    | 0.6                     | 4.1                              | 22.1                       | \$18.0                       | 6.6%  |
| 108 | Jackson, MS                    | 292,637        | MS    | 0.0                     | 1.2                              | 1.5                        | \$6.1                        | 6.2%  |

## 2005 National Transit Summaries and Trends

| UZA | UZA Name                              | UZA Population | State | Directional Route Miles | Vehicle Revenue Miles (Millions) | Passenger Miles (Millions) | Operating Expense (Millions) | Recovery Ratio (Fare Revenues per Operating Funds Expended) |
|-----|---------------------------------------|----------------|-------|-------------------------|----------------------------------|----------------------------|------------------------------|---|
| 109 | Durham, NC                            | 287,796        | NC    | 0.0                     | 6.5                              | 42.7                       | \$29.9                       | 22.8%   |
| 110 | Fort Wayne, IN                        | 287,759        | IN    | 0.0                     | 1.7                              | 5.9                        | \$8.4                        | 11.9%   |
| 111 | Santa Rosa, CA                        | 285,408        | CA    | 0.0                     | 2.9                              | 17.4                       | \$16.6                       | 17.2%   |
| 112 | Ann Arbor, MI                         | 283,904        | MI    | 0.0                     | 4.4                              | 28.8                       | \$25.6                       | 15.4%   |
| 113 | South Bend, IN-MI                     | 276,498        | IN    | 28.9                    | 2.3                              | 12.3                       | \$10.0                       | 14.5%   |
| 114 | Fayetteville, NC                      | 276,368        | NC    | 0.0                     | 1.1                              | 4.4                        | \$3.9                        | 11.7%   |
| 115 | Shreveport, LA                        | 275,213        | LA    | 0.0                     | 2.4                              | 14.8                       | \$9.4                        | 21.1%   |
| 116 | Boise City, ID                        | 272,625        | ID    | 0.0                     | 1.1                              | 3.7                        | \$6.3                        | 9.7%  |
| 117 | Port St. Lucie, FL                    | 270,774        | FL    | 0.0                     | 1.2                              | 2.8                        | \$4.4                        | 3.3%  |
| 118 | Davenport, IA-IL                      | 270,626        | IA    | 0.0                     | 3.3                              | 12.4                       | \$15.6                       | 9.5%  |
| 119 | Rockford, IL                          | 270,414        | IL    | 0.0                     | 1.7                              | 5.2                        | \$8.8                        | 10.8%   |
| 120 | Trenton, NJ                           | 268,472        | NJ    | 25.0                    | 5.6                              | 107.5                      | \$67.6                       | N/A   |
| 121 | Greensboro, NC                        | 267,884        | NC    | 0.0                     | 3.7                              | 12.4                       | \$13.3                       | 9.7%  |
| 122 | Canton, OH                            | 266,595        | OH    | 0.0                     | 3.8                              | 8.7                        | \$14.0                       | 7.4%  |
| 123 | Lancaster-Palmdale, CA                | 263,532        | CA    | 70.8                    | 3.4                              | 47.3                       | \$19.1                       | 29.4%   |
| 124 | Daytona Beach-Port Orange, FL         | 255,353        | FL    | 0.0                     | 4.4                              | 18.3                       | \$12.0                       | 27.6%   |
| 125 | Indio-Cathedral City-Palm Springs, CA | 254,856        | CA    | 0.0                     | 2.7                              | 21.3                       | \$17.2                       | 15.5%   |
| 126 | Lexington-Fayette, KY                 | 250,994        | KY    | 0.0                     | 1.7                              | 9.6                        | \$9.1                        | 14.0%   |
| 127 | Peoria, IL                            | 247,172        | IL    | 0.0                     | 2.3                              | 12.9                       | \$13.6                       | 11.7%   |
| 128 | Barnstable Town, MA                   | 243,667        | MA    | 0.0                     | 3.6                              | 8.0                        | \$9.4                        | 38.3%   |
| 129 | Columbus, GA-AL                       | 242,324        | GA    | 0.0                     | 1.1                              | 4.2                        | \$3.8                        | 17.0%   |

## 2005 National Transit Summaries and Trends

| UZA | UZA Name                                  | UZA Population | State | Directional Route Miles | Vehicle Revenue Miles (Millions) | Passenger Miles (Millions) | Operating Expense (Millions) | Recovery Ratio (Fare Revenues per Operating Funds Expended) |
|-----|---|----------------|-------|-------------------------|----------------------------------|----------------------------|------------------------------|---|
| 130 | Reading, PA                               | 240,264        | PA    | 0.0                     | 2.3                              | 8.6                        | \$11.4                       | 21.4%   |
| 131 | Temecula-Murrieta, CA                     | 229,810        | CA    | 0.0                     | 1.5                              | 3.6                        | \$3.8                        | N/A   |
| 132 | Atlantic City, NJ                         | 227,180        | NJ    | 34.0                    | 8.0                              | 107.3                      | \$65.5                       | N/A   |
| 133 | Round Lake Beach-McHenry-Grayslake, IL-WI | 226,848        | IL    | 42.0                    | 1.7                              | 69.2                       | \$21.4                       | N/A   |
| 134 | Lincoln, NE                               | 226,582        | NE    | 0.0                     | 1.7                              | 5.3                        | \$8.1                        | 14.0%   |
| 135 | Anchorage, AK                             | 225,744        | AK    | 950.0                   | 3.9                              | 25.7                       | \$24.2                       | 21.1%   |
| 136 | Eugene, OR                                | 224,049        | OR    | 0.0                     | 3.9                              | 35.9                       | \$27.6                       | 16.7%   |
| 137 | Asheville, NC                             | 221,570        | NC    | 0.0                     | 1.0                              | 4.4                        | \$3.5                        | 20.0%   |
| 138 | Bonita Springs-Naples, FL                 | 221,251        | FL    | 0.0                     | 2.2                              | 7.4                        | \$5.2                        | 14.9%   |
| 139 | Antioch, CA                               | 217,591        | CA    | 25.6                    | 5.1                              | 66.3                       | \$30.3                       | 14.8%   |
| 140 | Springfield, MO                           | 215,004        | MO    | 0.0                     | 1.3                              | 6.6                        | \$7.5                        | 7.1%  |
| 141 | Huntsville, AL                            | 213,253        | AL    | 0.0                     | 1.1                              | 2.1                        | \$2.3                        | 12.2%   |
| 142 | Evansville, IN-KY                         | 211,989        | IN    | 0.0                     | 1.3                              | 0.1                        | \$5.3                        | 16.7%   |
| 143 | Thousand Oaks, CA                         | 210,990        | CA    | 24.2                    | 0.9                              | 5.7                        | \$6.0                        | 8.2%  |
| 144 | Savannah, GA                              | 208,886        | GA    | 1.4                     | 2.9                              | 11.9                       | \$12.6                       | 19.8%   |
| 145 | Salem, OR                                 | 207,229        | OR    | 0.0                     | 3.8                              | 18.1                       | \$20.4                       | 11.2%   |
| 146 | Fort Collins, CO                          | 206,757        | CO    | 0.0                     | 1.6                              | 5.6                        | \$7.9                        | 13.8%   |
| 147 | Gulfport-Biloxi, MS                       | 205,754        | MS    | 0.0                     | 1.0                              | 2.7                        | \$3.4                        | 19.1%   |
| 148 | Tallahassee, FL                           | 204,260        | FL    | 0.0                     | 2.1                              | 11.0                       | \$10.2                       | 30.4%   |
| 149 | Lubbock, TX                               | 202,225        | TX    | 0.0                     | 2.0                              | 11.3                       | \$7.7                        | 37.9%   |
| 150 | Victorville-Hesperia-Apple Valley, CA     | 200,436        | CA    | 0.0                     | 2.2                              | 10.9                       | \$7.8                        | 15.1%   |

## 2005 National Transit Summaries and Trends

| UZA  | UZA Name                            | UZA Population | State | Directional Route Miles | Vehicle Revenue Miles (Millions) | Passenger Miles (Millions) | Operating Expense (Millions) | Recovery Ratio (Fare Revenues per Operating Funds Expended) |
|--|-------------------------------------|----------------|-------|-------------------------|----------------------------------|----------------------------|------------------------------|---|
| 500  | San Juan, PR                        | 2,216,616      | PR    | 50.7                    | 39.7                             | 302.6                      | \$153.5                      | 29.0%   |
| 501  | Aguadilla-Isabela-San Sebastian, PR | 299,086        | PR    | 0.0                     | 5.1                              | 14.8                       | \$2.9                        | N/A   |
| UZAs Over 200,000 Population               |                                     |                |       | N/A                     | 3,346.9                          | 47,537.5                   | \$26,069.7                   | 35.6%   |
| UZAs under 200,000 Population and Non-UZAs |                                     |                |       | N/A                     | 255.1                            | 1,383.6                    | \$1,168.1                    | 19.2%   |
| National Total                             |                                     |                |       | N/A                     | 3,602.0                          | 47,121.1                   | \$27,237.8                   | 33.5%   |

(\*) Includes some double counting: Fixed Guideway segments used by more than one NTD reporter are reported by each reporter.

(\*\*) UZAs with no data reported to the NTD are shown.

# Aggregate Data by Forms

## Sources of Funds - Funds Expended & Funds Earned form (F-10) (Millions)

|    | a   | c                          | d                            | e                         |
|----|---|----------------------------|------------------------------|---------------------------|
|    | Sources of Directly Generated Funds by Transit Agency           | Funds Earned During Period | Funds Expended on Operations | Funds Expended on Capital |
| 01 | <b>Passenger Fares for Directly Operated Service (*)</b>        |                            |                              |                           |
|    | Alaska railroad   | \$1.2                      |                              |                           |
|    | Aerial tramway  | \$0.0                      |                              |                           |
|    | Automated guideway  | \$0.7                      |                              |                           |
|    | Bus   | \$3,635.0                  |                              |                           |
|    | Cable car   | \$16.2                     |                              |                           |
|    | Commuter rail   | \$1,581.5                  |                              |                           |
|    | Demand response   | \$71.6                     |                              |                           |
|    | Ferryboat   | \$69.8                     |                              |                           |
|    | Heavy rail  | \$3,006.3                  |                              |                           |
|    | Inclined plane  | \$2.4                      |                              |                           |
|    | Jitney  | \$0.1                      |                              |                           |
|    | Light rail  | \$240.4                    |                              |                           |
|    | Trolleybus  | \$57.3                     |                              |                           |
|    | Vanpool   | \$24.1                     |                              |                           |
| 02 | <b>Total All Directly Operated Modes</b>                        | \$8,706.6                  | \$8,819.5                    | \$18.7                    |
| 03 | <b>Passenger Fares for Purchased Transportation Service (*)</b> |                            |                              |                           |
|    | Bus   | \$529.7                    |                              |                           |
|    | Commuter rail   | \$147.5                    |                              |                           |
|    | Demand response   | \$140.5                    |                              |                           |
|    | Ferryboat   | \$23.2                     |                              |                           |
|    | Heavy rail  | \$0.6                      |                              |                           |
|    | Inclined plane  | \$0.5                      |                              |                           |
|    | Light rail  | \$8.3                      |                              |                           |
|    | Monorail  | \$2.2                      |                              |                           |
|    | Publico   | \$42.2                     |                              |                           |
|    | Vanpool   | \$12.9                     |                              |                           |
| 04 | <b>Total All Purchased Transportation Modes</b>                 | \$907.7                    | \$910.4                      | \$0.2                     |
| 05 | <b>Park and Ride Parking Revenue</b>                            | \$82.6                     |                              |                           |
| 06 | <b>Other Transportation Revenues</b>                            | \$110.9                    |                              |                           |
|    | <b>Auxiliary Transportation Funds</b>                           |                            |                              |                           |
| 07 | Concessions   | \$40.4                     |                              |                           |
| 08 | Advertising revenues  | \$294.5                    |                              |                           |
| 09 | Other   | \$201.2                    |                              |                           |
| 10 | <b>Total Auxiliary Transportation Funds</b>                     | \$531.6                    |                              |                           |
| 11 | <b>Non-Transportation Funds</b>                                 | \$677.4                    |                              |                           |



## 2005 National Transit Summaries and Trends

|   |   |                                   |                                     |                                  |
|---|---|-----------------------------------|-------------------------------------|----------------------------------|
| 12  | <b>Total Park and Ride, Other Transportation, Auxiliary and Non-Transportation Revenues</b> | \$1,407.0                         | \$1,360.6                           | \$31.5                           |
| 13  | <b>Revenues Accrued through a Purchased transportation Agreement (**)</b>                   | \$430.6                           | \$416.3                             | \$0.0                            |
| 14  | <b>Bonds and Loans</b>  | \$2,170.7                         | \$1.0                               | \$1,238.6                        |
| <b>Contributed Services</b>   |   |                                   |                                     |                                  |
| 15  | State and local government  | \$38.2                            | \$36.7                              | \$1.5                            |
| 16  | Contra account for expenses   | -\$38.2                           | -\$36.7                             | -\$1.5                           |
| 17  | Net contributed services  | \$0.0                             | \$0.0                               | \$0.0                            |
| 18  | <b>Subsidy from Other Sectors of Operations</b>   | \$265.8                           | \$265.3                             | \$0.1                            |
| <b>Sources of Directly Generated Funds by Transit Agencies – Independent Political Entities</b> |   |                                   |                                     |                                  |
| <b>Dedicated Taxes</b>  |   |                                   |                                     |                                  |
| 20  | Income taxes  | \$0.0                             | \$0.0                               | \$0.0                            |
| 21  | Sales taxes   | \$2,320.8                         | \$1,596.3                           | \$329.8                          |
| 22  | Property taxes  | \$293.7                           | \$269.8                             | \$26.6                           |
| 23  | Gasoline taxes  | \$9.9                             | \$8.8                               | \$1.0                            |
| 24  | Other Taxes   | \$275.8                           | \$224.0                             | \$50.3                           |
| 25  | Bridge tunnels and highway tolls  | \$212.5                           | \$212.5                             | \$0.0                            |
| 26  | High occupancy tolls  | \$3.3                             | \$0.0                               | \$0.0                            |
| 27  | Other dedicated funds   | \$1,306.1                         | \$96.9                              | \$1,411.1                        |
| 28  | <b>Total Funds Dedicated to Transit at their Source</b>                                     | \$4,422.1                         | \$2,408.2                           | \$1,818.7                        |
| 29  | <b>Other dedicated funds</b>  | \$33.1                            | \$5.5                               | \$26.7                           |
| 30  | <b>Total Directly Generated Funds (***)</b>   | \$19,750.6                        | \$14,187.0                          | \$3,134..0                       |
| 31  | <b>Bond and Loan Payments</b>   |                                   | N/A                                 | N/A                              |
|   | <b>a</b>  | <b>c</b>                          | <b>d</b>                            | <b>e</b>                         |
|   | <b>Local Government Sources of Funds</b>  | <b>Funds Earned During Period</b> | <b>Funds Expended on Operations</b> | <b>Funds Expended on Capital</b> |
| 32  | <b>Funds Allocated to Transit out of the General Revenues of the Government Entity</b>      | \$2,676.4                         | \$2,372.8                           | \$314.9                          |
| <b>Funds Dedicated to Transit at their Source</b>   |   |                                   |                                     |                                  |
| 33  | Income taxes  | \$91.1                            | \$69.4                              | \$21.7                           |
| 34  | Sales taxes   | \$2,636.2                         | \$2,027.8                           | \$617.6                          |
| 35  | Property taxes  | \$274.2                           | \$202.1                             | \$66.1                           |
| 36  | Gasoline taxes  | \$173.7                           | \$156.1                             | \$17.6                           |
| 37  | Other taxes   | \$756.0                           | \$708.6                             | \$47.4                           |
| 38  | Bridge tunnels and highway tolls  | \$93.4                            | \$92.3                              | \$0.8                            |
| 39  | High occupancy tolls  | \$0.0                             | \$0.0                               | \$0.0                            |
| 40  | Other dedicated funds   | \$544.8                           | \$225.2                             | \$345.0                          |
| 41  | <b>Total Funds Dedicated to Transit at their Source</b>                                     | \$7,245.7                         | \$3,816.4                           | \$1,116.0                        |
| 42  | <b>Other Funds</b>  | \$1,263.7                         | \$100.4                             | \$1,165.2                        |
| 43  | <b>Total Local Funds</b>  | \$8,509.4                         | \$5,955.0                           | \$2,596.0                        |
| 44  | <b>Bonds and Loan Payments</b>  |                                   | N/A                                 | N/A                              |

## 2005 National Transit Summaries and Trends

|    | a  | c                          | d                            | e                         |
|----|--|----------------------------|------------------------------|---------------------------|
|    | State Government Sources of Funds  | Funds Earned During Period | Funds Expended on Operations | Funds Expended on Capital |
| 45 | <b>Funds Allocated to Transit out of the General Revenues of the Government Entity</b>           | \$2,248.7                  | \$1,899.7                    | \$319.5                   |
|    | <b>Funds Dedicated to Transit at their Source</b>  |                            |                              |                           |
| 46 | Income taxes   | \$351.6                    | \$275.3                      | \$16.3                    |
| 47 | Sales taxes  | \$2,587.2                  | \$2,209.9                    | \$191.4                   |
| 48 | Property taxes   | \$0.0                      | \$0.0                        | \$0.0                     |
| 49 | Gasoline taxes   | \$486.4                    | \$382.5                      | \$76.9                    |
| 50 | Other taxes  | \$965.6                    | \$903.6                      | \$90.3                    |
| 51 | Bridge tunnels and highway tolls   | \$33.4                     | \$14.8                       | \$18.6                    |
| 52 | High occupancy tolls   | \$0.0                      | \$0.0                        | \$0.0                     |
| 53 | Other dedicated funds  | \$951.3                    | \$404.0                      | \$547.5                   |
| 54 | <b>Total Funds Dedicated to Transit at Their Source</b>  | \$7,624.3                  | \$6,089.8                    | \$1,260.5                 |
| 55 | <b>Other Funds</b>   | \$846.7                    | \$613.2                      | \$233.7                   |
| 56 | <b>Total State Funds</b>   | <b>\$8,471.0</b>           | <b>\$6,703.0</b>             | <b>\$1,494.2</b>          |
| 57 | <b>Bonds and Loan Payments</b>   |                            | N/A                          | N/A                       |
|    | a  | c                          | d                            | e                         |
|    | Federal Government Sources of Funds  | Funds Earned During Period | Funds Expended on Operations | Funds Expended on Capital |
|    | <b>Funds Received from FTA</b>   |                            |                              |                           |
| 58 | <b>FTA Capital Program Funds (5309)</b>  | \$2,215.7                  | \$62.8                       | \$2,153.1                 |
|    | <b>FTA Urbanized Area Formula Program Funds (5307)</b>   |                            |                              |                           |
| 59 | <b>FTA UAAP Funds</b>  | \$3,414.7                  |                              |                           |
| 60 | <b>FTA UAAP Funds – spent on capital projects</b>  |                            |                              | \$2,035.2                 |
| 61 | <b>FTA UAAP Funds – eligible operating assistance</b>  |                            | \$295.9                      |                           |
| 62 | <b>FTA UAAP Funds – capital assistance spent on operations (including maintenance expenses)</b>  |                            | \$1,437.2                    |                           |
| 63 | <b>Other FTA Funds</b>   | \$385.1                    |                              |                           |
| 64 | <b>Other FTA Funds – spent on capital projects</b>   |                            |                              | \$214.2                   |
| 65 | <b>Other FTA Funds – eligible operating assistance</b>   |                            | \$88.0                       |                           |
| 66 | <b>Other FTA Funds – capital assistance spent on operations (including maintenance expenses)</b> |                            | \$86.8                       |                           |
| 67 | <b>Total FTA Funds</b>   | \$6,015.5                  | \$1,971.0                    | \$4,402.6                 |
| 68 | <b>Funds Received from other USDOT Grant Programs</b>  | \$286.6                    | \$254.1                      | \$32.7                    |
| 69 | <b>Other Federal Funds</b>   | \$194.7                    | \$18.0                       | \$176.5                   |
| 70 | <b>Total Federal Funds</b>   | \$6,496.7                  | \$2,243.1                    | \$4,611.8                 |
| 71 | <b>Bonds and Loan Payments</b>   |                            | N/A                          | N/A                       |
| 72 | <b>Total Funds Earned During Period</b>  | \$43,227.8                 |                              |                           |
| 73 | <b>Total Funds Expended on Operations During Period</b>  |                            | \$29,088.0                   |                           |
| 74 | <b>Total Funds Expended on Capital During Period</b>   |                            |                              | \$11,837.0                |
| 75 | <b>Total Bonds and Loan Payments</b>   | N/A                        | N/A                          | N/A                       |

## 2005 National Transit Summaries and Trends

---

(\*) Includes some double counting: both the sellers and buyers report fare revenues for sellers filing their own reports.

(\*\*) The funds include contract expenditures net of fare revenues and are also reported by buyers of service under operating assistance funding sources.

(\*\*\*) Includes some double-counting.

**Uses of Capital form (F-20) (Millions)**

| Mode                  | a<br>Guideway | b<br>Passenger<br>Stations | c<br>Administrative<br>Buildings | d<br>Maintenance<br>Buildings | e<br>Revenue<br>Vehicles | f<br>Service<br>Vehicles (non-<br>revenue) | g<br>Fare Revenue<br>Collection<br>Equipment | h<br>Systems | i<br>Other | j<br>Total |
|-----------------------|---------------|----------------------------|----------------------------------|-------------------------------|--------------------------|--|--|--------------|------------|------------|
| Alaska railroad       | \$5.5         | \$1.5                      | \$0.1                            | \$0.1                         | \$0.7                    | \$0.1                                      | \$0.0  | \$0.1        | \$0.0      | \$8.1      |
| Automated<br>guideway | \$0.2         | \$1.1                      | \$0.3                            | \$0.4                         | \$0.0                    | \$0.1                                      | \$0.0  | \$0.3        | \$0.5      | \$2.9      |
| Bus                   | \$298.3       | \$280.4                    | \$152.2                          | \$503.2                       | \$1,137.3                | \$21.3                                     | \$62.9                                       | \$156.8      | \$168.5    | \$2,780.8  |
| Cable car             | \$0.3         | \$0.0                      | \$0.0                            | \$0.0                         | \$0.8                    | \$0.0                                      | \$0.0  | \$0.3        | \$0.1      | \$1.5      |
| Commuter rail         | \$892.1       | \$345.1                    | \$3.7                            | \$152.1                       | \$945.1                  | \$5.4                                      | \$3.7  | \$55.9       | \$77.0     | \$2,480.2  |
| Demand response       | \$0.0         | \$3.2                      | \$11.2                           | \$22.0                        | \$124.1                  | \$0.8                                      | \$1.0  | \$14.0       | \$6.6      | \$182.8    |
| Ferryboat             | \$0.0         | \$188.9                    | \$0.2                            | \$1.8                         | \$118.4                  | \$0.0                                      | \$7.6  | \$0.5        | \$12.8     | \$330.3    |
| Heavy rail            | \$1,121.5     | \$844.8                    | \$21.4                           | \$380.0                       | \$478.1                  | \$15.4                                     | \$51.7                                       | \$382.9      | \$151.5    | \$3,447.4  |
| Inclined plane        | \$0.0         | \$1.0                      | \$0.0                            | \$0.0                         | \$0.0                    | \$0.0                                      | \$0.2  | \$0.0        | \$0.0      | \$1.2      |
| Jitney                | \$0.0         | \$0.0                      | \$0.0                            | \$0.0                         | \$0.0                    | \$0.0                                      | \$0.0  | \$0.0        | \$0.0      | \$0.0      |
| Light rail            | \$1,584.9     | \$225.7                    | \$6.0                            | \$217.2                       | \$311.8                  | \$2.1                                      | \$14.9                                       | \$51.7       | \$74.3     | \$2,488.6  |
| Monorail              | \$0.0         | \$0.0                      | \$0.0                            | \$0.0                         | \$0.0                    | \$0.0                                      | \$0.0  | \$0.0        | \$0.0      | \$0.0      |
| Publico               | \$0.0         | \$2.0                      | \$0.0                            | \$0.0                         | \$0.7                    | \$0.0                                      | \$0.0  | \$0.0        | \$0.3      | \$3.0      |
| Trolleybus            | \$24.2        | \$18.8                     | \$0.0                            | \$6.8                         | \$30.3                   | \$0.2                                      | \$0.5  | \$1.2        | \$1.8      | \$83.8     |
| Vanpool               | \$0.0         | \$0.7                      | \$0.5                            | \$0.1                         | \$17.9                   | \$0.0                                      | \$0.0  | \$0.6        | \$0.3      | \$20.1     |
| <b>Total</b>          | \$3,927.1     | \$1,913.2                  | \$195.6                          | \$1,283.8                     | \$3,165.1                | \$45.4                                     | \$142.6                                      | \$664.2      | \$493.8    | \$11,830.7 |

## 2005 National Transit Summaries and Trends

### Operating Expenses Summary form (F-40) (Millions)

|    | Expense Object Class   | a<br>Vehicle<br>Operations<br>010<br>Total | b<br>Vehicle<br>Maintenance<br>041<br>Total | c<br>Non-Vehicle<br>Maintenance<br>042<br>Total | d<br>General<br>Administration<br>160<br>Total | e<br>Total<br>Modal<br>Expenses |
|----|--|--|---|---|--|---------------------------------|
|    | <b>Labor (501)</b>   |  |   |   |  |                                 |
| 01 | Operator's salaries and wages (01)   | \$4,723.5                                  | \$18.0                                      | \$10.8  | \$5.0  | \$4,757.3                       |
| 02 | Other salaries and wages (02)  | \$1,598.9                                  | \$2,127.0                                   | \$1,449.3                                       | \$1,420.9                                      | \$6,596.1                       |
| 03 | <b>Fringe Benefits (502)</b>   | \$4,088.1                                  | \$1,433.9                                   | \$1,003.9                                       | \$1,045.1                                      | \$7,571.0                       |
| 04 | <b>Services (503)</b>  | \$346.8                                    | \$189.3                                     | \$297.9   | \$796.9  | \$1,630.8                       |
|    | <b>Materials and Supplies (504)</b>  |  |   |   |  |                                 |
| 05 | Fuel and lubricants (01)   | \$1,138.5                                  | \$46.6                                      | \$9.6   | \$3.3  | \$1,198.0                       |
| 06 | Tires and tubes (02)   | \$79.2                                     | \$2.4                                       | \$0.5   | \$0.0  | \$82.2                          |
| 07 | Other materials and supplies (99)  | \$68.2                                     | \$1,031.0                                   | \$280.4   | \$152.6  | \$1,532.2                       |
| 08 | <b>Utilities (505)</b>   | \$518.5                                    | \$19.4                                      | \$164.0   | \$244.4  | \$946.3                         |
| 09 | <b>Casualty and Liability (506)</b>  | \$7.1                                      | \$76.1                                      | \$17.2  | \$609.6  | \$710.0                         |
| 10 | <b>Taxes (507)</b>   | \$25.7                                     | \$3.4                                       | \$4.2   | \$13.2   | \$46.6                          |
|    | <b>Purchased Transportation ( 508)</b>   |  |   |   |  |                                 |
| 11 | In report (01)   | \$1,967.0                                  | \$485.4                                     | \$96.1  | \$354.5  | \$2,903.1                       |
| 12 | Filing separate report (02)  | \$372.1                                    | \$120.9                                     | \$68.6  | \$67.1   | \$628.7                         |
| 13 | <b>Miscellaneous Expenses (509)</b>  | \$144.5                                    | \$23.4                                      | \$39.8  | \$228.0  | \$435.7                         |
| 14 | <b>Expense Transfers (510)</b>   | -\$154.7                                   | -\$88.6                                     | -\$419.1  | -\$479.5                                       | -\$1,141.9                      |
| 15 | <b>Total Modal Expenses (*)</b>  | \$14,923.5                                 | \$5,488.1                                   | \$3,023.2                                       | \$4,461.1                                      | \$27,896.0                      |
| 16 | <b>Americans with Disabilities Act of 1990 (ADA)-Related Expenses (DR only.)</b> |  |   |   |  | \$1,704.4                       |

(\*) Includes double-counting

|    | Reconciling Items  | Funds Applied | Funds Not Applied | Total Expenses for Period |  |
|----|--|---------------|-------------------|---------------------------|--|
| 17 | <b>Interest Expenses (511)</b>   | \$917.9       | \$30.5            | \$948.4                   |  |
| 18 | <b>Leases and Rentals (512)</b>  | \$212.2       | \$9.3             | \$221.4                   |  |
| 19 | <b>Purchase Lease Agreement (514)</b>  | \$21.1        | \$12.3            | \$33.5                    |  |
| 20 | <b>Related Parties Lease Agreement (515)</b>                                     | \$2.0         | -\$21.4           | -\$19.4                   |  |
| 21 | <b>Depreciation (513)</b>  | \$2.7         | \$5,334.7         | \$5,337.4                 |  |
| 22 | <b>Amortization of Intangibles (513.3)</b>                                       | \$0.0         | \$20.3            | \$20.3                    |  |
| 23 | <b>Other Reconciling Items (516)</b>   | \$72.2        | \$370.9           | \$443.1                   |  |
| 24 | <b>Total Reconciling Items</b>   | \$1,228.1     | \$5,756.5         | \$6,984.6                 |  |
| 25 | <b>Americans with Disabilities Act of 1990 (ADA)-Related Expenses (DR only.)</b> | \$1.9         | \$3.2             | \$5.1                     |  |
| 26 | <b>Total Expenses from Published Reports for Transit Operations*</b>             | \$29,124.1    |                   | \$36,108.7                |  |

(\*) Includes double-counting (Purchased transportation filing separate report)

**Operator's Wages form (F-50)(\*)**

|    | Time Classification                           | <b>a</b><br>Dollars<br>(Millions) | <b>b</b><br>Clock Hours<br>(Thousands) |
|----|---|-----------------------------------|--|
|    | Operating Time                                |                                   |  |
| 01 | Platform time                                 | \$2,856.5                         | 135,621                                |
| 02 | Straight time and allowances                  | \$343.9                           | 15,486                                 |
| 03 | Premium time                                  | \$233.3                           | 25,555                                 |
| 04 | <b>Total Operating Time</b>                   | \$3,433.8                         |  |
| 05 | Non-Operating time                            | \$175.2                           | 8,400                                  |
| 06 | <b>Total Operating and Non-Operating Time</b> | \$3,609.0                         |  |

(\*) Directly operated service only: reported by agencies operating more than 150 vehicles in maximum service.

## 2005 National Transit Summaries and Trends

### Stations and Maintenance Facilities form (A-10)

|    |   | a                                | b  | c                                   | d  | e   | f                                 | g            |
|----|---|----------------------------------|--|-------------------------------------|--|---|-----------------------------------|--------------|
|    | <b>Passenger Stations</b>                                   | <b>Number of Facilities</b>      |  |                                     |  |   |                                   |              |
| 01 | American with Disabilities Act of 1990 (ADA) accessible     | 3,288                            |  |                                     |  |   |                                   |              |
| 02 | American with Disabilities Act of 1990 (ADA) non-accessible | 1,349                            |  |                                     |  |   |                                   |              |
| 03 | <b>Total Stations</b>                                       | 4,637                            |  |                                     |  |   |                                   |              |
| 04 | <b>Number of Multi-Modal Stations</b>                       | 1,474                            |  |                                     |  |   |                                   |              |
| 05 | <b>Escalators</b>   | 2,202                            |  |                                     |  |   |                                   |              |
| 06 | <b>Elevators</b>  | 1,805                            |  |                                     |  |   |                                   |              |
|    | <b>Maintenance Facilities (Directly Operated)</b>           |                                  |  |                                     |  |   |                                   |              |
|    | <b>General Purpose Maintenance Facilities</b>               | <b>Owned</b>                     | <b>Leased from Another Public Agency</b> | <b>Leased from a Private Entity</b> |  |   |                                   | <b>Total</b> |
| 07 | Serving under 200 vehicles                                  | 551                              | 24                                       | 20                                  |  |   |                                   | 595          |
| 08 | Serving 200 - 300 vehicles                                  | 88                               | 10                                       | 2                                   |  |   |                                   | 100          |
| 09 | Serving more than 300 vehicles                              | 29                               | 7  | 0                                   |  |   |                                   | 36           |
| 10 | <b>Number of Heavy Maintenance Facilities</b>               | 63                               | 3  | 2                                   |  |   |                                   | 68           |
| 11 | <b>Total Maintenance Facilities</b>                         | 731                              | 44                                       | 24                                  |  |   |                                   | 799          |
|    | <b>Maintenance Facilities (Purchased Transportation)</b>    |                                  |  |                                     |  |   |                                   |              |
|    | <b>General Purpose Maintenance Facilities</b>               | <b>Owned by Service Provider</b> |  |                                     | <b>Owned by Public Agency for Service Provider</b> | <b>Leased by Public Agency for Service Provider</b> | <b>Leased by Service Provider</b> | <b>Total</b> |
| 07 | Serving under 200 vehicles                                  | 113                              |  |                                     | 278  | 33  | 238                               | 662          |
| 08 | Serving 200 - 300 vehicles                                  | 6                                |  |                                     | 4  | 1   | 2                                 | 13           |
| 09 | Serving more than 300 vehicles                              | 1                                |  |                                     | 2  | 0   | 0                                 | 3            |
| 10 | <b>Number of Heavy Maintenance Facilities</b>               | 3                                |  |                                     | 8  | 0   | 1                                 | 12           |
| 11 | <b>Total Maintenance Facilities</b>                         | 123                              |  |                                     | 292  | 34  | 241                               | 689          |

## Transit Way Mileage form (A-20)

| Rail Modes      |   |                       |  |
|-----------------|---|-----------------------|--|
|                 | <b>Guideway Classification</b>              | <b>Miles of Track</b> |  |
| 01              | At grade: Exclusive right-of-way (ROW)      | 4,798.7               |  |
| 02              | At grade: With cross traffic                | 3,952.4               |  |
| 03              | At grade: Mixed and cross traffic           | 528.3                 |  |
| 04              | Elevated-on-structure                       | 644.5                 |  |
| 05              | Elevated-on-fill                            | 616.8                 |  |
| 06              | Open-cut                                    | 179.2                 |  |
| 07              | Subway                                      | 920.3                 |  |
| 08              | <b>Total Miles</b>                          | 11,640.2              |  |
|                 |   | <b>Crossings</b>      |  |
| 09              | At Grade Crossings: With cross traffic      | 4,054.0               |  |
| 10              | At Grade Crossings: Mixed and cross traffic | 1,461.0               |  |
|                 | <b>Total Crossings</b>                      | 5,515.0               |  |
| <b>Non-Rail</b> |   |                       |  |
|                 | <b>Guideway Classification</b>              | <b>Lane Miles</b>     |  |
| 12              | Exclusive right-of-way                      | 1,886.3               |  |
| 13              | Controlled access right-of-way              | 1,484.8               |  |
|                 | <b>Total Miles</b>                          | 3,371.1               |  |



## 2005 National Transit Summaries and Trends

### Service form (S-10) Rail Modes

|                                 |  | a                      | b                       | c                     | d                   | e              | f             | g              | h            |
|---------------------------------|--|------------------------|-------------------------|-----------------------|---------------------|----------------|---------------|----------------|--------------|
| <b>Maximum Service Vehicles</b> |  |                        |                         |                       |                     |                |               |                |              |
| 01                              | Vehicles operated in annual maximum service (VOMS)       | 15,594                 |                         |                       |                     |                |               |                |              |
| 02                              | Vehicles available for annual maximum service            | 19,254                 |                         |                       |                     |                |               |                |              |
|                                 |  | <b>Average Weekday</b> | <b>Average Saturday</b> | <b>Average Sunday</b> | <b>Annual Total</b> | <b>AM Peak</b> | <b>Midday</b> | <b>PM Peak</b> | <b>Other</b> |
| <b>Service Supplied</b>         |  |                        |                         |                       |                     |                |               |                |              |
| 05                              | Trains in operation                                      | 2,770                  | 1,587                   | 1,400                 |                     | 2,738          | 1,746         | 2,697          | 1,333        |
| 06                              | Passenger cars in operation                              | 15,034                 | 7,886                   | 7,036                 |                     | 14,998         | 8,820         | 14,643         | 6,393        |
| 07                              | Total actual train miles                                 | 597,330                | 381,856                 | 335,098               | 191,682,064         |                |               |                |              |
| 08                              | Total actual train hours                                 | 31,007                 | 20,337                  | 17,772                | 9,976,958           |                |               |                |              |
| 09                              | Total actual train revenue miles                         | 572,240                | 372,404                 | 326,349               | 184,242,791         |                |               |                |              |
| 10                              | Total actual train revenue hours                         | 29,203                 | 19,465                  | 16,982                | 9,434,031           |                |               |                |              |
| 11                              | Total actual passenger car miles                         | 3,244,655              | 1,892,257               | 1,658,438             | 1,021,126,211       |                |               |                |              |
| 12                              | Total actual passenger car revenue miles                 | 3,091,005              | 1,836,658               | 1,606,991             | 976,263,296         |                |               |                |              |
| 13                              | Total scheduled passenger car revenue miles              | 3,150,493              | 1,878,230               | 1,609,476             | 992,074,834         |                |               |                |              |
| 14                              | Total actual passenger car hours                         | 151,807                | 90,848                  | 78,850                | 47,891,530          |                |               |                |              |
| 15                              | Total actual passenger car revenue hours                 | 142,157                | 86,512                  | 75,008                | 45,017,775          |                |               |                |              |
| <b>Service Consumed</b>         |  |                        |                         |                       |                     |                |               |                |              |
| 18                              | Unlinked passenger trips (UPT)                           | 11,973,318             | 6,290,472               | 4,786,213             | 3,633,521,560       |                |               |                |              |
| 19                              | Passenger miles (PM)                                     | 85,749,760             | 39,723,720              | 31,057,120            | 25,611,913,218      |                |               |                |              |
| <b>Service Operated</b>         |  |                        |                         |                       |                     |                |               |                |              |
| 21                              | Days schedule operated                                   | 18,431                 | 3,465                   | 3,570                 | 25,466              |                |               |                |              |
| 22                              | Days not operated due to strikes                         | 3                      | 0                       | 0                     | 3                   |                |               |                |              |
| 23                              | Days not operated due to officially declared emergencies | 8                      | 4                       | 8                     | 20                  |                |               |                |              |
| <b>Directional Route Miles</b>  |  |                        |                         |                       |                     |                |               |                |              |
| 27                              | Total  | 10,916                 |                         |                       |                     |                |               |                |              |

**Service form (S-10) Non-Rail Modes**

|                                 |  | a                      | b                       | c                     | d                   | e              | f             | g              | h            |
|---------------------------------|--|------------------------|-------------------------|-----------------------|---------------------|----------------|---------------|----------------|--------------|
| <b>Maximum Service Vehicles</b> |  |                        |                         |                       |                     |                |               |                |              |
| 01                              | Vehicles operated in annual maximum service (VOMS)       | 83,277                 |                         |                       |                     |                |               |                |              |
| 02                              | Vehicles available for annual maximum service            | 102,658                |                         |                       |                     |                |               |                |              |
|                                 |  | <b>Average Weekday</b> | <b>Average Saturday</b> | <b>Average Sunday</b> | <b>Annual Total</b> | <b>AM Peak</b> | <b>Midday</b> | <b>PM Peak</b> | <b>Other</b> |
| <b>Service Supplied</b>         |  |                        |                         |                       |                     |                |               |                |              |
| 06                              | Vehicles in operation                                    | 79,526                 | 33,950                  | 22,635                |                     | 48,162         | 30,583        | 48,575         | 22,157       |
| 11                              | Total actual vehicle miles                               | 10,247,921             | 4,918,404               | 3,110,601             | 3,031,958,120       |                |               |                |              |
| 12                              | Total actual vehicle revenue miles                       | 8,824,456              | 4,390,357               | 2,762,850             | 2,625,725,129       |                |               |                |              |
| 13                              | Total scheduled vehicle revenue miles                    | 6,318,045              | 3,577,674               | 2,269,451             | 1,916,969,183       |                |               |                |              |
| 14                              | Total actual vehicle hours                               | 730,905                | 375,043                 | 237,681               | 218,238,181         |                |               |                |              |
| 15                              | Total actual vehicle revenue hours                       | 653,325                | 343,282                 | 217,698               | 195,985,808         |                |               |                |              |
| 16                              | Charter service hours                                    |                        |                         |                       | 229,211             |                |               |                |              |
| 17                              | School bus hours   |                        |                         |                       | 3,617               |                |               |                |              |
| <b>Service Consumed</b>         |  |                        |                         |                       |                     |                |               |                |              |
| 18                              | Unlinked passenger trips (UPT)                           | 18,112,757             | 10,157,372              | 6,462,799             | 5,541,602,838       |                |               |                |              |
| 19                              | Passenger miles (PM)                                     | 72,107,588             | 36,785,396              | 23,253,518            | 21,509,178,344      |                |               |                |              |
| <b>Service Operated</b>         |  |                        |                         |                       |                     |                |               |                |              |
| 21                              | Days schedule operated                                   | 281,912                | 47,796                  | 29,799                | 359,507             |                |               |                |              |
| 22                              | Days not operated due to strikes                         | 156                    | 32                      | 29                    | 217                 |                |               |                |              |
| 23                              | Days not operated due to officially declared emergencies | 226                    | 36                      | 23                    | 285                 |                |               |                |              |
| <b>Directional Route Miles</b>  |  |                        |                         |                       |                     |                |               |                |              |
| 27                              | Exclusive right of way (ROW)(*)                          |                        |                         |                       | 1,920               |                |               |                |              |
|                                 | Controlled access right of way (ROW) (*)                 |                        |                         |                       | 1,582               |                |               |                |              |
|                                 | Mixed traffic right of way (ROW)                         |                        |                         |                       | 221,467             |                |               |                |              |
|                                 | <b>Total</b>   |                        |                         |                       | 224,969             |                |               |                |              |

(\*)Directional route miles at fiscal year-end for all types and levels of service.



