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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 and layout. The 1999 NTST discusses data collected between 1991 and 1999.

On an average weekday, the nation's transit systems carry 28.4 million riders (unlinked passenger trips). There were 8.5 billion riders in 1999.

Transit Modes

The NTST presents aggregate transit operating statistics by mode. Fifteen transit modes are included in the National Transit Database, but for this publication, statistics are presented for the predominant ones: bus, heavy rail, light rail, commuter rail, demand response and vanpool. These modes provided the most transit service and change over the time frame considered, 1991 through 1999. The remaining modes are combined in the single category "other". Transit modes include the following:

Bus

The most common form of mass transit service provided throughout the United States buses (class A (>35 seats), class B (25-35 seats) or class C (<25 seats)) 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.



Demand Response

Service (passenger cars, vans or class C buses) is 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 line.



Vanpool

Service operating under a ride sharing arrangement providing transportation to individuals traveling directly between their homes and a regular destination. The vehicles (vans, class C 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).



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.

All dollar amounts are the actual figures reported and have not been adjusted to reflect inflation for the timeframe considered (23.7 percent from 1991 through 1999).

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

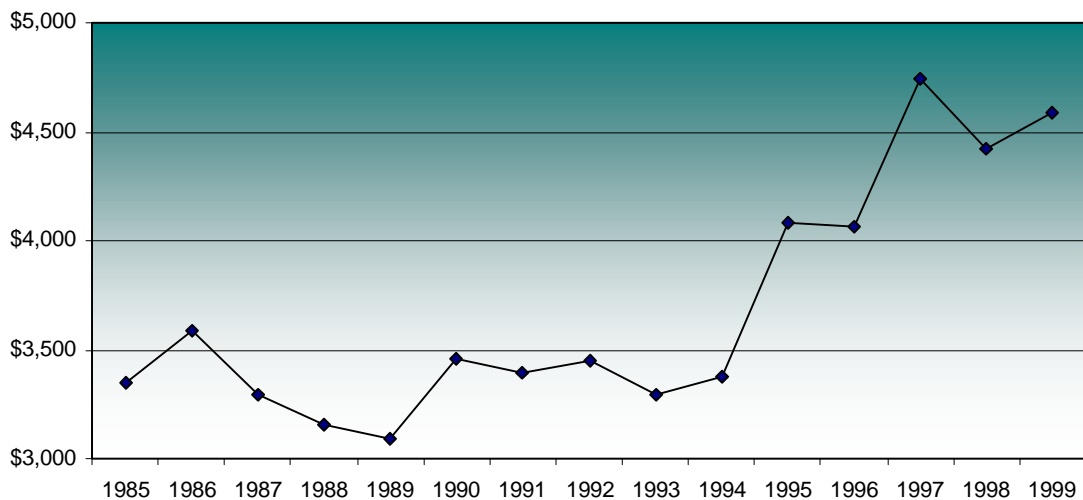
Federal funds applied to transit are Federal Transit Administration (FTA) Urbanized Area Formula Program funds (financial assistance used to offset operating costs and pay for capital projects).

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

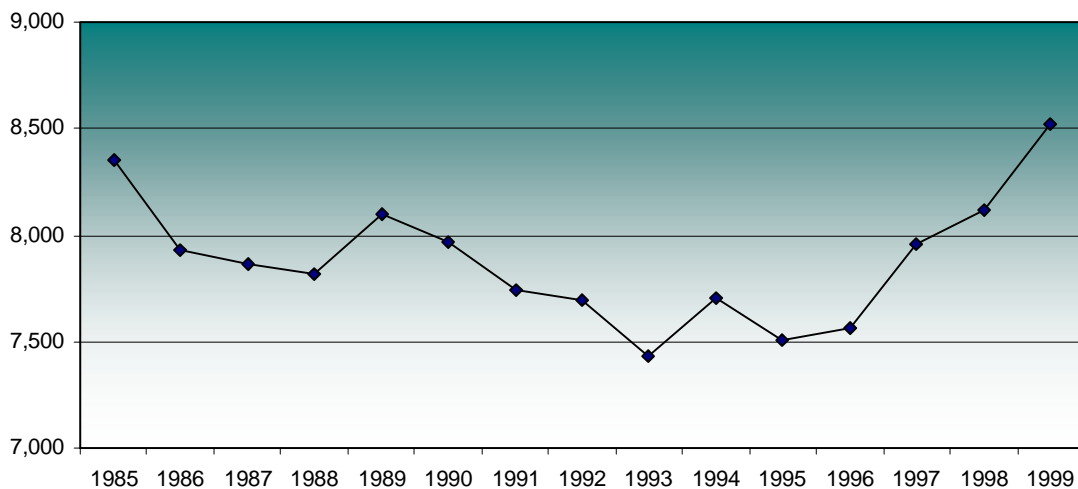
Comments

Unlinked passenger trips reached a record high in 1999 providing over 8.5 billion trips. Ridership increased by nearly 15 percent from 1993 to 1999. During the same period, Federal assistance applied to transit increased 37 percent.

Federal Funds Applied to Transit (Millions)



Unlinked Passenger Trips (Millions) 1985-1999



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 587 transit agencies reported data in 1999.

Comments

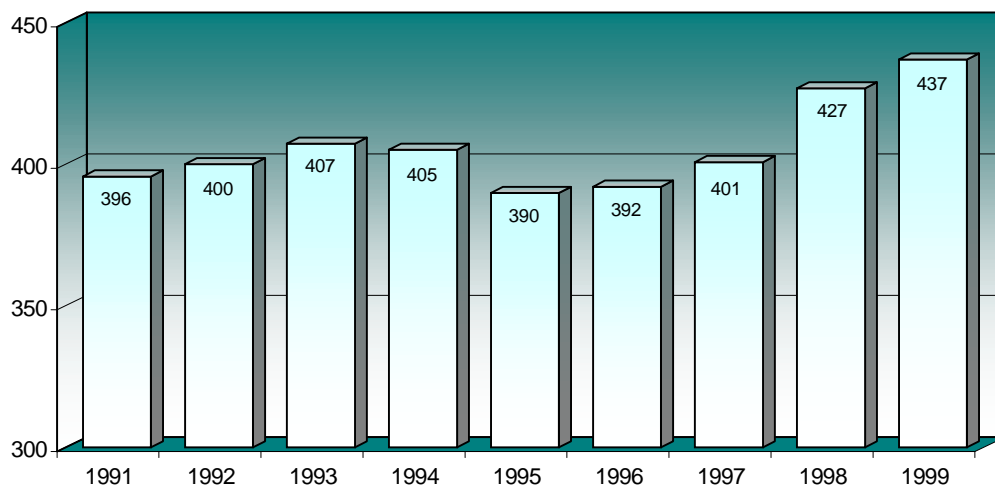
The National Transit Database program collects data for 15 modes: light rail, demand response and vanpool have shown the most significant increases in service over the last 9 years.

Light rail increased from 15 systems in 1991 to 20 in 1996 and has remained stable since.

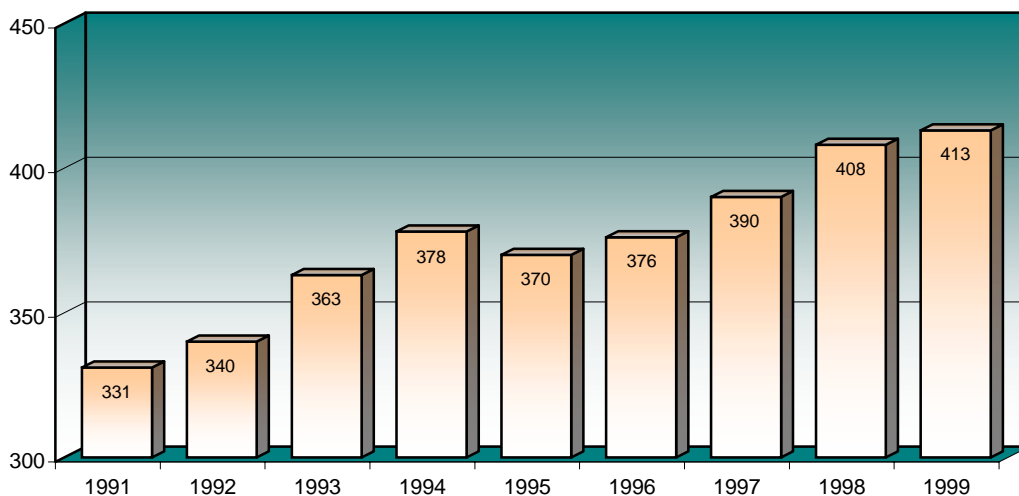
Demand response increased nearly 25 percent during the same period reflecting the need to provide special transit service for the elderly and people with disabilities.

Vanpool doubled the number of systems from 1991 to 1999.

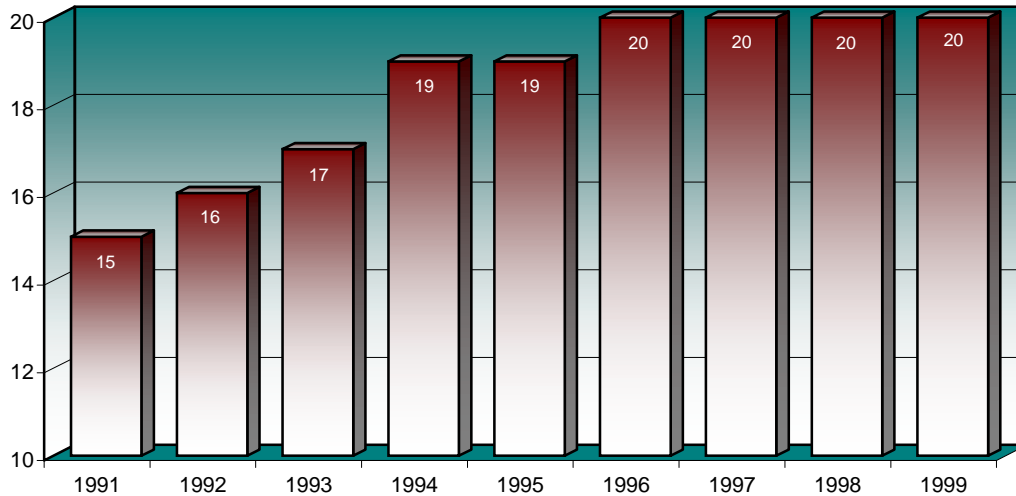
Number of Agencies Reporting — Bus 1991 - 1999



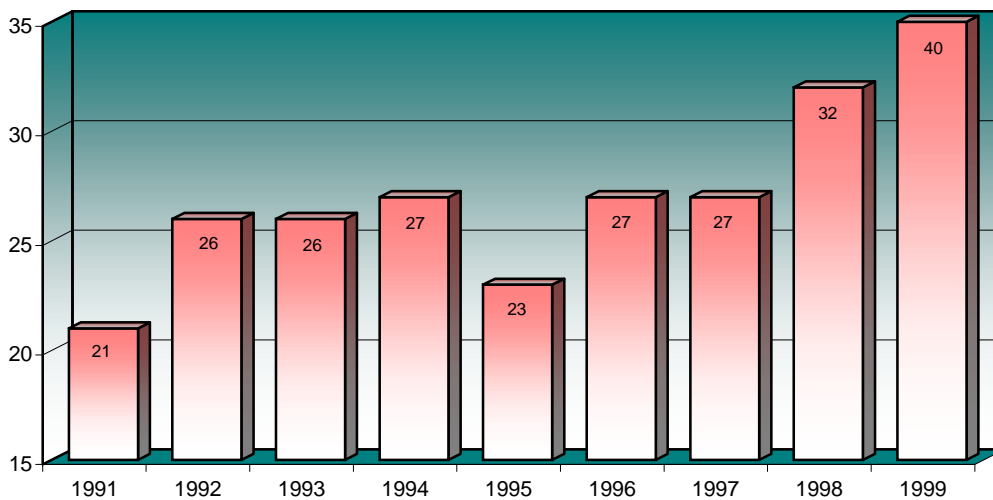
Number of Agencies Reporting — Demand Response 1991 - 1999



Number of Agencies Reporting — Light Rail 1991 - 1999



Number of Agencies Reporting — Vanpool 1991 - 1999



Number of Transit Agencies Reporting 1991 - 1999

Year	Commuter		Demand Response	Heavy Rail	Light Rail	Vanpool	Other
	Bus	Rail					
1991	396	16	331	12	15	21	24
1992	400	16	340	13	16	26	26
1993	407	17	363	14	17	26	26
1994	405	17	378	14	19	27	28
1995	390	15	370	14	19	23	28
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
% Change	10.4%	12.5%	24.8%	16.7%	33.3%	90.5%	37.5%

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.

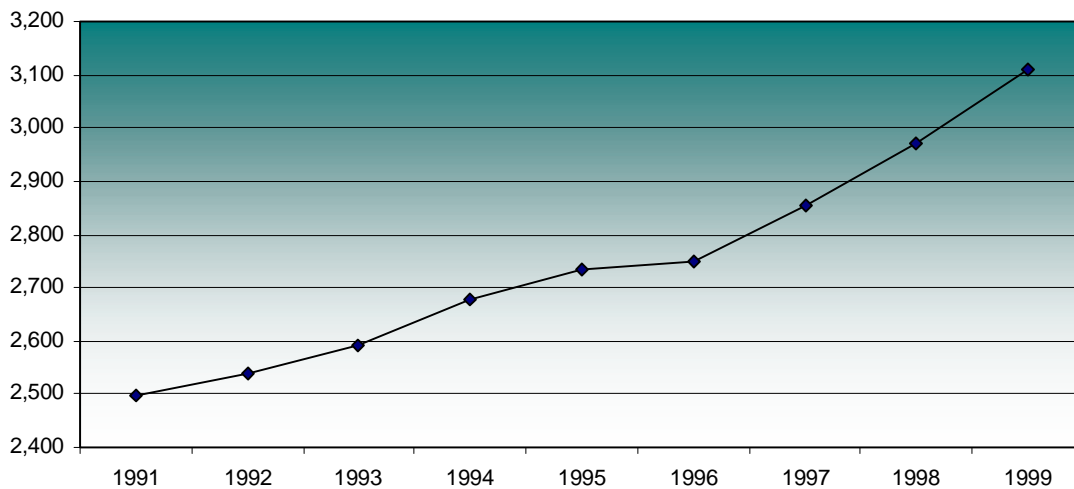
Deadhead travel is not included in vehicle revenue miles. Deadhead mileage consists of the miles a transit vehicle travels while not in revenue service (leaving or returning to the garage or yard or changing routes).