**Employees form (R-10)(\*)**

|    |                               | a                   | b                   | c                   | d                   |
|----|-------------------------------|---------------------|---------------------|---------------------|---------------------|
|    | Labor Classifications         | Employee Work Hours |                     | Actual Person Count |                     |
|    |                               | Full Time Employees | Part Time Employees | Full Time Employees | Part Time Employees |
| 01 | <b>Operating Labor</b>        |                     |                     |                     |                     |
|    | Vehicle operations (010)      | 262,030,436         | 17,222,885          | 132,538             | 14,654              |
| 02 | Vehicle maintenance (041)     | 87,512,148          | 400,613             | 45,905              | 426                 |
| 03 | Non-vehicle maintenance (042) | 49,797,289          | 211,309             | 25,998              | 236                 |
| 04 | General administration (160)  | 42,387,661          | 1,205,160           | 24,096              | 1,322               |
| 05 | <b>Total Operating Labor</b>  | 441,727,534         | 19,039,967          | 228,535             | 16,638              |
| 06 | <b>Total Capital Labor</b>    | 24,001,124          | 23,705              | 10,792              | 36                  |
| 07 | <b>Total Labor</b>            | 465,728,658         | 19,063,672          | 239,327             | 16,673              |

(\*) Directly operated service only.

**Maintenance Performance form (R-20)(\*)**

|    | Revenue Vehicle System Failures                         | a<br>Number of Failures |
|----|---|-------------------------|
| 01 | Major mechanical system failures                        | 305,860                 |
| 02 | Other mechanical system failures                        | 176,800                 |
| 03 | <b>Total Revenue Vehicle System Failures</b>            | 282,660                 |
| 04 | <b>Total Labor Hours for Inspection and Maintenance</b> | 57,498,101              |

(\*) Directly operated service only.

## 2005 National Transit Summaries and Trends

---

### Energy Consumption form (R-30)(\*)

|    | Energy Type                                  | a<br>Total Units Consumed |
|----|--|---------------------------|
| 01 | Kilowatt hour to charge batteries (EB)       | 1,205,475                 |
| 02 | Kilowatt hour of propulsion power (EP)       | 5,763,873,167             |
| 03 | Gallons of diesel fuel (DF)                  | 480,558,496               |
| 04 | Gallons of bio-diesel fuel (BD)              | 51,762,804                |
| 05 | Gallons of gasoline (GA)                     | 9,940,924                 |
| 06 | Gallons of liquefied petroleum gas (LPG)(LP) | 2,819,384                 |
| 07 | Gallons of liquefied natural gas (LNG)(LN)   | 14,672,560                |
| 08 | Gallons of methanol (MT)                     | 0                         |
| 09 | Gallons of ethanol (ET)                      | 21,851                    |
| 10 | Gallons of compressed natural gas (CGN)(CN)  | 93,866,161                |
| 11 | Gallons of bunker fuel (BF)                  | 0                         |
| 12 | Gallons of kerosene (KE)                     | 1,475,331                 |
| 13 | Gallons of grain additive fuel (GR)          | 0                         |
| 14 | Gallons of other fuel (OR)                   | 30,304                    |

(\*) Directly operated service only.

## Data Used to Compile Graphics

### Funds Applied to Transit 1996 — 2005

| Year     | Unlinked Passenger Trips (Millions) | Federal Funding (Millions) |
|----------|-------------------------------------|----------------------------|
| 1996     | 7,564.6                             | \$4,059.9                  |
| 1997     | 7,954.2                             | \$4,742.0                  |
| 1998     | 8,115.1                             | \$4,420.8                  |
| 1999     | 8,523.2                             | \$4,586.2                  |
| 2000     | 8,719.9                             | \$5,267.5                  |
| 2001     | 9,007.8                             | \$6,585.7                  |
| 2002     | 9,016.7                             | \$6,218.9                  |
| 2003     | 8,876.0                             | \$6,688.0                  |
| 2004     | 8,937.1                             | \$6,954.4                  |
| 2005     | 9,175.1                             | \$6,855.0                  |
| % Change | 21.3%                               | 68.8%                      |

### Vehicle Revenue Miles (Millions) by Mode 1996 — 2005

| Year     | Bus     | Commuter Rail | Demand Response | Heavy Rail | Light Rail | Vanpool | Other | Total   |
|----------|---------|---------------|-----------------|------------|------------|---------|-------|---------|
| 1996     | 1,577.3 | 221.4         | 307.9           | 527.8      | 36.7       | 32.9    | 46.6  | 2,750.6 |
| 1997     | 1,605.7 | 229.6         | 350.1           | 539.7      | 39.8       | 40.0    | 48.4  | 2,853.3 |
| 1998     | 1,652.5 | 238.3         | 388.6           | 549.2      | 42.3       | 53.3    | 46.4  | 2,970.6 |
| 1999     | 1,719.3 | 243.4         | 418.2           | 561.2      | 47.1       | 59.9    | 62.3  | 3,111.4 |
| 2000     | 1,763.7 | 247.9         | 452.4           | 578.2      | 51.4       | 61.7    | 47.0  | 3,202.3 |
| 2001     | 1,821.2 | 253.1         | 490.3           | 591.1      | 53.2       | 65.5    | 44.6  | 3,319.0 |
| 2002     | 1,863.8 | 259.1         | 525.2           | 603.5      | 60.0       | 70.6    | 44.6  | 3,426.8 |
| 2003     | 1,881.3 | 261.9         | 544.3           | 611.9      | 63.5       | 72.1    | 40.8  | 3,476.0 |
| 2004     | 1,884.5 | 268.8         | 561.4           | 624.6      | 66.6       | 78.4    | 63.6  | 3,547.9 |
| 2005     | 1,884.5 | 277.3         | 589.2           | 628.5      | 68.0       | 94.4    | 60.1  | 3,602.0 |
| % Change | 19.5%   | 25.2%         | 91.4%           | 19.1%      | 85.3%      | 186.9%  | 29.0% | 31.0%   |

### Unlinked Passenger Trips (Million) by Mode 1996 — 2005

| Year     | Bus     | Commuter Rail | Demand Response | Heavy Rail | Light Rail | Vanpool | Other | Total   |
|----------|---------|---------------|-----------------|------------|------------|---------|-------|---------|
| 1996     | 4,505.6 | 352.2         | 54.5            | 2,156.9    | 258.7      | 7.9     | 228.7 | 7,564.5 |
| 1997     | 4,602.0 | 357.2         | 60.0            | 2,429.5    | 259.4      | 9.3     | 236.8 | 7,954.2 |
| 1998     | 4,753.7 | 380.6         | 66.1            | 2,392.8    | 272.9      | 10.5    | 238.4 | 8,115.0 |
| 1999     | 4,991.9 | 395.7         | 68.6            | 2,521.4    | 288.6      | 12.0    | 244.9 | 8,523.1 |
| 2000     | 5,040.2 | 412.8         | 73.2            | 2,632.2    | 316.2      | 11.8    | 233.6 | 8,720.0 |
| 2001     | 5,215.1 | 418.1         | 76.7            | 2,728.3    | 333.9      | 11.9    | 223.7 | 9,007.7 |
| 2002     | 5,267.5 | 414.1         | 78.8            | 2,688.0    | 336.5      | 12.2    | 219.6 | 9,016.7 |
| 2003     | 5,146.5 | 409.7         | 81.8            | 2,666.8    | 337.7      | 13.5    | 220.1 | 8,876.1 |
| 2004     | 5,094.4 | 413.9         | 83.0            | 2,747.6    | 349.9      | 14.9    | 233.3 | 8,937.0 |
| 2005     | 5,225.9 | 422.9         | 86.6            | 2,808.4    | 380.5      | 17.2    | 233.5 | 9,175.0 |
| % Change | 16.0%   | 20.1%         | 58.9%           | 30.2%      | 47.1%      | 117.7%  | 2.1%  | 21.3%   |

## 2005 National Transit Summaries and Trends

### Distribution of Vehicle Revenue Miles

| Mode            | 1996 Vehicle Revenue Miles | %     | 2005 Vehicle Revenue Miles | %     |
|-----------------|----------------------------|-------|----------------------------|-------|
| Bus             | 1,577.3                    | 57.3% | 1,884.5                    | 52.3% |
| Commuter Rail   | 221.4                      | 8.0%  | 277.3                      | 7.7%  |
| Demand Response | 307.9                      | 11.2% | 589.2                      | 16.4% |
| Heavy Rail      | 527.8                      | 19.2% | 628.5                      | 17.4% |
| Light Rail      | 36.7                       | 1.3%  | 68.0                       | 1.9%  |
| Vanpool         | 32.9                       | 1.2%  | 94.4                       | 2.6%  |
| Other           | 46.6                       | 1.7%  | 60.1                       | 1.7%  |
| <b>Total</b>    | <b>2,750.6</b>             |       | <b>3,602.0</b>             |       |

### Distribution of Unlinked Passenger Trips

| Mode            | 1996 Unlinked Passenger Trips | %     | 2005 Unlinked Passenger Trips | %     |
|-----------------|-------------------------------|-------|-------------------------------|-------|
| Bus             | 4,505.6                       | 59.6% | 5,225.9                       | 57.0% |
| Commuter Rail   | 352.2                         | 4.7%  | 422.9                         | 4.6%  |
| Demand Response | 54.5                          | 0.7%  | 86.6                          | 0.9%  |
| Heavy Rail      | 2,156.9                       | 28.5% | 2,808.4                       | 30.6% |
| Light Rail      | 258.7                         | 3.4%  | 380.5                         | 4.1%  |
| Vanpool         | 7.9                           | 0.1%  | 17.2                          | 0.2%  |
| Other           | 228.7                         | 3.0%  | 233.5                         | 2.5%  |
| <b>Total</b>    | <b>7,564.5</b>                |       | <b>9,175.0</b>                |       |

### Relative Impact of the Data by UZA Size Group 2005

| Item                                  | UZAs with Less than 200,000 Population | UZAs with More than 200,000 and Less than 1 Million Population | UZAs with More than 1 Million Population |
|---------------------------------------|--|--|--|
| Uses of Capital — Non-Revenue Vehicle | 0.016                                  | 0.051  | 0.933                                    |
| Passenger Fares                       | 0.018                                  | 0.047  | 0.935                                    |
| Unlinked Trips                        | 0.024                                  | 0.073  | 0.903                                    |
| Operating Expense                     | 0.033                                  | 0.091  | 0.876                                    |
| Uses of Capital — Revenue Vehicle     | 0.036                                  | 0.087  | 0.877                                    |
| Vehicle Revenue Hours                 | 0.062                                  | 0.143  | 0.796                                    |
| Vehicles Operated in Maximum Service  | 0.076                                  | 0.154  | 0.770                                    |

### Total Operating Expense (Millions) 1996 — 2005

| Year            | Total Operating Expense (Millions) |
|-----------------|------------------------------------|
| 1996            | \$16,301.9                         |
| 1997            | \$16,962.0                         |
| 1998            | \$17,580.0                         |
| 1999            | \$18,781.2                         |
| 2000            | \$20,008.7                         |
| 2001            | \$21,528.8                         |
| 2002            | \$22,905.1                         |
| 2003            | \$24,185.2                         |
| 2004            | \$25,426.8                         |
| 2005            | \$27,237.8                         |
| <b>% Change</b> | <b>67.1%</b>                       |

### Operating Expense by Function and Object Class Function 2005

|                         | Operating Expense (Millions) | %     |
|-------------------------|------------------------------|-------|
| Vehicle Operations      | \$14,570.0                   | 53.5% |
| Vehicle Maintenance     | \$5,360.8                    | 19.7% |
| Non-Vehicle Maintenance | \$2,954.9                    | 10.8% |
| General Administration  | \$4,352.0                    | 16.0% |
| <b>Total</b>            | <b>\$27,237.8</b>            |       |

# Object Class — Directly Operated Service 2005

|                                  | Operating Expense<br>(Millions) |
|----------------------------------|---------------------------------|
| Salaries                         | \$11,174.8                      |
| Fringe Benefits                  | \$7,484.7                       |
| Services                         | \$1,411.3                       |
| Materials and Supplies           | \$2,650.1                       |
| Utilities                        | \$930.7                         |
| Other                            | -\$84.5                         |
| <b>Total — Directly Operated</b> | <b>\$23,567.1</b>               |
| Purchased Transportation (*)     | \$3,670.7                       |
| <b>Total</b>                     | <b>\$27,237.8</b>               |

(\*) Does not include purchased transportation detailed by object class.

# Total Operating Expense (Millions) by Mode 1996 — 2005

| Year     | Bus<br>(Millions) | Commuter<br>Rail<br>(Millions) | Demand<br>Response<br>(Millions) | Heavy Rail<br>(Millions) | Light Rail<br>(Millions) | Vanpool<br>(Millions) | Other<br>(Millions) | Total<br>(Millions) |
|----------|-------------------|--------------------------------|----------------------------------|--------------------------|--------------------------|-----------------------|---------------------|---------------------|
| 1996     | \$8,995.3         | \$2,294.0                      | \$750.1                          | \$3,401.9                | \$440.3                  | \$17.8                | \$402.5             | \$16,301.9          |
| 1997     | \$9,421.9         | \$2,274.7                      | \$872.5                          | \$3,473.7                | \$471.4                  | \$22.7                | \$426.4             | \$16,936.3          |
| 1998     | \$9,712.9         | \$2,355.2                      | \$995.2                          | \$3,529.6                | \$493.0                  | \$28.4                | \$465.5             | \$17,579.8          |
| 1999     | \$10,342.1        | \$2,569.5                      | \$1,103.8                        | \$3,693.4                | \$536.2                  | \$31.6                | \$504.6             | \$18,781.2          |
| 2000     | \$11,026.4        | \$2,679.0                      | \$1,225.4                        | \$3,930.8                | \$596.6                  | \$32.2                | \$518.3             | \$20,008.7          |
| 2001     | \$11,814.0        | \$2,852.0                      | \$1,409.9                        | \$4,180.1                | \$676.5                  | \$34.2                | \$562.2             | \$21,528.9          |
| 2002     | \$12,585.7        | \$2,994.7                      | \$1,635.7                        | \$4,267.5                | \$778.3                  | \$38.6                | \$604.6             | \$22,905.1          |
| 2003     | \$13,315.8        | \$3,172.7                      | \$1,778.7                        | \$4,446.2                | \$815.2                  | \$45.8                | \$610.8             | \$24,185.2          |
| 2004     | \$13,789.5        | \$3,436.4                      | \$1,902.0                        | \$4,734.2                | \$887.4                  | \$57.1                | \$620.3             | \$25,426.9          |
| 2005     | \$14,665.8        | \$3,657.1                      | \$2,071.2                        | \$5,144.8                | \$978.1                  | \$66.0                | \$654.8             | \$27,237.8          |
| % Change | 63.0%             | 59.4%                          | 176.1%                           | 51.2%                    | 122.1%                   | 270.8%                | 62.7%               | 67.1%               |

# Operating Expense per Unlinked Passenger Trip by Mode 1996 — 2005

| Year     | Bus   | Commuter Rail | Demand<br>Response | Heavy Rail | Light Rail | Vanpool | Other |
|----------|-------|---------------|--------------------|------------|------------|---------|-------|
| 1996     | \$2.0 | \$6.5         | \$13.8             | \$1.6      | \$1.7      | \$2.3   | \$1.8 |
| 1997     | \$2.0 | \$6.4         | \$14.5             | \$1.4      | \$1.8      | \$2.4   | \$1.8 |
| 1998     | \$2.0 | \$6.2         | \$15.1             | \$1.5      | \$1.8      | \$2.7   | \$2.0 |
| 1999     | \$2.1 | \$6.5         | \$16.1             | \$1.5      | \$1.9      | \$2.6   | \$2.1 |
| 2000     | \$2.2 | \$6.5         | \$16.7             | \$1.5      | \$1.9      | \$2.7   | \$2.2 |
| 2001     | \$2.3 | \$6.8         | \$18.4             | \$1.5      | \$2.0      | \$2.9   | \$2.5 |
| 2002     | \$2.4 | \$7.2         | \$20.8             | \$1.6      | \$2.3      | \$3.2   | \$2.8 |
| 2003     | \$2.6 | \$7.7         | \$21.7             | \$1.7      | \$2.4      | \$3.4   | \$2.8 |
| 2004     | \$2.7 | \$8.3         | \$22.9             | \$1.7      | \$2.5      | \$3.6   | \$2.7 |
| 2005     | \$2.8 | \$8.6         | \$23.9             | \$1.8      | \$2.6      | \$3.8   | \$2.8 |
| % Change | 40.6% | 32.8%         | 73.8%              | 16.1%      | 51.0%      | 70.3%   | 59.3% |



## 2005 National Transit Summaries and Trends

### Operating Expense per Vehicle Revenue Hour by Mode 1996 — 2005

| Year     | Bus    | Commuter Rail | Demand Response | Heavy Rail | Light Rail | Vanpool | Other   |
|----------|--------|---------------|-----------------|------------|------------|---------|---------|
| 1996     | \$73.3 | \$342.4       | \$35.1          | \$133.4    | \$176.1    | \$19.6  | \$96.0  |
| 1997     | \$75.6 | \$334.5       | \$36.7          | \$133.1    | \$181.3    | \$21.2  | \$84.8  |
| 1998     | \$75.6 | \$325.4       | \$37.5          | \$131.7    | \$181.0    | \$20.3  | \$98.5  |
| 1999     | \$69.5 | \$302.3       | \$33.3          | \$123.5    | \$168.4    | \$19.3  | \$88.5  |
| 2000     | \$79.8 | \$308.1       | \$40.0          | \$139.1    | \$177.6    | \$16.2  | \$112.9 |
| 2001     | \$82.8 | \$355.7       | \$41.6          | \$144.4    | \$192.3    | \$21.6  | \$130.5 |
| 2002     | \$86.2 | \$365.2       | \$45.7          | \$143.2    | \$199.6    | \$21.4  | \$128.6 |
| 2003     | \$89.9 | \$383.8       | \$47.5          | \$149.5    | \$201.8    | \$20.7  | \$137.5 |
| 2004     | \$93.2 | \$403.1       | \$48.9          | \$154.3    | \$206.1    | \$27.4  | \$81.7  |
| 2005     | \$98.7 | \$416.5       | \$51.7          | \$164.1    | \$214.3    | \$26.6  | \$125.3 |
| % Change | 34.8%  | 21.6%         | 47.5%           | 23.0%      | 21.7%      | 35.9%   | 30.5%   |

### Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1996 — 2005

| Year     | Bus   | Commuter Rail | Demand Response | Heavy Rail | Light Rail | Vanpool | Other  |
|----------|-------|---------------|-----------------|------------|------------|---------|--------|
| 1996     | 36.7  | 52.6          | 2.5             | 84.6       | 103.5      | 8.6     | 54.6   |
| 1997     | 36.9  | 52.5          | 3.7             | 93.1       | 99.8       | 8.7     | 47.1   |
| 1998     | 37.0  | 52.6          | 2.5             | 89.3       | 100.2      | 7.5     | 50.5   |
| 1999     | 33.5  | 46.6          | 2.1             | 84.3       | 90.6       | 7.4     | 42.9   |
| 2000     | 36.5  | 47.5          | 2.4             | 93.1       | 94.1       | 5.9     | 50.9   |
| 2001     | 36.5  | 52.1          | 2.3             | 94.3       | 94.9       | 7.5     | 52.0   |
| 2002     | 36.1  | 50.5          | 2.2             | 90.2       | 86.3       | 6.8     | 46.7   |
| 2003     | 34.7  | 49.6          | 2.2             | 89.7       | 83.6       | 6.1     | 49.6   |
| 2004     | 34.5  | 48.5          | 2.1             | 89.6       | 81.3       | 7.1     | 30.7   |
| 2005     | 35.2  | 48.2          | 2.2             | 89.6       | 83.4       | 7.0     | 44.7   |
| % Change | -4.1% | -8.3%         | -12.0%          | 5.9%       | -19.4%     | -19.6%  | -18.1% |

### Distribution of Fatalities (Excluding Suicides) 2005

|                            | Number of Fatalities | %     |
|----------------------------|----------------------|-------|
| Passengers                 | 31                   | 20.9% |
| Revenue Facility Occupants | 18                   | 12.2% |
| Employees                  | 5                    | 3.4%  |
| Other Workers              | 1                    | 0.7%  |
| Trespassers                | 24                   | 16.2% |
| Other                      | 69                   | 46.6% |
| <b>Total</b>               | <b>148</b>           |       |

(\*) Does not include Commuter Rail

### ADA Lift- or Ramp- Equipped Buses Total 1996 — 2005

| Year | Buses  | ADA-Lift or Ramp- Equipped | ADA-Lift or Ramp- Equipped (%) |
|------|--------|----------------------------|--------------------------------|
| 1996 | 57,369 | 38,316                     | 66.8%                          |
| 1997 | 58,975 | 40,932                     | 69.4%                          |
| 1998 | 60,830 | 46,278                     | 76.1%                          |
| 1999 | 63,618 | 51,213                     | 80.5%                          |
| 2000 | 65,324 | 54,585                     | 83.6%                          |
| 2001 | 67,379 | 58,785                     | 87.2%                          |
| 2002 | 68,418 | 64,407                     | 91.4%                          |
| 2003 | 68,596 | 65,375                     | 95.3%                          |
| 2004 | 68,789 | 67,454                     | 98.1%                          |
| 2005 | 69,504 | 67,049                     | 96.5%                          |

## 2005 National Transit Summaries and Trends

### Federal Operating Assistance as a Percent of Operating Funds 1996 — 2005

| Year     | Federal Operating Assistance | Total Operating Funding (Millions) | Federal Operating Assistance (*) (%) |
|----------|------------------------------|------------------------------------|--------------------------------------|
| 1996     | \$553.6                      | \$17,623.5                         | 3.1%                                 |
| 1997     | \$604.5                      | \$17,931.4                         | 3.4%                                 |
| 1998     | \$741.3                      | \$18,614.3                         | 4.0%                                 |
| 1999     | \$860.3                      | \$20,030.4                         | 4.3%                                 |
| 2000     | \$984.4                      | \$21,370.0                         | 4.6%                                 |
| 2001     | \$1,117.3                    | \$22,989.4                         | 4.9%                                 |
| 2002     | \$1,302.2                    | \$24,192.2                         | 5.4%                                 |
| 2003     | \$1,596.1                    | \$25,375.6                         | 6.3%                                 |
| 2004     | \$2,024.2                    | \$26,869.6                         | 7.5%                                 |
| 2005     | \$2,243.1                    | \$28,761.0                         | 7.8%                                 |
| % Change | 305.2%                       | 63.2%                              |                                      |

### ADA Lift- or Ramp- Equipped Buses 1996 — 2005

| Year     | "A" Type Buses |                           |                               | "B" Type Buses |                           |                               |
|----------|----------------|---------------------------|-------------------------------|----------------|---------------------------|-------------------------------|
|          | Buses          | ADA-Lift or Ramp-Equipped | ADA-Lift or Ramp-Equipped (%) | Buses          | ADA-Lift or Ramp-Equipped | ADA-Lift or Ramp-Equipped (%) |
| 1996     | 45,587         | 29,073                    | 63.8%                         | 4,233          | 3,081                     | 72.8%                         |
| 1997     | 45,502         | 29,684                    | 65.2%                         | 5,136          | 4,143                     | 80.7%                         |
| 1998     | 46,188         | 33,512                    | 72.6%                         | 5,929          | 5,150                     | 86.9%                         |
| 1999(*)  | 46,891         | 36,029                    | 76.8%                         | 6,613          | 5,959                     | 90.1%                         |
| 2000(*)  | 47,017         | 37,581                    | 79.9%                         | 7,455          | 6,926                     | 92.9%                         |
| 2001(*)  | 47,925         | 40,501                    | 84.5%                         | 7,830          | 7,337                     | 93.7%                         |
| 2002     | 47,764         | 44,035                    | 92.2%                         | 8,693          | 8,550                     | 98.4%                         |
| 2003     | 46,608         | 43,780                    | 93.9%                         | 9,346          | 9,127                     | 97.7%                         |
| 2004     | 45,919         | 44,739                    | 97.4%                         | 10,031         | 10,031                    | 100.0%                        |
| 2005     | 45,524         | 43,479                    | 95.5%                         | 10,631         | 10,499                    | 98.8%                         |
| % Change | -0.1%          | 49.6%                     |                               | 151.1%         | 240.8%                    |                               |

(\*) Does not include preventative maintenance and associated capital costs.

| Year     | "C" Type Buses |                           |                               | Articulated Buses |                           |                               |
|----------|----------------|---------------------------|-------------------------------|-------------------|---------------------------|-------------------------------|
|          | Buses          | ADA-Lift or Ramp-Equipped | ADA-Lift or Ramp-Equipped (%) | Buses             | ADA-Lift or Ramp-Equipped | ADA-Lift or Ramp-Equipped (%) |
| 1996     | 5,998          | 5,269                     | 87.8%                         | 1,551             | 893                       | 57.6%                         |
| 1997     | 6,853          | 6,194                     | 90.4%                         | 1,484             | 911                       | 61.4%                         |
| 1998     | 7,147          | 6,545                     | 91.6%                         | 1,566             | 1,071                     | 68.4%                         |
| 1999     | 8,265          | 7,722                     | 93.4%                         | 1,849             | 1,503                     | 81.3%                         |
| 2000     | 8,850          | 8,366                     | 94.5%                         | 2,002             | 1,712                     | 85.5%                         |
| 2001     | 9,622          | 9,176                     | 95.4%                         | 2,002             | 1,771                     | 88.5%                         |
| 2002     | 9,822          | 9,743                     | 99.2%                         | 2,139             | 2,079                     | 97.2%                         |
| 2003     | 10,084         | 10,002                    | 99.2%                         | 2,558             | 2,466                     | 96.4%                         |
| 2004     | 10,248         | 10,098                    | 98.5%                         | 2,591             | 2,586                     | 99.8%                         |
| 2005     | 11,118         | 10,846                    | 97.6%                         | 2,231             | 2,225                     | 99.7%                         |
| % Change | 85.4%          | 105.8%                    |                               | 43.8%             | 149.2%                    |                               |

## 2005 National Transit Summaries and Trends

### Federal Operating Assistance per Unlinked Passenger Trip by UZA 1996 — 2005

| UZAs with Less than 200,000 Population |   |                                     |  |
|--|---|-------------------------------------|--|
| Year                                   | Federal Operating Assistance (Millions) | Unlinked Passenger Trips (Millions) | Federal Operating Assistance per Unlinked Passenger Trip |
| 1996                                   | \$88.3                                  | 236.1                               | \$0.37   |
| 1997                                   | \$81.3                                  | 268.6                               | \$0.30   |
| 1998                                   | \$95.2                                  | 248.3                               | \$0.38   |
| 1999                                   | \$110.6                                 | 253.9                               | \$0.44   |
| 2000                                   | \$132.2                                 | 254.6                               | \$0.52   |
| 2001                                   | \$158.6                                 | 269.7                               | \$0.59   |
| 2002                                   | \$132.5                                 | 206.6                               | \$0.64   |
| 2003                                   | \$167.5                                 | 210.5                               | \$0.80   |
| 2004                                   | \$181.8                                 | 209.6                               | \$0.87   |
| 2005                                   | \$203.4                                 | 224.5                               | \$0.91   |
| % Change                               | 130.4%                                  | -4.9%                               | 142.3%   |

| UZAs with More than 200,000 and Less than 1 Million Population |   |                                     |  |
|--|---|-------------------------------------|--|
| Year   | Federal Operating Assistance (*) (Millions) | Unlinked Passenger Trips (Millions) | Federal Operating Assistance per Unlinked Passenger Trip |
| 1996   | \$110.5                                     | 640.1                               | \$0.17   |
| 1997   | \$105.2                                     | 683.9                               | \$0.15   |
| 1998   | \$152.1                                     | 694.0                               | \$0.22   |
| 1999   | \$194.6                                     | 722.8                               | \$0.27   |
| 2000   | \$233.5                                     | 747.1                               | \$0.31   |
| 2001   | \$243.9                                     | 747.7                               | \$0.33   |
| 2002   | \$259.5                                     | 671.3                               | \$0.39   |
| 2003   | \$316.7                                     | 656.8                               | \$0.48   |
| 2004   | \$353.9                                     | 642.7                               | \$0.55   |
| 2005   | \$391.6                                     | 665.7                               | \$0.59   |
| % Change   | 254.4%                                      | 4.0%                                | 240.8%   |

| UZAs with More than 1 Million Population |   |                                     |  |
|--|---|-------------------------------------|--|
| Year                                     | Federal Operating Assistance (*) (Millions) | Unlinked Passenger Trips (Millions) | Federal Operating Assistance per Unlinked Passenger Trip |
| 1996                                     | \$354.8                                     | 6,688.4                             | \$0.05   |
| 1997                                     | \$418.0                                     | 7,029.8                             | \$0.06   |
| 1998                                     | \$494.0                                     | 7,172.8                             | \$0.07   |
| 1999                                     | \$555.1                                     | 7,544.9                             | \$0.07   |
| 2000                                     | \$618.7                                     | 7,718.3                             | \$0.08   |
| 2001                                     | \$714.8                                     | 7,990.5                             | \$0.09   |
| 2002                                     | \$910.3                                     | 8,139.8                             | \$0.11   |
| 2003                                     | \$1,111.9                                   | 8,008.8                             | \$0.14   |
| 2004                                     | \$1,488.5                                   | 8,084.8                             | \$0.18   |
| 2005                                     | \$1,648.1                                   | 8,284.9                             | \$0.20   |
| % Change                                 | 364.5%                                      | 23.9%                               | 300.0%   |

### Recovery Ratio 1996 — 2005

| Year     | Fare Revenues<br>(Millions) | Total Operating Expense<br>(Millions) | Recovery Ratio (%) |
|----------|-----------------------------|---------------------------------------|--------------------|
| 1996     | \$6,964.8                   | \$17,653.6                            | 39.5%              |
| 1997     | \$7,126.7                   | \$17,931.4                            | 39.7%              |
| 1998     | \$7,276.5                   | \$18,614.3                            | 39.1%              |
| 1999     | \$7,437.6                   | \$20,030.4                            | 37.1%              |
| 2000     | \$7,771.8                   | \$21,369.9                            | 36.4%              |
| 2001     | \$8,115.2                   | \$22,989.4                            | 35.3%              |
| 2002     | \$8,148.8                   | \$24,191.2                            | 33.7%              |
| 2003     | \$8,452.2                   | \$25,375.6                            | 33.3%              |
| 2004     | \$9,086.3                   | \$26,869.6                            | 33.8%              |
| 2005     | \$9,635.0                   | \$28,761.0                            | 33.5%              |
| % Change | 38.3%                       | 76.4%                                 |                    |

## 2005 National Transit Summaries and Trends

### Total Federal Operating Assistance per Unlinked Passenger Trip by UZA Size 1996 — 2005

| Year     | UZAs Over 1 Million | UZAs with More than 200,000 and Less than 1 Million | UZAs Under 200,000 | Total  |
|----------|---------------------|---|--------------------|--------|
| 1996     | \$0.09              | \$0.25  | \$0.40             | \$0.11 |
| 1997     | \$0.09              | \$0.24  | \$0.42             | \$0.11 |
| 1998     | \$0.10              | \$0.25  | \$0.43             | \$0.12 |
| 1999     | \$0.09              | \$0.24  | \$0.44             | \$0.11 |
| 2000     | \$0.08              | \$0.23  | \$0.44             | \$0.10 |
| 2001     | \$0.05              | \$0.17  | \$0.37             | \$0.07 |
| 2002     | \$0.06              | \$0.15  | \$0.30             | \$0.08 |
| 2003     | \$0.07              | \$0.22  | \$0.38             | \$0.09 |
| 2004     | \$0.08              | \$0.27  | \$0.43             | \$0.10 |
| 2005     | \$0.08              | \$0.31  | \$0.52             | \$0.11 |
| % Change | \$0.09              | \$0.33  | \$0.57             | \$0.12 |

### Recovery Ratio by UZA 1996 – 2005

| UZAs with More than 1 Million Population |                          |                               |                    |
|--|--------------------------|-------------------------------|--------------------|
| Year                                     | Fare Revenues (Millions) | Operating Expenses (Millions) | Recovery Ratio (%) |
| 1996                                     | \$6,482.5                | \$15,604.0                    | 41.5%              |
| 1997                                     | \$6,588.7                | \$15,700.2                    | 42.0%              |
| 1998                                     | \$6,706.0                | \$16,242.3                    | 41.3%              |
| 1999                                     | \$6,905.8                | \$17,496.7                    | 39.5%              |
| 2000                                     | \$7,205.5                | \$18,605.3                    | 38.7%              |
| 2001                                     | \$7,465.0                | \$19,918.6                    | 37.5%              |
| 2002                                     | \$7,584.0                | \$21,347.0                    | 35.5%              |
| 2003                                     | \$7,895.9                | \$22,330.1                    | 35.4%              |
| 2004                                     | \$8,496.2                | \$23,682.5                    | 35.9%              |
| 2005                                     | \$9,005.8                | \$25,327.9                    | 35.6%              |
| % Change                                 | 38.9%                    | 62.3%                         |                    |

| UZAs with More than 200,000 and Less than 1 Million Population |                          |                               |                    |
|--|--------------------------|-------------------------------|--------------------|
| Year   | Fare Revenues (Millions) | Operating Expenses (Millions) | Recovery Ratio (%) |
| 1996   | \$358.2                  | \$1,477.3                     | 24.2%              |
| 1997   | \$404.4                  | \$1,629.4                     | 24.8%              |
| 1998   | \$415.5                  | \$1,715.7                     | 24.2%              |
| 1999   | \$385.5                  | \$1,837.7                     | 21.0%              |
| 2000   | \$413.3                  | \$2,032.0                     | 20.3%              |
| 2001   | \$456.1                  | \$2,208.9                     | 20.6%              |
| 2002   | \$413.0                  | \$2,125.6                     | 19.4%              |
| 2003   | \$418.3                  | \$2,291.9                     | 18.3%              |
| 2004   | \$436.7                  | \$2,391.4                     | 18.3%              |
| 2005   | \$456.9                  | \$2,535.2                     | 18.0%              |
| % Change   | 27.6%                    | 71.6%                         |                    |

### Recovery Ratio by UZA 1996 — 2005 (continued)

| UZAs with Less than 200,000 Population |                          |                               |                    |
|--|--------------------------|-------------------------------|--------------------|
| Year                                   | Fare Revenues (Millions) | Operating Expenses (Millions) | Recovery Ratio (%) |
| 1996                                   | \$123.9                  | \$572.3                       | 21.6%              |
| 1997                                   | \$133.7                  | \$601.8                       | 22.2%              |
| 1998                                   | \$146.0                  | \$656.3                       | 22.2%              |
| 1999                                   | \$146.3                  | \$696.0                       | 21.0%              |
| 2000                                   | \$153.0                  | \$732.6                       | 20.9%              |
| 2001                                   | \$194.1                  | \$861.9                       | 22.5%              |
| 2002                                   | \$151.8                  | \$718.6                       | 21.1%              |
| 2003                                   | \$138.0                  | \$753.5                       | 18.3%              |
| 2004                                   | \$153.4                  | \$795.7                       | 19.3%              |
| 2005                                   | \$172.3                  | \$897.8                       | 19.2%              |
| % Change                               | 39.1%                    | 56.9%                         |                    |

### Subsidy per Passenger 1996 — 2005

| Year     | Subsidy (Millions) | Passengers (Millions) | Subsidy per Passenger |
|----------|--------------------|-----------------------|-----------------------|
| 1996     | \$10,688.8         | 7,564.6               | \$1.29                |
| 1997     | \$10,804.7         | 7,954.2               | \$1.24                |
| 1998     | \$11,337.8         | 8,115.1               | \$1.26                |
| 1999     | \$12,592.8         | 8,523.2               | \$1.33                |
| 2000     | \$13,598.1         | 8,719.9               | \$1.56                |
| 2001     | \$14,874.2         | 9,007.8               | \$1.65                |
| 2002     | \$16,042.4         | 9,017.8               | \$1.78                |
| 2003     | \$16,923.4         | 8,876.1               | \$1.91                |
| 2004     | \$17,783.3         | 8,937.1               | \$1.99                |
| 2005     | \$19,126.0         | 9,175.1               | \$2.08                |
| % Change | 78.9%              | 21.3%                 | 61.8%                 |

### Subsidy per Passenger by UZA 1996 — 2005

| UZAs with More than 1 Million Population |                    |                       |                       |
|--|--------------------|-----------------------|-----------------------|
| Year                                     | Subsidy (Millions) | Passengers (Millions) | Subsidy per Passenger |
| 1996                                     | \$9,121.5          | 6,688.0               | \$1.24                |
| 1997                                     | \$9,111.5          | 7,030.0               | \$1.17                |
| 1998                                     | \$9,536.3          | 7,172.8               | \$1.19                |
| 1999                                     | \$10,590.9         | 7,544.9               | \$1.24                |
| 2000                                     | \$11,399.8         | 7,718.3               | \$1.48                |
| 2001                                     | \$12,453.6         | 7,990.5               | \$1.56                |
| 2002                                     | \$13,763.0         | 8,139.8               | \$1.69                |
| 2003                                     | \$14,434.2         | 8,008.8               | \$1.80                |
| 2004                                     | \$15,186.3         | 8,084.8               | \$1.88                |
| 2005                                     | \$16,322.1         | 8,284.9               | \$1.97                |
| % Change                                 | 78.9%              | 23.9%                 | 59.0%                 |

| UZAs with More than 200,000 and Less than 1 Million Population |                    |                       |                       |
|--|--------------------|-----------------------|-----------------------|
| Year   | Subsidy (Millions) | Passengers (Millions) | Subsidy per Passenger |
| 1996   | \$1,119.1          | 640.0                 | \$1.62                |
| 1997   | \$1,225.0          | 684.0                 | \$1.70                |
| 1998   | \$1,300.2          | 694.0                 | \$1.72                |
| 1999   | \$1,452.2          | 722.8                 | \$1.95                |
| 2000   | \$1,618.7          | 747.1                 | \$2.17                |
| 2001   | \$1,752.8          | 747.7                 | \$2.34                |
| 2002   | \$1,712.6          | 671.3                 | \$2.55                |
| 2003   | \$1,873.6          | 656.8                 | \$2.85                |
| 2004   | \$1,954.7          | 642.7                 | \$3.04                |
| 2005   | \$2,078.3          | 665.7                 | \$3.12                |
| % Change   | 85.7%              | 4.0%                  | 92.6%                 |

### Subsidy per Passenger by UZA 1996 — 2005 (Continued)

| UZAs with Less than 200,000 Population |                    |                       |                       |
|--|--------------------|-----------------------|-----------------------|
| Year                                   | Subsidy (Millions) | Passengers (Millions) | Subsidy per Passenger |
| 1996                                   | \$448.4            | 236.0                 | \$1.78                |
| 1997                                   | \$468.1            | 240.0                 | \$1.83                |
| 1998                                   | \$510.3            | 248.3                 | \$1.92                |
| 1999                                   | \$549.7            | 255.5                 | \$2.14                |
| 2000                                   | \$579.6            | 254.6                 | \$2.28                |
| 2001                                   | \$667.8            | 269.7                 | \$2.48                |
| 2002                                   | \$566.8            | 206.6                 | \$2.74                |
| 2003                                   | \$615.5            | 210.5                 | \$2.92                |
| 2004                                   | \$642.3            | 209.6                 | \$3.06                |
| 2005                                   | \$725.5            | 224.5                 | \$3.23                |
| % Change                               | 48.5%              | -4.9%                 | 81.5%                 |

## 2005 National Transit Summaries and Trends

### Funding Sources by Urbanized Area Size 1996 — 2005

| UZAs with More than 1 Million Population |                             |                     |                                     |                                   |                                   |                     |
|--|-----------------------------|---------------------|-------------------------------------|-----------------------------------|-----------------------------------|---------------------|
| Year                                     | Fare Revenues<br>(Millions) | Other<br>(Millions) | Federal<br>Assistance<br>(Millions) | State<br>Assistance<br>(Millions) | Local<br>Assistance<br>(Millions) | Total<br>(Millions) |
| 1996                                     | \$6,482.5                   | \$2,274.2           | \$354.8                             | \$3,337.8                         | \$3,154.7                         | \$15,604.0          |
| 1997                                     | \$6,588.7                   | \$2,412.2           | \$418.0                             | \$3,153.4                         | \$3,127.9                         | \$15,700.2          |
| 1998                                     | \$6,706.0                   | \$2,468.3           | \$494.0                             | \$3,335.6                         | \$3,238.4                         | \$16,242.3          |
| 1999                                     | \$6,905.8                   | \$3,461.8           | \$555.1                             | \$3,335.6                         | \$3,238.4                         | \$17,496.7          |
| 2000                                     | \$7,205.5                   | \$2,916.3           | \$618.7                             | \$3,838.3                         | \$4,026.5                         | \$18,605.3          |
| 2001                                     | \$7,465.0                   | \$2,735.0           | \$714.8                             | \$4,494.4                         | \$4,509.4                         | \$19,918.6          |
| 2002                                     | \$7,584.0                   | \$3,264.5           | \$910.3                             | \$5,498.7                         | \$4,089.5                         | \$21,347.0          |
| 2003                                     | \$7,895.9                   | \$3,702.3           | \$1,111.9                           | \$5,365.5                         | \$4,254.4                         | \$22,330.1          |
| 2004                                     | \$8,496.2                   | \$3,655.2           | \$1,488.5                           | \$5,334.4                         | \$4,708.2                         | \$23,682.5          |
| 2005                                     | \$9,005.8                   | \$3,694.8           | \$1,648.1                           | \$5,964.2                         | \$5,015.0                         | \$25,327.9          |
| % Change                                 | 38.9%                       | 62.4%               | 366.6%                              | 78.7%                             | 59.0%                             | 62.3%               |

| UZAs with More than 200,000 and Less than 1 Million Population |                             |                     |                                     |                                   |                                   |                     |
|--|-----------------------------|---------------------|-------------------------------------|-----------------------------------|-----------------------------------|---------------------|
| Year   | Fare Revenues<br>(Millions) | Other<br>(Millions) | Federal<br>Assistance<br>(Millions) | State<br>Assistance<br>(Millions) | Local<br>Assistance<br>(Millions) | Total<br>(Millions) |
| 1996   | \$358.2                     | \$290.9             | \$110.5                             | \$221.9                           | \$495.8                           | \$1,477.3           |
| 1997   | \$404.4                     | \$341.0             | \$105.2                             | \$261.2                           | \$517.7                           | \$1,629.4           |
| 1998   | \$415.5                     | \$326.3             | \$152.1                             | \$317.8                           | \$504.0                           | \$1,715.7           |
| 1999   | \$385.5                     | \$381.1             | \$194.6                             | \$373.3                           | \$503.3                           | \$1,837.7           |
| 2000   | \$413.3                     | \$386.7             | \$233.5                             | \$439.9                           | \$558.6                           | \$2,032.0           |
| 2001   | \$456.1                     | \$373.4             | \$243.9                             | \$457.6                           | \$677.9                           | \$2,208.9           |
| 2002   | \$413.0                     | \$371.5             | \$259.5                             | \$470.6                           | \$611.0                           | \$2,125.6           |
| 2003   | \$418.3                     | \$401.3             | \$316.7                             | \$524.4                           | \$631.3                           | \$2,291.9           |
| 2004   | \$436.7                     | \$407.5             | \$353.9                             | \$533.8                           | \$659.5                           | \$2,391.4           |
| 2005   | \$456.9                     | \$399.9             | \$391.6                             | \$557.4                           | \$729.4                           | \$2,535.2           |
| % Change   | 27.6%                       | 37.0%               | 257.5%                              | 151.2%                            | 47.1%                             | 71.6%               |

| UZAs with Less than 200,000 Population |                             |                     |                                     |                                   |                                   |                     |
|--|-----------------------------|---------------------|-------------------------------------|-----------------------------------|-----------------------------------|---------------------|
| Year                                   | Fare Revenues<br>(Millions) | Other<br>(Millions) | Federal<br>Assistance<br>(Millions) | State<br>Assistance<br>(Millions) | Local<br>Assistance<br>(Millions) | Total<br>(Millions) |
| 1996                                   | \$123.9                     | \$28.2              | \$88.3                              | \$144.1                           | \$187.8                           | \$572.3             |
| 1997                                   | \$133.7                     | \$30.1              | \$81.3                              | \$156.3                           | \$200.4                           | \$601.8             |
| 1998                                   | \$146.0                     | \$85.6              | \$95.2                              | \$165.8                           | \$163.8                           | \$656.3             |
| 1999                                   | \$146.3                     | \$95.6              | \$110.6                             | \$168.1                           | \$175.4                           | \$696.0             |
| 2000                                   | \$153.0                     | \$105.4             | \$132.2                             | \$167.1                           | \$175.0                           | \$732.6             |
| 2001                                   | \$194.1                     | \$123.0             | \$158.6                             | \$175.3                           | \$210.9                           | \$861.9             |
| 2002                                   | \$151.8                     | \$125.6             | \$132.5                             | \$147.3                           | \$161.4                           | \$718.6             |
| 2003                                   | \$138.0                     | \$117.7             | \$167.5                             | \$152.9                           | \$177.5                           | \$753.6             |
| 2004                                   | \$153.4                     | \$99.8              | \$181.8                             | \$167.9                           | \$192.9                           | \$795.7             |
| 2005                                   | \$172.3                     | \$130.6             | \$203.4                             | \$181.4                           | \$210.2                           | \$897.9             |
| % Change                               | 39.1%                       | 363.1%              | 130.4%                              | 25.9%                             | 11.9%                             | 56.9%               |

### Operating Funding Sources by UZA

| UZAs with More than 1 Million Population |                   |       |                   |       |
|--|-------------------|-------|-------------------|-------|
|  | 1996              |       | 2005              |       |
|  | Millions          | %     | Millions          | %     |
| Fare Revenues                            | \$6,482.5         | 41.5% | \$9,005.8         | 35.6% |
| Other                                    | \$2,274.2         | 14.6% | \$3,694.8         | 14.6% |
| Federal Assistance                       | \$354.8           | 2.3%  | \$1,648.1         | 6.5%  |
| State Assistance                         | \$3,337.8         | 21.4% | \$5,964.2         | 23.5% |
| Local Assistance                         | \$3,154.7         | 20.2% | \$5,015.0         | 19.8% |
| <b>Total</b>                             | <b>\$15,604.1</b> |       | <b>\$25,327.9</b> |       |

| UZAs with More than 200,000 and Less than 1 Million Population |                  |       |                  |       |
|--|------------------|-------|------------------|-------|
|  | 1996             |       | 2005             |       |
|  | Millions         | %     | Millions         | %     |
| Fare Revenues  | \$358.2          | 24.2% | \$456.9          | 18.0% |
| Other  | \$290.9          | 19.7% | \$399.9          | 15.8% |
| Federal Assistance   | \$110.5          | 7.5%  | \$391.6          | 15.4% |
| State Assistance   | \$221.9          | 15.0% | \$557.4          | 22.0% |
| Local Assistance   | \$495.8          | 33.6% | \$729.4          | 28.8% |
| <b>Total</b>   | <b>\$1,477.2</b> |       | <b>\$2,535.2</b> |       |

| UZAs with Less than 200,000 Population |                |       |                |       |
|--|----------------|-------|----------------|-------|
|  | 1996           |       | 2005           |       |
|  | Millions       | %     | Millions       | %     |
| Fare Revenues                          | \$123.9        | 21.6% | \$172.3        | 19.2% |
| Other                                  | \$28.2         | 4.9%  | \$130.6        | 14.5% |
| Federal Assistance                     | \$88.3         | 15.4% | \$203.4        | 22.7% |
| State Assistance                       | \$144.1        | 25.2% | \$181.4        | 20.2% |
| Local Assistance                       | \$187.8        | 32.8% | \$210.2        | 23.4% |
| <b>Total</b>                           | <b>\$572.3</b> |       | <b>\$897.9</b> |       |

### Federal Capital Assistance per Unlinked Passenger Trip (\*) 1996 — 2005

| Year            | Federal Assistance (Millions) | Unlinked Passenger Trips (Millions) | Federal Assistance per Unlinked Passenger Trip |
|-----------------|-------------------------------|-------------------------------------|--|
| 1996            | \$3,506.3                     | \$6,954.9                           | 50.4%  |
| 1997            | \$4,137.5                     | \$7,636.2                           | 54.2%  |
| 1998            | \$3,679.5                     | \$7,410.5                           | 49.7%  |
| 1999            | \$3,725.9                     | \$8,443.3                           | 44.1%  |
| 2000            | \$4,274.9                     | \$9,055.9                           | 47.2%  |
| 2001            | \$5,468.4                     | \$10,824.6                          | 50.5%  |
| 2002            | \$4,993.7                     | \$12,300.9                          | 40.6%  |
| 2003            | \$5,092.0                     | \$12,775.1                          | 39.9%  |
| 2004            | \$4,930.2                     | \$12,629.1                          | 39.0%  |
| 2005            | \$4,611.8                     | \$11,836.7                          | 39.0%  |
| <b>% Change</b> | <b>31.5%</b>                  | <b>21.3%</b>                        | <b>8.4%</b>                                    |

(\*) Does not include Federal Capital Assistance used to pay for operating expenses.



## 2005 National Transit Summaries and Trends

### Sources of Capital by Urbanized Area Size 2005

| UZAs with More than 1 Million Population          |                               |       |
|---|-------------------------------|-------|
|   | Capital Assistance (Millions) | %     |
| Federal Capital Funds Applied to Capital Projects | \$4,024.5                     | 37.1% |
| State Capital Funds                               | \$1,337.8                     | 12.3% |
| Local Capital Funds                               | \$5,430.9                     | 50.0% |
| Directly Generated Capital Funds                  | \$67.7                        | 0.6%  |
| <b>Total Capital Assistance</b>                   | <b>\$10,860.9</b>             |       |

### Percent Share of Revenue Vehicles 1996 — 2005

| Year | Percent of Revenue Vehicles | Percent of Other Capital |
|------|-----------------------------|--------------------------|
| 1996 | 25.3%                       | 74.7%                    |
| 1997 | 29.3%                       | 70.7%                    |
| 1998 | 33.2%                       | 66.8%                    |
| 1999 | 34.9%                       | 65.1%                    |
| 2000 | 31.4%                       | 68.6%                    |
| 2001 | 34.1%                       | 65.9%                    |
| 2002 | 33.1%                       | 66.9%                    |
| 2003 | 27.3%                       | 72.7%                    |
| 2004 | 26.6%                       | 73.4%                    |
| 2005 | 26.8%                       | 73.2%                    |

### Capital Expenditures (Millions) 1996 — 2005

| Year            | Revenue Vehicles (Millions) | Other Capital (Millions) | Total (Millions) |
|-----------------|-----------------------------|--------------------------|------------------|
| 1996            | \$1,757.7                   | \$5,197.2                | \$6,954.9        |
| 1997            | \$2,237.0                   | \$5,399.1                | \$7,636.1        |
| 1998            | \$2,461.6                   | \$4,948.9                | \$7,410.5        |
| 1999            | \$2,944.7                   | \$5,498.7                | \$8,443.4        |
| 2000            | \$2,839.6                   | \$6,215.1                | \$9,054.7        |
| 2001            | \$3,692.8                   | \$7,130.7                | \$10,823.5       |
| 2002            | \$4,065.7                   | \$8,235.0                | \$12,300.7       |
| 2003            | \$3,481.2                   | \$9,275.2                | \$12,756.4       |
| 2004            | \$3,361.7                   | \$9,266.5                | \$12,628.2       |
| 2005            | \$3,165.1                   | \$8,665.6                | \$11,830.7       |
| <b>% Change</b> | <b>80.1%</b>                | <b>66.7%</b>             | <b>70.1%</b>     |

| UZAs with More than 200,000 and Less than 1 Million Population |                               |       |
|--|-------------------------------|-------|
|  | Capital Assistance (Millions) | %     |
| Federal Capital Funds Applied to Capital Projects              | \$407.8                       | 56.6% |
| State Capital Funds  | \$120.6                       | 16.7% |
| Local Capital Funds  | \$184.5                       | 25.6% |
| Directly Generated Capital Funds                               | \$7.7                         | 1.1%  |
| <b>Total Capital Assistance</b>                                | <b>\$720.6</b>                |       |

| UZAs with Less than 200,000 Population            |                               |       |
|---|-------------------------------|-------|
|   | Capital Assistance (Millions) | %     |
| Federal Capital Funds Applied to Capital Projects | \$179.5                       | 70.3% |
| State Capital Funds                               | \$35.8                        | 14.0% |
| Local Capital Funds                               | \$38.2                        | 15.0% |
| Directly Generated Capital Funds                  | \$1.7                         | 0.7%  |
| <b>Total Capital Assistance</b>                   | <b>\$255.2</b>                |       |

**Uses of Capital by Urbanized Area Size — 2005 (Millions)**

|                          | UZAs with More than<br>1 Million Population | UZAs with More than 200,000 and<br>Less than<br>1 Million Population | UZAs with Less than 200,000<br>Population |
|--------------------------|---|--|---|
| Guideway                 | \$3,779.7                                   | \$135.4  | \$12.0                                    |
| Systems                  | \$621.5                                     | \$35.2   | \$7.5                                     |
| Stations                 | \$1,796.6                                   | \$80.8   | \$35.8                                    |
| Facilities               | \$1,173.6                                   | \$76.2   | \$34.0                                    |
| Revenue Vehicles         | \$2,777.3                                   | \$54.8   | \$113.3                                   |
| Other Capital            | \$414.1                                     | \$274.3  | \$24.9                                    |
| Non-Vehicle Revenues     | \$37.2                                      | \$5.3  | \$2.9                                     |
| Administration Buildings | \$129.2                                     | \$46.3   | \$20.1                                    |
| Fare Equipment           | \$131.6                                     | \$7.2  | \$3.8                                     |
| <b>Total</b>             | <b>\$10,860.8</b>                           | <b>\$715.5</b>   | <b>\$254.3</b>                            |

**Percent of Non-Revenue Vehicle by Mode 1996 — 2005**

| Bus             |                               |                                   |                                       |                     |
|-----------------|-------------------------------|-----------------------------------|---------------------------------------|---------------------|
| Year            | Revenue Vehicle<br>(Millions) | Non-Revenue<br>Vehicle (Millions) | Share of Non-<br>Revenue Vehicles (%) | Total<br>(Millions) |
| 1996            | \$947.0                       | \$972.5                           | 50.7%                                 | \$1,919.5           |
| 1997            | \$1,145.0                     | \$1,083.0                         | 48.6%                                 | \$2,228.0           |
| 1998            | \$1,259.2                     | \$1,106.3                         | 46.8%                                 | \$2,365.5           |
| 1999            | \$1,510.6                     | \$1,246.2                         | 45.2%                                 | \$2,756.8           |
| 2000            | \$1,549.2                     | \$1,206.5                         | 43.8%                                 | \$2,755.7           |
| 2001            | \$1,748.1                     | \$1,440.6                         | 45.2%                                 | \$3,188.7           |
| 2002            | \$1,542.9                     | \$1,484.9                         | 49.0%                                 | \$3,027.7           |
| 2003            | \$1,366.3                     | \$1,454.5                         | 51.6%                                 | \$2,820.8           |
| 2004            | \$1,665.2                     | \$1,531.2                         | 47.9%                                 | \$3,196.3           |
| 2005            | \$1,137.3                     | \$1,643.5                         | 59.1%                                 | \$2,780.8           |
| <b>% Change</b> | <b>20.1%</b>                  | <b>69.0%</b>                      |                                       | <b>44.9%</b>        |

| Commuter Rail   |                               |                                   |                                       |                     |
|-----------------|-------------------------------|-----------------------------------|---------------------------------------|---------------------|
| Year            | Revenue Vehicle<br>(Millions) | Non-Revenue<br>Vehicle (Millions) | Share of Non-<br>Revenue Vehicles (%) | Total<br>(Millions) |
| 1996            | \$316.0                       | \$1,374.0                         | 81.3%                                 | \$1,690.0           |
| 1997            | \$372.4                       | \$1,445.0                         | 79.5%                                 | \$1,817.4           |
| 1998            | \$357.6                       | \$1,044.6                         | 74.5%                                 | \$1,402.2           |
| 1999            | \$566.7                       | \$1,055.3                         | 65.1%                                 | \$1,622.0           |
| 2000            | \$428.5                       | \$1,355.0                         | 76.0%                                 | \$1,783.4           |
| 2001            | \$484.2                       | \$1,807.0                         | 78.9%                                 | \$2,291.3           |
| 2002            | \$589.6                       | \$1,781.6                         | 75.1%                                 | \$2,371.2           |
| 2003            | \$712.6                       | \$1,758.8                         | 71.2%                                 | \$2,470.6           |
| 2004            | \$726.3                       | \$1,850.6                         | 71.8%                                 | \$2,576.9           |
| 2005            | \$945.1                       | \$1,535.1                         | 61.9%                                 | \$2,480.2           |
| <b>% Change</b> | <b>199.1%</b>                 | <b>11.7%</b>                      |                                       | <b>46.8%</b>        |

## 2005 National Transit Summaries and Trends

### Percent of Non-Revenue Vehicle by Mode 1996 — 2005 (continued)

| Heavy Rail |                               |                                   |                                       |                     |
|------------|-------------------------------|-----------------------------------|---------------------------------------|---------------------|
| Year       | Revenue Vehicle<br>(Millions) | Non-Revenue<br>Vehicle (Millions) | Share of Non-<br>Revenue Vehicles (%) | Total<br>(Millions) |
| 1996       | \$178.9                       | \$2,049.1                         | 92.0%                                 | \$2,228.0           |
| 1997       | \$298.3                       | \$2,047.8                         | 87.3%                                 | \$2,346.1           |
| 1998       | \$444.5                       | \$1,906.2                         | 81.1%                                 | \$2,350.8           |
| 1999       | \$448.1                       | \$2,258.6                         | 83.4%                                 | \$2,706.7           |
| 2000       | \$495.6                       | \$2,356.7                         | 82.6%                                 | \$2,852.2           |
| 2001       | \$984.5                       | \$2,521.9                         | 71.9%                                 | \$3,506.4           |
| 2002       | \$1,432.7                     | \$3,140.5                         | 68.8%                                 | \$4,564.2           |
| 2003       | \$807.5                       | \$3,629.6                         | 81.8%                                 | \$4,437.0           |
| 2004       | \$329.6                       | \$3,466.2                         | 91.3%                                 | \$3,795.8           |
| 2005       | \$478.1                       | \$2,969.3                         | 86.1%                                 | \$3,447.4           |
| % Change   | 167.3%                        | 44.9%                             |                                       | 54.7%               |

| Light Rail |                               |                                   |                                       |                     |
|------------|-------------------------------|-----------------------------------|---------------------------------------|---------------------|
| Year       | Revenue Vehicle<br>(Millions) | Non-Revenue<br>Vehicle (Millions) | Share of Non-<br>Revenue Vehicles (%) | Total<br>(Millions) |
| 1996       | \$157.1                       | \$689.6                           | 81.4%                                 | \$846.6             |
| 1997       | \$211.6                       | \$661.7                           | 75.8%                                 | \$873.2             |
| 1998       | \$207.9                       | \$755.8                           | 78.4%                                 | \$963.7             |
| 1999       | \$246.7                       | \$753.6                           | 75.3%                                 | \$1,000.4           |
| 2000       | \$174.0                       | \$1,065.7                         | 86.0%                                 | \$1,239.7           |
| 2001       | \$243.5                       | \$1,198.2                         | 83.1%                                 | \$1,441.7           |
| 2002       | \$226.6                       | \$1,496.8                         | 86.9%                                 | \$1,723.4           |
| 2003       | \$327.1                       | \$1,998.0                         | 85.9%                                 | \$2,325.1           |
| 2004       | \$380.8                       | \$2,060.4                         | 84.4%                                 | \$2,441.3           |
| 2005       | \$311.8                       | \$2,176.8                         | 87.5%                                 | \$2,488.6           |
| % Change   | 98.5%                         | 215.7%                            |                                       | 193.9%              |

| Demand Response |                               |                                   |                                       |                     |
|-----------------|-------------------------------|-----------------------------------|---------------------------------------|---------------------|
| Year            | Revenue Vehicle<br>(Millions) | Non-Revenue<br>Vehicle (Millions) | Share of Non-<br>Revenue Vehicles (%) | Total<br>(Millions) |
| 1996            | \$64.0                        | \$29.3                            | 31.4%                                 | \$93.3              |
| 1997            | \$65.0                        | \$39.5                            | 37.8%                                 | \$104.4             |
| 1998            | \$65.9                        | \$30.9                            | 31.9%                                 | \$96.8              |
| 1999            | \$63.2                        | \$25.9                            | 29.0%                                 | \$89.1              |
| 2000            | \$66.4                        | \$32.6                            | 32.9%                                 | \$99.0              |
| 2001            | \$92.0                        | \$26.0                            | 22.0%                                 | \$117.9             |
| 2002            | \$127.8                       | \$45.5                            | 26.3%                                 | \$173.3             |
| 2003            | \$123.9                       | \$62.6                            | 33.6%                                 | \$186.5             |
| 2004            | \$99.9                        | \$86.9                            | 46.5%                                 | \$186.7             |
| 2005            | \$124.1                       | \$58.7                            | 32.1%                                 | \$182.8             |
| % Change        | 93.9%                         | 100.1%                            |                                       | 95.9%               |

### Average Fleet Age (Years) by Vehicle Type 1995— 2004

| Year     | "A" Type Buses | "B" Type Buses | "C" Type Buses | Articulated Buses | Average Bus Fleet Age |
|----------|----------------|----------------|----------------|-------------------|-----------------------|
| 1996     | 8.7            | 6.3            | 4.0            | 11.3              | 8.4                   |
| 1997     | 8.5            | 5.8            | 3.9            | 11.7              | 8.1                   |
| 1998     | 8.5            | 5.8            | 4.0            | 11.2              | 8.0                   |
| 1999     | 8.4            | 5.6            | 4.0            | 8.5               | 7.6                   |
| 2000     | 8.1            | 5.6            | 4.1            | 6.6               | 7.3                   |
| 2001     | 7.8            | 5.6            | 4.0            | 5.9               | 6.9                   |
| 2002     | 7.5            | 5.6            | 4.0            | 5.8               | 6.7                   |
| 2003     | 7.3            | 5.7            | 4.0            | 5.8               | 6.5                   |
| 2004     | 7.2            | 5.7            | 4.1            | 4.6               | 6.4                   |
| 2005     | 7.6            | 5.8            | 4.1            | 4.9               | 6.7                   |
| % Change | -12.6%         | -7.9%          | 2.5%           | -56.6%            | -20.2%                |

### Distribution of Buses by Vehicle Type 1996 — 2005

| Year     | "A" Type Buses |                  | "B" Type Buses |                  | "C" Type Buses |                  | Articulated Buses |                  | Total  |
|----------|----------------|------------------|----------------|------------------|----------------|------------------|-------------------|------------------|--------|
|          | Buses          | Percent of Total | Buses          | Percent of Total | Buses          | Percent of Total | Buses             | Percent of Total |        |
| 1996     | 45,587         | 79.5%            | 4,233          | 7.4%             | 5,998          | 10.5%            | 1,551             | 2.7%             | 57,369 |
| 1997     | 45,502         | 77.2%            | 5,136          | 8.7%             | 6,853          | 11.6%            | 1,484             | 2.5%             | 58,975 |
| 1998     | 46,188         | 75.9%            | 5,929          | 9.7%             | 7,147          | 11.7%            | 1,566             | 2.6%             | 60,830 |
| 1999     | 46,891         | 73.7%            | 6,613          | 10.4%            | 8,265          | 13.0%            | 1,849             | 2.9%             | 63,618 |
| 2000     | 47,017         | 72.0%            | 7,455          | 11.4%            | 8,850          | 13.5%            | 2,002             | 3.1%             | 65,324 |
| 2001     | 47,925         | 71.1%            | 7,830          | 11.6%            | 9,622          | 14.3%            | 2,002             | 3.0%             | 67,379 |
| 2002     | 47,764         | 69.8%            | 8,693          | 12.7%            | 9,822          | 14.4%            | 2,139             | 3.1%             | 68,418 |
| 2003     | 46,608         | 67.9%            | 9,346          | 13.6%            | 10,084         | 14.7%            | 2,558             | 3.7%             | 68,596 |
| 2004     | 45,600         | 67.2%            | 9,974          | 14.7%            | 9,706          | 14.3%            | 2,591             | 3.8%             | 67,871 |
| 2005     | 45,524         | 65.5%            | 10,631         | 15.3%            | 11,118         | 16.0%            | 2,231             | 3.2%             | 69,504 |
| % Change | -0.1%          |                  | 151.1%         |                  | 85.4%          |                  | 43.8%             |                  | 21.2%  |

### Age Distribution of Buses by Vehicle Type 1996 — 2005

| "A" Type Buses |              |      |                     |                      |
|----------------|--------------|------|---------------------|----------------------|
| Year           | Active Buses | New  | 5 Years Old or Less | 10 Years Old or Less |
| 1996           | 45,589       | 3.2% | 29.6%               | 63.1%                |
| 1997           | 45,502       | 2.8% | 31.6%               | 64.4%                |
| 1998           | 46,188       | 4.3% | 34.0%               | 64.6%                |
| 1999           | 46,891       | 4.5% | 35.9%               | 70.9%                |
| 2000           | 47,017       | 3.9% | 38.1%               | 66.2%                |
| 2001           | 47,925       | 4.7% | 40.7%               | 65.7%                |
| 2002           | 47,650       | 3.5% | 42.4%               | 69.7%                |
| 2003           | 46,216       | 3.1% | 44.6%               | 73.1%                |
| 2004           | 45,600       | 2.9% | 45.1%               | 75.9%                |
| 2005           | 45,524       | 2.5% | 39.4%               | 73.8%                |
| % Change       | -0.1%        |      |                     |                      |

| "B" Type Buses |              |       |                     |                      |
|----------------|--------------|-------|---------------------|----------------------|
| Year           | Active Buses | New   | 5 Years Old or Less | 10 Years Old or Less |
| 1996           | 4,233        | 6.3%  | 50.5%               | 82.2%                |
| 1997           | 5,136        | 11.9% | 54.5%               | 84.3%                |
| 1998           | 5,929        | 6.2%  | 54.0%               | 85.2%                |
| 1999           | 6,613        | 5.3%  | 55.5%               | 89.4%                |
| 2000           | 7,455        | 7.2%  | 59.5%               | 85.5%                |
| 2001           | 7,830        | 7.2%  | 60.2%               | 84.7%                |
| 2002           | 8,616        | 7.1%  | 61.7%               | 84.3%                |
| 2003           | 9,292        | 5.6%  | 57.0%               | 84.2%                |
| 2004           | 9,974        | 4.3%  | 55.3%               | 85.0%                |
| 2005           | 10,631       | 3.1%  | 54.8%               | 86.8%                |
| % Change       | 151.1%       |       |                     |                      |

## 2005 National Transit Summaries and Trends

### Age Distribution of Buses by Vehicle Type 1996 — 2005 (Continued)

| "C" Type Buses |              |       |                     |                      |
|----------------|--------------|-------|---------------------|----------------------|
| Year           | Active Buses | New   | 5 Years Old or Less | 10 Years Old or Less |
| 1996           | 6,076        | 6.1%  | 71.4%               | 94.4%                |
| 1997           | 6,934        | 8.2%  | 72.9%               | 94.9%                |
| 1998           | 7,206        | 6.7%  | 74.7%               | 95.3%                |
| 1999           | 8,265        | 7.6%  | 75.5%               | 96.4%                |
| 2000           | 8,850        | 6.2%  | 72.4%               | 95.1%                |
| 2001           | 9,622        | 10.2% | 72.1%               | 95.7%                |
| 2002           | 9,440        | 8.8%  | 74.0%               | 95.5%                |
| 2003           | 9,587        | 8.2%  | 73.7%               | 96.6%                |
| 2004           | 9,706        | 6.7%  | 73.8%               | 96.5%                |
| 2005           | 11,118       | 8.2%  | 71.8%               | 96.6%                |
| % Change       |              | 83.0% |                     |                      |

| Articulated Buses |              |       |                     |                      |
|-------------------|--------------|-------|---------------------|----------------------|
| Year              | Active Buses | New   | 5 Years Old or Less | 10 Years Old or Less |
| 1996              | 1,551        | 0.1%  | 15.3%               | 23.9%                |
| 1997              | 1,484        | 2.4%  | 14.1%               | 25.2%                |
| 1998              | 1,566        | 6.2%  | 23.5%               | 33.8%                |
| 1999              | 1,849        | 15.3% | 42.3%               | 54.9%                |
| 2000              | 2,002        | 2.2%  | 60.0%               | 89.6%                |
| 2001              | 2,002        | 0.5%  | 64.3%               | 76.9%                |
| 2002              | 2,139        | 3.6%  | 64.7%               | 74.4%                |
| 2003              | 2,558        | 8.1%  | 59.9%               | 80.6%                |
| 2004              | 2,591        | 11.2% | 71.6%               | 90.2%                |
| 2005              | 2,231        | 0.8%  | 63.6%               | 95.7%                |
| % Change          |              | 43.8% |                     |                      |

### Fixed Guideway Mileage 1996 — 2005

| Year     | Bus   | Rail Modes   |
|----------|-------|--------------|
| 1996     | 1,122 | 8,506        |
| 1997     | 1,266 | 8,604        |
| 1998     | 1,406 | 8,804        |
| 1999     | 1,634 | 9,139        |
| 2000     | 1,674 | 9,419        |
| 2001     | 1,733 | 9,410        |
| 2002     | 1,849 | 9,485        |
| 2003     | 1,920 | 9,525        |
| 2004     | 2,081 | 9,781        |
| 2005     | 2,253 | 10,916       |
| % Change |       | 100.8% 28.3% |

### Percent of National Bus Fleet Using Alternative Fuels 1996 — 2005

| Year     | Total Fleet | Alternative Fuel Fleet | Alternative Fuel Fleet (%) |
|----------|-------------|------------------------|----------------------------|
| 1996     | 57,369      | 2,170                  | 3.8%                       |
| 1997     | 58,975      | 2,776                  | 4.7%                       |
| 1998     | 60,830      | 3,038                  | 5.0%                       |
| 1999     | 63,618      | 3,898                  | 6.1%                       |
| 2000     | 65,324      | 4,931                  | 7.5%                       |
| 2001     | 67,379      | 5,797                  | 8.6%                       |
| 2002     | 68,418      | 6,986                  | 10.2%                      |
| 2003     | 68,596      | 7,824                  | 11.4%                      |
| 2004     | 68,779      | 9,420                  | 13.7%                      |
| 2005     | 69,495      | 11,119                 | 16.0%                      |
| % Change |             | 21.1%                  | 412.4%                     |

### Percentage of Fuel Consumption for Non—Electric Modes

| Alternative Fuel | 1996           |        | 2005           |        |
|------------------|----------------|--------|----------------|--------|
|                  | Gallons (000s) | %      | Gallons (000s) | %      |
| Diesel           | 534,957.7      | 93.57% | 480,455.9      | 73.35% |
| Gas              | 8,594.1        | 1.50%  | 9,937.7        | 1.52%  |
| CNG              | 11,476.3       | 2.01%  | 93,866.2       | 14.33% |
| Methanol         | 7,171.6        | 1.25%  | 0.0            | 0.00%  |
| LNG              | 2,662.1        | 0.47%  | 14,672.6       | 2.24%  |
| Other            | 6,839.1        | 1.20%  | 56,109.7       | 8.57%  |
| Total            | 571,700.9      |        | 655,042.0      |        |

## **Appendix**

### **Key Characteristics and Uses of Capital by Transit Agencies**

---

The exhibits in this appendix provide data on operations, performance, infrastructure, and uses of capital for the 15 largest bus and demand response transit agencies and for all transit agencies operating heavy rail, commuter rail, light rail, trolleybus, ferryboat, and automated guideway systems.