Comments

Vehicle revenue miles increased nearly 25 percent between 1991 and 1999. The growth rate averaged 2.3 percent per year from 1991 to 1995, and 3.5 percent per year from 1995 to 1999. Modes showing the most significant growth are:

- Light rail – 77 percent
- Demand response – 125 percent
- Vanpool – 443 percent

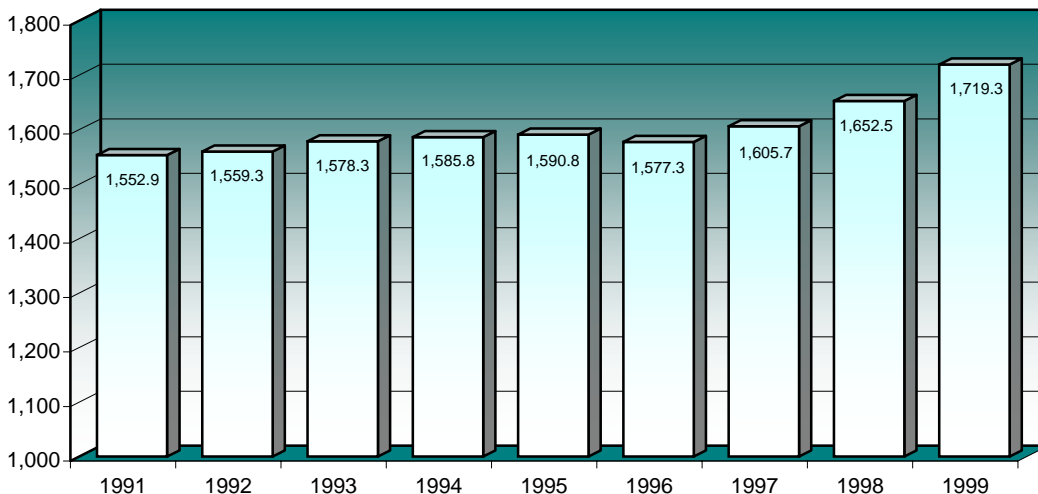
Vehicle Revenue Miles (Millions) 1991 - 1999



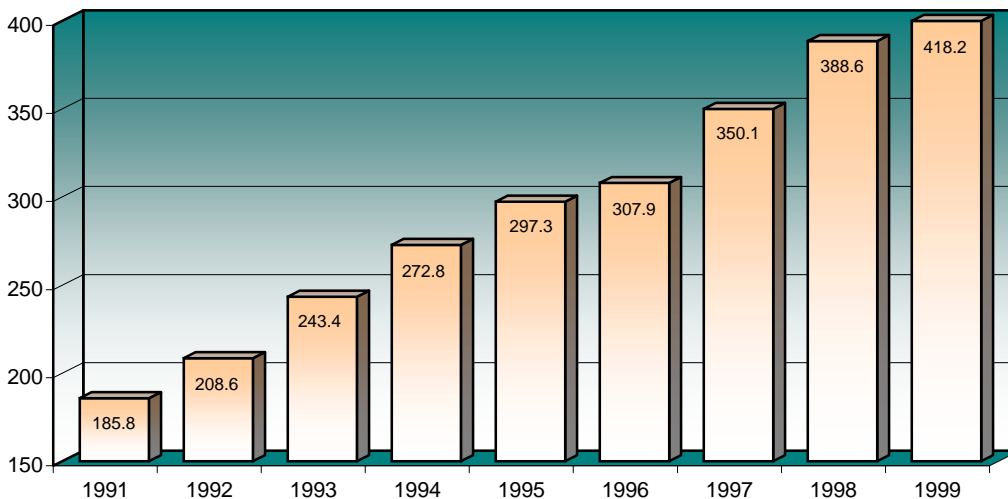
Vehicle Revenue Miles (Millions) 1991 - 1999

Vehicle Revenue Miles	
Year	(Millions)
1991	2,499.3
1992	2,537.5
1993	2,593.2
1994	2,679.5
1995	2,732.4
1996	2,750.6
1997	2,853.3
1998	2,970.4
1999	3,111.4
% Change	24.5%

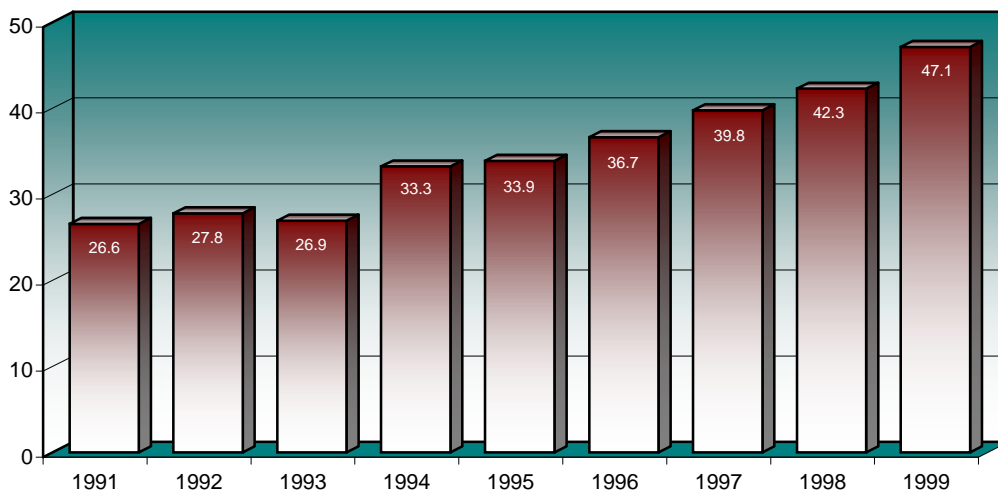
Vehicle Revenue Miles (Millions) — Bus 1991 - 1999



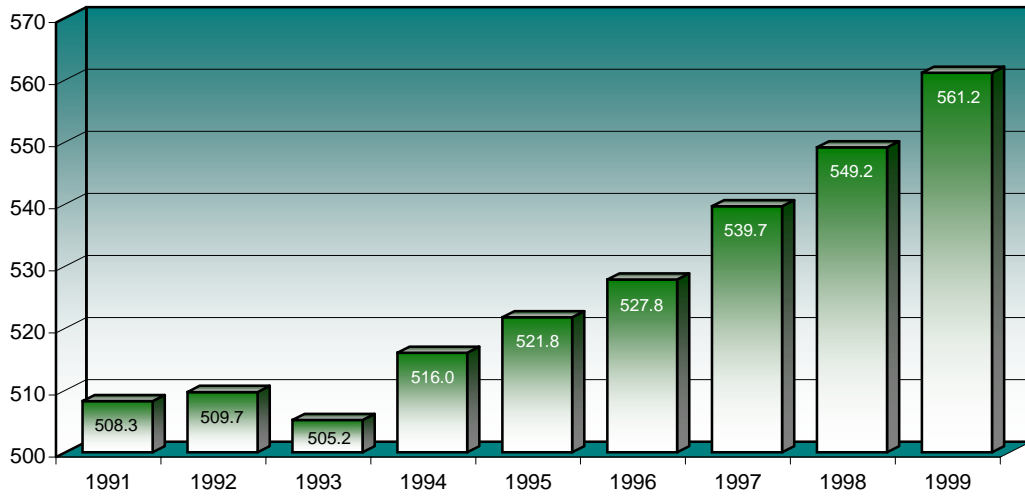
Vehicle Revenue Miles (Millions) — Demand Response 1991 - 1999



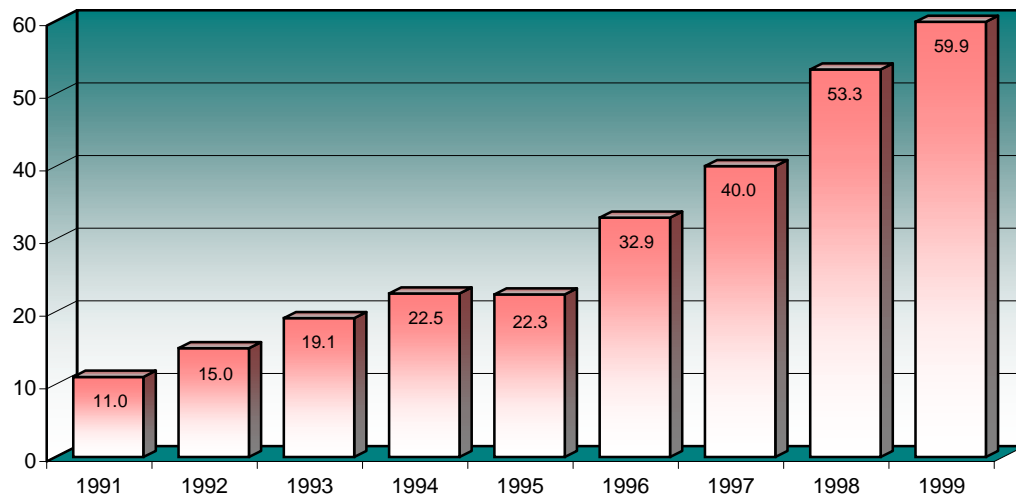
Vehicle Revenue Miles (Millions) — Light Rail 1991 - 1999



Vehicle Revenue Miles (Millions) — Heavy Rail 1991 - 1999



Vehicle Revenue Miles (Millions) — Vanpool 1991 - 1999

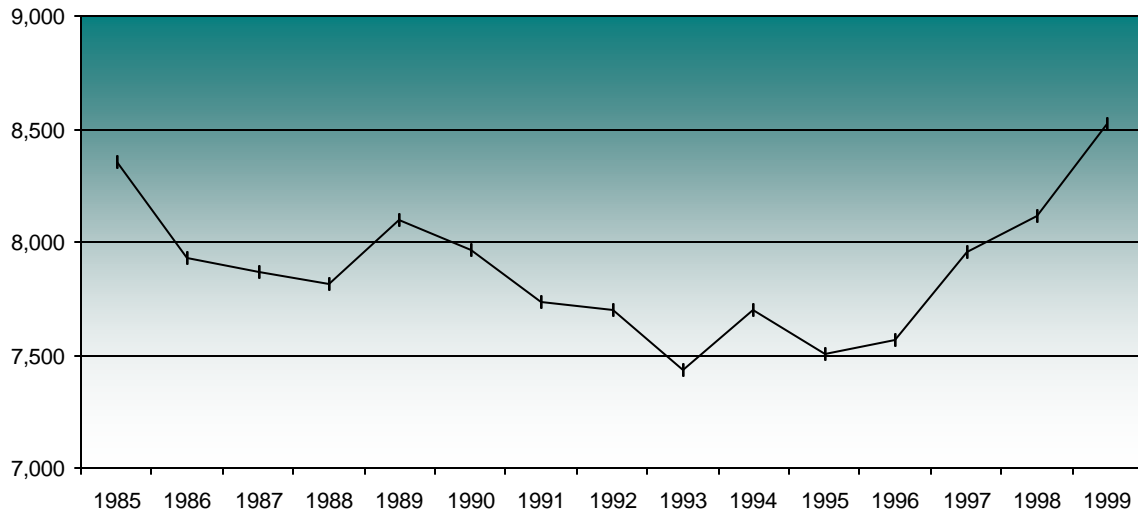


Unlinked Passenger Trips by Mode

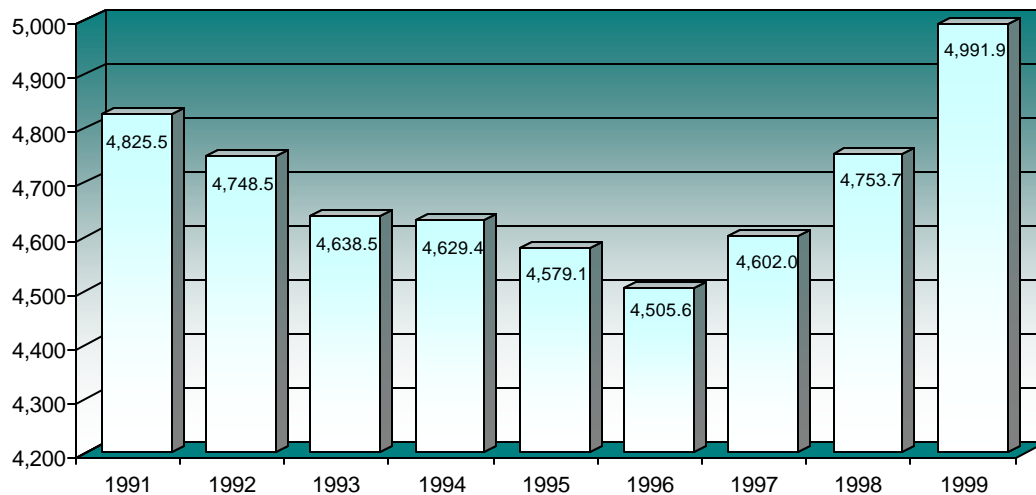
Comments

All modes showed increases in ridership over the last four years and an overall increase since 1991.

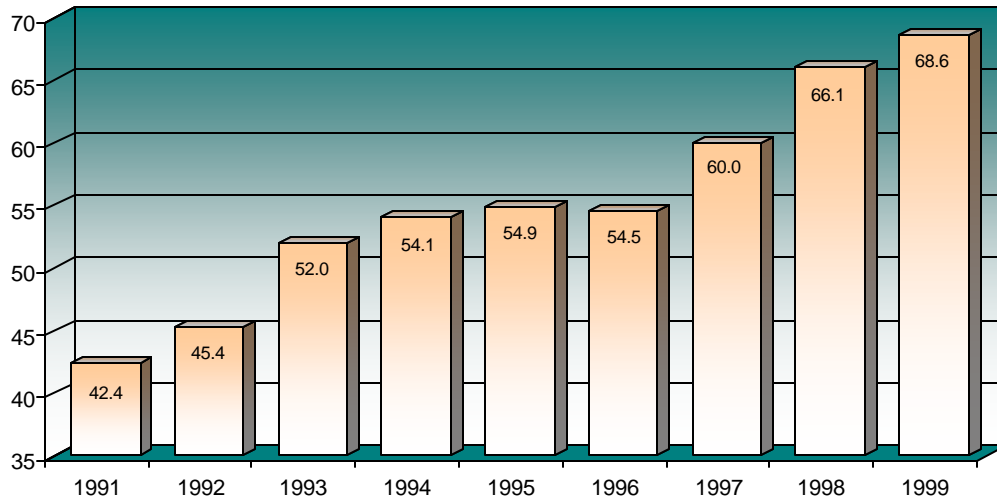
Unlinked Passenger Trips (Millions) 1985 - 1999



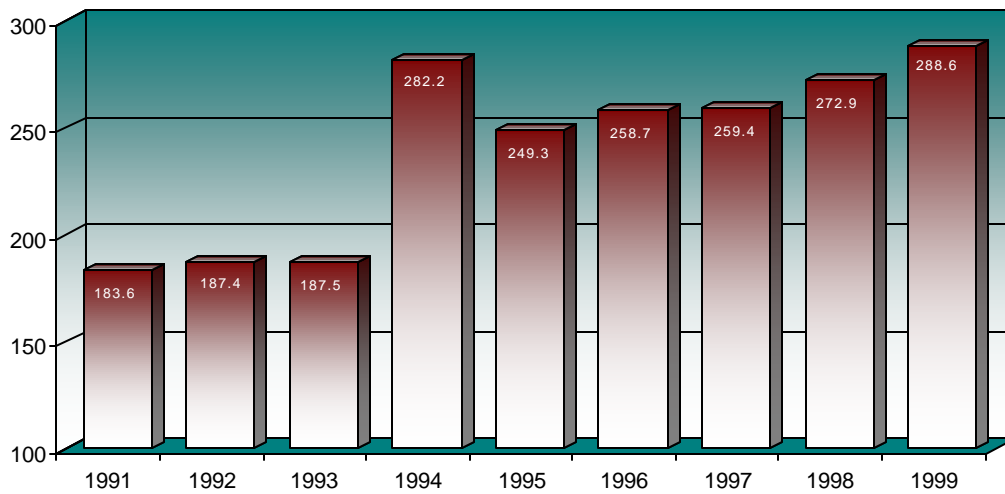
Unlinked Passenger Trips (Millions) — Bus 1991 - 1999



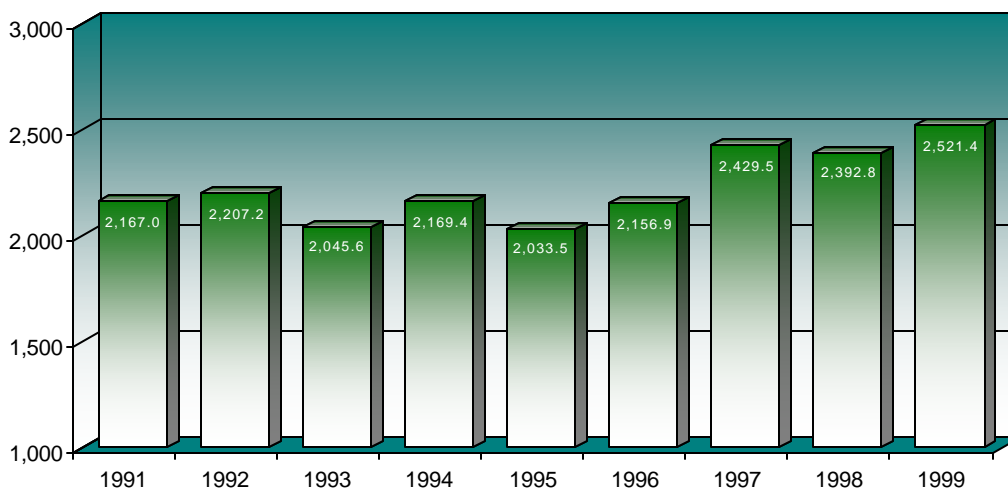
Unlinked Passenger Trips (Millions) — Demand Response 1991 - 1999