The top 15 bus and demand response agencies are selected based on the number of vehicles operated in maximum service.

For each mode, four exhibits are presented:

1. Key operating characteristics: Basic information on each system's operations including operating expense, vehicle revenue miles, vehicle revenue hours, unlinked passenger trips and passenger miles. The data is broken down by two categories: directly operated by public agency (DO) and purchased transportation (PT).
2. Key performance indicators: Measures of cost, service effectiveness and efficiency.
3. Key infrastructure characteristics: Infrastructure characteristics such as directional route miles, vehicles operated and available in maximum service, average fleet age, and in the case of rail modes, miles of track and directional route miles.
4. Uses of capital: Capital investment information by category of use (revenue vehicles, stations, maintenance facilities, administration buildings, guideway, systems, fare revenue collection equipment and other capital).

## 2005 National Transit Summaries and Trends

### Key Bus Operating Characteristics 2005

| State | Agency   | Type of Service | Operating Expense (000) | Fare Revenues Earned (000) | Vehicle Revenue Miles (000) | Vehicle Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|--|-----------------|-------------------------|----------------------------|-----------------------------|-----------------------------|--------------------------------|--|-----------------------|
| CA    | Santa Clara Valley Transportation Authority              | DO              | \$228,934.8             | \$43,406.1                 | 20,862.5                    | 1,786.6                     | 64,409.0                       | 209.7  | 197,697.1             |
| CA    | Santa Clara Valley Transportation Authority              | PT              | \$1,202.3               | \$129.0                    | 247.6                       | 13.5                        | 191.8                          | 0.8  | 2,409.2               |
|       |  | Total           | \$230,137.1             | \$43,535.1                 | 21,110.1                    | 1,800.1                     | 64,600.7                       | 210.5  | 200,106.3             |
| CA    | Los Angeles County Metropolitan Transportation Authority | DO              | \$748,783.2             | \$225,640.1                | 85,918.8                    | 7,018.9                     | 364,787.4                      | 1,141.1  | 1,368,304.4           |
| CA    | Los Angeles County Metropolitan Transportation Authority | PT              | \$27,121.1              | \$7,387.6                  | 6,135.7                     | 463.7                       | 12,481.1                       | 39.6   | 39,000.0              |
|       |  | Total           | \$775,904.4             | \$233,027.7                | 92,054.5                    | 7,482.7                     | 377,268.4                      | 1,180.7  | 1,407,304.4           |
| CO    | Denver Regional Transportation District                  | DO              | \$165,760.7             | \$40,544.7                 | 21,918.9                    | 1,395.6                     | 51,803.0                       | 180.2  | 255,799.5             |
| CO    | Denver Regional Transportation District                  | PT              | \$73,572.4              | \$8,561.7                  | 18,146.1                    | 1,243.9                     | 22,879.8                       | 72.5   | 120,654.2             |
|       |  | Total           | \$239,333.1             | \$49,106.4                 | 40,065.0                    | 2,639.5                     | 74,682.8                       | 252.7  | 376,453.7             |
| DC    | Washington Metropolitan Area Transit Authority           | DO              | \$420,249.3             | \$101,691.0                | 38,459.0                    | 3,423.0                     | 153,392.0                      | 518.7  | 453,290.3             |
| FL    | Miami-Dade Transit                                       | DO              | \$260,756.9             | \$73,220.1                 | 34,222.5                    | 2,732.0                     | 76,753.0                       | 239.2  | 324,237.4             |
| IL    | Chicago Transit Authority                                | DO              | \$724,053.7             | \$247,645.5                | 66,811.5                    | 6,748.1                     | 303,244.2                      | 969.2  | 781,977.8             |
| MA    | Massachusetts Bay Transportation Authority               | DO              | \$264,427.1             | \$56,905.7                 | 27,216.5                    | 2,656.3                     | 132,689.8                      | 438.5  | 247,054.0             |
| MA    | Massachusetts Bay Transportation Authority               | PT              | \$5,696.2               | \$2,542.7                  | 2,008.0                     | 109.9                       | 1,691.6                        | 6.3  | 14,514.5              |
|       |  | Total           | \$270,123.3             | \$59,448.4                 | 29,224.5                    | 2,766.3                     | 134,381.4                      | 444.8  | 261,568.5             |
| MD    | Maryland Transit Administration                          | DO              | \$198,452.8             | \$57,797.3                 | 19,685.5                    | 1,771.2                     | 74,859.4                       | 249.0  | 250,520.7             |
| MD    | Maryland Transit Administration                          | PT              | \$30,010.9              | \$10,375.3                 | 3,807.1                     | 150.5                       | 2,946.3                        | 11.6   | 86,487.8              |
|       |  | Total           | \$228,463.7             | \$68,172.6                 | 23,492.6                    | 1,921.7                     | 77,805.8                       | 260.5  | 337,008.5             |
| NJ    | New Jersey Transit Corporation                           | DO              | \$577,243.1             | \$238,586.9                | 66,999.0                    | 4,551.9                     | 143,772.0                      | 490.6  | 937,967.7             |
| NJ    | New Jersey Transit Corporation                           | PT              | \$49,087.9              | \$11,281.7                 | 8,730.0                     | 632.7                       | 12,374.6                       | 42.1   | 49,802.0              |
|       |  | Total           | \$626,331.0             | \$249,868.7                | 75,729.0                    | 5,184.6                     | 156,146.6                      | 532.7  | 987,769.7             |
| NY    | MTA New York City Transit                                | DO              | \$1,798,313.3           | \$761,838.2                | 101,269.6                   | 12,870.4                    | 952,418.0                      | 2,987.3  | 1,951,117.1           |
| PA    | Southeastern Pennsylvania Transportation Authority       | DO              | \$431,961.8             | \$147,335.3                | 39,606.4                    | 3,825.6                     | 187,943.3                      | 606.3  | 553,137.9             |
| PA    | Southeastern Pennsylvania Transportation Authority       | PT              | \$320.1                 | \$20.0                     | 89.7                        | 4.6                         | 17.0                           | 0.1  | 90.7                  |
|       |  | Total           | \$432,281.9             | \$147,355.3                | 39,696.1                    | 3,830.2                     | 187,960.3                      | 606.4  | 553,228.6             |

## 2005 National Transit Summaries and Trends

| State | Agency  | Type of Service           | Operating Expense (000) | Fare Revenues Earned (000) | Vehicle Revenue Miles (000) | Vehicle Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|---|---------------------------|-------------------------|----------------------------|-----------------------------|-----------------------------|--------------------------------|--|-----------------------|
| PA    | Port Authority of Allegheny County                                | DO                        | \$233,998.4             | \$54,981.3                 | 27,583.7                    | 2,129.5                     | 59,106.9                       | 201.0  | 255,286.9             |
| TX    | Metropolitan Transit Authority of Harris County, Texas            | DO                        | \$223,912.6             | \$38,504.1                 | 33,150.3                    | 2,299.7                     | 65,774.3                       | 231.0  | 381,432.2             |
| TX    | Metropolitan Transit Authority of Harris County, Texas            | PT                        | \$39,498.4              | \$8,632.7                  | 8,405.4                     | 548.8                       | 15,772.6                       | 47.0   | 93,142.5              |
|       |   | Total                     | \$263,411.0             | \$47,136.7                 | 41,555.6                    | 2,848.4                     | 81,546.9                       | 278.1  | 474,574.7             |
| TX    | Dallas Area Rapid Transit   | DO                        | \$202,794.3             | \$25,751.8                 | 30,406.7                    | 2,130.5                     | 53,394.3                       | 183.9  | 254,706.2             |
| WA    | King County Department of Transportation - Metro Transit Division | DO                        | \$293,776.8             | \$58,136.1                 | 30,466.7                    | 2,441.7                     | 71,568.7                       | 235.0  | 415,515.6             |
|       |   | DO Total                  | \$6,773,418.9           | \$2,171,984.2              | 644,577.5                   | 57,781.0                    | 2,755,915.1                    | 8,880.9  | 8,628,044.7           |
|       |   | PT Total                  | \$226,509.3             | \$48,930.8                 | 47,569.5                    | 3,167.7                     | 68,354.8                       | 219.8  | 406,100.9             |
|       |   | Total                     | \$6,999,928.2           | \$2,220,915.0              | 692,147.0                   | 60,948.7                    | 2,824,269.9                    | 9,100.7  | 9,034,145.6           |
|       |   | National Total (Millions) | \$14,655.8              | \$4,083.4                  | 1,884.5                     | 148.5                       | 5,225.9                        | 17.0   | 19,424.5              |
|       |   | % National Total          | 47.8%                   | 54.4%                      | 36.7%                       | 41.0%                       | 54.0%                          | 53.4%  | 46.5%                 |

## Key Bus Performance Indicators 2005

| State | Agency   | Type of Service | Operating Expense per Vehicle Revenue Mile | Operating Expense per Vehicle Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Vehicle Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Vehicle Revenue Hour | Vehicle Revenue Mile per Vehicle Revenue Hour |
|-------|--|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| CA    | Alameda-Contra Costa Transit District                    | DO              | \$11.0                                     | \$128.1                                    | \$3.6   | \$1.2                                | 19.0%  | 3.1   | \$0.7                                     | 110.7                                   | 11.7  |
| CA    | Alameda-Contra Costa Transit District                    | PT              | \$4.9                                      | \$89.0                                     | \$6.3   | \$0.5                                | 10.7%  | 0.8   | \$0.7                                     | 178.3                                   | 18.3  |
|       |  | Total           | \$10.9                                     | \$127.8                                    | \$3.6   | \$1.2                                | 18.9%  | 3.1   | \$0.7                                     | 111.2                                   | 11.7  |
| CA    | Los Angeles County Metropolitan Transportation Authority | DO              | \$8.7                                      | \$106.7                                    | \$2.1   | \$0.5                                | 30.1%  | 4.2   | \$0.6                                     | 194.9                                   | 12.2  |
| CA    | Los Angeles County Metropolitan Transportation Authority | PT              | \$4.4                                      | \$58.5                                     | \$2.2   | \$0.7                                | 27.2%  | 2.0   | \$0.6                                     | 84.1                                    | 13.2  |
|       |  | Total           | \$8.4                                      | \$103.7                                    | \$2.1   | \$0.6                                | 30.0%  | 4.1   | \$0.6                                     | 188.1                                   | 12.3  |
| CO    | Denver Regional Transportation District                  | DO              | \$7.6                                      | \$118.8                                    | \$3.2   | \$0.6                                | 24.5%  | 2.4   | \$0.8                                     | 183.3                                   | 15.7  |
| CO    | Denver Regional Transportation District                  | PT              | \$4.1                                      | \$59.1                                     | \$3.2   | \$0.6                                | 11.6%  | 1.3   | \$0.4                                     | 97.0                                    | 14.6  |
|       |  | Total           | \$6.0                                      | \$90.7                                     | \$3.2   | \$0.6                                | 20.5%  | 1.9   | \$0.7                                     | 142.6                                   | 15.2  |



## 2005 National Transit Summaries and Trends

| State | Agency  | Type of Service | Operating Expense per Vehicle Revenue Mile | Operating Expense per Vehicle Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Vehicle Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Vehicle Revenue Hour | Vehicle Revenue Mile per Vehicle Revenue Hour |
|-------|---|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| DC    | Washington Metropolitan Area Transit Authority                    | DO              | \$10.9                                     | \$122.8                                    | \$2.7   | \$0.9                                | 24.2%  | 4.0   | \$0.7                                     | 132.4                                   | 11.2  |
| FL    | Miami-Dade Transit  | DO              | \$7.6                                      | \$95.4                                     | \$3.4   | \$0.8                                | 28.1%  | 2.2   | \$1.0                                     | 118.7                                   | 12.5  |
| IL    | Chicago Transit Authority   | DO              | \$10.8                                     | \$107.3                                    | \$2.4   | \$0.9                                | 34.2%  | 4.5   | \$0.8                                     | 115.9                                   | 9.9   |
| MA    | Massachusetts Bay Transportation Authority                        | DO              | \$9.7                                      | \$99.5                                     | \$2.0   | \$1.1                                | 21.5%  | 4.9   | \$0.4                                     | 93.0                                    | 10.2  |
| MA    | Massachusetts Bay Transportation Authority                        | PT              | \$2.8                                      | \$51.8                                     | \$3.4   | \$0.4                                | 44.6%  | 0.8   | \$1.5                                     | 132.0                                   | 18.3  |
|       |   | Total           | \$9.2                                      | \$97.6                                     | \$2.0   | \$1.0                                | 22.0%  | 4.6   | \$0.4                                     | 94.6                                    | 10.6  |
| MD    | Maryland Transit Administration                                   | DO              | \$10.1                                     | \$112.0                                    | \$2.7   | \$0.8                                | 29.1%  | 3.8   | \$0.8                                     | 141.4                                   | 11.1  |
| MD    | Maryland Transit Administration                                   | PT              | \$7.9                                      | \$199.4                                    | \$10.2  | \$0.3                                | 34.6%  | 0.8   | \$3.5                                     | 574.7                                   | 25.3  |
|       |   | Total           | \$9.7                                      | \$118.9                                    | \$2.9   | \$0.7                                | 29.8%  | 3.3   | \$0.9                                     | 175.4                                   | 12.2  |
| NJ    | New Jersey Transit Corporation                                    | DO              | \$8.6                                      | \$126.8                                    | \$4.0   | \$0.6                                | 41.3%  | 2.1   | \$1.7                                     | 206.1                                   | 14.7  |
| NJ    | New Jersey Transit Corporation                                    | PT              | \$5.6                                      | \$77.6                                     | \$4.0   | \$1.0                                | 23.0%  | 1.4   | \$0.9                                     | 78.7                                    | 13.8  |
|       |   | Total           | \$8.3                                      | \$120.8                                    | \$4.0   | \$0.6                                | 39.9%  | 2.1   | \$1.6                                     | 190.5                                   | 14.6  |
| NY    | MTA New York City Transit   | DO              | \$17.8                                     | \$139.7                                    | \$1.9   | \$0.9                                | 42.4%  | 9.4   | \$0.8                                     | 151.6                                   | 7.9   |
| PA    | Southeastern Pennsylvania Transportation Authority                | DO              | \$3.6                                      | \$69.2                                     | \$18.9  | \$3.5                                | 6.2%   | 0.2   | \$1.2                                     | 19.6                                    | 19.4  |
| PA    | Southeastern Pennsylvania Transportation Authority                | PT              | \$10.9                                     | \$112.9                                    | \$2.3   | \$0.8                                | 34.1%  | 4.7   | \$0.8                                     | 144.4                                   | 10.4  |
|       |   | Total           | \$17.8                                     | \$139.7                                    | \$1.9   | \$0.9                                | 42.4%  | 9.4   | \$0.8                                     | 151.6                                   | 7.9   |
| PA    | Port Authority of Allegheny County                                | DO              | \$8.5                                      | \$109.9                                    | \$4.0   | \$0.9                                | 23.5%  | 2.1   | \$0.9                                     | 119.9                                   | 13.0  |
| TX    | Metropolitan Transit Authority of Harris County, Texas            | DO              | \$6.8                                      | \$97.4                                     | \$3.4   | \$0.6                                | 17.2%  | 2.0   | \$0.6                                     | 165.9                                   | 14.4  |
| TX    | Metropolitan Transit Authority of Harris County, Texas            | PT              | \$4.7                                      | \$72.0                                     | \$2.5   | \$0.4                                | 21.9%  | 1.9   | \$0.5                                     | 169.7                                   | 15.3  |
|       |   | Total           | \$6.3                                      | \$92.5                                     | \$3.2   | \$0.6                                | 17.9%  | 2.0   | \$0.6                                     | 166.6                                   | 14.6  |
| TX    | Dallas Area Rapid Transit   | DO              | \$6.7                                      | \$95.2                                     | \$3.8   | \$0.8                                | 12.7%  | 1.8   | \$0.5                                     | 119.6                                   | 14.3  |
| WA    | King County Department of Transportation - Metro Transit Division | DO              | \$9.6                                      | \$120.3                                    | \$4.1   | \$0.7                                | 19.8%  | 2.3   | \$0.8                                     | 170.2                                   | 12.5  |
|       | Average of Agencies   |                 | \$10.1                                     | \$114.8                                    | \$2.5   | \$0.8                                | 31.7%  | 4.1   | \$0.8                                     | 148.2                                   | 11.4  |
|       | National Averages   |                 | \$7.8                                      | \$98.7                                     | \$2.8   | \$0.8                                | 27.8%  | 2.8   | \$0.8                                     | 130.8                                   | 12.7  |

## 2005 National Transit Summaries and Trends

### Key Bus Infrastructure Characteristics 2005

| State | Agency  | Lane Miles | Vehicles Operated in Maximum Service | Vehicles Available for Maximum Service | Fleet Age |
|-------|---|------------|--------------------------------------|--|-----------|
| CA    | Alameda-Contra Costa Transit District                             | 56.7       | 525                                  | 626                                    | 5.6       |
| CA    | Los Angeles County Metropolitan Transportation Authority          | 85.8       | 2,106                                | 2,502                                  | 7.2       |
| CO    | Denver Regional Transportation District                           | 52.5       | 928                                  | 1,254                                  | 6.7       |
| DC    | Washington Metropolitan Area Transit Authority                    | 94.8       | 1,236                                | 1,441                                  | 9.3       |
| FL    | Miami-Dade Transit  | 46.4       | 751                                  | 981                                    | 4.8       |
| IL    | Chicago Transit Authority   | 3.7        | 1,722                                | 2,041                                  | 9.7       |
| MA    | Massachusetts Bay Transportation Authority                        | 15.8       | 857                                  | 1,106                                  | 12.0      |
| MD    | Maryland Transit Administration                                   | 31.8       | 180                                  | 180                                    | 1.5       |
| NJ    | New Jersey Transit Corporation                                    | 29.6       | 1,731                                | 2,029                                  | 6.9       |
| NY    | MTA New York City Transit   | 49.3       | 3,858                                | 4,512                                  | 6.7       |
| PA    | Southeastern Pennsylvania Transportation Authority                | 2.4        | 1,180                                | 1,382                                  | 6.3       |
| PA    | Port Authority of Allegheny County                                | 56.5       | 997                                  | 1,012                                  | 6.3       |
| TX    | Metropolitan Transit Authority of Harris County, Texas            | 249.9      | 1,161                                | 1,400                                  | 5.8       |
| WA    | King County Department of Transportation - Metro Transit Division | 245.5      | 1,176                                | 1,177                                  | 5.6       |
| Total |   | 1,092.2    | 19,013                               | 22,385                                 | 6.6       |

### Uses of Bus Capital Funds 2005

| State | Agency   | Revenue Vehicles (000) | Guideway (000) | Systems (000) | Fare Collection Equipment (000) | Maintenance Facilities (000) | Administration Buildings (000) | Stations (000) | Other Vehicles (000) | Other Capital (000) | Total (000)   |
|-------|--|------------------------|----------------|---------------|---------------------------------|------------------------------|--------------------------------|----------------|----------------------|---------------------|---------------|
| CA    | Alameda-Contra Costa Transit District                    | \$139,384.8            | \$8,488.2      | \$11,676.2    | \$438.5                         | \$6,811.5                    | \$212.0                        | \$10,408.6     | \$782.3              | \$3,319.5           | \$181,521.8   |
| CA    | Los Angeles County Metropolitan Transportation Authority | \$149,282.6            | \$1,008,789.9  | \$113,111.4   | \$132,378.2                     | \$876,437.9                  | \$385,497.0                    | \$751.5        | \$0.0                | \$33,214.7          | \$2,699,463.0 |
| CO    | Denver Regional Transportation District                  | \$107,776.0            | \$0.0          | \$7,742.6     | \$3,798.9                       | \$14,280.1                   | \$0.0                          | \$24,624.8     | \$0.0                | \$2,366.8           | \$160,589.1   |
| DC    | Washington Metropolitan Area Transit Authority           | \$136,390.2            | \$0.0          | \$0.0         | \$3,442.4                       | \$88.5                       | \$0.0                          | \$0.0          | \$0.0                | \$20,581.6          | \$160,502.7   |
| FL    | Miami-Dade Transit                                       | \$81,075.8             | \$63,904.2     | \$9,711.8     | \$0.0                           | \$117,673.1                  | \$0.0                          | \$0.0          | \$14,065.0           | \$0.0               | \$286,430.0   |
| IL    | Chicago Transit Authority                                | \$101,561.3            | \$0.0          | \$17,792.6    | \$5,724.2                       | \$33,541.1                   | \$3,575.5                      | \$22.8         | \$3,745.1            | \$64,478.7          | \$230,441.1   |
| MA    | Massachusetts Bay Transportation Authority               | \$691,293.8            | \$14,186.0     | \$12,838.4    | \$0.0                           | \$240,531.6                  | \$0.0                          | \$0.0          | \$981.6              | \$1,118.0           | \$960,949.4   |
| MD    | Maryland Transit Administration                          | \$219,697.5            | \$314.3        | \$5,078.1     | \$57,268.7                      | \$7,013.8                    | \$2,202.1                      | \$839.2        | \$482.4              | \$2,294.2           | \$295,190.4   |

## 2005 National Transit Summaries and Trends

| State | Agency  | Revenue Vehicles (000) | Guideway (000)       | Systems (000)      | Fare Collection Equipment (000) | Maintenance Facilities (000) | Administration Buildings (000) | Stations (000)       | Other Vehicles (000) | Other Capital (000) | Total (000)           |
|-------|---|------------------------|----------------------|--------------------|---------------------------------|------------------------------|--------------------------------|----------------------|----------------------|---------------------|-----------------------|
| NJ    | New Jersey Transit Corporation                                    | \$57,631.3             | \$0.0                | \$0.0              | \$0.0                           | \$17,246.6                   | \$17,030.2                     | \$198,003.3          | \$0.0                | \$21,461.9          | \$311,373.4           |
| NY    | MTA New York City Transit   | \$220,620.6            | \$0.0                | \$0.0              | \$0.0                           | \$211,182.8                  | \$0.0                          | \$0.0                | \$0.0                | \$0.0               | \$431,803.4           |
| PA    | Southeastern Pennsylvania Transportation Authority                | \$282,422.5            | \$2,041.1            | \$7,566.5          | \$0.0                           | \$14,390.9                   | \$944.3                        | \$530.8              | \$0.0                | \$0.0               | \$307,896.1           |
| PA    | Port Authority of Allegheny County                                | \$71,234.5             | \$177,991.8          | \$16,119.4         | \$0.0                           | \$2,808.5                    | \$1,154.7                      | \$4,476.1            | \$6,584.3            | \$120,450.6         | \$400,820.0           |
| TX    | Metropolitan Transit Authority of Harris County, Texas            | \$55,583.6             | \$630,928.0          | \$96,805.1         | \$12,583.9                      | \$42,280.5                   | \$124,195.7                    | \$27,508.2           | \$4,233.0            | \$6,227.8           | \$1,000,345.7         |
| TX    | Dallas Area Rapid Transit   | \$44,264.3             | \$6,149.0            | \$8,311.6          | \$44,450.6                      | \$890.7                      | \$22,172.6                     | \$623.4              | \$5,093.2            | \$0.0               | \$131,955.5           |
| WA    | King County Department of Transportation - Metro Transit Division | -\$3,433.6             | \$0.0                | \$6,856.5          | \$7,153.3                       | \$44,776.4                   | \$0.0                          | \$73,832.3           | \$2,792.4            | \$28,378.4          | \$160,355.6           |
|       | <b>Total</b>  | <b>\$2,354,785.2</b>   | <b>\$1,912,792.4</b> | <b>\$313,610.2</b> | <b>\$267,238.7</b>              | <b>\$1,629,954.0</b>         | <b>\$556,984.1</b>             | <b>\$341,621.0</b>   | <b>\$38,759.3</b>    | <b>\$303,892.2</b>  | <b>\$7,719,637.0</b>  |
|       | <b>National Totals (Millions)</b>                                 | <b>\$5,860,343.8</b>   | <b>\$2,230,908.4</b> | <b>\$866,183.0</b> | <b>\$377,875.4</b>              | <b>\$2,739,534.0</b>         | <b>\$1,012,070.0</b>           | <b>\$1,454,062.1</b> | <b>\$111,075.2</b>   | <b>\$931,222.8</b>  | <b>\$15,583,274.6</b> |

## Key Heavy Rail Operating Characteristics 2005

| State | Agency  | Type of Service | Operating Expense (000) | Fare Revenues Earned (000) | Train Revenue Miles (000) | Passenger Car Revenue Miles (000) | Passenger Car Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|---|-----------------|-------------------------|----------------------------|---------------------------|-----------------------------------|-----------------------------------|--------------------------------|--|-----------------------|
| CA    | Los Angeles County Metropolitan Transportation Authority                        | DO              | \$76,372.9              | \$16,298.5                 | 1,310.5                   | 5,876.5                           | 258.7                             | 36,272.6                       | 111.2  | 173,934.8             |
| CA    | San Francisco Bay Area Rapid Transit District                                   | DO              | \$411,858.1             | \$233,110.1                | 8,450.7                   | 60,004.4                          | 1,774.7                           | 99,296.0                       | 329.2  | 1,255,541.0           |
| DC    | Washington Metropolitan Area Transit Authority                                  | DO              | \$572,873.4             | \$373,329.8                | 12,638.7                  | 62,152.9                          | 2,460.4                           | 259,430.1                      | 882.6  | 1,401,105.2           |
| FL    | Miami-Dade Transit  | DO              | \$71,834.4              | \$11,432.8                 | 1,690.0                   | 9,345.7                           | 395.1                             | 17,034.5                       | 58.6   | 134,854.5             |
| GA    | Metropolitan Atlanta Rapid Transit Authority                                    | DO              | \$132,993.2             | \$42,744.9                 | 4,660.7                   | 22,980.5                          | 874.8                             | 70,984.1                       | 229.7  | 481,149.5             |
| IL    | Chicago Transit Authority   | DO              | \$435,480.0             | \$168,117.5                | 12,310.1                  | 68,920.6                          | 3,697.6                           | 186,759.5                      | 608.2  | 1,136,464.6           |
| MA    | Massachusetts Bay Transportation Authority                                      | DO              | \$229,069.1             | \$106,478.5                | 4,509.1                   | 20,813.3                          | 1,426.8                           | 141,994.8                      | 460.5  | 503,458.2             |
| MD    | Maryland Transit Administration   | DO              | \$40,440.1              | \$12,496.2                 | 972.3                     | 4,715.7                           | 189.8                             | 12,863.4                       | 42.9   | 73,439.3              |
| NJ    | Port Authority Trans-Hudson Corporation   | DO              | \$188,453.2             | \$84,767.3                 | 1,813.0                   | 12,691.0                          | 683.4                             | 69,168.8                       | 232.2  | 301,282.5             |
| NJ    | Port Authority Transit Corporation  | DO              | \$35,695.0              | \$19,092.8                 | 1,034.1                   | 3,969.0                           | 136.9                             | 9,362.8                        | 32.8   | 80,676.9              |
| NY    | MTA New York City Transit   | DO              | \$2,717,451.1           | \$1,856,977.9              | 37,585.6                  | 335,689.5                         | 18,383.6                          | 1,804,034.3                    | 5,881.4  | 8,402,147.3           |
| NY    | Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway | DO              | \$27,335.7              | \$4,592.4                  | 549.0                     | 2,102.3                           | 100.0                             | 3,482.4                        | 12.7   | 21,280.9              |
| OH    | The Greater Cleveland Regional Transit Authority                                | DO              | \$23,186.8              | \$4,389.3                  | 1,409.9                   | 2,373.1                           | 108.5                             | 7,472.9                        | 25.0   | 49,849.2              |

## 2005 National Transit Summaries and Trends

| State        | Agency   | Type of Service | Operating Expense (000) | Fare Revenues Earned (000) | Train Revenue Miles (000) | Passenger Car Revenue Miles (000) | Passenger Car Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|--------------|--|-----------------|-------------------------|----------------------------|---------------------------|-----------------------------------|-----------------------------------|--------------------------------|--|-----------------------|
| PA           | Southeastern Pennsylvania Transportation Authority | DO              | \$138,855.4             | \$72,423.8                 | 3,129.1                   | 16,013.3                          | 818.1                             | 88,045.7                       | 291.4  | 391,912.2             |
| PR           | Puerto Rico Highway and Transportation Authority   | PT              | \$42,856.0              | \$599.1                    | 222.5                     | 889.9                             | 42.6                              | 2,182.7                        | 26.7   | 10,602.8              |
| <b>Total</b> |  |                 | <b>\$5,144,754.5</b>    | <b>\$3,006,850.8</b>       | <b>92,285.2</b>           | <b>628,537.8</b>                  | <b>31,351.1</b>                   | <b>2,808,384.6</b>             | <b>9,225.1</b>                                 | <b>14,417,698.8</b>   |

## Key Heavy Rail Performance Indicators 2005

| State          | Agency  | Type of Service | Operating Expense per Passenger Car Revenue Mile | Operating Expense per Passenger Car Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Passenger Car Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Passenger Car Revenue Hour | Passenger Car Revenue Mile per Passenger Car Revenue Hour |
|----------------|---|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| CA             | Los Angeles County Metropolitan Transportation Authority                        | DO              | \$13.0   | \$295.2  | \$2.1   | \$0.4                                | 21%  | 6.2   | \$0.4                                     | 672.3   | 22.7  |
| CA             | San Francisco Bay Area Rapid Transit District                                   | DO              | \$6.9  | \$232.1  | \$4.1   | \$0.3                                | 57%  | 1.7   | \$2.3                                     | 707.5   | 33.8  |
| DC             | Washington Metropolitan Area Transit Authority                                  | DO              | \$9.2  | \$232.8  | \$2.2   | \$0.4                                | 65%  | 4.2   | \$1.4                                     | 569.5   | 25.3  |
| FL             | Miami-Dade Transit  | DO              | \$7.7  | \$181.8  | \$4.2   | \$0.5                                | 16%  | 1.8   | \$0.7                                     | 341.3   | 23.7  |
| GA             | Metropolitan Atlanta Rapid Transit Authority                                    | DO              | \$5.8  | \$152.0  | \$1.9   | \$0.3                                | 32%  | 3.1   | \$0.6                                     | 550.0   | 26.3  |
| IL             | Chicago Transit Authority   | DO              | \$6.3  | \$117.8  | \$2.3   | \$0.4                                | 39%  | 2.7   | \$0.9                                     | 307.3   | 18.6  |
| MA             | Massachusetts Bay Transportation Authority                                      | DO              | \$11.0   | \$160.5  | \$1.6   | \$0.5                                | 46%  | 6.8   | \$0.7                                     | 352.8   | 14.6  |
| MD             | Maryland Transit Administration   | DO              | \$8.6  | \$213.0  | \$3.1   | \$0.6                                | 31%  | 2.7   | \$1.0                                     | 386.9   | 24.8  |
| NJ             | Port Authority Trans-Hudson Corporation   | DO              | \$14.8   | \$275.8  | \$2.7   | \$0.6                                | 45%  | 5.5   | \$1.2                                     | 440.8   | 18.6  |
| NJ             | Port Authority Transit Corporation  | DO              | \$9.0  | \$260.8  | \$3.8   | \$0.4                                | 53%  | 2.4   | \$2.0                                     | 589.5   | 29.0  |
| NY             | MTA New York City Transit   | DO              | \$8.1  | \$147.8  | \$1.5   | \$0.3                                | 68%  | 5.4   | \$1.0                                     | 457.0   | 18.3  |
| NY             | Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway | DO              | \$13.0   | \$273.3  | \$7.8   | \$1.3                                | 17%  | 1.7   | \$1.3                                     | 212.7   | 21.0  |
| OH             | The Greater Cleveland Regional Transit Authority                                | DO              | \$9.8  | \$213.7  | \$3.1   | \$0.5                                | 19%  | 3.1   | \$0.6                                     | 459.4   | 21.9  |
| PA             | Southeastern Pennsylvania Transportation Authority                              | DO              | \$8.7  | \$169.7  | \$1.6   | \$0.4                                | 52%  | 5.5   | \$0.8                                     | 479.1   | 19.6  |
| PR             | Puerto Rico Highway and Transportation Authority                                | PT              | \$48.2   | \$1,006.9  | \$19.6  | \$4.0                                | 1%   | 2.5   | \$0.3                                     | 249.1   | 20.9  |
| <b>Average</b> |   |                 | <b>\$8.2</b>                                     | <b>\$164.1</b>                                   | <b>\$1.8</b>                                  | <b>\$0.4</b>                         | <b>58%</b>   | <b>30.4</b>   | <b>\$1.1</b>                              | <b>459.9</b>                                  | <b>\$8.2</b>  |

## 2005 National Transit Summaries and Trends

### Key Heavy Rail Infrastructure Characteristics 2005

| State        | Agency  | Directional Route Miles | Miles of Track | Stations     | ADA Stations | Vehicles Operated in Maximum Service | Vehicles Available for Maximum Service | Average Fleet Age |
|--------------|---|-------------------------|----------------|--------------|--------------|--------------------------------------|--|-------------------|
| MA           | Massachusetts Bay Transportation Authority                                      | 76.3                    | 108            | 53           | 42           | 320                                  | 408                                    | 22.9              |
| NY           | MTA New York City Transit   | 493.8                   | 835            | 468          | 65           | 5,243                                | 6,202                                  | 22.1              |
| NJ           | Port Authority Transit Corporation  | 31.5                    | 38             | 13           | 5            | 84                                   | 121                                    | 32.4              |
| NJ           | Port Authority Trans-Hudson Corporation   | 28.6                    | 43             | 13           | 7            | 252                                  | 327                                    | 32.7              |
| NY           | Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway | 28.6                    | 33             | 23           | 5            | 44                                   | 64                                     | 34.0              |
| PA           | Southeastern Pennsylvania Transportation Authority                              | 74.9                    | 100            | 75           | 18           | 274                                  | 369                                    | 12.7              |
| DC           | Washington Metropolitan Area Transit Authority                                  | 211.8                   | 270            | 86           | 86           | 758                                  | 950                                    | 18.3              |
| MD           | Maryland Transit Administration   | 29.4                    | 34             | 14           | 14           | 54                                   | 100                                    | 20.4              |
| GA           | Metropolitan Atlanta Rapid Transit Authority                                    | 96.1                    | 104            | 38           | 38           | 182                                  | 336                                    | 15.9              |
| FL           | Miami-Dade Transit  | 45.0                    | 56             | 22           | 22           | 104                                  | 136                                    | 23.0              |
| PR           | Puerto Rico Highway and Transportation Authority                                | 20.6                    | 26             | 16           | 16           | 40                                   | 74                                     | 3.4               |
| OH           | The Greater Cleveland Regional Transit Authority                                | 38.1                    | 42             | 18           | 10           | 22                                   | 60                                     | 22.0              |
| IL           | Chicago Transit Authority   | 206.3                   | 288            | 144          | 72           | 1,002                                | 1,190                                  | 21.7              |
| CA           | San Francisco Bay Area Rapid Transit District                                   | 209.0                   | 268            | 43           | 43           | 522                                  | 669                                    | 7.7               |
| CA           | Los Angeles County Metropolitan Transportation Authority                        | 31.9                    | 34             | 16           | 16           | 70                                   | 104                                    | 9.0               |
| <b>Total</b> |   | <b>1,621.9</b>          | <b>3,381</b>   | <b>1,398</b> | <b>771</b>   | <b>11,527</b>                        | <b>14,484</b>                          | <b>20.6</b>       |