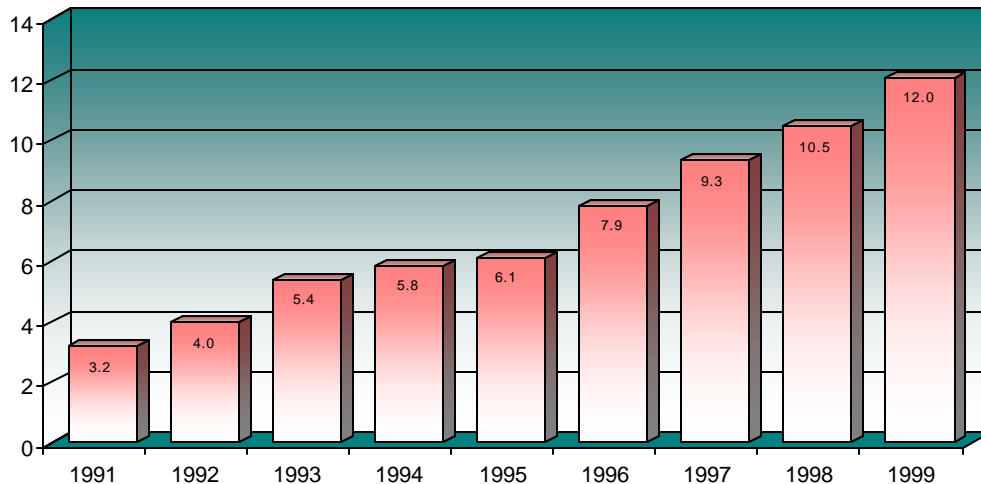
Unlinked Passenger Trips (Millions) — Light Rail 1991 - 1999



Unlinked Passenger Trips (Millions) — Heavy Rail 1991 - 1999



Unlinked Passenger Trips (Millions) - Vanpool 1991 - 1999

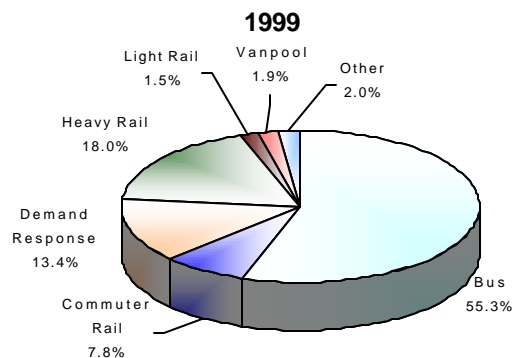
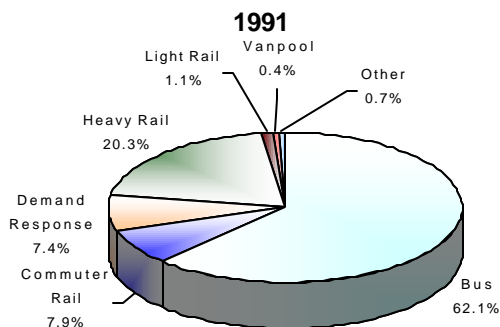


Distribution of Vehicle Revenue Miles and Unlinked Passenger Trips by Mode

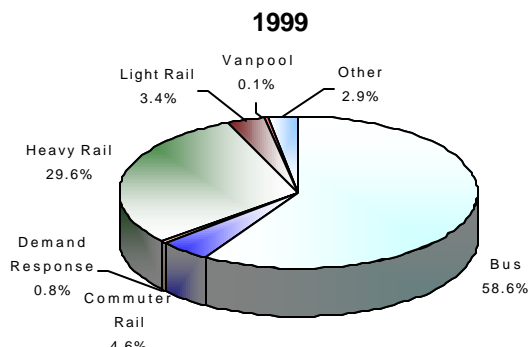
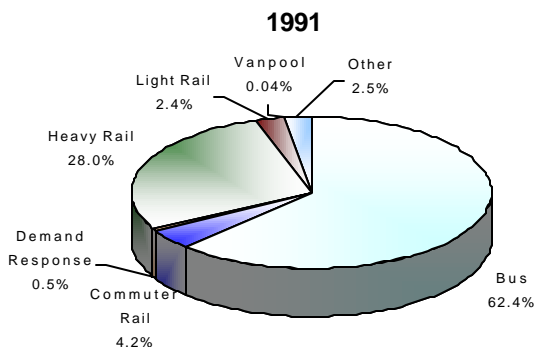
Vehicle revenue miles for demand response increased from nearly 7 percent in 1991 to 13 percent in 1999 while vehicle revenue miles for bus decreased from 62 percent to 55 percent.

At the same time unlinked passenger trips for demand response remained stable, illustrating the low capacity nature of this service, while unlinked passenger trips for bus increased from nearly 62 percent in 1991 to 59 percent in 1999.

Distribution of Vehicle Revenue Miles



Distribution of Unlinked Passenger Trips



Relative Impact on Data by UZA Size Group

Concepts

Urbanized areas are geographic areas with a population of 50,000 or more as defined by the U.S. Census. According to the 1990 U.S. Census there are 405 urbanized areas. For National Transit Database purposes, the NTST groups urbanized areas by 3 size categories:

1. Large urbanized areas: population of more than 1 million (34 urbanized areas, 207 agencies or 35.8 percent of all agencies reporting).
2. Medium urbanized areas: population of less than 1 million and more than 200,000 (91 urbanized areas, 120 agencies or 20.7 percent of all agencies reporting).
3. Small urbanized areas: population of less than 200,000 and more than 50,000 (280 urbanized areas, 252 agencies or 43.5 percent of all agencies reporting).

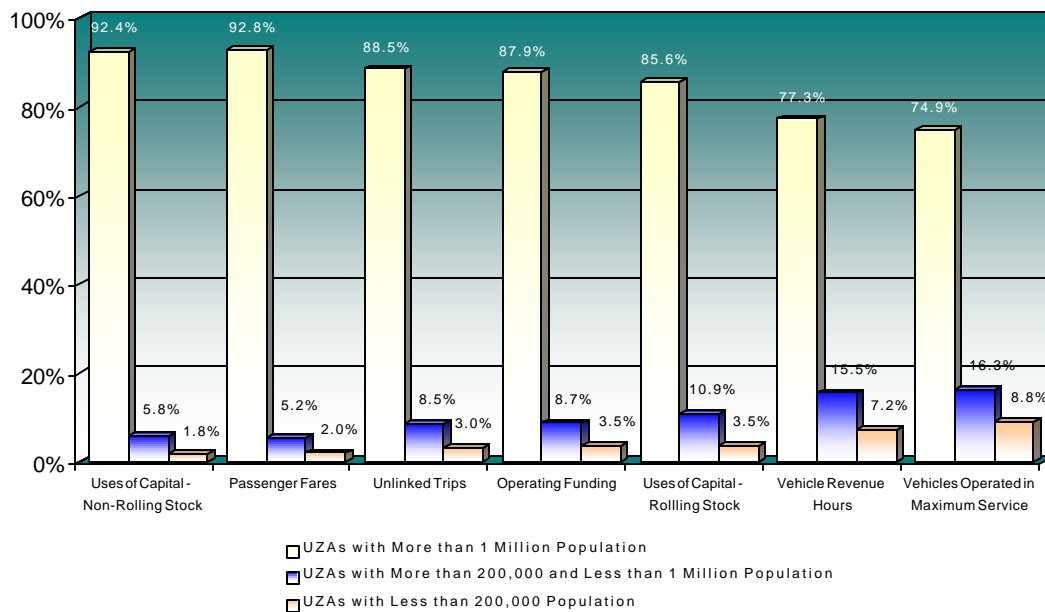
Comments

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 others - 92.4 percent
- Passenger fares - 92.8 percent
- Unlinked passenger trips - 88.5 percent

Large urbanized areas are less dependent on operating subsidies than small and medium urbanized areas. This is evident when comparing operating funds applied (87.9 percent) to the percentage of fares (92.8 percent) for large urbanized areas.

Relative Impact of the Data by UZA Size Group - 1999



Operating Costs and Performance Measures

Operating Expenses

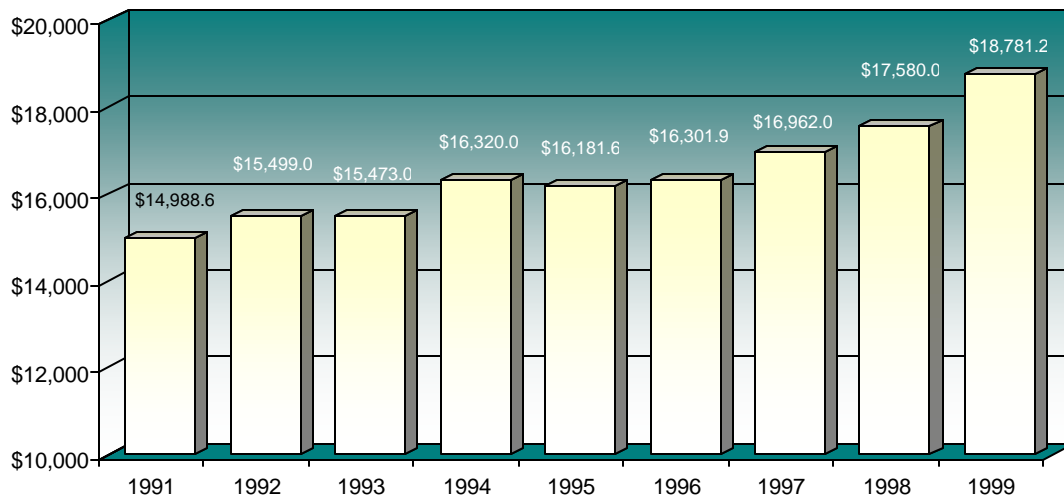
Concepts

Operating expenses are 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 requirements. The NTST excludes reconciling items such as depreciation, interest expenses, leases and rentals.

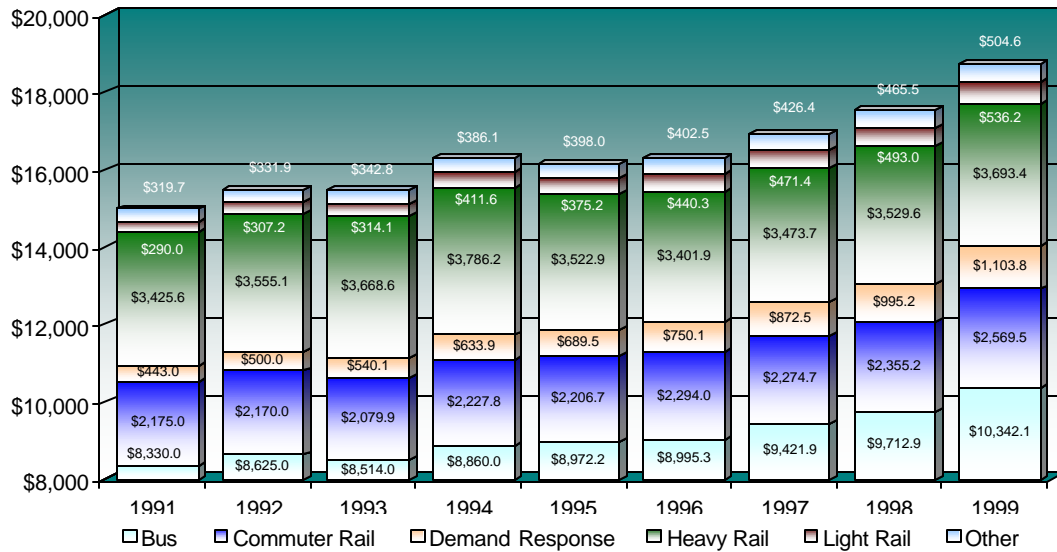
Comments

Operating expenses increased 25.3 percent over the last 9 years, a rate slightly greater than inflation during the same period (23.7 percent). The modes showing the highest increases were light rail, demand response and vanpool. These increases reflect the addition of new systems during the last 9 years.

Total Operating Expense (Millions) 1991 - 1999



Total Operating Expense (Millions) by Mode 1991 - 1999



***Note: Vanpool data not represented above**

1991 - \$5.3, 1992 - \$10.1, 1993 - \$13.6, 1994 - \$14.9, 1995 - \$17.0, 1996 - \$17.8, 1997 - \$22.7, 1998 - \$28.4, 1999 - \$31.6

Operating Expense by Function and Object Class

Concepts

Operating expense data are 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 4 functions are:

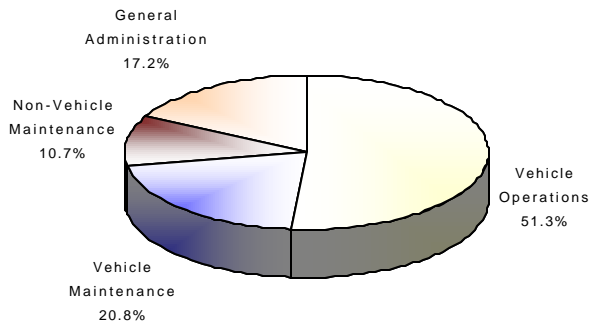
1. Vehicle operations
2. Vehicle maintenance
3. Non-vehicle maintenance
4. General administration

Comments

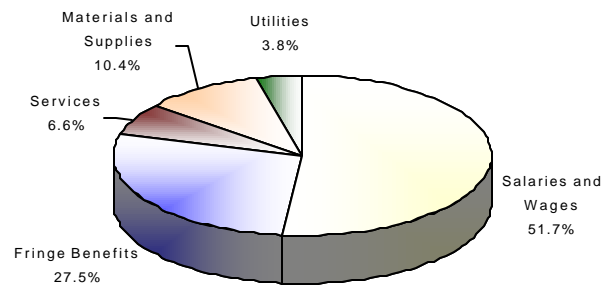
The transit industry is labor intensive. Salaries, wages and fringe benefits account for 80 percent of the total directly operated expenditures. More than 50 percent of total expenses are devoted to vehicle operations.

Operating Expense - 1999

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.

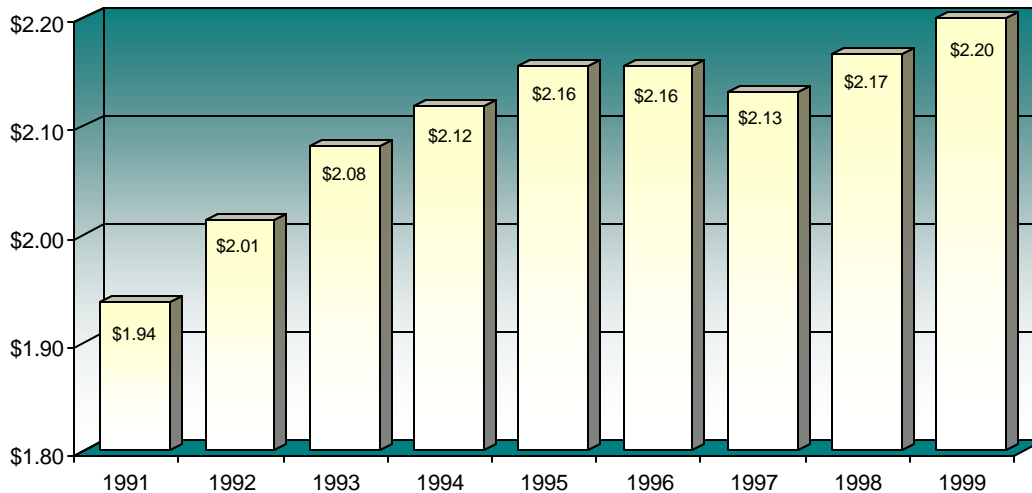
Service input is the quantity of resources expended to produce transit service, expressed in either monetary or non-monetary terms. Examples include operating cost (dollars expended for operations, maintenance and administration), employee hours (total operating, maintenance or administration), capital 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 trips increased 13.8 percent over the last 9 years, a rate 9.9% less than inflation (23.7 percent). The only modes with increases greater than inflation were demand response and vanpool. Both are low capacity modes that experienced substantial increases in ridership over the period, requiring even greater increases in miles and hours of service.

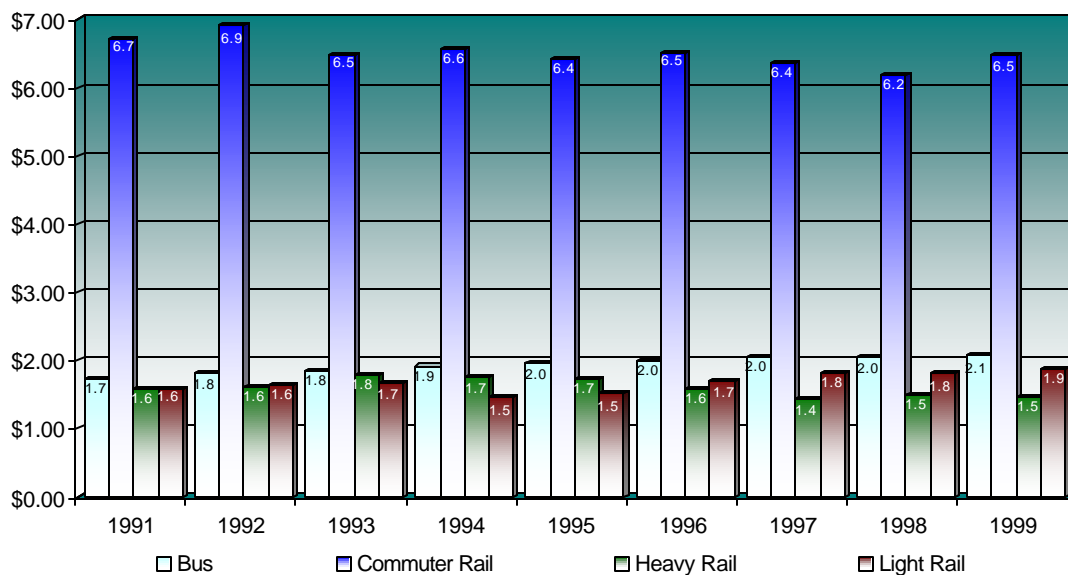
Operating Expense per Unlinked Passenger Trip 1991 -1999



Operating Expense per Unlinked Passenger Trip 1991 - 1999

Year	Operating Expense (Millions)	Unlinked Passenger Trips (Millions)	Operating Expense per Unlinked Passenger Trip
1991	\$14,988.6	7,738.1	\$1.94
1992	\$15,499.0	7,696.2	\$2.01
1993	\$15,473.0	7,432.7	\$2.08
1994	\$16,320.0	7,701.6	\$2.12
1995	\$16,181.6	7,503.7	\$2.16
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
% Change	25.3%	10.1%	13.8%

Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 1991 - 1999



Cost Efficiency (Operating Expense per Vehicle Revenue Hour)

Concepts

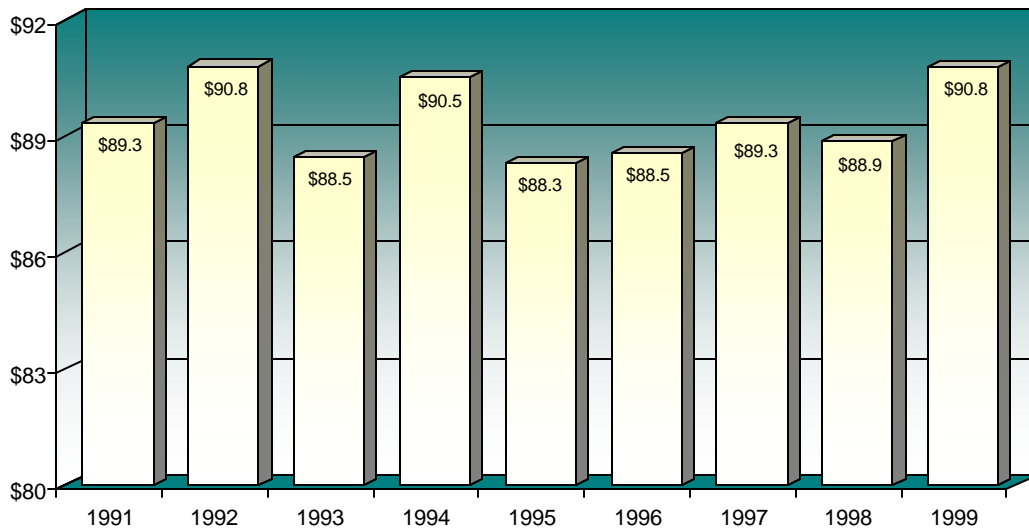
Cost efficiency is the relationship between service inputs and service outputs.

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 remained stable over the last 9 years (inflation was not factored into the rate). Heavy rail contributed to this stability, as its cost per vehicle revenue hour decreased by nearly 7 percent during this period. This decrease resulted from substantial cuts in fixed costs and workforce reductions that did not affect the miles and hours of service.

Total Operating Expense per Vehicle Revenue Mile 1991 - 1999



Operating Expense per Vehicle Revenue Hour 1991 - 1999

Year	Operating Expense	Vehicle Revenue Hours	Operating Expense per Vehicle Revenue Hour
1991	\$14,988.6	167.8	\$89.3
1992	\$15,499.0	170.7	\$90.8
1993	\$15,473.0	174.9	\$88.5
1994	\$16,320.0	180.3	\$90.5
1995	\$16,181.6	183.3	\$88.3
1996	\$16,301.9	184.1	\$88.5
1997	\$16,962.0	189.9	\$89.3
1998	\$17,580.0	197.8	\$88.9
1999	\$18,781.2	206.9	\$90.8
% Change	25.3%	23.3%	1.6%

Service Effectiveness

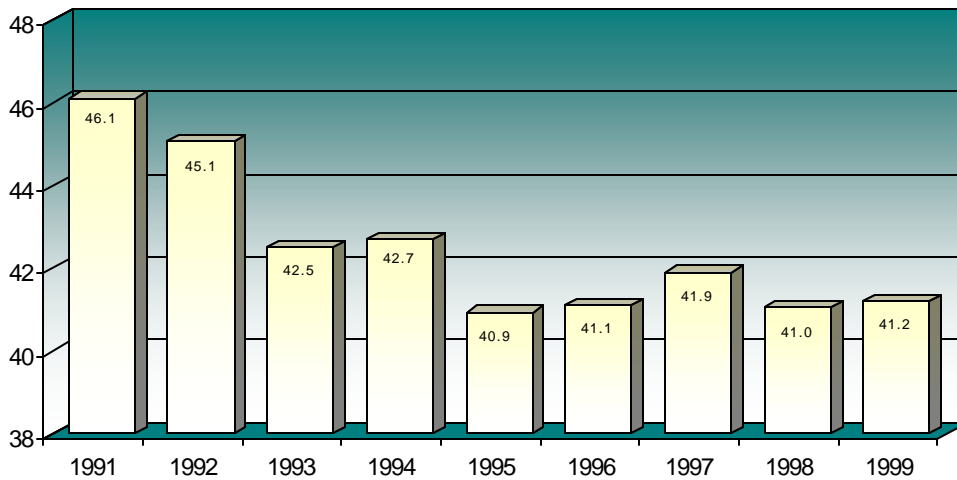
Concepts

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

Comments

Unlinked passenger trips per vehicle revenue hour decreased by nearly 11 percent from 1991 to 1999. This was due to increased service supplied for bus mode in low density urbanized areas and increased demand for low capacity modes such as vanpool and demand response.

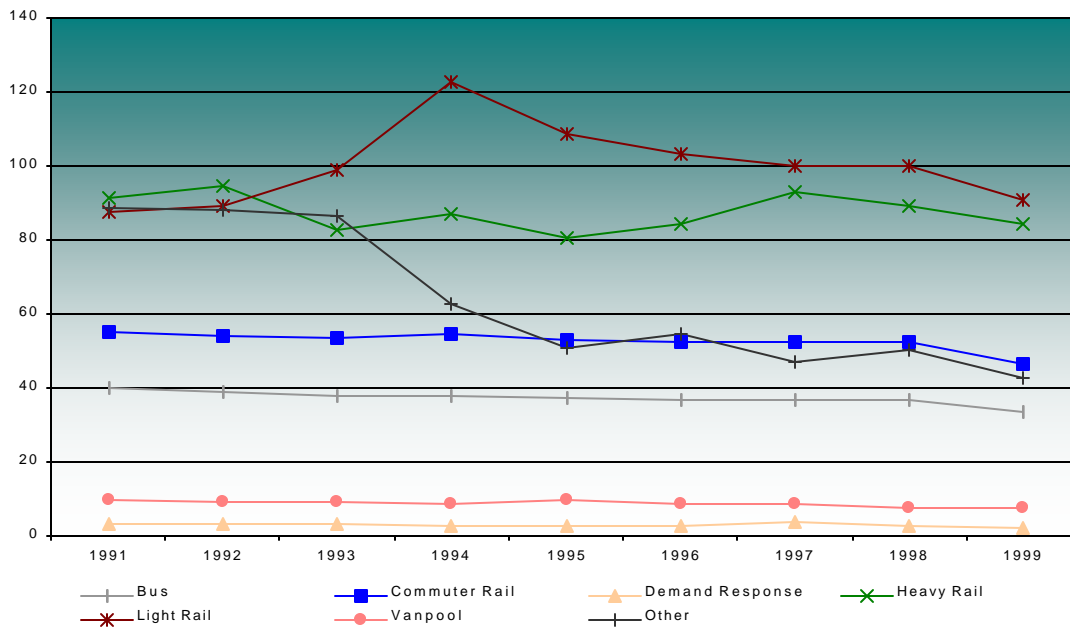
Unlinked Passenger Trip per Vehicle Revenue Hour 1991 - 1999



Unlinked Passenger Trip per Vehicle Revenue Hour 1991 - 1999

Year	Unlinked Passenger Trips (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips per Vehicle Revenue Hour
1991	7,738.1	167.8	46.1
1992	7,696.2	170.7	45.1
1993	7,432.7	174.9	42.5
1994	7,701.6	180.3	42.7
1995	7,503.7	183.3	40.9
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
% Change	10.1%	23.3%	-10.7%

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode



Quality of Transit Service

Concepts

Accidents are collisions, derailments, personal casualties and non-arson fires that result in fatalities, injuries and/or property damage. To be reported, an incident must result in damages greater than \$1,000 (per incident) or injuries or fatalities. Additionally, only incidents that occur on transit property or involve transit vehicles are reported.

Passenger miles are the cumulative miles traveled by passengers.

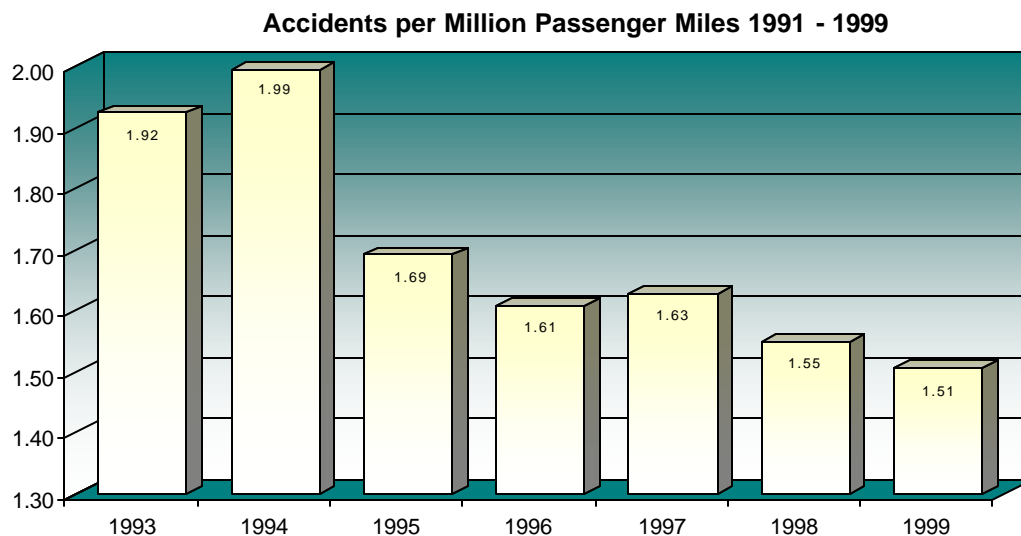
Comments

Accidents per million passenger miles decreased by nearly 28 percent between 1993 and 1999 across all modes. Light rail showed the most significant decrease, nearly 41 percent. To some extent, this is due to the expansion of light rail service between 1993 and 1999, which incorporated safer and more technologically advanced systems.

Due in part to its longer average trip length, commuter rail experienced the smallest rate of accidents per million passenger miles.

Notes:

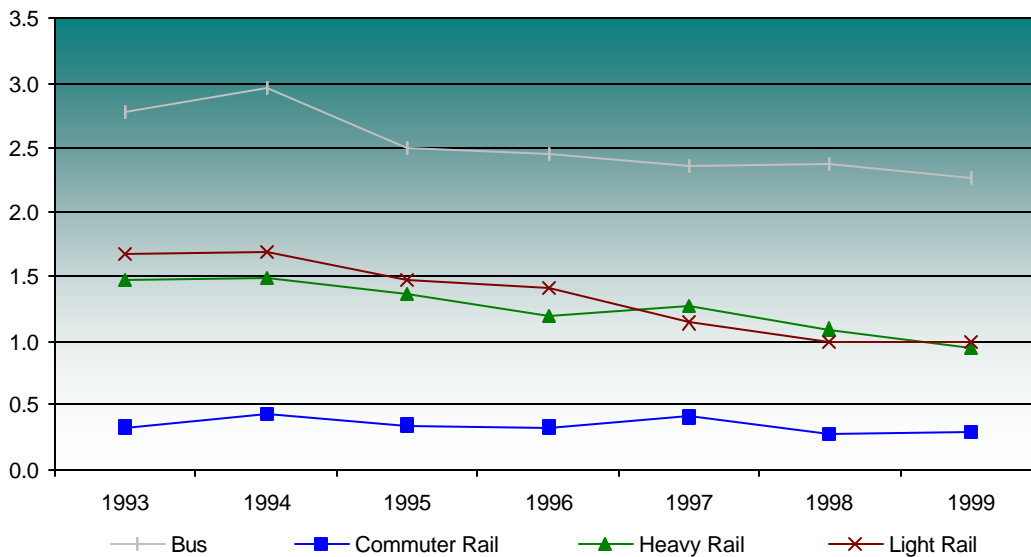
1. Data for 1993 and 1994 available only for directly operated service.
2. Accident categories were expanded in 1995 to include personal casualties at parking facilities and on rights-of-way.
3. The \$1,000 property damage threshold has not changed since 1991.