### Uses of Heavy Rail Capital Funds 2005

| State | Agency                                     | Revenue Vehicles (000) | Guideway (000) | Systems (000) | Fare Collection Equipment (000) | Maintenance Facilities (000) | Administration Buildings (000) | Stations (000) | Other Vehicles (000) | Other Capital (000) | Total Capital (000) |
|-------|--|------------------------|----------------|---------------|---------------------------------|------------------------------|--------------------------------|----------------|----------------------|---------------------|---------------------|
| MA    | Massachusetts Bay Transportation Authority | \$84,553.5             | \$515,114.3    | \$57,597.9    | \$240,163.1                     | \$173,568.6                  | \$0.0                          | \$517,388.6    | \$990.0              | \$5,491.9           | \$1,594,867.9       |
| NY    | MTA New York City Transit                  | \$543,702.0            | \$1,118,493.9  | \$648,125.8   | \$0.0                           | \$202,609.8                  | \$0.0                          | \$1,035,837.4  | \$20,207.8           | \$224,018.2         | \$3,792,994.8       |
| NJ    | Port Authority Transit Corporation         | \$148.6                | \$12,169.6     | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0          | \$0.0                | \$38.0              | \$12,356.3          |
| NJ    | Port Authority Trans-Hudson Corporation    | \$0.0                  | \$0.0          | \$0.0         | \$0.0                           | \$1,393,127.0                | \$50,334.5                     | \$0.0          | \$0.0                | \$0.0               | \$1,443,461.5       |

## 2005 National Transit Summaries and Trends

| State        | Agency  | Revenue<br>Vehicles<br>(000) | Guideway<br>(000)    | Systems<br>(000)   | Fare Collection<br>Equipment<br>(000) | Maintenance<br>Facilities<br>(000) | Administration<br>Buildings<br>(000) | Stations<br>(000)    | Other<br>Vehicles<br>(000) | Other Capital<br>(000) | Total<br>Capital<br>(000) |
|--------------|---|------------------------------|----------------------|--------------------|---------------------------------------|------------------------------------|--------------------------------------|----------------------|----------------------------|------------------------|---------------------------|
| NY           | Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway | \$0.0                        | \$0.8                | \$3,583.1          | \$0.0                                 | \$0.6                              | \$0.0                                | \$0.0                | \$0.0                      | \$0.0                  | \$3,584.5                 |
| PA           | Southeastern Pennsylvania Transportation Authority                              | \$99,060.3                   | \$444,395.0          | \$9,550.6          | \$345.3                               | \$45,986.6                         | \$2,274.0                            | \$138,296.8          | \$1,554.8                  | \$0.0                  | \$741,463.4               |
| DC           | Washington Metropolitan Area Transit Authority                                  | \$537,619.7                  | \$100,502.9          | \$75,352.1         | \$18,169.1                            | \$1,788.8                          | \$67,670.7                           | \$566,811.5          | \$5,643.7                  | \$102,187.7            | \$1,475,746.0             |
| MD           | Maryland Transit Administration   | \$153,233.9                  | \$89,063.9           | \$13,512.2         | \$3,075.5                             | \$44,674.8                         | \$909.0                              | \$75,095.9           | \$1,064.3                  | \$464.3                | \$381,093.7               |
| GA           | Metropolitan Atlanta Rapid Transit Authority                                    | \$144,365.8                  | \$54,231.7           | \$54,770.3         | \$31,445.8                            | \$91,509.4                         | \$9,651.1                            | \$92,487.8           | \$1,877.9                  | \$3,064.2              | \$483,404.0               |
| FL           | Miami-Dade Transit  | \$0.0                        | \$134,739.5          | \$705.6            | \$0.0                                 | \$26,305.0                         | \$0.0                                | \$16,929.2           | \$8,373.6                  | \$0.0                  | \$187,053.0               |
| OH           | The Greater Cleveland Regional Transit Authority                                | \$2,488.6                    | \$15,690.4           | \$1,066.6          | \$0.0                                 | \$4,597.5                          | \$753.4                              | \$12,558.4           | \$127.1                    | \$0.0                  | \$37,282.1                |
| IL           | Chicago Transit Authority   | \$68,956.2                   | \$434,744.2          | \$39,673.6         | \$3,549.4                             | \$33,223.2                         | \$3,575.5                            | \$209,634.6          | \$3,745.1                  | \$64,176.7             | \$861,278.4               |
| CA           | San Francisco Bay Area Rapid Transit District                                   | \$19,583.6                   | \$89,401.8           | \$13,006.7         | \$25,155.0                            | \$3,159.7                          | \$0.0                                | \$73,777.3           | \$1,360.5                  | \$3,578.4              | \$229,023.0               |
| CA           | Santa Clara Valley Transportation Authority                                     | \$0.0                        | \$789,232.5          | \$0.0              | \$0.0                                 | \$0.0                              | \$0.0                                | \$0.0                | \$0.0                      | \$0.0                  | \$789,232.5               |
| CA           | Los Angeles County Metropolitan Transportation Authority                        | \$0.0                        | \$149,196.3          | \$19,578.6         | \$3.6                                 | \$8,475.8                          | \$1,086.1                            | \$88,375.5           | -\$4.9                     | \$2,496.1              | \$269,207.0               |
| <b>Total</b> |   | <b>\$1,653,712.1</b>         | <b>\$3,946,976.7</b> | <b>\$936,523.1</b> | <b>\$321,906.9</b>                    | <b>\$2,029,026.8</b>               | <b>\$136,254.3</b>                   | <b>\$2,827,193.0</b> | <b>\$44,940.0</b>          | <b>\$405,515.4</b>     | <b>\$12,302,048.3</b>     |

## 2005 National Transit Summaries and Trends

### Key Commuter Rail Operating Characteristics 2005

| State | Agency   | Type of Service | Operating Expense (000) | Fare Revenues Earned (000) | Train Revenue Miles (000) | Passenger Car Revenue Miles (000) | Passenger Car Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|--|-----------------|-------------------------|----------------------------|---------------------------|-----------------------------------|-----------------------------------|--------------------------------|--|-----------------------|
| CA    | Altamont Commuter Express  | PT              | \$10,992.0              | \$2,992.8                  | 130.3                     | 783.3                             | 18.7                              | 640.6                          | 2.5  | 33,279.3              |
| CA    | North San Diego County Transit District                              | PT              | \$15,441.9              | \$5,774.1                  | 257.5                     | 1,229.6                           | 29.1                              | 1,432.5                        | 5.3  | 40,139.5              |
| CA    | Peninsula Corridor Joint Powers Board                                | PT              | \$67,276.9              | \$21,968.3                 | 1,297.5                   | 5,555.1                           | 175.2                             | 8,120.9                        | 27.5   | 202,708.4             |
| CA    | Southern California Regional Rail Authority                          | PT              | \$110,729.2             | \$47,807.9                 | 2,137.2                   | 9,004.6                           | 224.0                             | 10,693.3                       | 40.1   | 359,938.2             |
| CT    | Connecticut Department of Transportation                             | PT              | \$7,679.1               | \$1,234.1                  | 181.5                     | 550.4                             | 12.2                              | 407.4                          | 1.6  | 8,206.3               |
| FL    | South Florida Regional Transportation Authority                      | PT              | \$31,002.8              | \$6,089.4                  | 626.4                     | 2,197.8                           | 66.6                              | 2,800.4                        | 9.4  | 84,532.2              |
| IL    | Northeast Illinois Regional Commuter Railroad Corporation            | DO              | \$477,855.0             | \$198,493.9                | 6,326.6                   | 38,260.3                          | 1,237.5                           | 68,591.0                       | 252.3  | 1,548,276.6           |
| IN    | Northern Indiana Commuter Transportation District                    | DO              | \$31,343.1              | \$15,739.8                 | 703.8                     | 3,241.0                           | 92.5                              | 3,802.4                        | 12.9   | 106,356.4             |
| MA    | Massachusetts Bay Transportation Authority                           | DO              | \$219,670.1             | \$98,790.0                 | 3,859.1                   | 22,342.5                          | 709.8                             | 37,890.2                       | 135.9  | 755,587.5             |
| MD    | Maryland Transit Administration                                      | PT              | \$68,203.4              | \$28,949.5                 | 1,032.5                   | 4,935.3                           | 122.2                             | 6,884.1                        | 27.0   | 209,155.1             |
| ME    | Northern New England Passenger Rail Authority                        | PT              | \$8,301.0               | \$3,365.6                  | 332.9                     | 1,331.5                           | 29.2                              | 250.5                          | 0.7  | 20,344.2              |
| NJ    | New Jersey Transit Corporation                                       | PT              | \$16,289.3              | \$0.0                      | 118.5                     | 1,197.1                           | 23.2                              | 1,776.2                        | 7.0  | 65,226.5              |
| NJ    | New Jersey Transit Corporation                                       | DO              | \$644,501.9             | \$297,650.7                | 9,252.3                   | 56,124.8                          | 1,887.6                           | 70,837.6                       | 242.9  | 1,917,085.9           |
| NY    | MTA Long Island Rail Road  | DO              | \$944,483.7             | \$442,300.3                | 7,331.6                   | 58,730.1                          | 1,956.4                           | 95,519.0                       | 327.0  | 1,925,735.6           |
| NY    | Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad | DO              | \$711,795.9             | \$437,673.6                | 7,778.3                   | 51,826.8                          | 1,481.1                           | 74,267.2                       | 256.8  | 1,551,190.5           |
| PA    | Pennsylvania Department of Transportation                            | PT              | \$9,083.6               | \$2,733.9                  | 240.2                     | 764.0                             | 14.6                              | 249.9                          | 0.9  | 16,441.0              |
| PA    | Southeastern Pennsylvania Transportation Authority                   | DO              | \$193,977.7             | \$90,814.7                 | 4,967.0                   | 15,808.1                          | 585.3                             | 31,680.0                       | 110.0  | 456,445.5             |
| TX    | Dallas Area Rapid Transit  | PT              | \$18,990.1              | \$1,036.1                  | 183.3                     | 548.4                             | 25.7                              | 1,324.7                        | 4.7  | 15,343.7              |
| TX    | Fort Worth Transportation Authority                                  | PT              | \$8,220.2               | \$802.3                    | 177.4                     | 527.9                             | 22.6                              | 826.4                          | 2.9  | 13,007.9              |
| VA    | Virginia Railway Express   | PT              | \$40,071.5              | \$19,439.5                 | 334.8                     | 1,785.7                           | 53.0                              | 3,654.3                        | 14.7   | 109,255.8             |
| WA    | Central Puget Sound Regional Transit Authority                       | PT              | \$20,983.1              | \$3,052.9                  | 98.1                      | 533.0                             | 14.2                              | 1,268.0                        | 4.6  | 31,876.8              |
|       | <b>Total</b>   | <b>DO</b>       | <b>\$3,260,914.2</b>    | <b>\$1,582,208.3</b>       | <b>41,844.5</b>           | <b>247,989.4</b>                  | <b>8,101.2</b>                    | <b>394,109.4</b>               | <b>1,373.6</b>                                 | <b>8,272,324.5</b>    |
|       | <b>Total</b>   | <b>PT</b>       | <b>\$395,977.1</b>      | <b>\$144,501.1</b>         | <b>5,522.2</b>            | <b>29,288.0</b>                   | <b>679.5</b>                      | <b>28,807.0</b>                | <b>113.2</b>                                   | <b>1,197,808.8</b>    |
|       | <b>Total</b>   |                 | <b>\$3,656,891.4</b>    | <b>\$1,726,709.4</b>       | <b>47,366.8</b>           | <b>277,277.4</b>                  | <b>8,780.8</b>                    | <b>422,916.4</b>               | <b>1,486.8</b>                                 | <b>9,470,133.2</b>    |

## 2005 National Transit Summaries and Trends

### Key Commuter Rail Performance Indicators 2005

| State | Agency   | Type of Service | Operating Expense per Passenger Car Revenue Mile | Operating Expense per Passenger Car Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Passenger Car Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Passenger Car Revenue Hour | Passenger Car Revenue Mile per Passenger Car Revenue Hour |
|-------|--|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| CA    | Altamont Commuter Express  | PT              | \$14.0   | \$587.1  | \$17.2  | \$0.3                                | 27%  | 0.8   | \$4.7                                     | 1,777.6                                       | 41.8  |
| CA    | North San Diego County Transit District                              | PT              | \$12.6   | \$530.9  | \$10.8  | \$0.4                                | 37%  | 1.2   | \$4.0                                     | 1,380.1                                       | 42.3  |
| CA    | Peninsula Corridor Joint Powers Board                                | PT              | \$12.1   | \$384.0  | \$8.3   | \$0.3                                | 33%  | 1.5   | \$2.7                                     | 1,157.0                                       | 31.7  |
| CA    | Southern California Regional Rail Authority                          | PT              | \$12.3   | \$494.4  | \$10.4  | \$0.3                                | 43%  | 1.2   | \$4.5                                     | 1,607.0                                       | 40.2  |
| CT    | Connecticut Department of Transportation                             | PT              | \$14.0   | \$628.3  | \$18.8  | \$0.9                                | 16%  | 0.7   | \$3.0                                     | 671.4   | 45.0  |
| FL    | South Florida Regional Transportation Authority                      | PT              | \$14.1   | \$465.3  | \$11.1  | \$0.4                                | 20%  | 1.3   | \$2.2                                     | 1,268.7                                       | 33.0  |
| IL    | Northeast Illinois Regional Commuter Railroad Corporation            | DO              | \$12.5   | \$386.2  | \$7.0   | \$0.3                                | 42%  | 1.8   | \$2.9                                     | 1,251.2                                       | 30.9  |
| IN    | Northern Indiana Commuter Transportation District                    | DO              | \$9.7  | \$339.0  | \$8.2   | \$0.3                                | 50%  | 1.2   | \$4.1                                     | 1,150.3                                       | 35.1  |
| MA    | Massachusetts Bay Transportation Authority                           | DO              | \$9.8  | \$309.5  | \$5.8   | \$0.3                                | 45%  | 1.7   | \$2.6                                     | 1,064.5                                       | 31.5  |
| MD    | Maryland Transit Administration                                      | PT              | \$13.8   | \$558.2  | \$9.9   | \$0.3                                | 42%  | 1.4   | \$4.2                                     | 1,711.8                                       | 40.4  |
| ME    | Northern New England Passenger Rail Authority                        | PT              | \$6.2  | \$284.3  | \$33.1  | \$0.4                                | 41%  | 0.2   | \$13.4                                    | 696.7   | 45.6  |
| NJ    | New Jersey Transit Corporation                                       | PT              | \$13.6   | \$702.7  | \$9.2   | \$0.2                                | 0%   | 1.5   | \$0.0                                     | 2,813.9                                       | 51.6  |
| NJ    | New Jersey Transit Corporation                                       | DO              | \$11.5   | \$341.4  | \$9.1   | \$0.3                                | 46%  | 1.3   | \$4.2                                     | 1,015.6                                       | 29.7  |
| NY    | MTA Long Island Rail Road  | DO              | \$16.1   | \$482.8  | \$9.9   | \$0.5                                | 47%  | 1.6   | \$4.6                                     | 984.3   | 30.0  |
| NY    | Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad | DO              | \$13.7   | \$480.6  | \$9.6   | \$0.5                                | 61%  | 1.4   | \$5.9                                     | 1,047.3                                       | 35.0  |
| PA    | Pennsylvania Department of Transportation                            | PT              | \$11.9   | \$621.8  | \$36.3  | \$0.6                                | 30%  | 0.3   | \$10.9                                    | 1,125.5                                       | 52.3  |
| PA    | Southeastern Pennsylvania Transportation Authority                   | DO              | \$12.3   | \$331.4  | \$6.1   | \$0.4                                | 47%  | 2.0   | \$2.9                                     | 779.8   | 27.0  |
| TX    | Dallas Area Rapid Transit  | PT              | \$34.6   | \$739.0  | \$14.3  | \$1.2                                | 5%   | 2.4   | \$0.8                                     | 597.1   | 21.3  |
| TX    | Fort Worth Transportation Authority                                  | PT              | \$15.6   | \$363.3  | \$9.9   | \$0.6                                | 10%  | 1.6   | \$1.0                                     | 574.9   | 23.3  |
| VA    | Virginia Railway Express   | PT              | \$22.4   | \$756.7  | \$11.0  | \$0.4                                | 49%  | 2.0   | \$5.3                                     | 2,063.2                                       | 33.7  |
| WA    | Central Puget Sound Regional Transit Authority                       | PT              | \$39.4   | \$1,477.6  | \$16.5  | \$0.7                                | 15%  | 2.4   | \$2.4                                     | 2,244.7                                       | 37.5  |
|       | <b>Average</b>   |                 | <b>\$13.2</b>                                    | <b>\$416.5</b>                                   | <b>\$8.6</b>                                  | <b>\$0.4</b>                         | <b>47%</b>   | <b>8.9</b>  | <b>\$4.1</b>                              | <b>1,078.5</b>                                | <b>31.6</b>   |



## 2005 National Transit Summaries and Trends

### Key Commuter Rail Infrastructure Characteristics 2005

| State | Agency   | Directional Route Miles | Miles of Track | Stations     | ADA Stations | Vehicles Operated in Maximum Service | Vehicles Available for Maximum Service | Average Fleet Age |
|-------|--|-------------------------|----------------|--------------|--------------|--------------------------------------|--|-------------------|
| WA    | Central Puget Sound Regional Transit Authority                       | 146.9                   | 146            | 9            | 9            | 30                                   | 69                                     | 3.9               |
| MA    | Massachusetts Bay Transportation Authority                           | 702.1                   | 648            | 126          | 82           | 391                                  | 460                                    | 17.1              |
| CT    | Connecticut Department of Transportation                             | 101.2                   | 106            | 8            | 8            | 22                                   | 38                                     | 20.0              |
| NY    | Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad | 545.7                   | 805            | 109          | 32           | 981                                  | 1,078                                  | 17.5              |
| NJ    | New Jersey Transit Corporation                                       | 1,113.0                 | 884            | 162          | 63           | 863                                  | 1,092                                  | 17.9              |
| NY    | MTA Long Island Rail Road  | 638.2                   | 701            | 124          | 99           | 971                                  | 1,158                                  | 11.9              |
| PA    | Southeastern Pennsylvania Transportation Authority                   | 446.9                   | 610            | 156          | 54           | 297                                  | 357                                    | 29.9              |
| MD    | Maryland Transit Administration                                      | 400.4                   | 471            | 42           | 22           | 132                                  | 153                                    | 16.4              |
| PA    | Pennsylvania Department of Transportation                            | 144.4                   | 144            | 12           | 4            | 12                                   | 12                                     | 26.0              |
| VA    | Virginia Railway Express   | 161.5                   | 190            | 18           | 18           | 69                                   | 86                                     | 25.0              |
| FL    | South Florida Regional Transportation Authority                      | 142.2                   | 104            | 18           | 18           | 26                                   | 30                                     | 15.7              |
| IN    | Northern Indiana Commuter Transportation District                    | 179.8                   | 130            | 20           | 12           | 65                                   | 68                                     | 17.6              |
| IL    | Northeast Illinois Regional Commuter Railroad Corporation            | 940.4                   | 1,144          | 231          | 145          | 1,013                                | 1,172                                  | 23.3              |
| TX    | Fort Worth Transportation Authority                                  | 40.5                    | 23             | 5            | 5            | 15                                   | 17                                     | 19.1              |
| TX    | Dallas Area Rapid Transit  | 29.0                    | 21             | 4            | 4            | 21                                   | 36                                     | 15.7              |
| CA    | North San Diego County Transit District                              | 82.2                    | 96             | 8            | 8            | 28                                   | 35                                     | 8.4               |
| CA    | Peninsula Corridor Joint Powers Board                                | 153.7                   | 137            | 33           | 24           | 102                                  | 153                                    | 18.4              |
| CA    | Southern California Regional Rail Authority                          | 778.0                   | 640            | 54           | 54           | 171                                  | 188                                    | 9.8               |
| CA    | Altamont Commuter Express  | 172.0                   | 90             | 10           | 10           | 18                                   | 21                                     | 5.6               |
|       | <b>Total</b>   | <b>6,918.2</b>          | <b>32,938</b>  | <b>4,798</b> | <b>2,796</b> | <b>22,952</b>                        | <b>27,078</b>                          | <b>18.3</b>       |

## 2005 National Transit Summaries and Trends

### Uses of Commuter Rail Capital Funds 2005

| State | Agency   | Revenue Vehicles<br>(000) | Guideway<br>(000) | Systems<br>(000) | Fare Collection<br>Equipment<br>(000) | Maintenance<br>Facilities<br>(000) | Administration<br>Buildings<br>(000) | Stations<br>(000) | Other<br>Vehicles<br>(000) | Other<br>Capital<br>(000) | Total<br>Capital<br>(000) |
|-------|--|---------------------------|-------------------|------------------|---------------------------------------|------------------------------------|--------------------------------------|-------------------|----------------------------|---------------------------|---------------------------|
| WA    | Central Puget Sound<br>Regional Transit Authority                          | \$0.0                     | \$350,840.0       | \$0.0            | \$114.0                               | \$0.0                              | \$0.0                                | \$70,042.5        | \$0.0                      | \$3,367.1                 | \$424,363.6               |
| MA    | Massachusetts Bay<br>Transportation Authority                              | \$94,000.6                | \$718,414.7       | \$0.0            | \$0.0                                 | \$90,932.3                         | \$0.0                                | \$43,177.0        | \$0.0                      | \$0.0                     | \$946,524.7               |
| NY    | Metro-North Commuter<br>Railroad Company, dba:<br>MTA Metro-North Railroad | \$1,048,005.7             | \$210,714.6       | \$74,346.7       | \$1,274.3                             | \$113,289.9                        | \$4,453.8                            | \$300,691.7       | \$10,533.5                 | \$57,932.0                | \$1,821,242.2             |
| NJ    | New Jersey Transit<br>Corporation  | \$184,161.1               | \$585,667.2       | \$27,354.8       | \$0.0                                 | \$279,353.0                        | \$6,524.4                            | \$312,555.3       | \$0.0                      | \$17,525.2                | \$1,413,140.9             |
| NY    | MTA Long Island Rail Road  | \$2,332,638.7             | \$491,022.5       | \$0.0            | \$0.0                                 | \$213,069.9                        | \$0.0                                | \$375,079.5       | \$0.0                      | \$142,334.2               | \$3,554,144.8             |
| PA    | Capital Area Transit   | \$0.0                     | \$18,245.5        | \$0.0            | \$0.0                                 | \$0.0                              | \$0.0                                | \$0.0             | \$0.0                      | \$0.0                     | \$18,245.5                |
| PA    | Southeastern Pennsylvania<br>Transportation Authority                      | \$61,921.3                | \$179,025.7       | \$15,517.6       | \$0.0                                 | \$5,578.1                          | \$1,175.7                            | \$120,146.8       | \$0.7                      | \$0.0                     | \$383,365.8               |
| MD    | Maryland Transit<br>Administration   | \$18,172.1                | \$38,785.0        | \$2,215.4        | \$3,605.0                             | \$2,977.4                          | \$0.0                                | \$43,925.3        | \$10.9                     | \$673.7                   | \$110,364.8               |
| PA    | Pennsylvania Department of<br>Transportation                               | \$0.0                     | \$68,350.7        | \$0.0            | \$0.0                                 | \$0.0                              | \$0.0                                | \$0.0             | \$0.0                      | \$1,355.2                 | \$69,705.9                |
| VA    | Virginia Railway Express   | \$28,663.7                | \$7,056.2         | \$2,145.3        | \$1,865.2                             | \$0.0                              | \$48.4                               | \$25,063.7        | \$113.3                    | \$0.0                     | \$64,955.7                |
| FL    | South Florida Regional<br>Transportation Authority                         | \$9,407.0                 | \$306,222.2       | \$1,582.2        | \$286.5                               | \$0.0                              | \$90.2                               | \$3,809.2         | \$359.9                    | \$340,053.2               | \$661,810.5               |
| NC    | Research Triangle Regional<br>Public Transportation<br>Authority           | \$0.0                     | \$0.0             | \$0.0            | \$0.0                                 | \$0.0                              | \$0.0                                | \$0.0             | \$0.0                      | \$139,027.5               | \$139,027.5               |
| OH    | Metro Regional Transit<br>Authority  | \$0.0                     | \$1,748.6         | \$0.0            | \$0.0                                 | \$0.0                              | \$0.0                                | \$0.0             | \$0.0                      | \$0.0                     | \$1,748.6                 |
| IN    | Northern Indiana Commuter<br>Transportation District                       | \$11,808.1                | \$65,678.3        | \$0.0            | \$0.0                                 | \$3,051.3                          | \$2,975.5                            | \$3,034.3         | \$1,254.0                  | \$1,168.3                 | \$88,969.9                |
| IL    | Northeast Illinois Regional<br>Commuter Railroad<br>Corporation            | \$334,315.8               | \$432,953.0       | \$63,720.6       | \$0.0                                 | \$8,958.0                          | \$0.0                                | \$177,072.4       | \$4,439.8                  | \$8,260.7                 | \$1,029,720.3             |
| TX    | Fort Worth Transportation<br>Authority                                     | \$0.0                     | \$17,978.5        | -\$23.5          | \$0.0                                 | \$0.0                              | \$0.0                                | \$3,195.2         | \$99.5                     | \$183.7                   | \$21,433.4                |
| TX    | Capital Metropolitan<br>Transportation Authority                           | \$0.0                     | \$0.0             | \$0.0            | \$0.0                                 | \$0.0                              | \$0.0                                | \$3,770.3         | \$0.0                      | \$11,310.9                | \$15,081.2                |
| TX    | Dallas Area Rapid Transit  | \$4,076.9                 | \$35,664.7        | \$0.0            | \$0.0                                 | \$0.0                              | \$0.0                                | \$329.9           | \$1.9                      | \$0.0                     | \$40,073.5                |
| NM    | Santa Fe Trails - City of<br>Santa Fe                                      | \$0.0                     | \$53,788.6        | \$0.0            | \$0.0                                 | \$0.0                              | \$0.0                                | \$0.0             | \$0.0                      | \$0.0                     | \$53,788.6                |
| UT    | Utah Transit Authority   | \$75,028.0                | \$271,917.9       | \$0.0            | \$0.0                                 | \$2,532.0                          | \$0.0                                | \$7,741.3         | \$0.0                      | \$6.8                     | \$357,226.0               |

## 2005 National Transit Summaries and Trends

| State | Agency                                      | Revenue Vehicles (000) | Guideway (000)       | Systems (000)      | Fare Collection Equipment (000) | Maintenance Facilities (000) | Administration Buildings (000) | Stations (000)       | Other Vehicles (000) | Other Capital (000) | Total Capital (000)   |
|-------|---|------------------------|----------------------|--------------------|---------------------------------|------------------------------|--------------------------------|----------------------|----------------------|---------------------|-----------------------|
| CA    | North San Diego County Transit District     | \$3,334.5              | \$17,939.7           | \$0.0              | \$0.0                           | \$0.0                        | \$0.0                          | \$281.1              | \$391.5              | \$20.9              | \$21,967.8            |
| CA    | Peninsula Corridor Joint Powers Board       | \$4,135.2              | \$161,132.9          | \$13,215.7         | \$691.4                         | \$33,965.3                   | \$0.0                          | \$37,403.5           | \$0.0                | \$11,027.9          | \$261,572.0           |
| CA    | Southern California Regional Rail Authority | \$20,164.9             | \$64,105.5           | \$7,396.7          | \$5,960.4                       | \$1,094.1                    | \$0.0                          | \$2,890.1            | \$2,116.3            | \$2,405.4           | \$106,133.4           |
| CA    | Altamont Commuter Express                   | \$615.6                | \$9,029.1            | \$287.8            | \$0.0                           | \$0.0                        | \$0.0                          | \$366.7              | \$0.0                | \$0.0               | \$10,299.2            |
|       | <b>Total</b>                                | <b>\$4,230,449.2</b>   | <b>\$4,106,281.4</b> | <b>\$207,759.2</b> | <b>\$13,796.7</b>               | <b>\$754,801.5</b>           | <b>\$15,268.0</b>              | <b>\$1,530,575.7</b> | <b>\$19,321.3</b>    | <b>\$736,652.8</b>  | <b>\$11,614,906.0</b> |

## Key Light Rail Operating Characteristics 2005

| State | Agency   | Type of Service | Operating Expense (000) | Fare Revenues Earned (000) | Train Revenue Miles (000) | Passenger Car Revenue Miles (000) | Passenger Car Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|--|-----------------|-------------------------|----------------------------|---------------------------|-----------------------------------|-----------------------------------|--------------------------------|--|-----------------------|
| AR    | Central Arkansas Transit Authority                       | DO              | \$547.1                 | \$61.8                     | 37.0                      | 37.0                              | 8.1                               | 154.7                          | 0.4  | 249.1                 |
| CA    | Los Angeles County Metropolitan Transportation Authority | DO              | \$126,122.8             | \$19,912.8                 | 3,859.3                   | 8,114.2                           | 350.3                             | 37,970.3                       | 116.5  | 268,981.3             |
| CA    | Sacramento Regional Transit District                     | DO              | \$40,840.9              | \$8,656.1                  | 1,439.3                   | 3,429.3                           | 197.3                             | 12,008.6                       | 40.1   | 60,682.4              |
| CA    | San Diego Trolley, Inc.                                  | DO              | \$47,960.1              | \$25,855.2                 | 2,651.9                   | 7,060.5                           | 368.2                             | 29,334.4                       | 86.2   | 187,988.0             |
| CA    | San Francisco Municipal Railway                          | DO              | \$108,118.2             | \$23,180.8                 | 5,525.0                   | 5,525.0                           | 575.2                             | 46,803.2                       | 146.9  | 121,027.9             |
| CA    | Santa Clara Valley Transportation Authority              | DO              | \$47,899.0              | \$5,863.1                  | 1,646.2                   | 2,459.6                           | 147.8                             | 6,780.4                        | 21.4   | 32,289.8              |
| CO    | Denver Regional Transportation District                  | DO              | \$26,834.6              | \$8,187.4                  | 1,568.2                   | 3,725.2                           | 214.4                             | 10,449.6                       | 34.6   | 47,134.5              |
| FL    | Hillsborough Area Regional Transit Authority             | DO              | \$1,773.9               | \$451.9                    | 83.7                      | 83.7                              | 17.6                              | 565.0                          | 1.0  | 919.5                 |
| MA    | Massachusetts Bay Transportation Authority               | DO              | \$113,530.4             | \$53,622.5                 | 3,316.4                   | 4,544.1                           | 468.0                             | 73,792.6                       | 226.3  | 180,581.3             |
| MD    | Maryland Transit Administration                          | DO              | \$36,314.1              | \$4,743.5                  | 804.4                     | 1,494.2                           | 89.8                              | 5,195.7                        | 16.6   | 28,740.5              |
| MN    | Metro Transit  | DO              | \$16,664.3              | \$7,060.7                  | 1,051.4                   | 1,547.0                           | 100.9                             | 7,901.7                        | 23.9   | 53,728.6              |
| MO    | Bi-State Development Agency                              | DO              | \$42,173.7              | \$10,955.1                 | 2,383.9                   | 4,440.2                           | 172.3                             | 15,648.2                       | 46.5   | 117,724.6             |
| NC    | Charlotte Area Transit System                            | DO              | \$1,243.0               | \$195.0                    | 30.9                      | 30.9                              | 7.5                               | 330.0                          | 0.6  | 604.1                 |
| NJ    | New Jersey Transit Corporation                           | PT              | \$14,329.7              | \$3,437.2                  | 574.5                     | 574.5                             | 50.2                              | 5,294.5                        | 18.1   | 13,706.7              |
| NJ    | New Jersey Transit Corporation                           | DO              | \$53,044.0              | \$8,323.5                  | 2,085.2                   | 2,085.2                           | 142.4                             | 8,407.1                        | 27.1   | 49,074.1              |
|       | <b>Total</b>   |                 | <b>\$67,373.7</b>       | <b>\$11,760.7</b>          | <b>2,659.7</b>            | <b>2,659.7</b>                    | <b>192.6</b>                      | <b>13,701.6</b>                | <b>45.3</b>                                    | <b>62,780.8</b>       |

## 2005 National Transit Summaries and Trends

| State | Agency  | Type of Service | Operating Expense (000) | Fare Revenues Earned (000) | Train Revenue Miles (000) | Passenger Car Revenue Miles (000) | Passenger Car Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|---|-----------------|-------------------------|----------------------------|---------------------------|-----------------------------------|-----------------------------------|--------------------------------|--|-----------------------|
| NY    | Niagara Frontier Transportation Authority                         | DO              | \$19,485.8              | \$4,188.9                  | 378.6                     | 744.1                             | 68.1                              | 5,373.3                        | 19.0   | 13,151.0              |
| OH    | The Greater Cleveland Regional Transit Authority                  | DO              | \$12,566.7              | \$1,814.8                  | 1,005.7                   | 1,005.7                           | 63.6                              | 3,089.7                        | 10.0   | 18,302.6              |
| OR    | Tri-County Metropolitan Transportation District of Oregon         | DO              | \$67,590.4              | \$23,249.4                 | 3,984.2                   | 6,671.7                           | 415.7                             | 34,755.1                       | 108.5  | 178,499.1             |
| PA    | Port Authority of Allegheny County                                | DO              | \$39,492.0              | \$6,108.0                  | 1,488.1                   | 1,862.4                           | 137.8                             | 7,047.1                        | 24.0   | 29,585.5              |
| PA    | Southeastern Pennsylvania Transportation Authority                | DO              | \$47,721.2              | \$14,943.6                 | 3,320.5                   | 3,320.5                           | 351.4                             | 25,206.4                       | 80.8   | 63,781.2              |
| TN    | Memphis Area Transit Authority                                    | DO              | \$3,909.1               | \$553.1                    | 369.0                     | 369.0                             | 55.0                              | 1,015.4                        | 2.8  | 892.0                 |
| TX    | Dallas Area Rapid Transit   | DO              | \$69,275.6              | \$8,433.9                  | 2,813.5                   | 5,174.7                           | 242.3                             | 17,487.1                       | 59.3   | 128,323.3             |
| TX    | Island Transit  | DO              | \$634.4                 | \$20.9                     | 0.0                       | 32.4                              | 5.8                               | 47.7                           | 0.1  | 58.4                  |
| TX    | Metropolitan Transit Authority of Harris County, Texas            | DO              | \$14,101.7              | \$1,962.2                  | 805.6                     | 805.6                             | 58.5                              | 10,233.6                       | 34.1   | 25,566.0              |
| UT    | Utah Transit Authority  | DO              | \$20,703.1              | \$6,669.3                  | 1,052.0                   | 2,744.9                           | 232.5                             | 14,323.8                       | 48.9   | 76,561.5              |
| WA    | Central Puget Sound Regional Transit Authority                    | DO              | \$2,808.1               | \$0.0                      | 96.2                      | 96.2                              | 9.6                               | 884.9                          | 2.9  | 982.2                 |
| WA    | King County Department of Transportation - Metro Transit Division | DO              | \$2,071.1               | \$211.6                    | 38.8                      | 38.8                              | 10.1                              | 374.3                          | 1.0  | 380.3                 |
| WI    | Kenosha Transit   | DO              | \$320.1                 | \$11.5                     | 23.1                      | 23.1                              | 3.2                               | 60.4                           | 0.2  | 68.2                  |
|       | <b>Total DO</b>   |                 | <b>\$925,030.9</b>      | <b>\$240,350.2</b>         | <b>40,347.4</b>           | <b>65,954.5</b>                   | <b>4,421.1</b>                    | <b>372,128.1</b>               | <b>1,170.7</b>                                 | <b>1,650,509.8</b>    |
|       | <b>Total PT</b>   |                 | <b>\$53,044.0</b>       | <b>\$8,323.5</b>           | <b>2,085.2</b>            | <b>2,085.2</b>                    | <b>142.4</b>                      | <b>8,407.1</b>                 | <b>27.1</b>                                    | <b>49,074.1</b>       |
|       | <b>Total</b>  |                 | <b>\$978,074.9</b>      | <b>\$248,673.7</b>         | <b>42,432.6</b>           | <b>68,039.8</b>                   | <b>4,563.5</b>                    | <b>380,535.2</b>               | <b>1,197.8</b>                                 | <b>1,699,583.8</b>    |

### Key Light Rail Performance Indicators 2005

| State | Agency   | Type of Service | Operating Expense per Passenger Car Revenue Mile | Operating Expense per Passenger Car Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Passenger Car Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Passenger Car Revenue Hour | Passenger Car Revenue Mile per Passenger Car Revenue Hour |
|-------|--|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| AR    | Central Arkansas Transit Authority                       | DO              | \$14.8   | \$67.8   | \$3.5   | \$2.2                                | 11%  | 4.2   | \$0.4                                     | 30.9  | 4.6   |
| CA    | Los Angeles County Metropolitan Transportation Authority | DO              | \$15.5   | \$360.0  | \$3.3   | \$0.5                                | 16%  | 4.7   | \$0.5                                     | 767.9   | 23.2  |
| CA    | Sacramento Regional Transit District                     | DO              | \$11.9   | \$207.0  | \$3.4   | \$0.7                                | 21%  | 3.5   | \$0.7                                     | 307.6   | 17.4  |
| CA    | San Diego Trolley, Inc.                                  | DO              | \$6.8  | \$130.3  | \$1.6   | \$0.3                                | 54%  | 4.2   | \$0.9                                     | 510.6   | 19.2  |
| CA    | San Francisco Municipal Railway                          | DO              | \$19.6   | \$188.0  | \$2.3   | \$0.9                                | 21%  | 8.5   | \$0.5                                     | 210.4   | 9.6   |

## 2005 National Transit Summaries and Trends

| State   | Agency  | Type of Service | Operating Expense per Passenger Car Revenue Mile | Operating Expense per Passenger Car Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Passenger Car Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Passenger Car Revenue Hour | Passenger Car Revenue Mile per Passenger Car Revenue Hour |
|---------|---|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| CA      | Santa Clara Valley Transportation Authority                       | DO              | \$19.5   | \$324.0  | \$7.1   | \$1.5                                | 12%  | 2.8   | \$0.9                                     | 218.4   | 16.6  |
| CO      | Denver Regional Transportation District                           | DO              | \$7.2  | \$125.2  | \$2.6   | \$0.6                                | 31%  | 2.8   | \$0.8                                     | 219.9   | 17.4  |
| FL      | Hillsborough Area Regional Transit Authority                      | DO              | \$21.2   | \$100.9  | \$3.1   | \$1.9                                | 25%  | 6.7   | \$0.8                                     | 52.3  | 4.8   |
| MA      | Massachusetts Bay Transportation Authority                        | DO              | \$25.0   | \$242.6  | \$1.5   | \$0.6                                | 47%  | 16.2  | \$0.7                                     | 385.8   | 9.7   |
| MD      | Maryland Transit Administration                                   | DO              | \$24.3   | \$404.3  | \$7.0   | \$1.3                                | 13%  | 3.5   | \$0.9                                     | 320.0   | 16.6  |
| MN      | Metro Transit   | DO              | \$10.8   | \$165.2  | \$2.1   | \$0.3                                | 42%  | 5.1   | \$0.9                                     | 532.7   | 15.3  |
| MO      | Bi-State Development Agency                                       | DO              | \$9.5  | \$244.7  | \$2.7   | \$0.4                                | 26%  | 3.5   | \$0.7                                     | 683.1   | 25.8  |
| NC      | Charlotte Area Transit System                                     | DO              | \$40.2   | \$165.4  | \$3.8   | \$2.1                                | 16%  | 10.7  | \$0.6                                     | 80.4  | 4.1   |
| NJ      | New Jersey Transit Corporation                                    | PT              | \$24.9   | \$285.6  | \$2.7   | \$1.0                                | 24%  | 9.2   | \$0.6                                     | 273.1   | 11.4  |
| NJ      | New Jersey Transit Corporation                                    | DO              | \$25.4   | \$372.4  | \$6.3   | \$1.1                                | 16%  | 4.0   | \$1.0                                     | 344.5   | 14.6  |
| NY      | Niagara Frontier Transportation Authority                         | DO              | \$26.2   | \$286.1  | \$3.6   | \$1.5                                | 21%  | 7.2   | \$0.8                                     | 193.1   | 10.9  |
| OH      | The Greater Cleveland Regional Transit Authority                  | DO              | \$12.5   | \$197.7  | \$4.1   | \$0.7                                | 14%  | 3.1   | \$0.6                                     | 287.9   | 15.8  |
| OR      | Tri-County Metropolitan Transportation District of Oregon         | DO              | \$10.1   | \$162.6  | \$1.9   | \$0.4                                | 34%  | 5.2   | \$0.7                                     | 429.4   | 16.0  |
| PA      | Port Authority of Allegheny County                                | DO              | \$21.2   | \$286.6  | \$5.6   | \$1.3                                | 15%  | 3.8   | \$0.9                                     | 214.7   | 13.5  |
| PA      | Southeastern Pennsylvania Transportation Authority                | DO              | \$14.4   | \$135.8  | \$1.9   | \$0.7                                | 31%  | 7.6   | \$0.6                                     | 181.5   | 9.4   |
| TN      | Memphis Area Transit Authority                                    | DO              | \$10.6   | \$71.1   | \$3.8   | \$4.4                                | 14%  | 2.8   | \$0.5                                     | 16.2  | 6.7   |
| TX      | Dallas Area Rapid Transit   | DO              | \$13.4   | \$285.9  | \$4.0   | \$0.5                                | 12%  | 3.4   | \$0.5                                     | 529.5   | 21.4  |
| TX      | Island Transit  | DO              | \$19.6   | \$108.9  | \$13.3  | \$10.9                               | 3%   | 1.5   | \$0.4                                     | 10.0  | 5.6   |
| TX      | Metropolitan Transit Authority of Harris County, Texas            | DO              | \$17.5   | \$241.2  | \$1.4   | \$0.6                                | 14%  | 12.7  | \$0.2                                     | 437.4   | 13.8  |
| UT      | Utah Transit Authority  | DO              | \$7.5  | \$89.0   | \$1.4   | \$0.3                                | 32%  | 5.2   | \$0.5                                     | 329.3   | 11.8  |
| WA      | Central Puget Sound Regional Transit Authority                    | DO              | \$29.2   | \$292.2  | \$3.2   | \$2.9                                | 0%   | 9.2   | \$0.0                                     | 102.2   | 10.0  |
| WA      | King County Department of Transportation - Metro Transit Division | DO              | \$53.4   | \$205.3  | \$5.5   | \$5.4                                | 10%  | 9.7   | \$0.6                                     | 37.7  | 3.8   |
| WI      | Kenosha Transit   | DO              | \$13.9   | \$100.9  | \$5.3   | \$4.7                                | 4%   | 2.6   | \$0.2                                     | 21.5  | 7.3   |
| Average |   |                 | \$14.4   | \$214.3  | \$2.6   | \$0.6                                | 25%  | 9.0   | \$0.7                                     | 372.4   | 14.9  |

## Key Light Rail Infrastructure Characteristics 2005

| State | Agency  | Directional Route Miles | Miles of Track | Stations     | ADA Stations | Vehicles Operated in Maximum Service | Vehicles Available for Maximum Service | Average Fleet Age |
|-------|---|-------------------------|----------------|--------------|--------------|--------------------------------------|--|-------------------|
| OR    | Tri-County Metropolitan Transportation District of Oregon | 94.1                    | 94             | 63           | 63           | 87                                   | 115                                    | 10.5              |
| WA    | Central Puget Sound Regional Transit Authority            | 3.6                     | 2              | 6            | 6            | 2                                    | 3                                      | 3.0               |
| MA    | Massachusetts Bay Transportation Authority                | 51.0                    | 78             | 70           | 25           | 144                                  | 186                                    | 20.4              |
| NY    | Niagara Frontier Transportation Authority                 | 12.4                    | 14             | 15           | 7            | 23                                   | 27                                     | 20.9              |
| NJ    | New Jersey Transit Corporation                            | 106.8                   | 87             | 40           | 40           | 35                                   | 47                                     | 4.0               |
| PA    | Southeastern Pennsylvania Transportation Authority        | 66.2                    | 219            | 46           | 1            | 117                                  | 141                                    | 24.6              |
| PA    | Port Authority of Allegheny County                        | 47.4                    | 49             | 25           | 25           | 55                                   | 68                                     | 12.7              |
| MD    | Maryland Transit Administration                           | 57.6                    | 56             | 33           | 33           | 36                                   | 53                                     | 11.3              |
| TN    | Memphis Area Transit Authority                            | 10.0                    | 11             | 7            | 7            | 15                                   | 18                                     | 72.6              |
| NC    | Charlotte Area Transit System                             | 3.9                     | 2              | 10           | 10           | 2                                    | 4                                      | 20.3              |
| FL    | Hillsborough Area Regional Transit Authority              | 4.8                     | 3              | 8            | 8            | 8                                    | 10                                     | 6.8               |
| WI    | Kenosha Transit   | 1.9                     | 2              | 2            | 1            | 1                                    | 5                                      | 54.0              |
| OH    | The Greater Cleveland Regional Transit Authority          | 30.4                    | 33             | 34           | 8            | 17                                   | 48                                     | 24.0              |
| MN    | Metro Transit   | 24.4                    | 24             | 17           | 17           | 23                                   | 23                                     | 1.0               |
| TX    | Metropolitan Transit Authority of Harris County, Texas    | 14.8                    | 20             | 16           | 16           | 17                                   | 18                                     | 1.0               |
| TX    | Island Transit  | 11.8                    | 6              | 3            | 3            | 4                                    | 4                                      | 17.0              |
| AR    | Central Arkansas Transit Authority                        | 2.4                     | 3              | 0            | 0            | 2                                    | 3                                      | 4.0               |
| TX    | Dallas Area Rapid Transit                                 | 87.7                    | 98             | 34           | 34           | 82                                   | 95                                     | 7.6               |
| MO    | Bi-State Development Agency                               | 75.8                    | 81             | 28           | 28           | 34                                   | 71                                     | 7.5               |
| UT    | Utah Transit Authority                                    | 37.3                    | 38             | 24           | 24           | 42                                   | 51                                     | 7.9               |
| CO    | Denver Regional Transportation District                   | 31.6                    | 32             | 23           | 23           | 46                                   | 60                                     | 5.7               |
| CA    | Santa Clara Valley Transportation Authority               | 70.8                    | 72             | 57           | 57           | 34                                   | 100                                    | 4.7               |
| CA    | San Francisco Municipal Railway                           | 72.9                    | 73             | 9            | 9            | 127                                  | 181                                    | 19.5              |
| CA    | Sacramento Regional Transit District                      | 58.4                    | 63             | 41           | 40           | 56                                   | 76                                     | 9.1               |
| CA    | San Diego Trolley, Inc.                                   | 96.6                    | 97             | 49           | 48           | 83                                   | 95                                     | 15.2              |
| CA    | Los Angeles County Metropolitan Transportation Authority  | 109.7                   | 116            | 49           | 49           | 96                                   | 121                                    | 12.1              |
|       | <b>Total</b>  | <b>1,184.4</b>          | <b>3,079</b>   | <b>1,866</b> | <b>1,502</b> | <b>2,778</b>                         | <b>3,806</b>                           | <b>14.3</b>       |

## 2005 National Transit Summaries and Trends

### Uses of Light Rail Capital Funds 2005

| State | Agency  | Revenue Vehicles<br>(000) | Guideway<br>(000) | Systems<br>(000) | Fare Collection<br>Equipment<br>(000) | Maintenance<br>Facilities<br>(000) | Administration<br>Buildings<br>(000) | Stations<br>(000) | Other<br>Vehicles<br>(000) | Other<br>Capital<br>(000) | Total<br>Capital<br>(000) |
|-------|---|---------------------------|-------------------|------------------|---------------------------------------|------------------------------------|--------------------------------------|-------------------|----------------------------|---------------------------|---------------------------|
| WA    | King County Department of Transportation - Metro Transit Division | \$0.0                     | \$0.0             | \$0.0            | \$0.0                                 | \$708.9                            | \$0.0                                | \$0.0             | \$0.0                      | \$0.0                     | \$708.9                   |
| WA    | Spokane Transit Authority   | \$0.0                     | \$2,909.3         | \$0.0            | \$0.0                                 | \$0.0                              | \$0.0                                | \$0.0             | \$0.0                      | \$1,939.5                 | \$4,848.8                 |
| OR    | Tri-County Metropolitan Transportation District of Oregon         | \$74,520.5                | \$125,956.7       | \$41,608.1       | \$79.6                                | \$4,193.8                          | \$874.7                              | \$2,162.9         | \$0.0                      | \$1,425.9                 | \$250,822.2               |
| WA    | Central Puget Sound Regional Transit Authority                    | \$152,674.7               | \$1,977,370.9     | \$85,138.6       | \$0.0                                 | \$179,549.9                        | \$0.0                                | \$221,745.1       | \$0.0                      | \$256.0                   | \$2,616,735.3             |
| MA    | Massachusetts Bay Transportation Authority                        | \$93,476.3                | \$245,879.0       | \$28,799.0       | \$8,533.0                             | \$75,502.0                         | \$0.0                                | \$113,041.5       | \$990.0                    | \$2,089.5                 | \$568,310.2               |
| NY    | Niagara Frontier Transportation Authority                         | \$2,288.3                 | \$14,379.6        | \$1,738.2        | \$10.3                                | \$2,029.1                          | \$1,815.8                            | \$6,218.0         | \$866.5                    | \$996.9                   | \$30,342.8                |
| NJ    | New Jersey Transit Corporation                                    | \$0.0                     | \$811,667.5       | \$0.0            | \$13,148.1                            | \$473,331.1                        | \$250.9                              | \$131,480.9       | \$0.0                      | \$79.7                    | \$1,429,958.2             |
| PA    | Southeastern Pennsylvania Transportation Authority                | \$61,811.8                | \$26,984.8        | \$0.0            | \$0.0                                 | \$1,633.3                          | \$375.9                              | \$31,748.6        | \$0.0                      | \$0.0                     | \$122,554.4               |
| PA    | Port Authority of Allegheny County                                | \$346,592.4               | \$270,612.2       | \$62,269.7       | \$0.0                                 | \$2,261.7                          | \$41,385.8                           | \$3,294.8         | \$409.3                    | \$14,408.8                | \$741,234.7               |
| MD    | Maryland Transit Administration                                   | \$9,814.5                 | \$280,723.7       | \$5,036.9        | \$2,927.5                             | \$6,471.7                          | \$0.0                                | \$3,544.4         | \$384.4                    | \$3,366.9                 | \$312,270.0               |
| TN    | Memphis Area Transit Authority                                    | \$1,503.0                 | \$50,023.6        | \$0.0            | \$0.0                                 | \$0.0                              | \$0.0                                | \$596.2           | \$0.0                      | \$536.3                   | \$52,659.1                |
| NC    | Charlotte Area Transit System                                     | \$70,188.1                | \$392,818.8       | \$2.4            | \$0.0                                 | \$6,681.6                          | \$0.3                                | \$1.0             | \$0.0                      | \$0.0                     | \$469,692.2               |
| FL    | Hillsborough Area Regional Transit Authority                      | \$6,869.8                 | \$0.0             | \$0.0            | \$168.3                               | \$143.0                            | \$0.0                                | \$0.0             | \$0.0                      | \$87.0                    | \$7,268.2                 |
| OH    | The Greater Cleveland Regional Transit Authority                  | \$15,534.9                | \$701.7           | \$0.0            | \$0.0                                 | \$805.9                            | \$0.0                                | \$3,831.1         | \$0.0                      | \$0.0                     | \$20,873.6                |
| MN    | Metro Transit   | -\$14,563.1               | \$2,834.5         | \$10,846.6       | \$0.0                                 | \$588.9                            | \$0.0                                | \$1,048.8         | \$45.4                     | \$11,229.1                | \$12,030.1                |
| TX    | Metropolitan Transit Authority of Harris County, Texas            | \$12,695.4                | \$85,650.3        | \$4,882.3        | \$6,501.5                             | \$7,935.5                          | \$0.0                                | \$86,265.1        | \$0.0                      | \$22,691.2                | \$226,621.3               |
| TX    | Island Transit  | \$2,012.7                 | \$129.8           | \$4.5            | \$12.0                                | \$0.0                              | \$0.0                                | \$0.0             | \$116.2                    | \$0.0                     | \$2,275.3                 |
| AR    | Central Arkansas Transit Authority                                | \$0.0                     | \$2,329.5         | \$0.0            | \$0.0                                 | \$0.0                              | \$0.0                                | \$0.0             | \$0.0                      | \$127.6                   | \$2,457.1                 |
| TX    | Dallas Area Rapid Transit   | \$138,661.5               | \$475,359.2       | \$6,088.8        | \$0.0                                 | \$143,875.0                        | \$0.0                                | \$31,039.4        | \$138,661.5                | \$148.6                   | \$933,833.8               |

## 2005 National Transit Summaries and Trends

| State | Agency  | Revenue Vehicles (000) | Guideway (000)        | Systems (000)      | Fare Collection Equipment (000) | Maintenance Facilities (000) | Administration Buildings (000) | Stations (000)       | Other Vehicles (000) | Other Capital (000) | Total Capital (000)   |
|-------|---|------------------------|-----------------------|--------------------|---------------------------------|------------------------------|--------------------------------|----------------------|----------------------|---------------------|-----------------------|
| MO    | Bi-State Development Agency                                 | \$134,127.4            | \$996,160.2           | \$10,401.5         | \$1,053.4                       | \$0.0                        | \$0.0                          | \$75,774.2           | \$359.6              | \$7,389.5           | \$1,225,265.7         |
| UT    | Utah Transit Authority                                      | \$22,405.3             | \$10,226.4            | \$493.3            | \$0.0                           | \$126.3                      | \$0.0                          | \$5,103.9            | \$749.0              | \$558.5             | \$39,662.7            |
| CO    | Denver Regional Transportation District                     | \$220,100.5            | \$409,761.1           | \$12,975.5         | \$0.0                           | \$2,693.1                    | \$0.0                          | \$259,669.1          | \$4,891.2            | \$567.1             | \$910,657.6           |
| CA    | Santa Clara Valley Transportation Authority                 | \$124,003.4            | \$411,924.1           | \$13,821.3         | \$0.0                           | \$84.3                       | \$0.0                          | \$1,552.8            | \$0.0                | \$14,933.8          | \$566,319.6           |
| CA    | San Francisco Municipal Railway                             | \$38,535.2             | \$511,111.6           | \$3,992.4          | \$0.0                           | \$173.6                      | \$694.3                        | \$140,861.6          | \$0.0                | \$1,996.2           | \$697,364.9           |
| CA    | Sacramento Regional Transit District                        | \$46,568.2             | \$191,140.7           | \$12,754.6         | \$1,445.1                       | \$1,338.6                    | \$62.5                         | \$47,691.0           | \$1,061.9            | \$3,098.9           | \$305,161.4           |
| CA    | North San Diego County Transit District                     | \$39,081.4             | \$242,210.3           | \$0.0              | \$20.5                          | \$0.0                        | \$0.0                          | \$0.0                | \$0.0                | \$8,738.4           | \$290,050.6           |
| AZ    | City of Phoenix Public Transit Department                   | \$0.0                  | \$341,302.7           | \$0.0              | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0                | \$0.0                | \$0.0               | \$341,302.7           |
| AZ    | Regional Public Transportation Authority, dba: Valley Metro | \$74,421.9             | \$762,253.7           | \$10,549.5         | \$0.0                           | \$342,715.8                  | \$0.0                          | \$95,809.9           | \$0.0                | \$80,546.0          | \$1,366,296.7         |
| CA    | Los Angeles County Metropolitan Transportation Authority    | \$226,879.5            | \$1,633,152.4         | \$29,072.8         | \$82,259.4                      | \$153,310.8                  | \$479.3                        | \$5,025.2            | \$52.4               | \$2,807.3           | \$2,133,039.1         |
| AZ    | City of Tempe Transportation Planning and Transit Division  | \$0.0                  | \$0.0                 | \$0.0              | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0                | \$0.0                | \$183,206.6         | \$183,206.6           |
|       | <b>Total</b>  | <b>\$1,900,204.0</b>   | <b>\$10,275,574.2</b> | <b>\$340,475.8</b> | <b>\$116,158.7</b>              | <b>\$1,406,153.9</b>         | <b>\$45,939.5</b>              | <b>\$1,267,505.4</b> | <b>\$148,587.2</b>   | <b>\$363,225.1</b>  | <b>\$15,863,823.8</b> |

## Key Demand Response Operating Characteristics 2005

| State | Agency   | Type of Service | Operating Expense (000) | Fare Revenues Earned (000) | Vehicle Revenue Miles (000) | Vehicle Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|--|-----------------|-------------------------|----------------------------|-----------------------------|-----------------------------|--------------------------------|--|-----------------------|
| CA    | Access Services Incorporated                   | PT              | \$63,900.5              | \$3,749.6                  | 23,420.8                    | 1,212.2                     | 2,354.9                        | 7.6  | 28,599.8              |
| CA    | Santa Clara Valley Transportation Authority    | PT              | \$31,471.3              | \$3,570.7                  | 9,232.4                     | 606.8                       | 1,197.6                        | 4.2  | 11,835.3              |
| CA    | Orange County Transportation Authority         | PT              | \$30,131.6              | \$2,514.1                  | 5,701.8                     | 396.1                       | 912.7                          | 3.1  | 7,313.9               |
| DC    | Washington Metropolitan Area Transit Authority | PT              | \$42,262.1              | \$2,825.9                  | 12,179.8                    | 765.7                       | 1,253.9                        | 4.2  | 13,686.3              |
| FL    | Miami-Dade Transit                             | PT              | \$37,084.6              | \$3,669.9                  | 12,042.5                    | 796.8                       | 1,454.4                        | 4.8  | 18,107.0              |
| IL    | Chicago Transit Authority                      | PT              | \$55,061.4              | \$2,855.6                  | 14,517.2                    | 1,152.8                     | 2,250.4                        | 7.6  | 17,667.3              |



## 2005 National Transit Summaries and Trends

| State | Agency  | Type of Service           | Operating Expense (000) | Fare Revenues Earned (000) | Vehicle Revenue Miles (000) | Vehicle Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|---|---------------------------|-------------------------|----------------------------|-----------------------------|-----------------------------|--------------------------------|--|-----------------------|
| IL    | Pace - Suburban Bus Division                                      | DO                        | \$268.9                 | \$8,312.0                  | 94.7                        | 6.3                         | 32.8                           | 0.1  | 231.6                 |
| IL    | Pace - Suburban Bus Division                                      | PT                        | \$29,894.1              | \$2,762.4                  | 8,685.5                     | 588.8                       | 1,547.8                        | 6.0  | 11,640.8              |
|       |   | Total                     | \$30,163.0              | \$11,074.4                 | 8,780.2                     | 595.1                       | 1,580.5                        | 6.1  | 11,872.4              |
| MA    | Massachusetts Bay Transportation Authority                        | PT                        | \$39,451.3              | \$1,766.6                  | 11,064.8                    | 878.4                       | 1,335.7                        | 4.6  | 16,825.7              |
| MN    | Metro Mobility  | PT                        | \$30,592.0              | \$3,644.8                  | 8,922.9                     | 567.3                       | 1,104.9                        | 3.9  | 11,527.1              |
| NJ    | New Jersey Transit Corporation                                    | PT                        | \$38,468.3              | \$1,473.2                  | 9,125.4                     | 592.5                       | 1,034.0                        | 3.6  | 8,470.1               |
| NY    | MTA New York City Transit   | PT                        | \$185,194.1             | \$6,998.0                  | 19,917.1                    | 1,652.7                     | 1,800.3                        | 5.9  | 21,902.8              |
| PA    | Port Authority of Allegheny County                                | PT                        | \$30,470.6              | \$7,143.1                  | 11,481.7                    | 747.2                       | 1,773.0                        | 6.0  | 12,137.6              |
| PA    | Southeastern Pennsylvania Transportation Authority                | PT                        | \$43,322.7              | \$5,229.0                  | 8,864.8                     | 911.2                       | 1,653.7                        | 5.9  | 10,550.0              |
| TX    | Metropolitan Transit Authority of Harris County, Texas            | PT                        | \$28,804.7              | \$1,257.6                  | 13,526.5                    | 738.2                       | 1,504.6                        | 5.1  | 16,602.3              |
| WA    | King County Department of Transportation - Metro Transit Division | PT                        | \$47,914.0              | \$675.5                    | 9,750.7                     | 691.1                       | 1,831.4                        | 6.2  | 13,103.0              |
|       |   | Total D)                  | \$268.9                 | \$8,312.0                  | 94.7                        | 6.3                         | 32.8                           | 0.1  | 231.6                 |
|       |   | Total PT                  | \$734,023.2             | \$50,136.0                 | 178,433.8                   | 12,297.8                    | 23,009.3                       | 78.7   | 219,969.0             |
|       |   | Total (Thousands)         | \$734,292.2             | \$58,447.9                 | 178,528.6                   | 12,304.1                    | 23,042.0                       | 78.9   | 220,200.6             |
|       |   | National Total (Millions) | \$2,071.2               | \$201.1                    | 589.2                       | 40.1                        | 86.6                           | 0.3  | 738.1                 |
|       |   | % National Total          | 35.5%                   | 29.1%                      | 30.3%                       | 30.7%                       | 26.6%                          | 25.8%  | 29.8%                 |

## Key Demand Response Performance Indicators 2005

| State | Agency   | Type of Service | Operating Expense per Vehicle Revenue Mile | Operating Expense per Vehicle Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Vehicle Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Vehicle Revenue Hour | Vehicle Revenue Mile per Vehicle Revenue Hour |
|-------|--|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| CA    | Access Services Incorporated                   | PT              | \$2.7                                      | \$52.7                                     | \$27.1  | \$2.2                                | 5.9%   | 0.1   | 1.9                                       | 23.6                                    | 19.3  |
| CA    | Santa Clara Valley Transportation Authority    | PT              | \$3.4                                      | \$51.9                                     | \$26.3  | \$2.7                                | 11.3%  | 0.1   | 2.0                                       | 19.5                                    | 15.2  |
| CA    | Orange County Transportation Authority         | PT              | \$5.3                                      | \$76.1                                     | \$33.0  | \$4.1                                | 8.3%   | 0.2   | 2.3                                       | 18.5                                    | 14.4  |
| DC    | Washington Metropolitan Area Transit Authority | PT              | \$3.5                                      | \$55.2                                     | \$33.7  | \$3.1                                | 6.7%   | 0.1   | 1.6                                       | 17.9                                    | 15.9  |

## 2005 National Transit Summaries and Trends

| State               | Agency  | Type of Service | Operating Expense per Vehicle Revenue Mile | Operating Expense per Vehicle Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Vehicle Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Vehicle Revenue Hour | Vehicle Revenue Mile per Vehicle Revenue Hour |
|---------------------|---|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| FL                  | Miami-Dade Transit  | PT              | \$3.1                                      | \$46.5                                     | \$25.5  | \$2.0                                | 9.9%   | 0.1   | 1.8                                       | 22.7                                    | 15.1  |
| IL                  | Chicago Transit Authority   | PT              | \$3.8                                      | \$47.8                                     | \$24.5  | \$3.1                                | 5.2%   | 0.2   | 2.0                                       | 15.3                                    | 12.6  |
| IL                  | Pace - Suburban Bus Division                                      | PT              | \$3.4                                      | \$50.7                                     | \$19.1  | \$2.5                                | 36.7%  | 0.2   | 2.7                                       | 20.0                                    | 14.8  |
| MA                  | Massachusetts Bay Transportation Authority                        | PT              | \$3.6                                      | \$44.9                                     | \$29.5  | \$2.3                                | 4.5%   | 0.1   | 1.5                                       | 19.2                                    | 12.6  |
| MN                  | Metro Mobility  | PT              | \$3.4                                      | \$53.9                                     | \$27.7  | \$2.7                                | 11.9%  | 0.1   | 1.9                                       | 20.3                                    | 15.7  |
| NJ                  | New Jersey Transit Corporation                                    | PT              | \$4.2                                      | \$64.9                                     | \$37.2  | \$4.5                                | 3.8%   | 0.1   | 1.7                                       | 14.3                                    | 15.4  |
| NY                  | MTA New York City Transit   | PT              | \$9.3                                      | \$112.1                                    | \$102.9                                       | \$8.5                                | 3.8%   | 0.1   | 1.1                                       | 13.3                                    | 12.1  |
| PA                  | Port Authority of Allegheny County                                | PT              | \$2.7                                      | \$40.8                                     | \$17.2  | \$2.5                                | 23.4%  | 0.2   | 2.4                                       | 16.2                                    | 15.4  |
| PA                  | Southeastern Pennsylvania Transportation Authority                | PT              | \$4.9                                      | \$47.5                                     | \$26.2  | \$4.1                                | 12.1%  | 0.2   | 1.8                                       | 11.6                                    | 9.7   |
| TX                  | Metropolitan Transit Authority of Harris County, Texas            | PT              | \$2.1                                      | \$39.0                                     | \$19.1  | \$1.7                                | 4.4%   | 0.1   | 2.0                                       | 22.5                                    | 18.3  |
| WA                  | King County Department of Transportation - Metro Transit Division | PT              | \$4.9                                      | \$69.3                                     | \$26.2  | \$3.7                                | 1.4%   | 0.2   | 2.6                                       | 19.0                                    | 14.1  |
| Average of Agencies |   |                 | \$4.1                                      | \$59.7                                     | \$31.9  | \$3.3                                | 8.0%   | 0.1   | 1.9                                       | 17.9                                    | 14.5  |
| National Averages   |   |                 | \$3.5                                      | \$51.7                                     | \$23.9  | \$2.8                                | 0.1%   | 0.1   | 2.2                                       | 18.4                                    | 14.7  |

## Key Demand Response Infrastructure Characteristics 2005

| State | Agency  | Revenue Vehicles (000) | Guideway (000) | Systems (000) | Fare Collection Equipment (000) | Maintenance Facilities (000) | Administration Buildings (000) | Stations (000) | Other Vehicles (000) | Other Capital (000) | Total (000) |
|-------|---|------------------------|----------------|---------------|---------------------------------|------------------------------|--------------------------------|----------------|----------------------|---------------------|-------------|
| CA    | Access Services Incorporated                                      | \$23,810.0             | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0          | \$0.0                | \$4,460.1           | \$28,270.1  |
| CA    | Orange County Transportation Authority                            | \$37,006.1             | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0          | \$0.0                | \$0.0               | \$37,006.1  |
| IL    | Pace - Suburban Bus Division                                      | \$8,883.2              | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0          | \$0.0                | \$0.0               | \$8,883.2   |
| MN    | Metro Mobility  | \$5,063.9              | \$0.0          | \$605.9       | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0          | \$0.0                | \$19.8              | \$5,689.5   |
| PA    | Southeastern Pennsylvania Transportation Authority                | \$22,529.1             | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0          | \$0.0                | \$0.0               | \$22,529.1  |
| NJ    | New Jersey Transit Corporation                                    | \$0.0                  | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$1,003.8                      | \$0.0          | \$0.0                | \$319.0             | \$1,322.7   |
| MA    | Massachusetts Bay Transportation Authority                        | \$0.0                  | \$0.0          | \$4,755.2     | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0          | \$0.0                | \$0.0               | \$4,755.2   |
| WA    | King County Department of Transportation - Metro Transit Division | \$1,707.1              | \$0.0          | \$1,085.9     | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0          | \$0.0                | \$387.7             | \$3,180.6   |

## 2005 National Transit Summaries and Trends

|  |                                   |                   |              |                  |              |               |                  |              |              |                  |                    |
|--|-----------------------------------|-------------------|--------------|------------------|--------------|---------------|------------------|--------------|--------------|------------------|--------------------|
|  | <b>Total (Thousands)</b>          | <b>\$98,999.4</b> | <b>\$0.0</b> | <b>\$6,447.0</b> | <b>\$0.0</b> | <b>\$0.0</b>  | <b>\$1,003.8</b> | <b>\$0.0</b> | <b>\$0.0</b> | <b>\$5,186.4</b> | <b>\$111,636.6</b> |
|  | <b>National Totals (Millions)</b> | <b>\$99.9</b>     | <b>\$0.0</b> | <b>\$10.9</b>    | <b>\$1.9</b> | <b>\$43.1</b> | <b>\$11.2</b>    | <b>\$8.4</b> | <b>\$2.0</b> | <b>\$9.4</b>     | <b>\$186.8</b>     |

## Uses of Demand Response Capital Funds 2005

| State | Agency  | Operating Expenses (000) | Vehicles Operated in Maximum Service | Vehicles Available for Maximum Service | Fleet Age  |
|-------|---|--------------------------|--------------------------------------|--|------------|
| CA    | Access Services Incorporated                                      | \$63,900.5               | 501                                  | 578                                    | 3          |
| CA    | Santa Clara Valley Transportation Authority                       | \$31,471.3               | 280                                  | 297                                    | 0          |
| CA    | Orange County Transportation Authority                            | \$30,131.6               | 192                                  | 226                                    | 4.8        |
| DC    | Washington Metropolitan Area Transit Authority                    | \$42,262.1               | 252                                  | 254                                    | 2.2        |
| FL    | Miami-Dade Transit  | \$37,084.6               | 276                                  | 310                                    | 1.5        |
| IL    | Chicago Transit Authority   | \$55,061.4               | 1,286                                | 1,496                                  | 1.7        |
| IL    | Pace - Suburban Bus Division                                      | \$30,163.0               | 388                                  | 460                                    | 3.6        |
| MA    | Massachusetts Bay Transportation Authority                        | \$39,451.3               | 407                                  | 479                                    | 1.8        |
| MN    | Metro Mobility  | \$30,592.0               | 257                                  | 265                                    | 1.9        |
| NJ    | New Jersey Transit Corporation                                    | \$38,468.3               | 292                                  | 318                                    | 3.8        |
| NY    | MTA New York City Transit   | \$185,194.1              | 1,096                                | 1,206                                  | 2.2        |
| PA    | Port Authority of Allegheny County                                | \$30,470.6               | 420                                  | 456                                    | 4.6        |
| PA    | Southeastern Pennsylvania Transportation Authority                | \$43,322.7               | 338                                  | 422                                    | 3          |
| TX    | Metropolitan Transit Authority of Harris County, Texas            | \$28,804.7               | 450                                  | 1,190                                  | 1.4        |
| WA    | King County Department of Transportation - Metro Transit Division | \$47,914.0               | 471                                  | 475                                    | 4.8        |
|       | <b>Total (Thousands)</b>  | <b>\$704,129.2</b>       | <b>6,906</b>                         | <b>8,432</b>                           | <b>2.4</b> |
|       | <b>National Total (Millions)</b>                                  | <b>\$2,071.2</b>         | <b>23,007</b>                        | <b>28,320</b>                          | <b>3.6</b> |
|       | <b>Percent of National Total</b>                                  | <b>34.0%</b>             | <b>30.0%</b>                         | <b>29.8%</b>                           |            |

## Key Trolleybus Operating Characteristics 2005

| State | Agency  | Type of Service | Operating Expense (000) | Fare Revenues Earned (000) | Vehicle Revenue Miles (000) | Vehicle Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|---|-----------------|-------------------------|----------------------------|-----------------------------|-----------------------------|--------------------------------|--|-----------------------|
| CA    | San Francisco Municipal Railway                                   | DO              | \$120,512.75            | \$37,116.91                | 7,015                       | 1,027                       | 74,941                         | 235  | 109,854               |
| MA    | Massachusetts Bay Transportation Authority                        | DO              | \$12,757.65             | \$1,707.83                 | 701                         | 72                          | 4,175                          | 15   | 8,936                 |
| OH    | Greater Dayton Regional Transit Authority                         | DO              | \$11,595.72             | \$1,462.08                 | 1,557                       | 143                         | 4,786                          | 16   | 11,082                |
| WA    | King County Department of Transportation - Metro Transit Division | DO              | \$50,869.42             | \$17,008.00                | 3,123                       | 440                         | 23,040                         | 79   | 43,110                |
|       | <b>Total</b>  |                 | <b>\$195,735.54</b>     | <b>\$57,294.82</b>         | <b>12,397</b>               | <b>1,682</b>                | <b>106,942</b>                 | <b>344</b>                                     | <b>172,982</b>        |

## 2005 National Transit Summaries and Trends

### Key Trolleybus Performance Indicators 2005

| State | Agency  | Type of Service | Operating Expense per Vehicle Revenue Mile | Operating Expense per Vehicle Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Vehicle Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Vehicle Revenue Hour | Vehicle Revenue Mile per Vehicle Revenue Hour |
|-------|---|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| CA    | San Francisco Municipal Railway                                   | DO              | \$17.2                                     | \$117.3                                    | \$1.6   | \$1.1                                | 31%  | 10.7  | \$0.5                                     | 106.9                                   | 6.8   |
| MA    | Massachusetts Bay Transportation Authority                        | DO              | \$18.2                                     | \$177.7                                    | \$3.1   | \$1.4                                | 13%  | 6.0   | \$0.4                                     | 124.5                                   | 9.8   |
| OH    | Greater Dayton Regional Transit Authority                         | DO              | \$7.4                                      | \$80.9                                     | \$2.4   | \$1.0                                | 13%  | 3.1   | \$0.3                                     | 77.3                                    | 10.9  |
| WA    | King County Department of Transportation - Metro Transit Division | DO              | \$16.3                                     | \$115.6                                    | \$2.2   | \$1.2                                | 33%  | 7.4   | \$0.7                                     | 98.0                                    | 7.1   |
|       | <b>Average</b>  |                 | <b>\$15.8</b>                              | <b>\$116.3</b>                             | <b>\$1.8</b>                                  | <b>\$1.1</b>                         | <b>29%</b>   | <b>8.6</b>  | <b>\$0.5</b>                              | <b>102.8</b>                            | <b>7.4</b>                                    |