Accidents per Million Passenger Miles 1993 - 1999

Year	Accidents	Passenger Miles (Millions)	Accidents per Million Passenger Miles
1993	66,234	34,422.9	1.92
1994	71,329	35,758.7	1.99
1995	64,213	37,970.6	1.69
1996	62,689	38,984.1	1.61
1997	65,352	40,180.2	1.63
1998	64,429	41,605.0	1.55
1999	65,151	43,280.2	1.51
% Change	-1.6%	25.7%	-21.8%

Accidents per Million Passenger Miles by Mode 1991 - 1999



Accidents per Million Passenger Miles by Modes 1993 - 1999

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Other
1993	2.8	0.3	7.7	1.5	1.7	2.4
1994	3.0	0.4	8.0	1.5	1.7	3.5
1995	2.5	0.3	4.6	1.4	1.5	1.3
1996	2.4	0.3	6.9	1.2	1.4	1.0
1997	2.4	0.4	6.3	1.3	1.1	1.1
1998	2.4	0.3	7.5	1.1	1.0	0.9
1999	2.3	0.3	7.7	0.9	1.0	2.2
% Change	-18.4%	-10.1%	1.1%	-35.9%	-40.9%	-9.8%

Injuries per Million Passenger Miles

Concepts

Injuries are any physical damage or harm to a person requiring medical treatment. This includes physical damage or harm reported at the time and place of occurrence. Injuries are reported for the following categories:

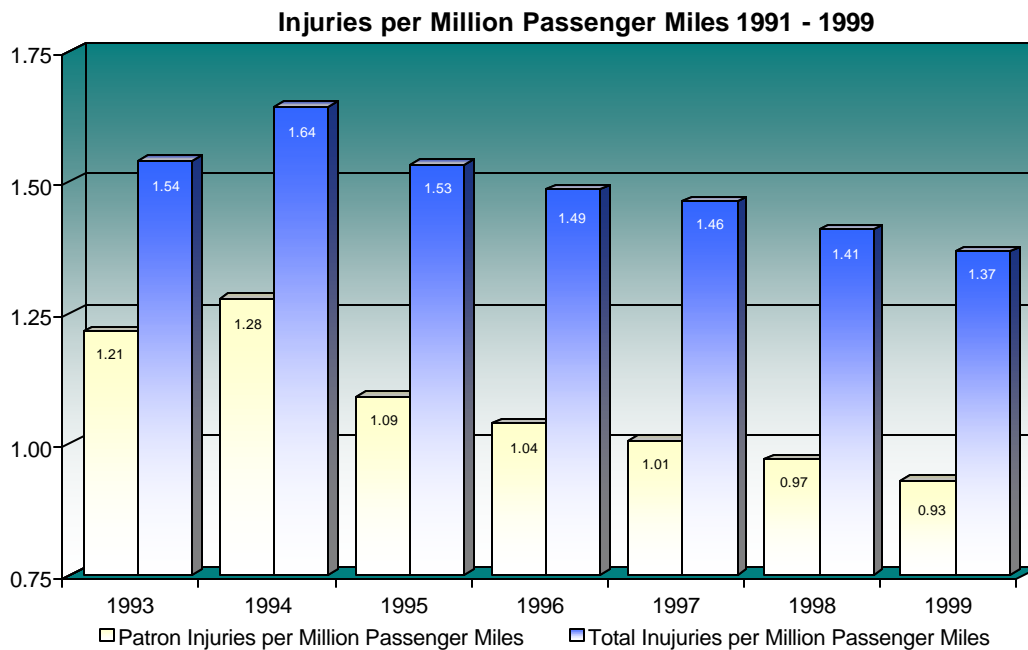
- Patrons: A person who is using, intends to use or has used the transit system and is on property affiliated with the transit system within the limits of local law.
- Employees: An individual who is compensated by the transit agency and whom the agency reports under labor expenses.
- Others: An individual who is neither a passenger nor employee of the transit agency.

Comments

Total injuries per million passenger miles decreased nearly 11 percent between 1993 and 1999, while the rate for patron injuries decreased nearly 24 percent.

Notes:

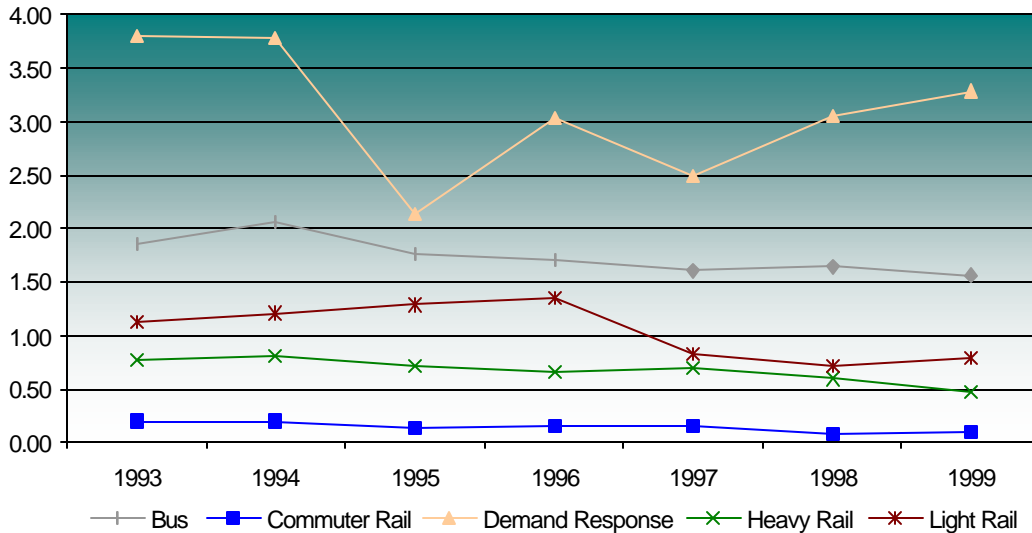
1. Data for 1993 and 1994 available only for directly operated service.
2. Accident categories were expanded in 1995 to include personal casualties at parking facilities and on rights-of-way.



Injuries per Million Passenger Miles 1993 - 1999

Year	Patron Injuries	Total Injuries	Passenger Miles (Millions)	Patron Injuries per Million Passenger Miles	Total Injuries per Million Passenger Miles
1993	41,823	53,057	34,422.9	1.21	1.54
1994	45,664	58,794	35,758.7	1.28	1.64
1995	41,396	58,212	37,970.6	1.09	1.53
1996	40,540	57,942	38,984.1	1.04	1.49
1997	40,441	58,814	40,180.2	1.01	1.46
1998	40,389	58,657	41,605.0	0.97	1.41
1999	40,212	59,198	43,280.2	0.93	1.37
% Change	-3.9%	11.6%	25.7%	-23.5%	-11.3%

Patron Injuries per Million Passenger Miles by Mode 1991 - 1999



Patron Injuries per Million Passenger Miles by Mode 1993 - 1999

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Other
1993	1.87	0.20	3.80	0.76	1.13	1.32
1994	2.06	0.19	3.79	0.82	1.21	1.19
1995	1.76	0.13	2.13	0.71	1.29	1.03
1996	1.70	0.15	3.02	0.66	1.35	0.67
1997	1.59	0.17	2.50	0.69	0.84	0.68
1998	1.64	0.08	3.06	0.59	0.72	0.62
1999	1.56	0.10	3.29	0.48	0.80	1.49
% Change	-16.3%	-51.8%	-13.4%	-37.5%	-29.2%	12.6%

Fatalities per Million Passenger Miles

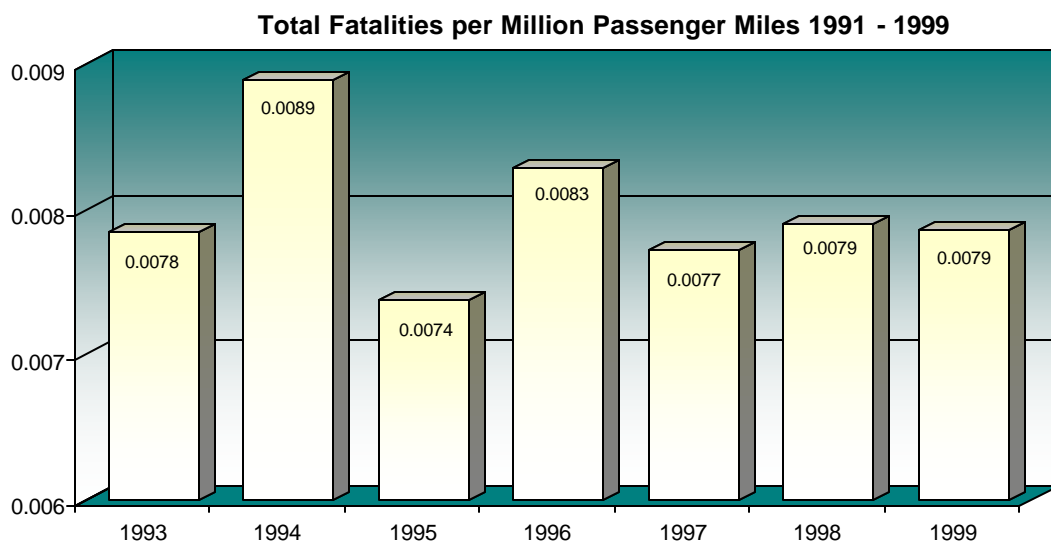
Concepts

A fatality is defined as a death confirmed within 30 days following an accident.

Comments

Total fatalities per million passenger miles have been stable over the last 7 years, as have patron fatalities per million passenger miles.

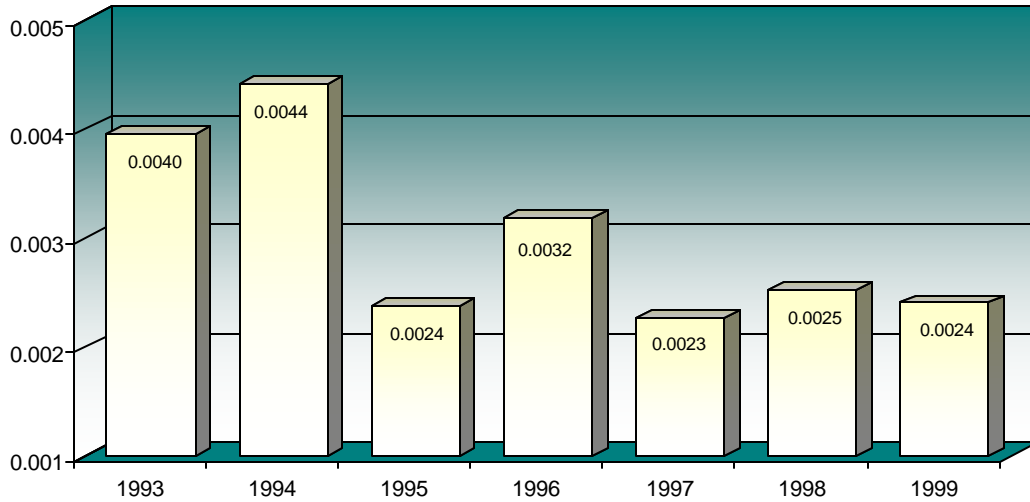
Note: Patron suicides were not reported prior to 1995.



Total Fatalities per Million Passenger Miles 1993 - 1999

Year	Total Fatalities	Passenger Miles (Millions)	Total Fatalities per Million Passenger Miles
1993	270	34,422.9	0.0078
1994	318	35,758.7	0.0089
1995	280	37,970.6	0.0074
1996	323	38,984.1	0.0083
1997	310	40,180.2	0.0077
1998	329	41,605.0	0.0079
1999	340	43,280.2	0.0079
% Change	25.9%	25.7%	0.2%

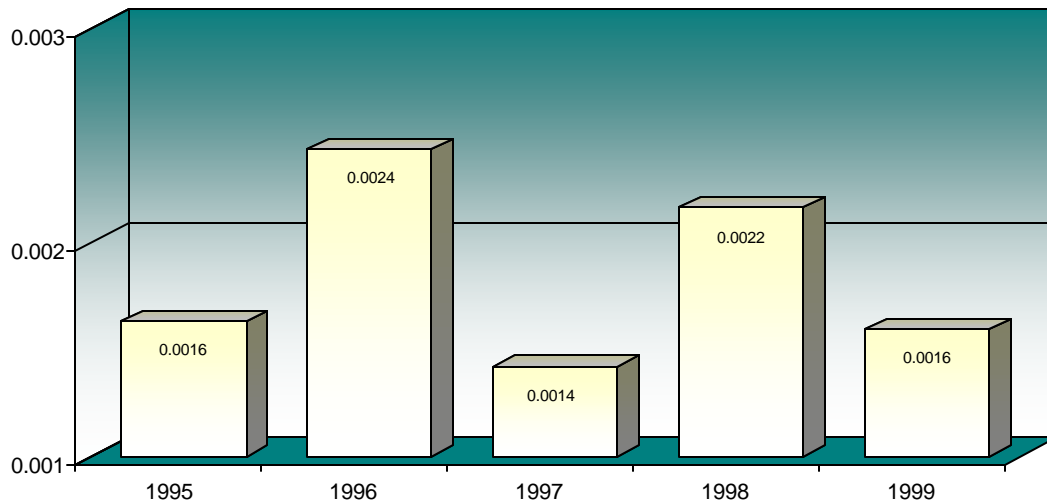
Patron Fatalities per Million Passenger Miles (Including Suicides) 1991 - 1999



Patron Fatalities per Million Passenger Miles (Including Suicides) 1993 - 1999

Year	Patron Fatalities	Passenger Miles (Millions)	Patron Fatalities per Million Passenger Miles
1993	136	34,422.9	0.0040
1994	158	35,758.7	0.0044
1995	90	37,970.6	0.0024
1996	124	38,984.1	0.0032
1997	91	40,180.2	0.0023
1998	105	41,605.0	0.0025
1999	104	43,280.2	0.0024
% Change	-23.5%	25.7%	-39.2%

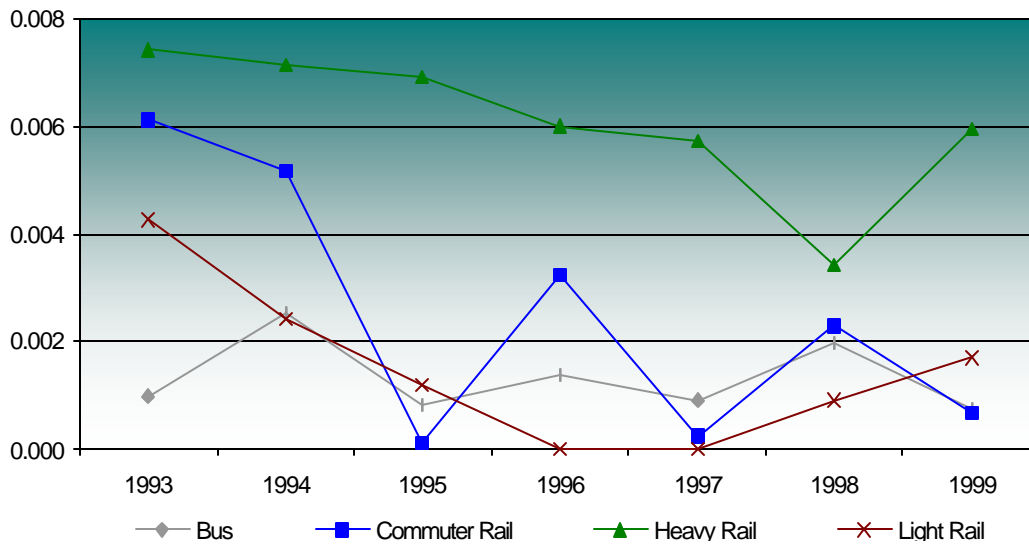
Patron Fatalities per Million Passenger Miles (Excluding Suicides) 1995 - 1999



All Patron Fatalities per Million Passenger Miles (Excluding Suicides) 1993 - 1999

Year	Patron Fatalities	Passenger Miles (Millions)	Patron Fatalities per Million Passenger Miles
1995	62	37,970.6	0.0016
1996	95	38,984.1	0.0024
1997	57	40,180.2	0.0014
1998	90	41,605.0	0.0022
1999	69	43,280.2	0.0016
% Change	11.3%	14.0%	-2.4%

Patron Fatalities per Million Passenger Miles by Mode 1993 - 1999

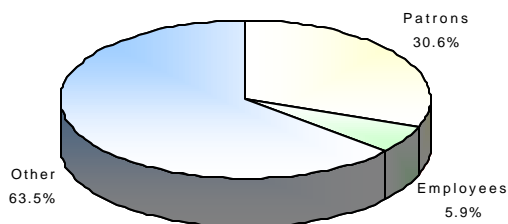


Distribution of Fatalities

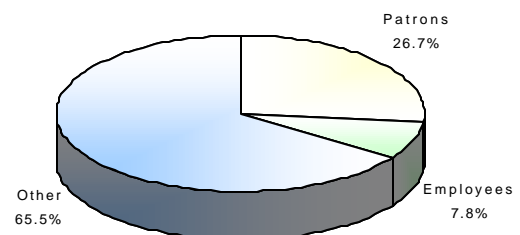
Comments

Most victims in transit-related accidents are non-patrons. Patron fatalities account for 26.7 percent of all fatalities (excluding suicides).