### Key Trolleybus Infrastructure Characteristics 2005

| State | Agency  | Lane Miles | Vehicles Operated in Maximum Service | Vehicles Available for Maximum Service | Fleet Age  |
|-------|---|------------|--------------------------------------|--|------------|
| CA    | San Francisco Municipal Railway                                   | 0.0        | 259                                  | 362                                    | 8.1        |
| MA    | Massachusetts Bay Transportation Authority                        | 0.6        | 23                                   | 40                                     | 29.0       |
| OH    | Greater Dayton Regional Transit Authority                         | 0.0        | 41                                   | 54                                     | 7.0        |
| WA    | King County Department of Transportation - Metro Transit Division | 3.4        | 159                                  | 159                                    | 8.2        |
|       | <b>Total</b>  | <b>4.0</b> | <b>482</b>                           | <b>615</b>                             | <b>9.4</b> |

### Uses of Trolleybus Capital Funds 2005

| State | Agency  | Revenue Vehicles (000) | Guideway (000)     | Systems (000)    | Fare Collection Equipment (000) | Maintenance Facilities (000) | Administration Buildings (000) | Stations (000)     | Other Vehicles (000) | Other Capital (000) | Total Capital (000) |
|-------|---|------------------------|--------------------|------------------|---------------------------------|------------------------------|--------------------------------|--------------------|----------------------|---------------------|---------------------|
| WA    | King County Department of Transportation - Metro Transit Division | \$7,533.2              | \$0.0              | \$1,770.3        | \$1,465.1                       | \$17,919.2                   | \$0.0                          | \$1,390.5          | \$571.9              | \$4,970.8           | \$35,621.1          |
| MA    | Massachusetts Bay Transportation Authority                        | \$206,027.5            | \$113,570.9        | \$0.0            | \$0.0                           | \$4,545.1                    | \$0.0                          | \$160,740.1        | \$0.0                | \$0.0               | \$484,883.6         |
| OH    | Greater Dayton Regional Transit Authority                         | \$1,687.8              | \$1,473.1          | \$199.5          | \$16.4                          | \$433.0                      | \$8.5                          | \$144.9            | \$61.5               | \$93.4              | \$4,118.2           |
| CA    | San Francisco Municipal Railway                                   | \$30,116.4             | \$77,938.2         | \$3,558.4        | \$0.0                           | \$1,215.1                    | \$260.4                        | \$3,211.3          | \$0.0                | \$694.3             | \$116,994.1         |
|       | <b>Total</b>  | <b>\$245,365.0</b>     | <b>\$192,982.2</b> | <b>\$5,528.2</b> | <b>\$1,481.5</b>                | <b>\$24,112.4</b>            | <b>\$268.9</b>                 | <b>\$165,486.8</b> | <b>\$633.4</b>       | <b>\$5,758.5</b>    | <b>\$641,617.0</b>  |

## 2005 National Transit Summaries and Trends

### Key Ferryboat Operating Characteristics 2005

| State | Agency  | Type of Service | Operating Expense (000) | Fare Revenues Earned (000) | Vehicle Revenue Miles (000) | Vehicle Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|---|-----------------|-------------------------|----------------------------|-----------------------------|-----------------------------|--------------------------------|--|-----------------------|
| CA    | City of Alameda Ferry Services  | PT              | \$4,302.4               | \$2,041.0                  | 75.6                        | 6.2                         | 464.7                          | 1.4  | 3,054.1               |
| CA    | City of Vallejo Transportation Program  | PT              | \$8,151.4               | \$4,694.3                  | 249.4                       | 9.0                         | 669.9                          | 2.0  | 17,348.7              |
| CA    | Golden Gate Bridge, Highway and Transportation District                         | DO              | \$18,948.1              | \$7,570.0                  | 184.0                       | 13.5                        | 1,750.7                        | 5.7  | 19,681.7              |
| FL    | Broward County Mass Transit Division  | PT              | \$2,368.6               | \$1,797.4                  | 142.2                       | 34.5                        | 759.7                          | 1.8  | 3,100.1               |
| GA    | Chatham Area Transit Authority  | DO              | \$562.6                 | \$0.0                      | 9.8                         | 5.7                         | 367.5                          | 1.2  | 121.6                 |
| LA    | Crescent City Connection Division - Louisiana Department of Transportation      | DO              | \$8,095.4               | \$0.0                      | 44.1                        | 22.1                        | 3,133.2                        | 8.9  | 1,566.6               |
| MA    | Massachusetts Bay Transportation Authority                                      | PT              | \$8,529.6               | \$5,766.9                  | 338.7                       | 26.7                        | 1,280.7                        | 4.5  | 11,741.2              |
| ME    | Casco Bay Island Transit District   | DO              | \$3,596.4               | \$1,727.6                  | 71.6                        | 14.9                        | 852.8                          | 2.3  | 2,786.1               |
| NJ    | Port Authority Trans-Hudson Corporation   | PT              | \$8,294.1               | \$6,625.1                  | 177.0                       | 18.1                        | 2,136.4                        | 8.4  | 5,776.7               |
| NY    | Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad            | PT              | \$2,178.0               | \$112.1                    | 41.0                        | 2.9                         | 103.3                          | 0.6  | 537.1                 |
| NY    | New York City Department of Transportation                                      | DO              | \$68,463.8              | \$0.0                      | 177.0                       | 16.8                        | 20,034.2                       | 63.0   | 104,177.6             |
| PR    | Puerto Rico Ports Authority   | DO              | \$23,590.7              | \$2,040.5                  | 200.4                       | 17.4                        | 2,067.0                        | 6.0  | 3,451.9               |
| TX    | Corpus Christi Regional Transportation Authority                                | PT              | \$230.8                 | \$55.1                     | 1.7                         | 0.7                         | 31.0                           | 0.2  | 27.9                  |
| VA    | Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit | PT              | \$758.8                 | \$269.0                    | 12.3                        | 6.1                         | 355.2                          | 0.8  | 177.6                 |
| WA    | Kitsap Transit  | PT              | \$1,313.5               | \$195.6                    | 52.2                        | 6.6                         | 453.6                          | 1.6  | 736.3                 |
| WA    | Pierce County Ferry Operations  | PT              | \$2,000.8               | \$1,616.2                  | 40.8                        | 5.7                         | 212.5                          | 0.6  | 1,863.9               |
| WA    | Washington State Ferries  | DO              | \$170,254.0             | \$58,457.4                 | 950.7                       | 129.4                       | 23,881.0                       | 67.7   | 183,049.4             |
|       | <b>Total DO</b>   |                 | <b>\$265,500.3</b>      | <b>\$67,450.7</b>          | <b>\$1,653.9</b>            | <b>\$221.8</b>              | <b>\$51,806.1</b>              | <b>\$154.7</b>                                 | <b>\$316,968.1</b>    |
|       | <b>Total PT</b>   |                 | <b>\$38,548.9</b>       | <b>\$23,392.9</b>          | <b>\$1,332.2</b>            | <b>\$137.0</b>              | <b>\$5,637.2</b>               | <b>\$18.1</b>                                  | <b>\$40,016.2</b>     |
|       | <b>Total</b>  |                 | <b>\$304,049.2</b>      | <b>\$90,843.6</b>          | <b>2,986.1</b>              | <b>358.8</b>                | <b>57,443.3</b>                | <b>172.8</b>                                   | <b>356,984.3</b>      |

## 2005 National Transit Summaries and Trends

### Key Ferryboat Performance Indicators 2005

| State | Agency  | Type of Service | Operating Expense per Vehicle Revenue Mile | Operating Expense per Vehicle Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Vehicle Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Vehicle Revenue Hour | Vehicle Revenue Mile per Vehicle Revenue Hour |
|-------|---|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| CA    | City of Alameda Ferry Services  | PT              | \$56.9                                     | \$698.7                                    | \$9.3   | \$1.4                                | 47%  | 6.1   | \$4.4                                     | 496.0                                   | 12.3  |
| CA    | City of Vallejo Transportation Program  | PT              | \$32.7                                     | \$909.8                                    | \$12.2  | \$0.5                                | 58%  | 2.7   | \$7.0                                     | 1,936.2                                 | 27.8  |
| CA    | Golden Gate Bridge, Highway and Transportation District                         | DO              | \$103.0                                    | \$1,399.2                                  | \$10.8  | \$1.0                                | 40%  | 9.5   | \$4.3                                     | 1,453.4                                 | 13.6  |
| FL    | Broward County Mass Transit Division  | PT              | \$16.7                                     | \$68.7                                     | \$3.1   | \$0.8                                | 76%  | 5.3   | \$2.4                                     | 89.9                                    | 4.1   |
| GA    | Chatham Area Transit Authority  | DO              | \$57.2                                     | \$98.4                                     | \$1.5   | \$4.6                                | 0%   | 37.3  | \$0.0                                     | 21.3                                    | 1.7   |
| LA    | Crescent City Connection Division - Louisiana Department of Transportation      | DO              | \$183.5                                    | \$367.0                                    | \$2.6   | \$5.2                                | 0%   | 71.0  | \$0.0                                     | 71.0                                    | 2.0   |
| MA    | Massachusetts Bay Transportation Authority                                      | PT              | \$25.2                                     | \$318.9                                    | \$6.7   | \$0.7                                | 68%  | 3.8   | \$4.5                                     | 439.0                                   | 12.7  |
| ME    | Casco Bay Island Transit District   | DO              | \$50.2                                     | \$240.9                                    | \$4.2   | \$1.3                                | 48%  | 11.9  | \$2.0                                     | 186.6                                   | 4.8   |
| NJ    | Port Authority Trans-Hudson Corporation   | PT              | \$46.9                                     | \$458.1                                    | \$3.9   | \$1.4                                | 80%  | 12.1  | \$3.1                                     | 319.1                                   | 9.8   |
| NY    | Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad            | PT              | \$53.1                                     | \$742.3                                    | \$21.1  | \$4.1                                | 5%   | 2.5   | \$1.1                                     | 183.1                                   | 14.0  |
| NY    | New York City Department of Transportation                                      | DO              | \$386.8                                    | \$4,079.6                                  | \$3.4   | \$0.7                                | 0%   | 113.2   | \$0.0                                     | 6,207.7                                 | 10.5  |
| PR    | Puerto Rico Ports Authority   | DO              | \$117.7                                    | \$1,356.0                                  | \$11.4  | \$6.8                                | 9%   | 10.3  | \$1.0                                     | 198.4                                   | 11.5  |
| TX    | Corpus Christi Regional Transportation Authority                                | PT              | \$133.8                                    | \$339.9                                    | \$7.4   | \$8.3                                | 24%  | 18.0  | \$1.8                                     | 41.1                                    | 2.5   |
| VA    | Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit | PT              | \$61.5                                     | \$123.4                                    | \$2.1   | \$4.3                                | 35%  | 28.8  | \$0.8                                     | 28.9                                    | 2.0   |
| WA    | Kitsap Transit  | PT              | \$25.2                                     | \$200.4                                    | \$2.9   | \$1.8                                | 15%  | 8.7   | \$0.4                                     | 112.3                                   | 8.0   |
| WA    | Pierce County Ferry Operations  | PT              | \$49.0                                     | \$348.8                                    | \$9.4   | \$1.1                                | 81%  | 5.2   | \$7.6                                     | 324.9                                   | 7.1   |
| WA    | Washington State Ferries  | DO              | \$179.1                                    | \$1,315.9                                  | \$7.1   | \$0.9                                | 34%  | 25.1  | \$2.4                                     | 1,414.8                                 | 7.3   |
|       | <b>Average</b>  |                 | <b>\$119.8</b>                             | <b>\$986.1</b>                             | <b>\$5.7</b>                                  | <b>\$0.9</b>                         | <b>28%</b>   | <b>21.1</b>                                       | <b>\$1.6</b>                              | <b>1,068.1</b>                          | <b>8.2</b>                                    |

### Key Ferryboat Infrastructure Characteristics 2005

| State | Agency  | Directional Route Miles | Vehicles Operated in Maximum Service | Vehicles Available for Maximum Service | Fleet Age |
|-------|---|-------------------------|--------------------------------------|--|-----------|
| CA    | Golden Gate Bridge, Highway and Transportation District | 38.7                    | 4                                    | 5                                      | 20.2      |
| CA    | City of Vallejo Transportation Program                  | 79.0                    | 3                                    | 4                                      | 7.8       |

## 2005 National Transit Summaries and Trends

| State        | Agency  | Directional Route Miles | Vehicles Operated in Maximum Service | Vehicles Available for Maximum Service | Fleet Age   |
|--------------|---|-------------------------|--------------------------------------|--|-------------|
| CA           | City of Alameda Ferry Services  | 27.6                    | 3                                    | 5                                      | 14.2        |
| FL           | Broward County Mass Transit Division  | 19.0                    | 10                                   | 16                                     | 3.0         |
| GA           | Chatham Area Transit Authority  | 1.4                     | 2                                    | 3                                      | 2.7         |
| LA           | Crescent City Connection Division - Louisiana Department of Transportation      | 3.0                     | 5                                    | 6                                      | 40.2        |
| MA           | Massachusetts Bay Transportation Authority                                      | 38.4                    | 9                                    | 12                                     | 14.3        |
| ME           | Casco Bay Island Transit District   | 20.0                    | 5                                    | 6                                      | 19.7        |
| NJ           | Port Authority Trans-Hudson Corporation   | 10.4                    | 9                                    | 9                                      | 6.8         |
| NY           | Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad            | 13.2                    | 2                                    | 2                                      | 3.0         |
| NY           | New York City Department of Transportation                                      | 10.4                    | 4                                    | 5                                      | 26.0        |
| PR           | Puerto Rico Ports Authority   | 114.8                   | 15                                   | 16                                     | 12.3        |
| TX           | Corpus Christi Regional Transportation Authority                                | 0.0                     | 1                                    | 1                                      | 0.0         |
| VA           | Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit | 1.0                     | 2                                    | 3                                      | 19.0        |
| WA           | Kitsap Transit  | 5.7                     | 2                                    | 3                                      | 36.3        |
| WA           | Pierce County Ferry Operations  | 10.2                    | 1                                    | 2                                      | 40.5        |
| WA           | Washington State Ferries  | 245.8                   | 22                                   | 28                                     | 35.6        |
| <b>Total</b> |   | <b>638.6</b>            | <b>99</b>                            | <b>126</b>                             | <b>20.0</b> |

## Uses of Ferryboat Capital Funds 2005

| State | Agency   | Revenue Vehicles (000) | Guideway (000) | Systems (000) | Fare Collection Equipment (000) | Maintenance Facilities (000) | Administration Buildings (000) | Stations (000) | Other Vehicles (000) | Other Capital (000) | Total Capital (000) |
|-------|--|------------------------|----------------|---------------|---------------------------------|------------------------------|--------------------------------|----------------|----------------------|---------------------|---------------------|
| WA    | Kitsap Transit   | \$1,436.4              | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$7,680.7      | \$0.0                | \$0.0               | \$9,117.1           |
| WA    | Pierce County Ferry Operations   | \$11,553.0             | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$145.6        | \$0.0                | \$0.0               | \$11,698.6          |
| WA    | Washington State Ferries   | \$121,613.9            | \$0.0          | \$1,039.8     | \$20,685.6                      | \$5,493.2                    | \$0.0                          | \$176,412.9    | \$0.0                | \$0.0               | \$325,245.3         |
| MA    | Massachusetts Bay Transportation Authority                                 | \$0.0                  | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$2,293.5      | \$0.0                | \$0.0               | \$2,293.5           |
| NY    | New York City Department of Transportation                                 | \$271,852.2            | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$501,877.0    | \$0.0                | \$49,380.1          | \$823,109.3         |
| GA    | Chatham Area Transit Authority   | \$41.4                 | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0          | \$0.0                | \$0.0               | \$41.4              |
| PR    | Puerto Rico Ports Authority  | \$14,877.6             | \$0.0          | \$0.0         | \$2,942.8                       | \$0.0                        | \$0.0                          | \$813.2        | \$0.0                | \$0.0               | \$18,633.7          |
| LA    | Crescent City Connection Division - Louisiana Department of Transportation | \$1,622.1              | \$0.0          | \$0.0         | \$0.0                           | \$0.0                        | \$0.0                          | \$396.0        | \$0.0                | \$0.0               | \$2,018.1           |

## 2005 National Transit Summaries and Trends

| State | Agency  | Revenue Vehicles (000) | Guideway (000) | Systems (000)    | Fare Collection Equipment (000) | Maintenance Facilities (000) | Administration Buildings (000) | Stations (000)     | Other Vehicles (000) | Other Capital (000) | Total Capital (000)  |
|-------|---|------------------------|----------------|------------------|---------------------------------|------------------------------|--------------------------------|--------------------|----------------------|---------------------|----------------------|
| TX    | Corpus Christi Regional Transportation Authority        | \$0.0                  | \$0.0          | \$0.0            | \$0.0                           | \$0.0                        | \$0.0                          | \$34.2             | \$0.0                | \$0.0               | \$34.2               |
| CA    | Golden Gate Bridge, Highway and Transportation District | \$2,404.2              | \$0.0          | \$0.0            | \$0.0                           | \$0.0                        | \$253.8                        | \$8,958.8          | \$0.0                | \$3,875.4           | \$15,492.2           |
| CA    | City of Vallejo Transportation Program                  | \$2,736.6              | \$0.0          | \$358.5          | \$0.0                           | \$0.0                        | \$613.0                        | \$0.0              | \$0.0                | \$0.0               | \$3,708.1            |
| CA    | City of Alameda Ferry Services                          | \$1,923.7              | \$0.0          | \$0.0            | \$0.0                           | \$0.0                        | \$0.0                          | \$1,165.4          | \$0.0                | \$0.0               | \$3,089.0            |
|       | <b>Total</b>  | <b>\$430,061.2</b>     | <b>\$0.0</b>   | <b>\$1,398.3</b> | <b>\$23,628.4</b>               | <b>\$5,493.2</b>             | <b>\$866.8</b>                 | <b>\$699,777.1</b> | <b>\$0.0</b>         | <b>\$53,255.5</b>   | <b>\$1,214,480.6</b> |

### Key Automated Guideway Operating Characteristics 2005

| State | Agency                                | Type of Service | Operating Expense (000) | Fare Revenues Earned (000) | Train Revenue Miles (000) | Passenger Car Revenue Miles (000) | Passenger Car Revenue Hours (000) | Unlinked Passenger Trips (000) | Average Weekday Unlinked Passenger Trips (000) | Passenger Miles (000) |
|-------|---------------------------------------|-----------------|-------------------------|----------------------------|---------------------------|-----------------------------------|-----------------------------------|--------------------------------|--|-----------------------|
| FL    | Jacksonville Transportation Authority | DO              | \$6,084.7               | \$301.6                    | 261.0                     | 261.0                             | 19.7                              | 736.5                          | 2.6  | 303.7                 |
| FL    | Miami-Dade Transit                    | DO              | \$20,899.6              | \$0.0                      | 905.5                     | 935.4                             | 91.7                              | 9,444.9                        | 29.6   | 9,437.6               |
| MI    | Detroit Transportation Corporation    | DO              | \$10,302.6              | \$443.7                    | 459.3                     | 459.3                             | 39.6                              | 1,340.6                        | 3.5  | 1,904.9               |
|       | <b>Total</b>                          |                 | <b>\$37,286.9</b>       | <b>\$745.2</b>             | <b>1,625.9</b>            | <b>1,655.8</b>                    | <b>151.0</b>                      | <b>11,522.1</b>                | <b>35.7</b>                                    | <b>11,646.3</b>       |

### Key Automated Guideway Performance Indicators 2005

| State | Agency                                | Type of Service | Operating Expense per Passenger Car Revenue Mile | Operating Expense per Passenger Car Revenue Hour | Operating Expense per Unlinked Passenger Trip | Operating Expense per Passenger Mile | Fare Revenues per Operating Expense (Recovery Ratio) | Unlinked Passenger Trips per Passenger Car Revenue Mile | Fare Revenues per Unlinked Passenger Trip | Passenger Mile per Passenger Car Revenue Hour | Passenger Car Revenue Mile per Passenger Car Revenue Hour |
|-------|---------------------------------------|-----------------|--|--|---|--------------------------------------|--|---|---|---|---|
| FL    | Jacksonville Transportation Authority | DO              | \$23.3   | \$309.1  | \$8.3   | \$20.0                               | 5%   | 2.8   | \$0.4                                     | 15.4  | 13.3  |
| FL    | Miami-Dade Transit                    | DO              | \$22.3   | \$227.9  | \$2.2   | \$2.2                                | 0%   | 10.1  | \$0.0                                     | 102.9   | 10.2  |
| MI    | Detroit Transportation Corporation    | DO              | \$22.4   | \$260.3  | \$7.7   | \$5.4                                | 4%   | 2.9   | \$0.3                                     | 48.1  | 11.6  |
|       | <b>Average</b>                        |                 | <b>\$22.5</b>                                    | <b>\$247.0</b>                                   | <b>\$3.2</b>                                  | <b>\$3.2</b>                         | <b>2%</b>  | <b>7.1</b>  | <b>\$0.1</b>                              | <b>77.1</b>                                   | <b>11.0</b>   |



## 2005 National Transit Summaries and Trends

### Key Automated Guideway Infrastructure Characteristics 2005

| State | Agency                                | Directional Route Miles | Miles of Track | Stations  | ADA Stations | Vehicles Operated in Maximum Service | Vehicles Available for Maximum Service | Average Fleet Age |
|-------|---------------------------------------|-------------------------|----------------|-----------|--------------|--------------------------------------|--|-------------------|
| FL    | Miami-Dade Transit                    | 8.5                     | 9              | 21        | 21           | 18                                   | 29                                     | 14.9              |
| FL    | Jacksonville Transportation Authority | 5.4                     | 5              | 8         | 8            | 7                                    | 10                                     | 6.6               |
| MI    | Detroit Transportation Corporation    | 2.9                     | 3              | 13        | 12           | 10                                   | 12                                     | 19.0              |
|       | <b>Total</b>                          | <b>16.8</b>             | <b>18</b>      | <b>42</b> | <b>41</b>    | <b>35</b>                            | <b>51</b>                              | <b>14.3</b>       |

### Uses of Automated Guideway Capital Funds 2005

| State | Agency                                | Revenue Vehicles (000) | Guideway (000)   | Systems (000)    | Fare Collection Equipment (000) | Maintenance Facilities (000) | Administration Buildings (000) | Stations (000)   | Other Vehicles (000) | Other Capital (000) | Total Capital (000) |
|-------|---------------------------------------|------------------------|------------------|------------------|---------------------------------|------------------------------|--------------------------------|------------------|----------------------|---------------------|---------------------|
| FL    | Miami-Dade Transit                    | \$0.0                  | \$497.4          | \$0.0            | \$0.0                           | \$2,178.4                    | \$0.0                          | \$0.0            | \$0.0                | \$0.0               | \$2,675.8           |
| FL    | Jacksonville Transportation Authority | \$0.0                  | \$0.0            | \$62.1           | \$0.0                           | \$38.7                       | \$1,910.4                      | \$2,473.9        | \$649.5              | \$667.9             | \$5,802.4           |
| MI    | Detroit Transportation Corporation    | \$0.0                  | \$774.6          | \$6,863.2        | \$0.0                           | \$69.2                       | \$0.0                          | \$5,047.1        | \$0.0                | \$2,973.3           | \$15,727.5          |
| NV    | Las Vegas Monorail                    | \$3,686.0              | \$0.0            | \$0.0            | \$0.0                           | \$0.0                        | \$0.0                          | \$0.0            | \$0.0                | \$0.0               | \$3,686.0           |
|       | <b>Total</b>                          | <b>\$3,686.0</b>       | <b>\$1,272.0</b> | <b>\$6,925.3</b> | <b>\$0.0</b>                    | <b>\$2,286.2</b>             | <b>\$1,910.4</b>               | <b>\$7,521.0</b> | <b>\$649.5</b>       | <b>\$3,641.2</b>    | <b>\$27,891.6</b>   |

## Performance Measures for the Top 150 Transit Agencies

| ID   | Agency Name   | City          | State | Operating Expense | Vehicle Revenue Miles | Vehicle Revenue Hours | Unlinked Trips | Passenger Miles | Cost per VRM | Cost per VRH | Cost per Trip | Cost per Passenger Mile | Trips per VRM | Trips per VRH | Average Trip Length | Load Factor | Revenue Speed |
|------|---|---------------|-------|-------------------|-----------------------|-----------------------|----------------|-----------------|--------------|--------------|---------------|-------------------------|---------------|---------------|---------------------|-------------|---------------|
| 2008 | MTA New York City Transit   | New York      | NY    | \$4,615.5         | 456.9                 | 32.9                  | 2,758.3        | 10,375.2        | \$10.1       | \$140.3      | \$1.7         | \$0.4                   | 6.0           | 83.8          | 3.8                 | 22.7        | 13.9          |
| 5066 | Chicago Transit Authority   | Chicago       | IL    | \$1,214.6         | 150.2                 | 11.6                  | 492.3          | 1,936.1         | \$8.1        | \$104.7      | \$2.5         | \$0.6                   | 3.3           | 42.4          | 3.9                 | 12.9        | 13.0          |
| 9154 | Los Angeles County Metropolitan Transportation Authority          | Los Angeles   | CA    | \$975.3           | 106.0                 | 8.1                   | 451.5          | 1,850.2         | \$9.2        | \$120.5      | \$2.2         | \$0.5                   | 4.3           | 55.8          | 4.1                 | 17.4        | 13.1          |
| 3030 | Washington Metropolitan Area Transit Authority                    | Washington    | DC    | \$1,035.4         | 112.8                 | 6.6                   | 414.1          | 1,868.1         | \$9.2        | \$155.7      | \$2.5         | \$0.6                   | 3.7           | 62.3          | 4.5                 | 16.6        | 17.0          |
| 1003 | Massachusetts Bay Transportation Authority                        | Boston        | MA    | \$893.1           | 89.0                  | 6.3                   | 394.9          | 1,738.7         | \$10.0       | \$140.7      | \$2.3         | \$0.5                   | 4.4           | 62.2          | 4.4                 | 19.5        | 14.0          |
| 3019 | Southeastern Pennsylvania Transportation Authority                | Philadelphia  | PA    | \$856.2           | 83.7                  | 6.5                   | 334.5          | 1,475.9         | \$10.2       | \$131.8      | \$2.6         | \$0.6                   | 4.0           | 51.5          | 4.4                 | 17.6        | 12.9          |
| 2080 | New Jersey Transit Corporation                                    | Newark        | NJ    | \$1,399.5         | 148.3                 | 8.0                   | 244.1          | 3,065.3         | \$9.4        | \$175.5      | \$5.7         | \$0.5                   | 1.6           | 30.6          | 12.6                | 20.7        | 18.6          |
| 9015 | San Francisco Municipal Railway                                   | San Francisco | CA    | \$453.9           | 25.8                  | 3.2                   | 216.9          | 429.5           | \$17.6       | \$141.9      | \$2.1         | \$1.1                   | 8.4           | 67.8          | 2.0                 | 16.6        | 8.1           |
| 4022 | Metropolitan Atlanta Rapid Transit Authority                      | Atlanta       | GA    | \$309.0           | 48.5                  | 2.9                   | 142.4          | 716.5           | \$6.4        | \$107.3      | \$2.2         | \$0.4                   | 2.9           | 49.5          | 5.0                 | 14.8        | 16.8          |
| 0008 | Tri-County Metropolitan Transportation District of Oregon         | Portland      | OR    | \$293.5           | 36.8                  | 2.7                   | 104.5          | 432.6           | \$8.0        | \$107.6      | \$2.8         | \$0.7                   | 2.8           | 38.3          | 4.1                 | 11.8        | 13.5          |
| 3034 | Maryland Transit Administration                                   | Baltimore     | MD    | \$401.4           | 40.0                  | 2.7                   | 103.4          | 652.6           | \$10.0       | \$146.0      | \$3.9         | \$0.6                   | 2.6           | 37.6          | 6.3                 | 16.3        | 14.5          |
| 4034 | Miami-Dade Transit  | Miami         | FL    | \$353.5           | 44.5                  | 3.2                   | 103.2          | 468.5           | \$7.9        | \$109.8      | \$3.4         | \$0.8                   | 2.3           | 32.1          | 4.5                 | 10.5        | 13.8          |
| 9003 | San Francisco Bay Area Rapid Transit District                     | Oakland       | CA    | \$411.9           | 60.0                  | 1.8                   | 99.3           | 1,255.5         | \$6.9        | \$232.1      | \$4.1         | \$0.3                   | 1.7           | 56.0          | 12.6                | 20.9        | 33.8          |
| 0001 | King County Department of Transportation - Metro Transit Division | Seattle       | WA    | \$401.3           | 52.5                  | 3.9                   | 98.6           | 514.9           | \$7.6        | \$104.2      | \$4.1         | \$0.8                   | 1.9           | 25.6          | 5.2                 | 9.8         | 13.6          |
| 2100 | MTA Long Island Rail Road   | Jamaica       | NY    | \$944.5           | 58.7                  | 2.0                   | 95.5           | 1,925.7         | \$16.1       | \$482.8      | \$9.9         | \$0.5                   | 1.6           | 48.8          | 20.2                | 32.8        | 30.0          |
| 6008 | Metropolitan Transit Authority of Harris County, Texas            | Houston       | TX    | \$308.0           | 60.1                  | 3.8                   | 94.6           | 552.0           | \$5.1        | \$81.5       | \$3.3         | \$0.6                   | 1.6           | 25.0          | 5.8                 | 9.2         | 15.9          |
| 8006 | Denver Regional Transportation District                           | Denver        | CO    | \$295.1           | 53.4                  | 3.4                   | 86.3           | 443.2           | \$5.5        | \$86.6       | \$3.4         | \$0.7                   | 1.6           | 25.3          | 5.1                 | 8.3         | 15.7          |
| 2078 | Metro-North Commuter Railroad Company, dba: MTA Metro-            | New York      | NY    | \$715.1           | 52.0                  | 1.5                   | 74.7           | 1,551.9         | \$13.8       | \$475.9      | \$9.6         | \$0.5                   | 1.4           | 49.7          | 20.8                | 29.9        | 34.6          |

## 2005 National Transit Summaries and Trends

| ID   | Agency Name   | City           | State | Operating Expense | Vehicle Revenue Miles | Vehicle Revenue Hours | Unlinked Trips | Passenger Miles | Cost per VRM | Cost per VRH | Cost per Trip | Cost per Passenger Mile | Trips per VRM | Trips per VRH | Average Trip Length | Load Factor | Revenue Speed |
|------|---|----------------|-------|-------------------|-----------------------|-----------------------|----------------|-----------------|--------------|--------------|---------------|-------------------------|---------------|---------------|---------------------|-------------|---------------|
|      | North Railroad  |                |       |                   |                       |                       |                |                 |              |              |               |                         |               |               |                     |             |               |
| 6056 | Dallas Area Rapid Transit   | Dallas         | TX    | \$292.7           | 37.7                  | 2.4                   | 72.6           | 413.9           | \$7.8        | \$119.6      | \$4.0         | \$0.7                   | 1.9           | 29.7          | 5.7                 | 11.0        | 15.4          |
| 2098 | Port Authority Trans-Hudson Corporation                           | Jersey City    | NJ    | \$196.7           | 12.9                  | 0.7                   | 71.3           | 307.1           | \$15.3       | \$280.5      | \$2.8         | \$0.6                   | 5.5           | 101.6         | 4.3                 | 23.9        | 18.3          |
| 5027 | Metro Transit   | Minneapolis    | MN    | \$217.4           | 25.9                  | 2.1                   | 69.7           | 309.7           | \$8.4        | \$103.0      | \$3.1         | \$0.7                   | 2.7           | 33.0          | 4.4                 | 12.0        | 12.3          |
| 5118 | Northeast Illinois Regional Commuter Railroad Corporation         | Chicago        | IL    | \$477.9           | 38.3                  | 1.2                   | 68.6           | 1,548.3         | \$12.5       | \$386.2      | \$7.0         | \$0.3                   | 1.8           | 55.4          | 22.6                | 40.5        | 30.9          |
| 9036 | Orange County Transportation Authority                            | Orange         | CA    | \$212.0           | 32.7                  | 2.4                   | 68.5           | 294.5           | \$6.5        | \$86.7       | \$3.1         | \$0.7                   | 2.1           | 28.0          | 4.3                 | 9.0         | 13.4          |
| 9002 | City and County of Honolulu Department of Transportation Services | Honolulu       | HI    | \$144.7           | 22.5                  | 1.7                   | 68.2           | 300.2           | \$6.4        | \$87.4       | \$2.1         | \$0.5                   | 3.0           | 41.2          | 4.4                 | 13.3        | 13.6          |
| 3022 | Port Authority of Allegheny County                                | Pittsburgh     | PA    | \$274.4           | 29.5                  | 2.3                   | 67.2           | 285.0           | \$9.3        | \$120.3      | \$4.1         | \$1.0                   | 2.3           | 29.4          | 4.2                 | 9.7         | 12.9          |
| 5015 | The Greater Cleveland Regional Transit Authority                  | Cleveland      | OH    | \$216.0           | 27.9                  | 2.1                   | 65.5           | 281.4           | \$7.7        | \$102.1      | \$3.3         | \$0.8                   | 2.3           | 31.0          | 4.3                 | 10.1        | 13.2          |
| 9014 | Alameda-Contra Costa Transit District                             | Oakland        | CA    | \$230.1           | 21.1                  | 1.8                   | 64.6           | 200.1           | \$10.9       | \$127.8      | \$3.6         | \$1.2                   | 3.1           | 35.9          | 3.1                 | 9.5         | 11.7          |
| 9045 | Regional Transportation Commission of Southern Nevada             | Las Vegas      | NV    | \$113.8           | 21.5                  | 1.7                   | 53.6           | 195.1           | \$5.3        | \$66.3       | \$2.1         | \$0.6                   | 2.5           | 31.2          | 3.6                 | 9.1         | 12.5          |
| 5008 | Milwaukee County Transit System                                   | Milwaukee      | WI    | \$140.3           | 22.5                  | 1.7                   | 51.5           | 142.4           | \$6.2        | \$82.5       | \$2.7         | \$1.0                   | 2.3           | 30.3          | 2.8                 | 6.3         | 13.2          |
| 7006 | Bi-State Development Agency                                       | St. Louis      | MO    | \$170.4           | 26.0                  | 1.7                   | 46.4           | 253.4           | \$6.5        | \$98.7       | \$3.7         | \$0.7                   | 1.8           | 26.9          | 5.5                 | 9.7         | 15.1          |
| 4105 | Department of Transportation and Public Works                     | San Juan       | PR    | \$43.0            | 42.5                  | 2.9                   | 46.1           | 230.7           | \$1.0        | \$14.9       | \$0.9         | \$0.2                   | 1.1           | 16.0          | 5.0                 | 5.4         | 14.8          |
| 9032 | City of Phoenix Public Transit Department                         | Phoenix        | AZ    | \$123.2           | 22.4                  | 1.7                   | 45.7           | 174.4           | \$5.5        | \$74.3       | \$2.7         | \$0.7                   | 2.0           | 27.6          | 3.8                 | 7.8         | 13.5          |
| 4029 | Broward County Mass Transit Division                              | Pompano Beach  | FL    | \$107.5           | 24.9                  | 2.0                   | 41.6           | 175.9           | \$4.3        | \$54.7       | \$2.6         | \$0.6                   | 1.7           | 21.2          | 4.2                 | 7.0         | 12.7          |
| 6011 | VIA Metropolitan Transit  | San Antonio    | TX    | \$109.2           | 25.2                  | 1.7                   | 40.7           | 180.6           | \$4.3        | \$64.1       | \$2.7         | \$0.6                   | 1.6           | 23.9          | 4.4                 | 7.2         | 14.8          |
| 9013 | Santa Clara Valley Transportation Authority                       | San Jose       | CA    | \$265.0           | 23.8                  | 1.8                   | 38.5           | 166.7           | \$11.1       | \$149.4      | \$6.9         | \$1.6                   | 1.6           | 21.7          | 4.3                 | 7.0         | 13.4          |
| 8001 | Utah Transit Authority  | Salt Lake City | UT    | \$129.0           | 29.3                  | 1.5                   | 38.2           | 206.4           | \$4.4        | \$84.4       | \$3.4         | \$0.6                   | 1.3           | 25.0          | 5.4                 | 7.0         | 19.2          |