Distribution of Fatalities (Including Suicides)
1991 - 1999



Distribution of Fatalities (Excluding Suicides)
1991 - 1999



Violent Crime per Million Passenger Miles

Concepts

Violent crimes are reported in accordance with the FBI Uniform Crime Reporting Handbook criteria and include:

- Homicide
- Forcible rape
- Robbery
- Aggravated assault

These offenses are reported based on records of response calls, complaints or investigations.

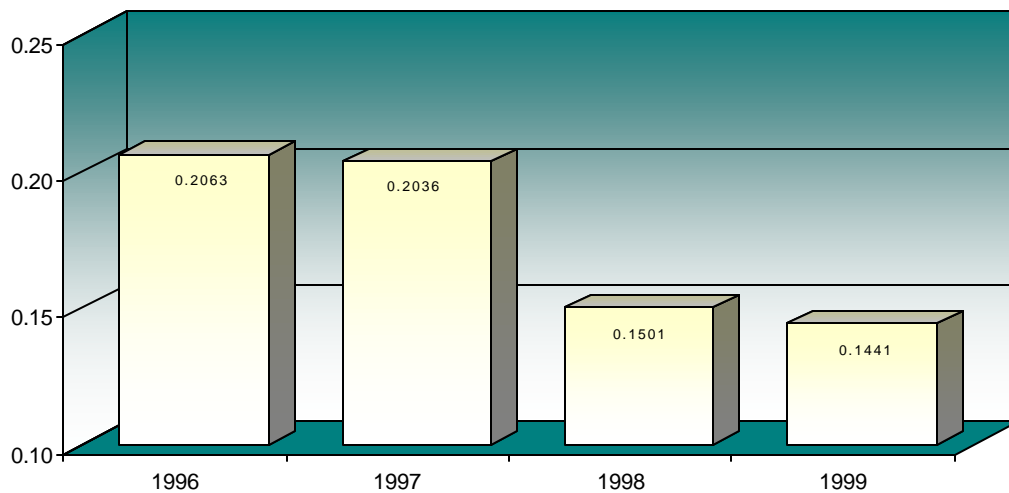
Comments

The rate of violent crime per million passenger miles decreased 30 percent over the 1996 to 1999 period.

Notes:

1. Only agencies in urbanized areas with more than 200,000 population report security data.
2. Security data are not available prior to 1996.

Violent Crime per Million Passenger Miles 1991 - 1999



Violent Crime per Million Passenger Miles 1996 - 1999

Year	Violent Crime	Passenger Miles (Millions)	Violent Crime per Million Passenger Miles
1996	7,796	37,794.0	0.2063
1997	7,915	38,866.6	0.2036
1998	6,096	40,608.9	0.1501
1999	6,237	43,280.2	0.1441
% Change	-20.0%	14.5%	-30.1%

Reliability

Miles between System Failures – Bus

Concepts

A major failure is a failure of a major mechanical or electrical component of a revenue vehicle. A major failure: 1) requires assistance from someone other than the revenue vehicle operator or on board crew to restore the vehicle to an operating condition and 2) usually prevents the vehicle from continuing in revenue service due to limited movement or safety concerns.

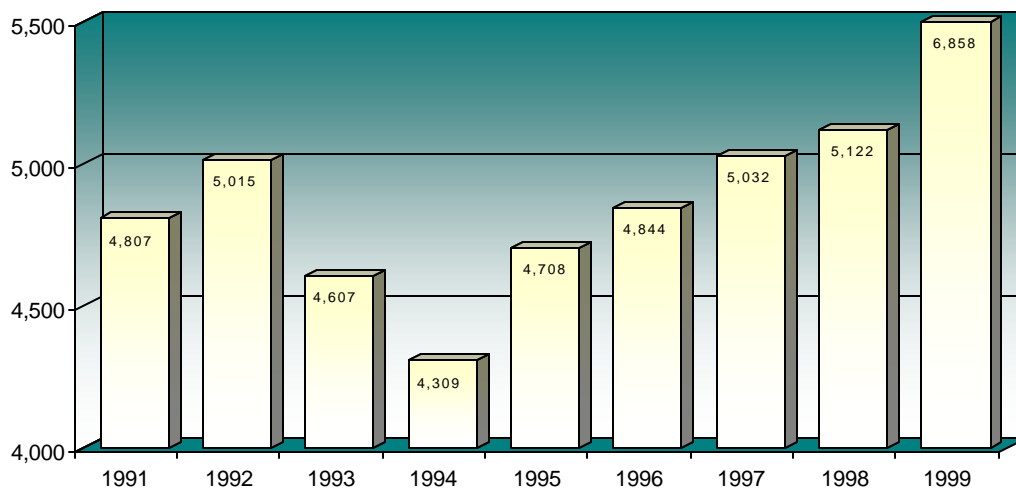
Mechanical failures include, but are not limited to: breakdown of air equipment, brakes, doors, engine cooling system, steering and front axle, rear axle and suspension and torque converters.

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

The miles between failures increased nearly 43 percent over the last 9 years, resulting from improved preventive maintenance policies combined with increased capital investments in rolling stock.

Miles Between Major System Failures — Bus 1991 - 1999



Miles Between System Failures (Directly Operated Service) 1991 - 1999

Year	Major System Failures	Vehicle Miles (Millions)	Vehicle Miles (Millions) between Major System Failures
1991	347,774	1,671.7	4,807
1992	334,286	1,676.4	5,015
1993	363,977	1,676.9	4,607
1994	392,414	1,690.9	4,309
1995	358,665	1,688.4	4,708
1996	345,373	1,672.9	4,844
1997	338,783	1,704.8	5,032
1998	344,665	1,765.4	5,122
1999	427,222	2,930.0	6,858
% Change	22.8%	75.3%	42.7%

ADA Compliance – Bus

ADA Lift- or Ramp-Equipped

Concepts

The American with Disabilities Act requires transit agencies be accessible to individuals with special needs. Buses fall into the following categories:

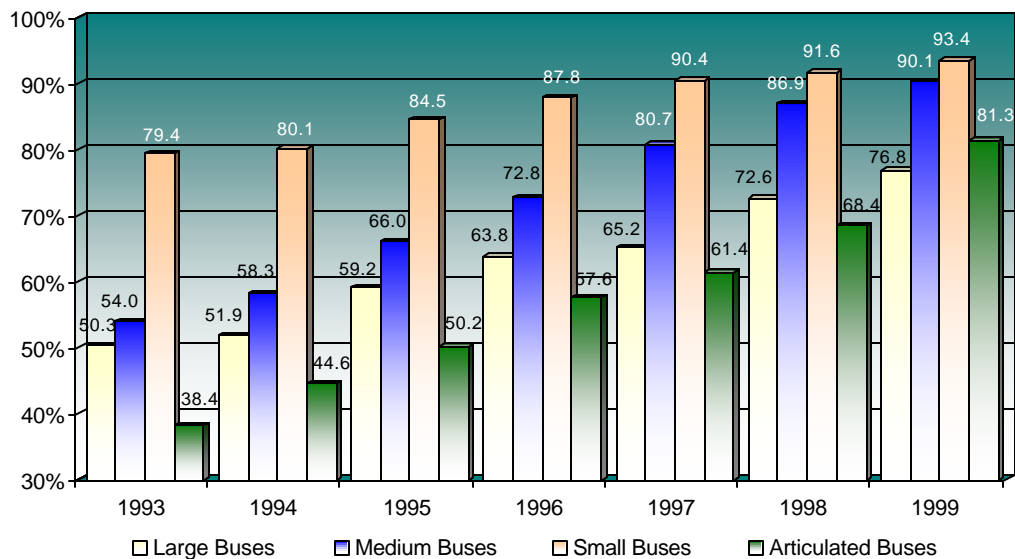
- Large buses are equipped with more than 35 seats
- Medium buses are equipped with 25-35 seats
- Small buses are equipped with less than 25 seats
- Articulated buses are extra-long buses that measure between 54 and 60 feet

Comments

- Historically, small buses have comprised the largest percentage of lift- or ramp-equipped vehicles, currently showing a 93.4 percent level of compliance. This is expected due to this class' low average fleet age
- Medium bus compliance increased from 54 percent in 1993 to 90 percent in 1999
- Large bus compliance increased from 50.3 percent in 1991 to 76.8 percent in 1999
- Articulated bus compliance increased from 38 percent in 1993 to 81 percent in 1999

Note: Data are not available prior to 1993.

ADA Lift- or Ramp-Equipped Buses 1993 - 1999



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.

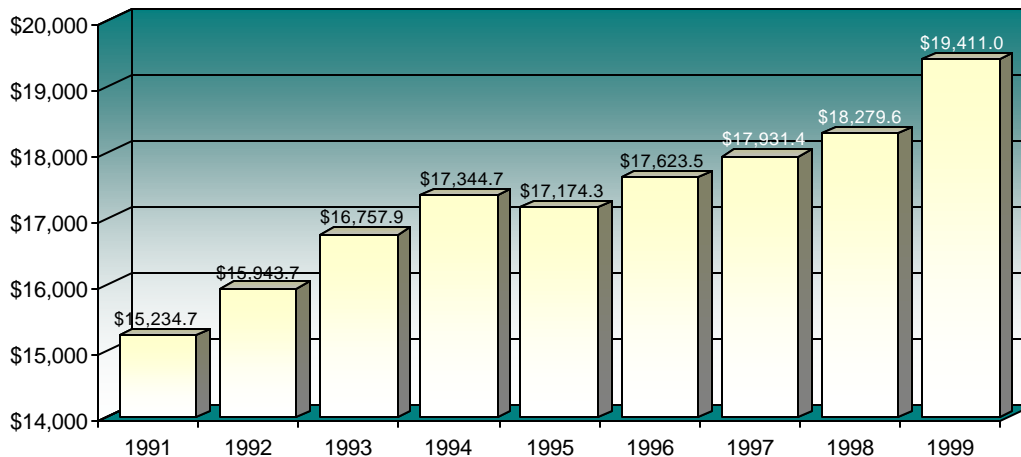
Federal funds are financial assistance used to defray some of the operating costs to provide transit service.

Comments

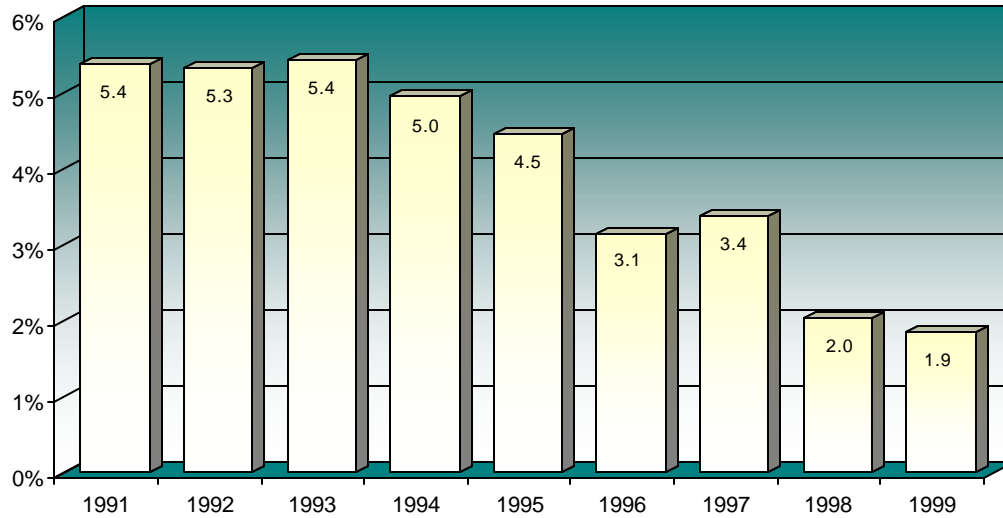
Operating funds applied to transit increased at 27 percent, a rate greater than inflation during the period (23.7 percent). The Federal role in operating assistance has declined since 1991, having shifted to capital assistance.

Note: Beginning in 1998, Federal capital funds from formula programs were used to pay for some operating expenses. However, for NTST purposes, data for Federal operating assistance in 1998 and 1999 exclude capital funds used to pay for operating expenses. These funds are included in the Capital Investment in Transit section.

Total Operating Funding (Millions) 1991 - 1999



Federal Operating Assistance as a Percentage of Operating Funds 1991 - 1999



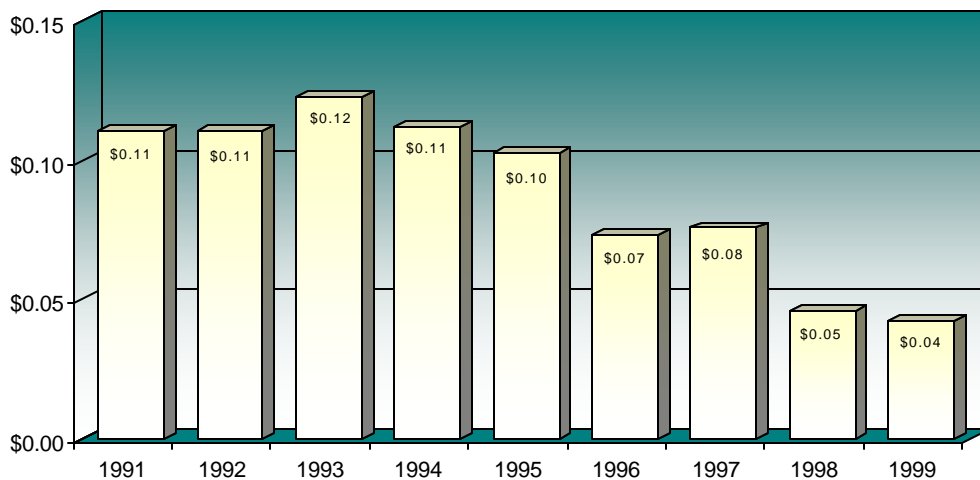
Federal Operating Assistance per Passenger by Urbanized Area Size

Comments

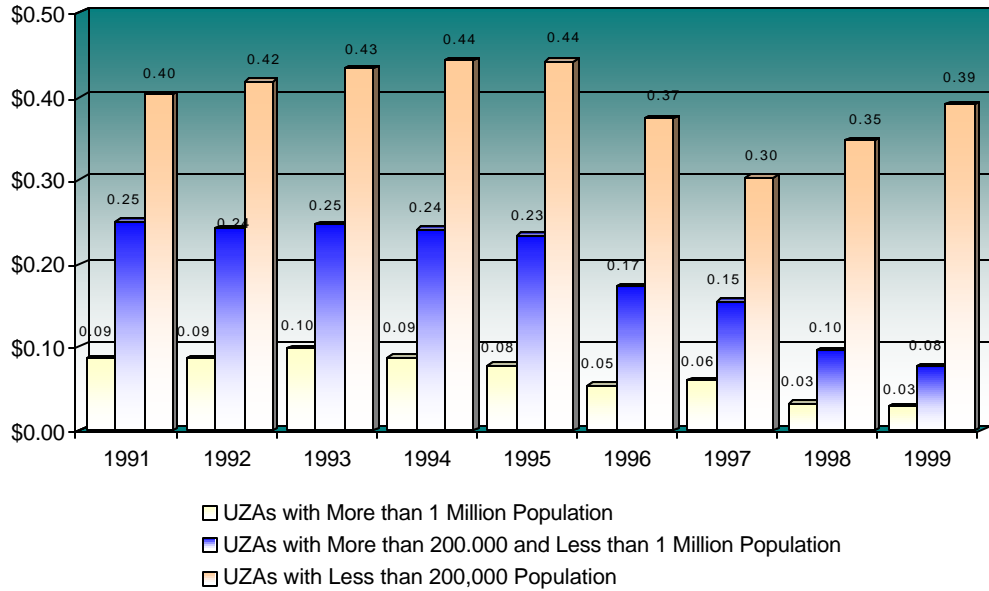
Federal operating assistance per passenger decreased almost 62 percent during the last 9 years. Agencies in small urbanized areas had the smallest decrease, 2.5 percent.

Note: Beginning in 1998, Federal capital funds from formula programs were used to pay for some operating expenses. However, for NTST purposes, data for Federal operating assistance in 1998 and 1999 exclude capital funds used to pay for operating expenses. These funds are included in the Capital Investment in Transit section.

Total Federal Operating Assistance per Passenger 1991 - 1999



Federal Operating Assistance per Passenger by Urbanized Area Size 1991 - 1999



Recovery Ratio (Fare Revenues per Operating Expense)

Concepts

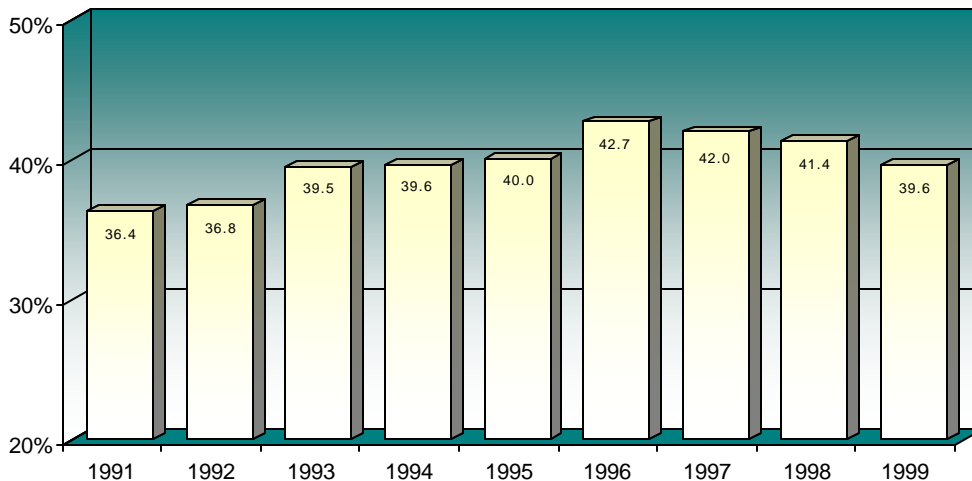
Fare revenues are funds earned carrying passengers in regularly scheduled service. It includes the base fare, zone premiums, express service premiums, extra cost transfers and quantity purchase discounts applicable to the passenger's ride.

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

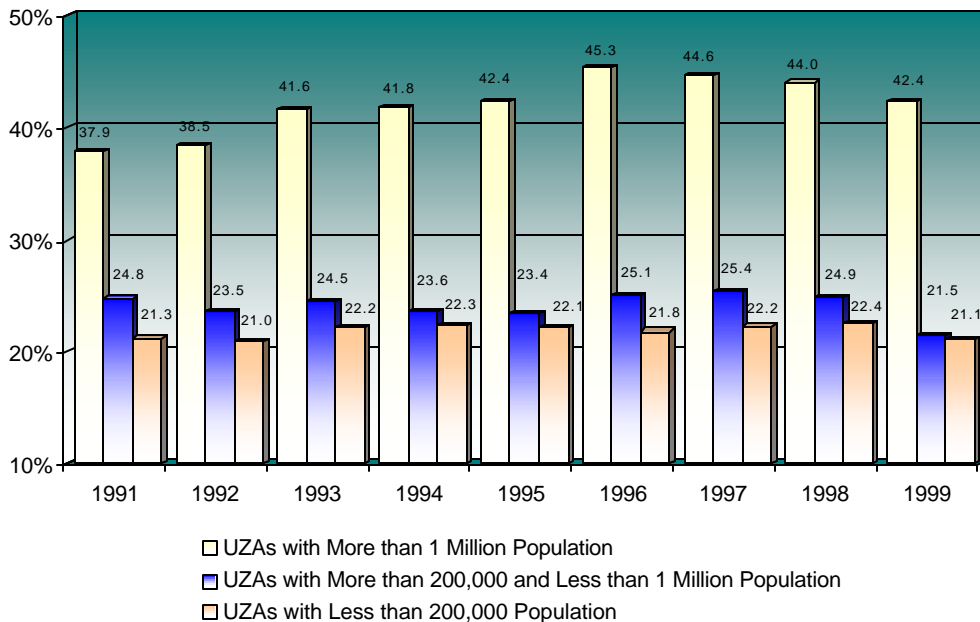
Comments

The recovery ratio has remained stable over the last 9 years. This resulted from a slight increase in the recovery ratio of agencies in large urbanized areas, combined with small decreases in the recovery ratio of agencies located in small and medium urbanized areas.

Recovery Ratio 1991 - 1999



Recovery Ratio by Urbanized Area Size 1991 - 1999



Subsidy per Passenger

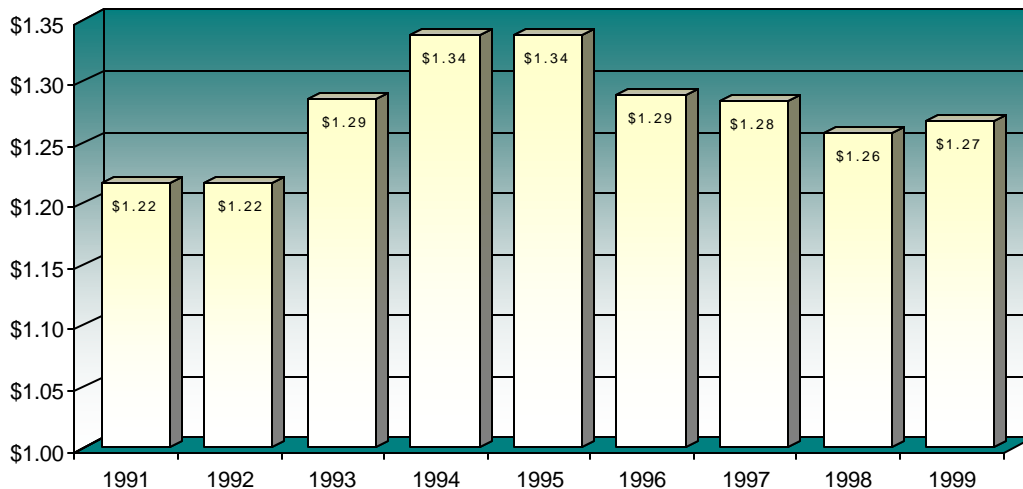
Concepts

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

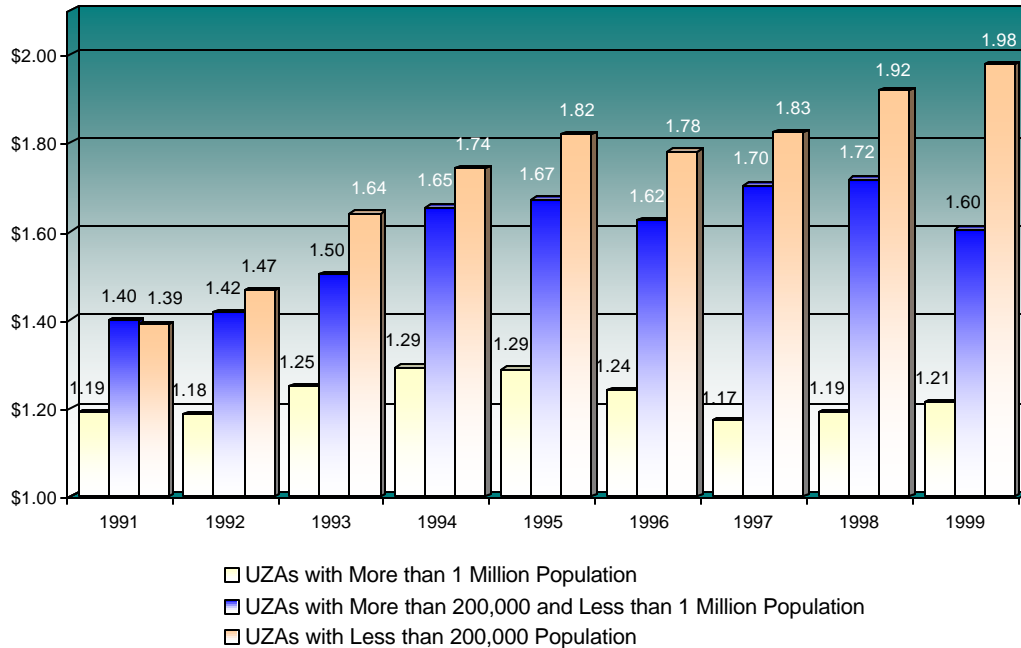
Comments

Per passenger subsidies increased by approximately 4 percent in the last 9 years, while the inflation rate was 23.7 for the period. Small and medium urbanized areas show an increase in subsidy per passenger, due in part to the expansion of fixed route service in low density areas and expansion in demand response services, representing a substantial portion of the total service provided in these urbanized areas.

Total Operating Subsidy per Passenger 1991 - 1999



Total Subsidy per Passenger by Urbanized Area Size 1991 - 1999



Operating Funding Sources by UZA

Concepts

Operating funding sources include 5 categories:

1. Fare revenues
2. Federal assistance
3. State assistance
4. Local assistance
5. Other funds

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

Comments

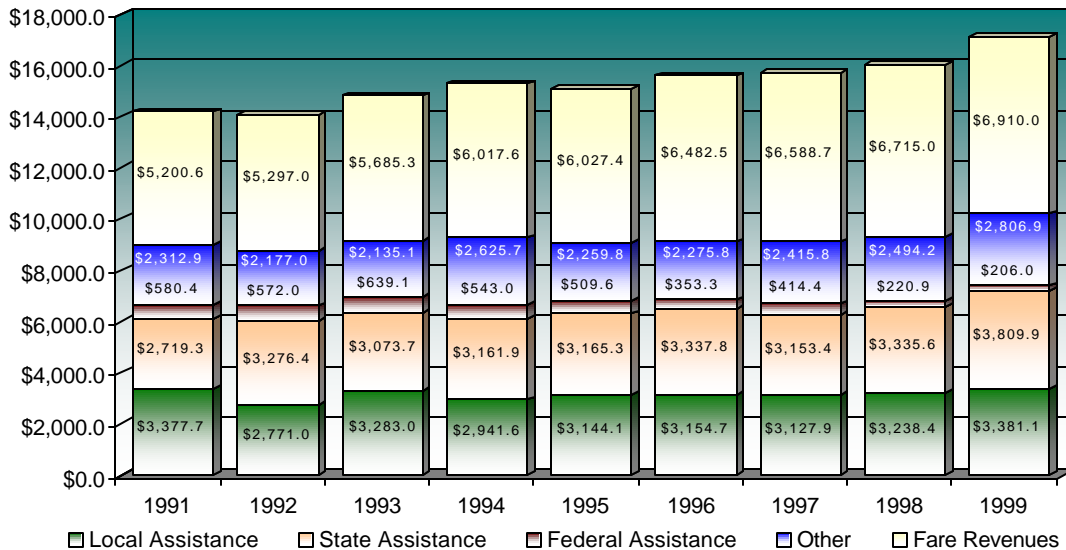
Fare revenues increased from 36.6 percent in 1991 to 40.4 percent in 1999 for agencies in large urbanized areas. There was no substantial change in fare revenues for agencies in small and medium urbanized areas.

For large urbanized areas, the decrease in the share of Federal and local funds were compensated by increases in the share of fare revenues and state assistance.

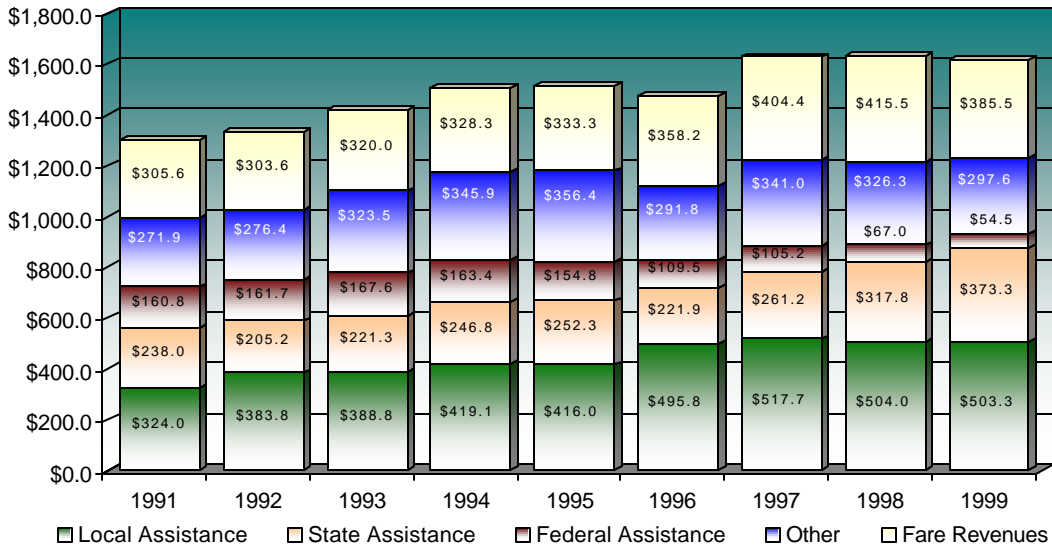
Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas and the decrease in Federal assistance was compensated by increases in local and state assistance.

Operating Funding Sources (Millions) by Urbanized Area Size 1991 - 1999

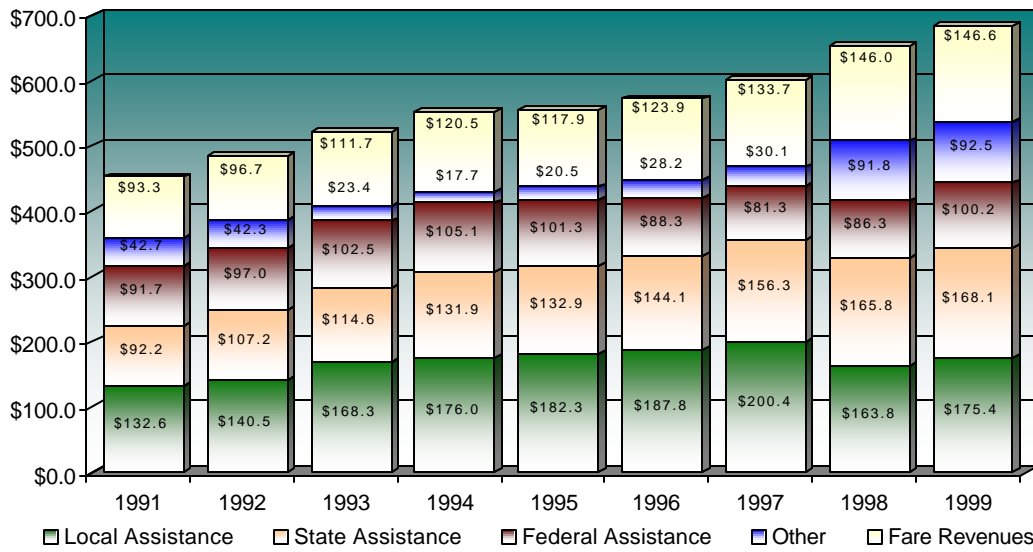
UZAs with More than 1 Million Population