## 2005 National Transit Summaries and Trends

| ID   | Agency Name   | City              | State | Operating Expense | Vehicle Revenue Miles | Vehicle Revenue Hours | Unlinked Trips | Passenger Miles | Cost per VRM | Cost per VRH | Cost per Trip | Cost per Passenger Mile | Trips per VRM | Trips per VRH | Average Trip Length | Load Factor | Revenue Speed |
|------|---|-------------------|-------|-------------------|-----------------------|-----------------------|----------------|-----------------|--------------|--------------|---------------|-------------------------|---------------|---------------|---------------------|-------------|---------------|
| 5113 | Pace - Suburban Bus Division  | Arlington Heights | IL    | \$159.7           | 36.9                  | 2.3                   | 36.9           | 273.4           | \$4.3        | \$69.1       | \$4.3         | \$0.6                   | 1.0           | 16.0          | 7.4                 | 7.4         | 16.0          |
| 5119 | City of Detroit Department of Transportation                                    | Detroit           | MI    | \$187.7           | 17.8                  | 1.4                   | 35.6           | 192.3           | \$10.5       | \$132.0      | \$5.3         | \$1.0                   | 2.0           | 25.0          | 5.4                 | 10.8        | 12.5          |
| 6048 | Capital Metropolitan Transportation Authority                                   | Austin            | TX    | \$121.4           | 18.2                  | 1.3                   | 33.2           | 113.4           | \$6.7        | \$91.1       | \$3.7         | \$1.1                   | 1.8           | 24.9          | 3.4                 | 6.2         | 13.6          |
| 2007 | Metropolitan Suburban Bus Authority, dba: MTA Long Island Bus                   | Garden City       | NY    | \$113.5           | 13.0                  | 1.0                   | 31.4           | 155.8           | \$8.7        | \$111.4      | \$3.6         | \$0.7                   | 2.4           | 30.8          | 5.0                 | 12.0        | 12.8          |
| 9019 | Sacramento Regional Transit District  | Sacramento        | CA    | \$129.3           | 14.4                  | 1.1                   | 31.2           | 124.9           | \$9.0        | \$115.5      | \$4.1         | \$1.0                   | 2.2           | 27.9          | 4.0                 | 8.7         | 12.8          |
| 9147 | City of Los Angeles Department of Transportation                                | Los Angeles       | CA    | \$55.6            | 12.0                  | 1.0                   | 31.1           | 76.4            | \$4.6        | \$57.3       | \$1.8         | \$0.7                   | 2.6           | 32.1          | 2.5                 | 6.4         | 12.4          |
| 9054 | San Diego Trolley, Inc.   | San Diego         | CA    | \$48.0            | 7.1                   | 0.4                   | 29.3           | 188.0           | \$6.8        | \$130.3      | \$1.6         | \$0.3                   | 4.2           | 79.7          | 6.4                 | 26.6        | 19.2          |
| 4086 | Metropolitan Bus Authority  | San Juan          | PR    | \$65.6            | 7.7                   | 0.8                   | 28.5           | 102.0           | \$8.5        | \$79.5       | \$2.3         | \$0.6                   | 3.7           | 34.6          | 3.6                 | 13.3        | 9.3           |
| 9023 | Long Beach Transit  | Long Beach        | CA    | \$54.4            | 7.8                   | 0.7                   | 27.0           | 73.7            | \$7.0        | \$76.9       | \$2.0         | \$0.7                   | 3.5           | 38.2          | 2.7                 | 9.4         | 11.0          |
| 5012 | Southwest Ohio Regional Transit Authority                                       | Cincinnati        | OH    | \$74.9            | 13.2                  | 0.9                   | 26.2           | 141.5           | \$5.7        | \$79.1       | \$2.9         | \$0.5                   | 2.0           | 27.6          | 5.4                 | 10.8        | 13.9          |
| 2076 | Westchester County Bee-Line System  | Mount Vernon      | NY    | \$96.3            | 9.1                   | 0.8                   | 25.1           | 125.0           | \$10.5       | \$127.9      | \$3.8         | \$0.8                   | 2.8           | 33.4          | 5.0                 | 13.7        | 12.1          |
| 3051 | Ride-On Montgomery County Transit   | Rockville         | MD    | \$84.0            | 17.8                  | 1.3                   | 25.0           | 74.2            | \$4.7        | \$65.8       | \$3.4         | \$1.1                   | 1.4           | 19.6          | 3.0                 | 4.2         | 13.9          |
| 4035 | Central Florida Regional Transportation Authority                               | Orlando           | FL    | \$83.6            | 20.9                  | 1.4                   | 24.8           | 160.2           | \$4.0        | \$61.3       | \$3.4         | \$0.5                   | 1.2           | 18.2          | 6.5                 | 7.7         | 15.3          |
| 9026 | San Diego Metropolitan Transit System   | San Diego         | CA    | \$78.1            | 10.1                  | 0.8                   | 24.4           | 93.7            | \$7.7        | \$94.2       | \$3.2         | \$0.8                   | 2.4           | 29.4          | 3.8                 | 9.3         | 12.2          |
| 0035 | Washington State Ferries  | Seattle           | WA    | \$170.3           | 1.0                   | 0.1                   | 23.9           | 183.0           | \$179.1      | \$1,315.9    | \$7.1         | \$0.9                   | 25.1          | 184.6         | 7.7                 | 192.5       | 7.3           |
| 3083 | Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit | Hampton           | VA    | \$53.7            | 12.6                  | 0.9                   | 23.7           | 105.3           | \$4.3        | \$59.9       | \$2.3         | \$0.5                   | 1.9           | 26.5          | 4.4                 | 8.4         | 14.1          |
| 2004 | Niagara Frontier Transportation Authority                                       | Buffalo           | NY    | \$91.5            | 10.1                  | 0.9                   | 23.5           | 76.8            | \$9.0        | \$104.4      | \$3.9         | \$1.2                   | 2.3           | 26.8          | 3.3                 | 7.6         | 11.6          |
| 9008 | Santa Monica's Big Blue Bus   | Santa Monica      | CA    | \$42.6            | 5.0                   | 0.5                   | 20.6           | 69.4            | \$8.5        | \$92.6       | \$2.1         | \$0.6                   | 4.1           | 44.7          | 3.4                 | 13.8        | 10.9          |
| 2082 | New York City Department of   | New York          | NY    | \$68.5            | 0.2                   | 0.0                   | 20.0           | 104.2           | \$386.8      | \$4,079.6    | \$3.4         | \$0.7                   | 113.2         | 1,193.        | 5.2                 | 588.6       | 10.5          |

## 2005 National Transit Summaries and Trends

| ID   | Agency Name   | City           | State | Operating Expense | Vehicle Revenue Miles | Vehicle Revenue Hours | Unlinked Trips | Passenger Miles | Cost per VRM | Cost per VRH | Cost per Trip | Cost per Passenger Mile | Trips per VRM | Trips per VRH | Average Trip Length | Load Factor | Revenue Speed |
|------|---|----------------|-------|-------------------|-----------------------|-----------------------|----------------|-----------------|--------------|--------------|---------------|-------------------------|---------------|---------------|---------------------|-------------|---------------|
|      | Transportation                                      |                |       |                   |                       |                       |                |                 |              |              |               |                         |               | 8             |                     |             |               |
| 1001 | Rhode Island Public Transit Authority               | Providence     | RI    | \$77.9            | 11.5                  | 0.9                   | 19.3           | 87.1            | \$6.8        | \$84.8       | \$4.0         | \$0.9                   | 1.7           | 21.0          | 4.5                 | 7.6         | 12.6          |
| 9185 | MTS Contract Services                               | San Diego      | CA    | \$51.5            | 12.7                  | 0.9                   | 18.4           | 70.5            | \$4.1        | \$54.4       | \$2.8         | \$0.7                   | 1.5           | 19.5          | 3.8                 | 5.6         | 13.4          |
| 4008 | Charlotte Area Transit System                       | Charlotte      | NC    | \$69.6            | 15.0                  | 1.0                   | 17.8           | 89.5            | \$4.7        | \$72.4       | \$3.9         | \$0.8                   | 1.2           | 18.5          | 5.0                 | 6.0         | 15.6          |
| 9033 | City of Tucson                                      | Tucson         | AZ    | \$48.7            | 9.5                   | 0.8                   | 16.6           | 61.7            | \$5.1        | \$64.6       | \$2.9         | \$0.8                   | 1.8           | 22.0          | 3.7                 | 6.5         | 12.6          |
| 9029 | Omnitrans   | San Bernardino | CA    | \$64.3            | 11.5                  | 0.8                   | 15.6           | 76.8            | \$5.6        | \$77.4       | \$4.1         | \$0.8                   | 1.4           | 18.7          | 4.9                 | 6.7         | 13.8          |
| 4018 | Transit Authority of River City                     | Louisville     | KY    | \$54.9            | 10.4                  | 0.8                   | 15.4           | 56.9            | \$5.3        | \$70.0       | \$3.6         | \$1.0                   | 1.5           | 19.6          | 3.7                 | 5.5         | 13.2          |
| 9009 | San Mateo County Transit District                   | San Carlos     | CA    | \$92.6            | 9.9                   | 0.9                   | 14.9           | 77.0            | \$9.3        | \$105.5      | \$6.2         | \$1.2                   | 1.5           | 16.9          | 5.2                 | 7.8         | 11.3          |
| 5016 | Central Ohio Transit Authority                      | Columbus       | OH    | \$73.3            | 10.2                  | 0.7                   | 14.8           | 60.3            | \$7.2        | \$99.3       | \$5.0         | \$1.2                   | 1.5           | 20.0          | 4.1                 | 5.9         | 13.8          |
| 9146 | Foothill Transit                                    | West Covina    | CA    | \$54.8            | 11.7                  | 0.7                   | 14.7           | 105.2           | \$4.7        | \$73.8       | \$3.7         | \$0.5                   | 1.3           | 19.8          | 7.1                 | 9.0         | 15.7          |
| 7005 | Kansas City Area Transportation Authority           | Kansas City    | MO    | \$61.7            | 11.1                  | 0.7                   | 14.1           | 55.2            | \$5.6        | \$82.6       | \$4.4         | \$1.1                   | 1.3           | 18.9          | 3.9                 | 5.0         | 14.9          |
| 0003 | Pierce County Transportation Benefit Area Authority | Tacoma         | WA    | \$65.5            | 13.2                  | 0.8                   | 13.4           | 73.8            | \$4.9        | \$82.4       | \$4.9         | \$0.9                   | 1.0           | 16.9          | 5.5                 | 5.6         | 16.7          |
| 2113 | Regional Transit Service, Inc. and Lift Line, Inc.  | Rochester      | NY    | \$52.1            | 7.2                   | 0.5                   | 13.1           | 43.7            | \$7.3        | \$96.0       | \$4.0         | \$1.2                   | 1.8           | 24.1          | 3.3                 | 6.1         | 13.2          |
| 3006 | Greater Richmond Transit Company                    | Richmond       | VA    | \$31.8            | 7.1                   | 0.5                   | 12.8           | 45.1            | \$4.4        | \$61.7       | \$2.5         | \$0.7                   | 1.8           | 24.8          | 3.5                 | 6.3         | 13.9          |
| 6006 | Mass Transit Department - City of El Paso           | El Paso        | TX    | \$38.4            | 8.3                   | 0.6                   | 12.6           | 57.7            | \$4.6        | \$59.7       | \$3.0         | \$0.7                   | 1.5           | 19.6          | 4.6                 | 6.9         | 12.9          |
| 1048 | Connecticut Transit - Hartford Division             | Hartford       | CT    | \$39.0            | 6.2                   | 0.5                   | 12.5           | 48.8            | \$6.3        | \$82.9       | \$3.1         | \$0.8                   | 2.0           | 26.6          | 3.9                 | 7.8         | 13.2          |
| 2166 | Orange-Newark-Elizabeth, Inc.                       | Elizabeth      | NJ    | \$14.1            | 2.3                   | 0.3                   | 12.4           | 39.7            | \$6.2        | \$55.1       | \$1.1         | \$0.4                   | 5.5           | 48.5          | 3.2                 | 17.4        | 8.9           |
| 4003 | Memphis Area Transit Authority                      | Memphis        | TN    | \$45.7            | 9.2                   | 0.6                   | 12.1           | 65.0            | \$5.0        | \$77.0       | \$3.8         | \$0.7                   | 1.3           | 20.4          | 5.4                 | 7.1         | 15.5          |
| 5017 | Greater Dayton Regional Transit Authority           | Dayton         | OH    | \$55.9            | 9.8                   | 0.7                   | 12.1           | 41.9            | \$5.7        | \$82.0       | \$4.6         | \$1.3                   | 1.2           | 17.7          | 3.5                 | 4.3         | 14.4          |
| 2002 | Capital District Transportation Authority           | Albany         | NY    | \$51.4            | 7.5                   | 0.7                   | 11.8           | 42.7            | \$6.8        | \$78.8       | \$4.3         | \$1.2                   | 1.6           | 18.1          | 3.6                 | 5.7         | 11.5          |
| 5005 | Metro Transit System                                | Madison        | WI    | \$39.9            | 6.4                   | 0.5                   | 11.8           | 40.2            | \$6.3        | \$83.4       | \$3.4         | \$1.0                   | 1.8           | 24.6          | 3.4                 | 6.3         | 13.3          |

## 2005 National Transit Summaries and Trends

| ID   | Agency Name  | City            | State | Operating Expense | Vehicle Revenue Miles | Vehicle Revenue Hours | Unlinked Trips | Passenger Miles | Cost per VRM | Cost per VRH | Cost per Trip | Cost per Passenger Mile | Trips per VRM | Trips per VRH | Average Trip Length | Load Factor | Revenue Speed |
|------|--|-----------------|-------|-------------------|-----------------------|-----------------------|----------------|-----------------|--------------|--------------|---------------|-------------------------|---------------|---------------|---------------------|-------------|---------------|
| 9030 | North San Diego County Transit District                          | Oceanside       | CA    | \$59.8            | 9.2                   | 0.6                   | 11.7           | 95.0            | \$6.5        | \$102.0      | \$5.1         | \$0.6                   | 1.3           | 20.0          | 8.1                 | 10.3        | 15.7          |
| 4041 | Hillsborough Area Regional Transit Authority                     | Tampa           | FL    | \$46.1            | 7.8                   | 0.6                   | 11.7           | 57.0            | \$5.9        | \$75.5       | \$3.9         | \$0.8                   | 1.5           | 19.2          | 4.9                 | 7.3         | 12.8          |
| 9027 | Fresno Area Express  | Fresno          | CA    | \$32.9            | 5.2                   | 0.4                   | 11.4           | 32.4            | \$6.4        | \$79.1       | \$2.9         | \$1.0                   | 2.2           | 27.5          | 2.8                 | 6.3         | 12.5          |
| 9166 | LACMTA - Small Operators   | Los Angeles     | CA    | \$43.2            | 8.9                   | 0.8                   | 11.3           | 27.9            | \$4.8        | \$56.2       | \$3.8         | \$1.5                   | 1.3           | 14.7          | 2.5                 | 3.1         | 11.6          |
| 4040 | Jacksonville Transportation Authority                            | Jacksonville    | FL    | \$78.5            | 15.9                  | 1.0                   | 11.1           | 67.0            | \$4.9        | \$81.8       | \$7.1         | \$1.2                   | 0.7           | 11.6          | 6.0                 | 4.2         | 16.6          |
| 0040 | Central Puget Sound Regional Transit Authority                   | Seattle         | WA    | \$80.9            | 10.9                  | 0.4                   | 11.0           | 180.7           | \$7.4        | \$183.1      | \$7.4         | \$0.4                   | 1.0           | 24.8          | 16.5                | 16.6        | 24.6          |
| 9151 | Southern California Regional Rail Authority                      | Los Angeles     | CA    | \$110.7           | 9.0                   | 0.2                   | 10.7           | 359.9           | \$12.3       | \$494.4      | \$10.4        | \$0.3                   | 1.2           | 47.7          | 33.7                | 40.0        | 40.2          |
| 5031 | Suburban Mobility Authority for Regional Transportation          | Detroit         | MI    | \$94.9            | 14.8                  | 0.9                   | 10.6           | 72.5            | \$6.4        | \$102.3      | \$8.9         | \$1.3                   | 0.7           | 11.4          | 6.8                 | 4.9         | 15.9          |
| 4027 | Pinellas Suncoast Transit Authority                              | St. Petersburg  | FL    | \$43.8            | 11.6                  | 0.7                   | 10.5           | 50.1            | \$3.8        | \$64.4       | \$4.2         | \$0.9                   | 0.9           | 15.4          | 4.8                 | 4.3         | 17.1          |
| 5154 | Metropolitan Council   | St. Paul        | MN    | \$49.5            | 10.8                  | 0.7                   | 10.2           | 72.3            | \$4.6        | \$75.8       | \$4.8         | \$0.7                   | 0.9           | 15.7          | 7.1                 | 6.7         | 16.6          |
| 5060 | Champaign-Urbana Mass Transit District                           | Urbana          | IL    | \$17.9            | 2.8                   | 0.2                   | 10.1           | 25.7            | \$6.4        | \$72.9       | \$1.8         | \$0.7                   | 3.6           | 41.2          | 2.5                 | 9.2         | 11.4          |
| 1008 | Pioneer Valley Transit Authority                                 | Springfield     | MA    | \$30.6            | 7.1                   | 0.5                   | 10.1           | 33.8            | \$4.3        | \$58.7       | \$3.0         | \$0.9                   | 1.4           | 19.4          | 3.3                 | 4.8         | 13.6          |
| 9041 | Montebello Bus Lines   | Montebello      | CA    | \$19.8            | 2.8                   | 0.3                   | 9.6            | 30.2            | \$7.0        | \$76.7       | \$2.1         | \$0.7                   | 3.4           | 37.1          | 3.2                 | 10.6        | 11.0          |
| 9016 | Golden Gate Bridge, Highway and Transportation District          | San Francisco   | CA    | \$79.7            | 6.4                   | 0.4                   | 9.5            | 89.3            | \$12.5       | \$196.4      | \$8.4         | \$0.9                   | 1.5           | 23.3          | 9.4                 | 14.0        | 15.7          |
| 2075 | Port Authority Transit Corporation                               | Lindenwold      | NJ    | \$35.7            | 4.0                   | 0.1                   | 9.4            | 80.7            | \$9.0        | \$260.8      | \$3.8         | \$0.4                   | 2.4           | 68.4          | 8.6                 | 20.3        | 29.0          |
| 5036 | Capital Area Transportation Authority                            | Lansing         | MI    | \$30.0            | 5.3                   | 0.4                   | 9.4            | 27.6            | \$5.6        | \$79.8       | \$3.2         | \$1.1                   | 1.8           | 24.9          | 3.0                 | 5.2         | 14.1          |
| 9134 | Peninsula Corridor Joint Powers Board                            | San Carlos      | CA    | \$71.2            | 6.3                   | 0.2                   | 9.2            | 206.5           | \$11.3       | \$310.9      | \$7.7         | \$0.3                   | 1.5           | 40.1          | 22.5                | 32.7        | 27.6          |
| 4037 | Board of County Commissioners, Palm Beach County, PalmTran, Inc. | West Palm Beach | FL    | \$59.8            | 15.5                  | 1.0                   | 9.2            | 58.2            | \$3.9        | \$58.2       | \$6.5         | \$1.0                   | 0.6           | 8.9           | 6.4                 | 3.8         | 15.1          |
| 0029 | Snohomish County Transportation Benefit Area                     | Everett         | WA    | \$66.7            | 11.5                  | 0.5                   | 8.9            | 94.4            | \$5.8        | \$124.1      | \$7.5         | \$0.7                   | 0.8           | 16.5          | 10.6                | 8.2         | 21.4          |

## 2005 National Transit Summaries and Trends

| ID   | Agency Name   | City           | State | Operating Expense | Vehicle Revenue Miles | Vehicle Revenue Hours | Unlinked Trips | Passenger Miles | Cost per VRM | Cost per VRH | Cost per Trip | Cost per Passenger Mile | Trips per VRM | Trips per VRH | Average Trip Length | Load Factor | Revenue Speed |
|------|---|----------------|-------|-------------------|-----------------------|-----------------------|----------------|-----------------|--------------|--------------|---------------|-------------------------|---------------|---------------|---------------------|-------------|---------------|
|      | Corporation   |                |       |                   |                       |                       |                |                 |              |              |               |                         |               |               |                     |             |               |
| 5050 | Indianapolis and Marion County Public Transportation        | Indianapolis   | IN    | \$41.3            | 8.6                   | 0.6                   | 8.8            | 44.2            | \$4.8        | \$72.2       | \$4.7         | \$0.9                   | 1.0           | 15.4          | 5.0                 | 5.1         | 15.0          |
| 3075 | Delaware Transit Corporation                                | Dover          | DE    | \$60.9            | 13.6                  | 0.8                   | 8.8            | 57.7            | \$4.5        | \$71.7       | \$6.9         | \$1.1                   | 0.6           | 10.3          | 6.6                 | 4.2         | 16.0          |
| 3068 | Fairfax Connector Bus System                                | Fairfax        | VA    | \$30.4            | 6.9                   | 0.4                   | 8.5            | 57.9            | \$4.4        | \$67.9       | \$3.6         | \$0.5                   | 1.2           | 18.9          | 6.8                 | 8.3         | 15.5          |
| 0007 | Lane Transit District                                       | Eugene         | OR    | \$27.6            | 3.9                   | 0.3                   | 8.5            | 35.9            | \$7.1        | \$88.1       | \$3.3         | \$0.8                   | 2.2           | 27.0          | 4.2                 | 9.2         | 12.5          |
| 0002 | Spokane Transit Authority                                   | Spokane        | WA    | \$41.1            | 7.9                   | 0.5                   | 8.3            | 40.9            | \$5.2        | \$75.7       | \$5.0         | \$1.0                   | 1.1           | 15.2          | 4.9                 | 5.2         | 14.5          |
| 9001 | Regional Transportation Commission of Washoe County         | Reno           | NV    | \$27.9            | 4.8                   | 0.4                   | 8.2            | 28.6            | \$5.9        | \$78.5       | \$3.4         | \$1.0                   | 1.7           | 23.2          | 3.5                 | 6.0         | 13.4          |
| 2018 | CNY Centro, Inc.  | Syracuse       | NY    | \$31.9            | 4.1                   | 0.3                   | 8.2            | 23.9            | \$7.7        | \$91.7       | \$3.9         | \$1.3                   | 2.0           | 23.5          | 2.9                 | 5.8         | 11.9          |
| 6007 | Fort Worth Transportation Authority                         | Fort Worth     | TX    | \$41.8            | 8.1                   | 0.5                   | 8.1            | 45.9            | \$5.2        | \$76.7       | \$5.1         | \$0.9                   | 1.0           | 14.9          | 5.6                 | 5.7         | 14.8          |
| 6019 | ABQ Ride  | Albuquerque    | NM    | \$28.8            | 5.8                   | 0.3                   | 7.9            | 21.4            | \$5.0        | \$82.8       | \$3.7         | \$1.3                   | 1.4           | 22.6          | 2.7                 | 3.7         | 16.6          |
| 1055 | Connecticut Transit - New Haven Division                    | Hartford       | CT    | \$22.8            | 3.1                   | 0.3                   | 7.7            | 22.9            | \$7.4        | \$83.7       | \$2.9         | \$1.0                   | 2.5           | 28.5          | 3.0                 | 7.5         | 11.2          |
| 2168 | Trans-Hudson Express  | Jersey City    | NJ    | \$12.5            | 2.9                   | 0.3                   | 7.7            | 49.0            | \$4.4        | \$47.3       | \$1.6         | \$0.3                   | 2.7           | 29.2          | 6.3                 | 17.0        | 10.9          |
| 4004 | Metropolitan Transit Authority                              | Nashville      | TN    | \$30.2            | 5.6                   | 0.4                   | 7.5            | 33.3            | \$5.4        | \$79.0       | \$4.0         | \$0.9                   | 1.4           | 19.7          | 4.4                 | 6.0         | 14.5          |
| 9031 | Riverside Transit Agency                                    | Riverside      | CA    | \$38.6            | 9.8                   | 0.6                   | 7.4            | 49.6            | \$3.9        | \$63.7       | \$5.2         | \$0.8                   | 0.8           | 12.2          | 6.7                 | 5.1         | 16.2          |
| 9020 | Santa Barbara Metropolitan Transit District                 | Santa Barbara  | CA    | \$16.0            | 2.6                   | 0.2                   | 7.2            | 27.3            | \$6.1        | \$82.3       | \$2.2         | \$0.6                   | 2.7           | 37.0          | 3.8                 | 10.4        | 13.5          |
| 9172 | City of Tempe Transportation Planning and Transit Division  | Tempe          | AZ    | \$20.3            | 4.3                   | 0.4                   | 6.9            | 22.1            | \$4.7        | \$56.6       | \$2.9         | \$0.9                   | 1.6           | 19.3          | 3.2                 | 5.2         | 11.9          |
| 9004 | Golden Empire Transit District                              | Bakersfield    | CA    | \$17.4            | 3.9                   | 0.3                   | 6.9            | 29.5            | \$4.5        | \$59.6       | \$2.5         | \$0.6                   | 1.8           | 23.6          | 4.3                 | 7.6         | 13.3          |
| 9136 | Regional Public Transportation Authority, dba: Valley Metro | Phoenix        | AZ    | \$25.8            | 6.5                   | 0.5                   | 6.6            | 39.0            | \$4.0        | \$50.4       | \$3.9         | \$0.7                   | 1.0           | 12.9          | 5.9                 | 6.0         | 12.7          |
| 5033 | Interurban Transit Partnership                              | Grand Rapids   | MI    | \$26.6            | 5.8                   | 0.4                   | 6.5            | 27.0            | \$4.6        | \$63.1       | \$4.1         | \$1.0                   | 1.1           | 15.3          | 4.2                 | 4.6         | 13.8          |
| 3054 | Centre Area Transportation Authority                        | State College  | PA    | \$7.2             | 1.2                   | 0.1                   | 6.0            | 12.2            | \$6.2        | \$63.2       | \$1.2         | \$0.6                   | 5.2           | 53.3          | 2.0                 | 10.5        | 10.2          |
| 6051 | Corpus Christi Regional Transportation Authority            | Corpus Christi | TX    | \$18.1            | 4.1                   | 0.3                   | 5.9            | 22.3            | \$4.4        | \$66.6       | \$3.1         | \$0.8                   | 1.4           | 21.6          | 3.8                 | 5.4         | 15.1          |
| 0024 | Clark County Public Transportation Benefit Area             | Vancouver      | WA    | \$25.0            | 4.8                   | 0.3                   | 5.8            | 30.8            | \$5.2        | \$82.5       | \$4.3         | \$0.8                   | 1.2           | 19.2          | 5.3                 | 6.4         | 15.8          |

## 2005 National Transit Summaries and Trends

| ID   | Agency Name   | City        | State | Operating Expense | Vehicle Revenue Miles | Vehicle Revenue Hours | Unlinked Trips | Passenger Miles | Cost per VRM | Cost per VRH | Cost per Trip | Cost per Passenger Mile | Trips per VRM | Trips per VRH | Average Trip Length | Load Factor | Revenue Speed |
|------|---|-------------|-------|-------------------|-----------------------|-----------------------|----------------|-----------------|--------------|--------------|---------------|-------------------------|---------------|---------------|---------------------|-------------|---------------|
|      | Authority   |             |       |                   |                       |                       |                |                 |              |              |               |                         |               |               |                     |             |               |
| 4051 | Chapel Hill Transit   | Chapel Hill | NC    | \$10.9            | 2.2                   | 0.2                   | 5.8            | 15.0            | \$5.0        | \$63.6       | \$1.9         | \$0.7                   | 2.7           | 33.6          | 2.6                 | 6.9         | 12.6          |
| 5010 | Metro Regional Transit Authority                                    | Akron       | OH    | \$28.1            | 4.5                   | 0.4                   | 5.7            | 22.4            | \$6.2        | \$79.2       | \$4.9         | \$1.3                   | 1.3           | 16.1          | 3.9                 | 4.9         | 12.8          |
| 5022 | Toledo Area Regional Transit Authority                              | Toledo      | OH    | \$27.3            | 4.7                   | 0.3                   | 5.7            | 24.9            | \$5.8        | \$80.3       | \$4.8         | \$1.1                   | 1.2           | 16.7          | 4.4                 | 5.3         | 13.9          |
| 0025 | Salem Area Mass Transit District                                    | Salem       | OR    | \$20.0            | 3.7                   | 0.2                   | 5.7            | 17.6            | \$5.4        | \$80.4       | \$3.5         | \$1.1                   | 1.5           | 22.8          | 3.1                 | 4.8         | 14.8          |
| 9006 | Santa Cruz Metropolitan Transit District                            | Santa Cruz  | CA    | \$30.3            | 3.8                   | 0.3                   | 5.6            | 32.2            | \$7.9        | \$117.9      | \$5.4         | \$0.9                   | 1.5           | 21.8          | 5.7                 | 8.4         | 14.9          |
| 2072 | Suffolk County Department of Public Works - Transportation Division | Yaphank     | NY    | \$39.2            | 10.2                  | 0.6                   | 5.5            | 49.7            | \$3.8        | \$69.5       | \$7.1         | \$0.8                   | 0.5           | 9.8           | 9.0                 | 4.9         | 18.1          |
| 9039 | Culver City Municipal Bus Lines                                     | Culver City | CA    | \$11.5            | 1.4                   | 0.1                   | 5.4            | 15.4            | \$8.1        | \$85.8       | \$2.1         | \$0.7                   | 3.8           | 40.2          | 2.8                 | 10.8        | 10.6          |
| 0020 | Kitsap Transit  | Bremerton   | WA    | \$27.9            | 6.0                   | 0.3                   | 5.3            | 29.1            | \$4.7        | \$87.0       | \$5.2         | \$1.0                   | 0.9           | 16.6          | 5.5                 | 4.9         | 18.7          |
| 5158 | University of Michigan Parking and Transportation Services          | Ann Arbor   | MI    | \$4.9             | 1.0                   | 0.1                   | 5.3            | 13.0            | \$5.0        | \$47.7       | \$0.9         | \$0.4                   | 5.5           | 51.9          | 2.5                 | 13.4        | 9.5           |
| 4094 | Puerto Rico Highway and Transportation Authority                    | San Juan    | PR    | \$48.3            | 1.6                   | 0.2                   | 5.3            | 16.8            | \$29.9       | \$286.4      | \$9.2         | \$2.9                   | 3.3           | 31.3          | 3.2                 | 10.4        | 9.6           |
| 5040 | Ann Arbor Transportation Authority                                  | Ann Arbor   | MI    | \$21.3            | 3.7                   | 0.3                   | 4.9            | 15.9            | \$5.7        | \$72.9       | \$4.4         | \$1.3                   | 1.3           | 16.7          | 3.2                 | 4.3         | 12.7          |
| 3010 | Lehigh and Northampton Transportation Authority                     | Allentown   | PA    | \$22.0            | 6.3                   | 0.4                   | 4.9            | 22.7            | \$3.5        | \$57.2       | \$4.5         | \$1.0                   | 0.8           | 12.7          | 4.7                 | 3.6         | 16.5          |
| 6022 | Capital Area Transit System   | Baton Rouge | LA    | \$12.7            | 3.1                   | 0.2                   | 4.8            | 16.4            | \$4.1        | \$63.6       | \$2.6         | \$0.8                   | 1.5           | 24.0          | 3.4                 | 5.3         | 15.5          |
| 9062 | Monterey-Salinas Transit  | Monterey    | CA    | \$18.9            | 3.6                   | 0.2                   | 4.8            | 24.0            | \$5.3        | \$81.3       | \$3.9         | \$0.8                   | 1.4           | 20.6          | 5.0                 | 6.8         | 15.2          |
| 1050 | Greater Bridgeport Transit Authority                                | Bridgeport  | CT    | \$13.8            | 2.4                   | 0.2                   | 4.8            | 12.6            | \$5.7        | \$72.8       | \$2.9         | \$1.1                   | 2.0           | 25.3          | 2.6                 | 5.2         | 12.8          |
| 5032 | Mass Transportation Authority                                       | Flint       | MI    | \$22.9            | 7.3                   | 0.4                   | 4.7            | 21.8            | \$3.2        | \$54.0       | \$4.8         | \$1.1                   | 0.7           | 11.2          | 4.6                 | 3.0         | 17.1          |
| 9010 | Torrance Transit System   | Torrance    | CA    | \$18.4            | 2.6                   | 0.2                   | 4.7            | 21.5            | \$7.0        | \$95.2       | \$3.9         | \$0.9                   | 1.8           | 24.4          | 4.6                 | 8.2         | 13.5          |
| 9042 | City of Gardena Transportation Department                           | Gardena     | CA    | \$10.7            | 1.7                   | 0.1                   | 4.7            | 16.8            | \$6.3        | \$85.4       | \$2.3         | \$0.6                   | 2.8           | 37.4          | 3.6                 | 9.9         | 13.5          |
| 7002 | Transit Authority of Omaha  | Omaha       | NE    | \$18.6            | 4.2                   | 0.3                   | 4.7            | 15.5            | \$4.4        | \$61.3       | \$4.0         | \$1.2                   | 1.1           | 15.4          | 3.3                 | 3.7         | 13.8          |
| 4036 | City of Tallahassee   | Tallahassee | FL    | \$10.2            | 2.1                   | 0.2                   | 4.7            | 11.0            | \$4.7        | \$60.4       | \$2.2         | \$0.9                   | 2.2           | 27.7          | 2.4                 | 5.1         | 12.7          |
| 4087 | Durham Area Transit Authority                                       | Durham      | NC    | \$14.5            | 2.9                   | 0.2                   | 4.5            | 18.6            | \$5.0        | \$72.8       | \$3.2         | \$0.8                   | 1.6           | 22.7          | 4.1                 | 6.5         | 14.4          |



## 2005 National Transit Summaries and Trends

| ID    | Agency Name  | City          | State | Operating Expense | Vehicle Revenue Miles | Vehicle Revenue Hours | Unlinked Trips | Passenger Miles | Cost per VRM | Cost per VRH | Cost per Trip | Cost per Passenger Mile | Trips per VRM | Trips per VRH | Average Trip Length | Load Factor | Revenue Speed |
|-------|--|---------------|-------|-------------------|-----------------------|-----------------------|----------------|-----------------|--------------|--------------|---------------|-------------------------|---------------|---------------|---------------------|-------------|---------------|
| 9078  | Central Contra Costa Transit Authority                       | Concord       | CA    | \$26.0            | 4.6                   | 0.3                   | 4.4            | 20.8            | \$5.6        | \$76.7       | \$5.9         | \$1.2                   | 1.0           | 13.0          | 4.7                 | 4.5         | 13.6          |
| 0018  | Ben Franklin Transit   | Richland      | WA    | \$23.0            | 7.8                   | 0.4                   | 4.4            | 52.9            | \$2.9        | \$64.8       | \$5.3         | \$0.4                   | 0.6           | 12.3          | 12.1                | 6.7         | 22.0          |
| 2149  | Rockland Coaches, Inc.                                       | Westwood      | NJ    | \$17.8            | 4.3                   | 0.2                   | 4.3            | 76.1            | \$4.1        | \$96.5       | \$4.1         | \$0.2                   | 1.0           | 23.5          | 17.6                | 17.7        | 23.4          |
| 7041  | Ames Transit Agency  | Ames          | IA    | \$5.2             | 1.0                   | 0.1                   | 4.3            | 6.1             | \$5.0        | \$53.4       | \$1.2         | \$0.9                   | 4.1           | 43.9          | 1.4                 | 5.9         | 10.7          |
| 5051  | Greater Lafayette Public Transportation Corporation          | Lafayette     | IN    | \$7.4             | 1.5                   | 0.1                   | 4.3            | 13.9            | \$5.0        | \$59.3       | \$1.7         | \$0.5                   | 2.9           | 33.9          | 3.3                 | 9.4         | 11.9          |
| 0012  | Municipality of Anchorage - Public Transportation Department | Anchorage     | AK    | \$22.0            | 3.8                   | 0.2                   | 4.2            | 23.0            | \$5.8        | \$94.5       | \$5.2         | \$1.0                   | 1.1           | 18.3          | 5.4                 | 6.1         | 16.2          |
| 7010  | Des Moines Metropolitan Transit Authority                    | Des Moines    | IA    | \$13.7            | 4.2                   | 0.2                   | 4.2            | 25.4            | \$3.2        | \$56.4       | \$3.2         | \$0.5                   | 1.0           | 17.4          | 6.0                 | 6.0         | 17.4          |
| 4140  | Collier Area Transit   | Naples        | FL    | \$4.4             | 2.0                   | 0.1                   | 4.1            | 6.6             | \$2.2        | \$38.5       | \$1.1         | \$0.7                   | 2.1           | 35.9          | 1.6                 | 3.3         | 17.3          |
| 9012  | San Joaquin Regional Transit District                        | Stockton      | CA    | \$26.0            | 4.1                   | 0.3                   | 4.0            | 34.8            | \$6.3        | \$91.7       | \$6.4         | \$0.7                   | 1.0           | 14.2          | 8.7                 | 8.5         | 14.5          |
| 6009  | Laredo Transit Management, Inc.                              | Laredo        | TX    | \$11.5            | 2.0                   | 0.2                   | 4.0            | 12.2            | \$5.8        | \$60.1       | \$2.9         | \$0.9                   | 2.0           | 20.6          | 3.1                 | 6.1         | 10.4          |
| 4025  | Chatham Area Transit Authority                               | Savannah      | GA    | \$12.6            | 2.9                   | 0.2                   | 3.9            | 11.9            | \$4.3        | \$55.5       | \$3.2         | \$1.1                   | 1.3           | 17.2          | 3.1                 | 4.1         | 12.8          |
| 4078  | Cobb County Department of Transportation Authority           | Marietta      | GA    | \$13.2            | 3.0                   | 0.2                   | 3.9            | 33.4            | \$4.3        | \$73.7       | \$3.4         | \$0.4                   | 1.3           | 21.6          | 8.7                 | 11.0        | 17.1          |
| 4032  | County of Volusia, dba: VOTRAN                               | South Daytona | FL    | \$16.4            | 5.8                   | 0.4                   | 3.8            | 23.5            | \$2.8        | \$45.3       | \$4.3         | \$0.7                   | 0.6           | 10.4          | 6.2                 | 4.0         | 16.2          |
| Total |  |               |       | \$24,477.6        | 3,001.5               | 202.7                 | 8,649.1        | 43,746.3        | \$8.2        | \$120.7      | \$2.8         | \$0.6                   | 2.9           | 42.7          | 5.1                 | 14.6        | 14.8          |