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

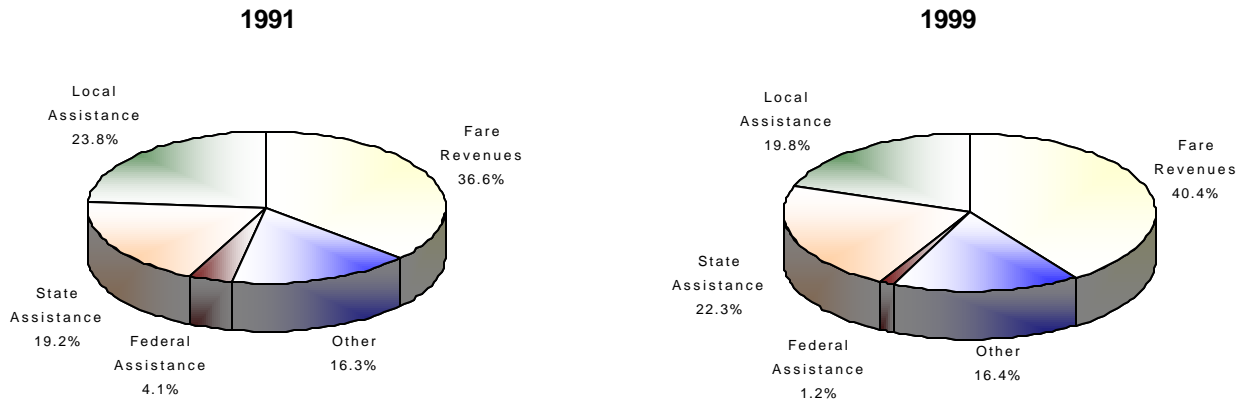


UZAs with Less than 200,000 Population

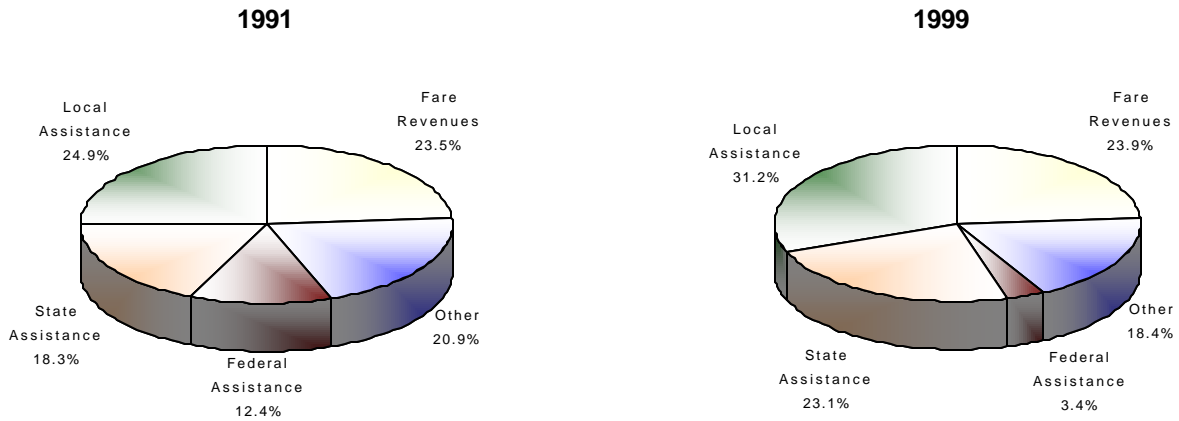


Comparison of Share of Funding Sources

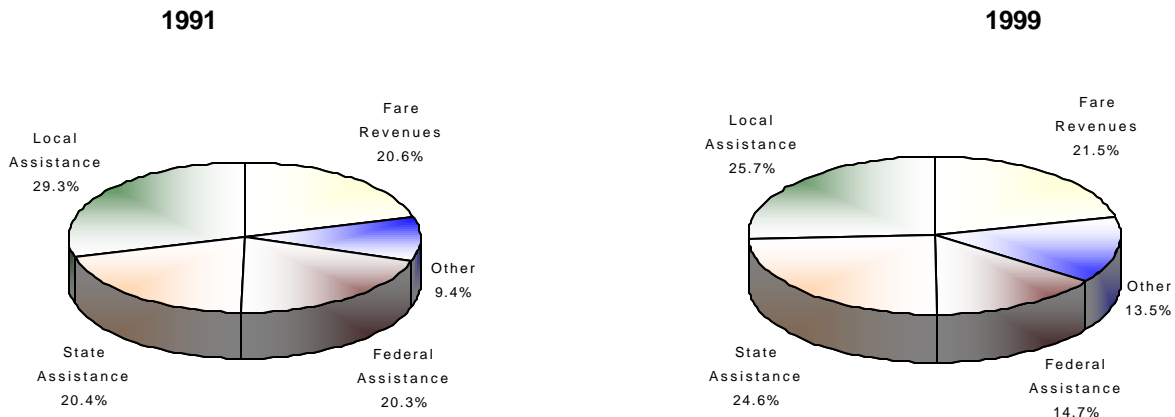
UZAs with More than 1 Million Population



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



UZAs with Less than 200,000 Population



Capital Investment in Transit

Concepts

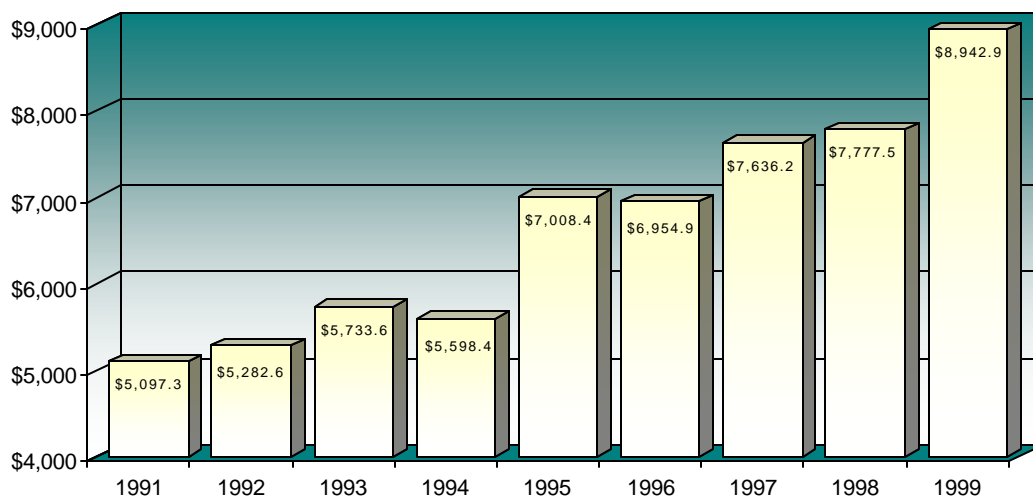
Capital funds are the funds applied for capital projects that transit agencies receive from Federal, state, local and directly generated sources. Directly generated sources include any funds generated or donated directly to the transit agency including passenger fares, advertising revenues, donations and grants from private donations. It also includes directly levied taxes and other funds dedicated to transit. Directly levied taxes constitute the bulk of directly generated capital funds applied to transit.

Comments

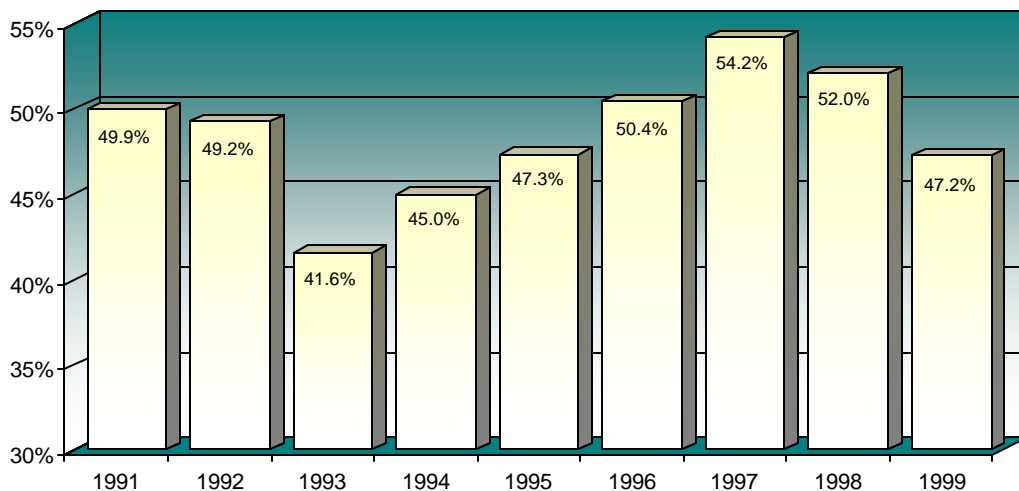
Capital Investment increased by more than 75 percent over the last 9 years, while inflation rose 23.7 percent. The role of the Federal government has been stable during the same period accounting for approximately 50 percent of all capital invested in transit.

Note: Federal capital funds used to pay for operating expenses in 1998 and 1999 are included in total capital assistance.

Total Capital Assistance (Millions) 1991 - 1999



Federal Share of Total Capital Assistance 1991 - 1999

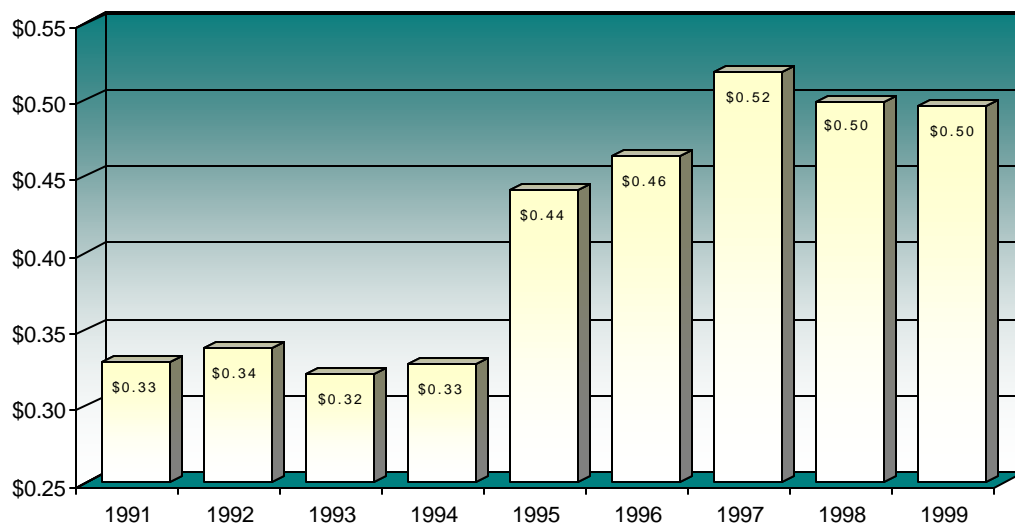


Federal Capital Assistance per Unlinked Passenger Trip

Comments

Federal assistance per unlinked passenger trip was relatively stable from 1991 - 1994. In 1995 capital assistance applied to transit increased substantially while the Federal share remained stable (approximately 50 percent of all capital invested). This resulted in a sharp increase in Federal capital assistance per passenger from 1995 - 1999.

Federal Capital Assistance per Unlinked Passenger Trip 1991 - 1999

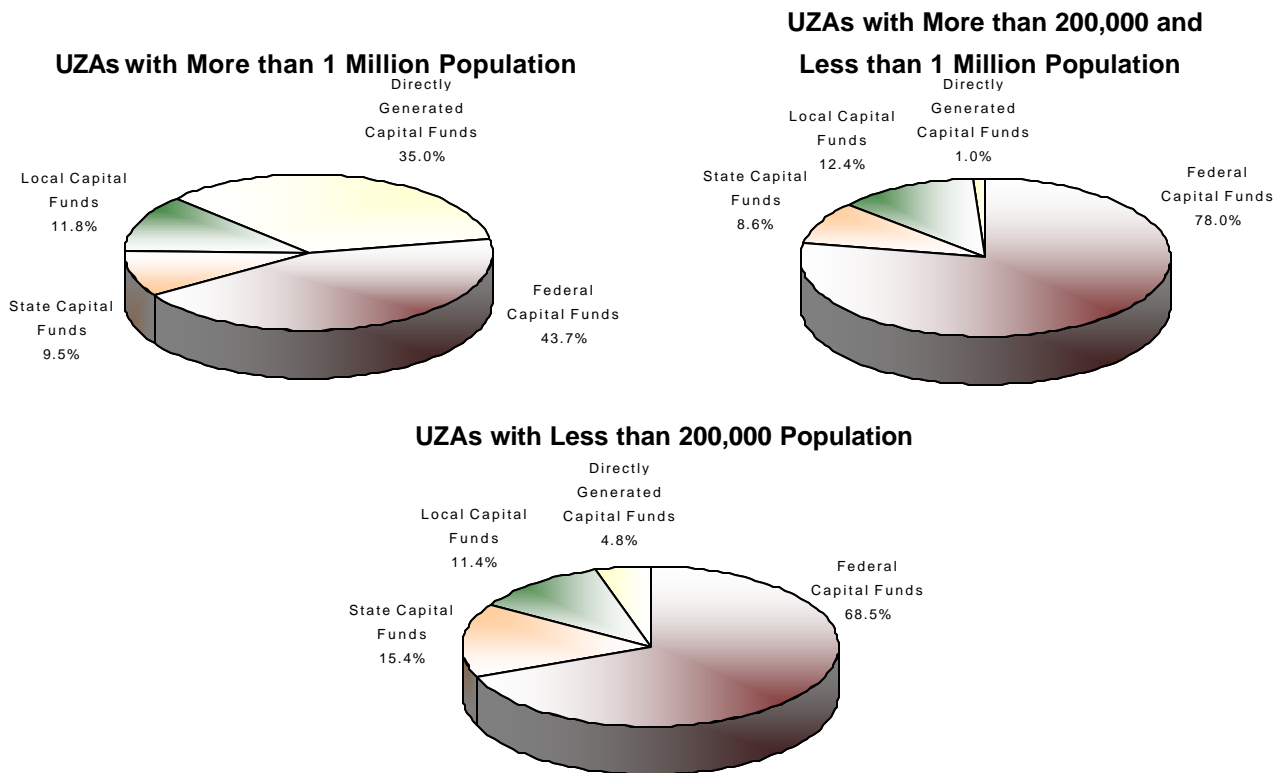


Sources of Capital Funding by UZA

Comments

Most of the capital invested in transit comes from Federal sources. Small and medium urbanized areas are more reliant upon Federal capital sources while large urbanized areas rely primarily on directly levied taxes to pay for capital projects.

Federal Capital Assistance by Urbanized Area Size 1999



Capital Expenditures and Percent Share of Rolling Stock

Concepts

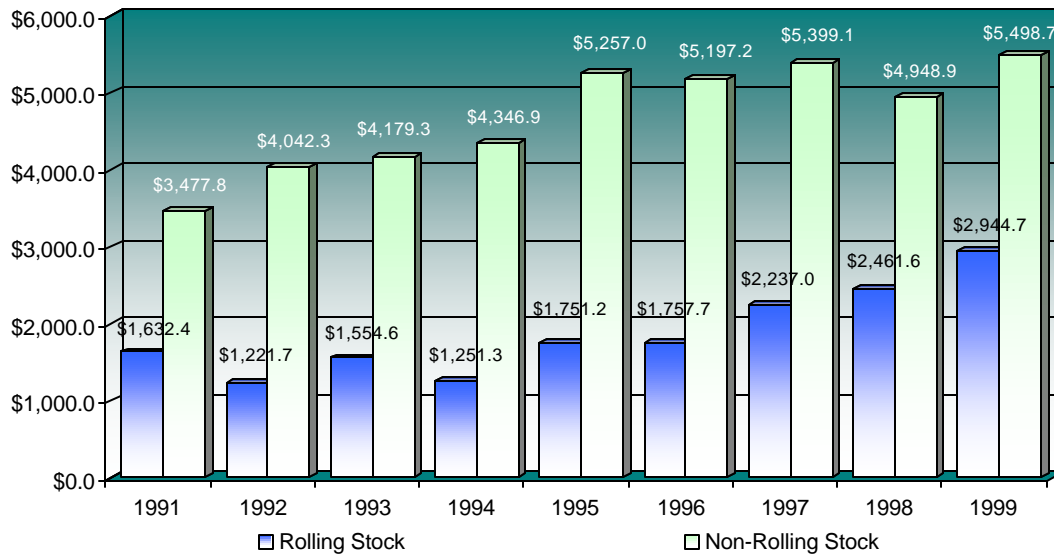
Uses of capital are capital expenditures reported by mode and 3 major categories: rolling stock, facilities and other capital projects.

Rolling stock includes replacement, rehabilitation, remanufacture and fleet expansion. Facilities include construction and rehabilitation of maintenance facilities, crime prevention and security equipment, the purchase and installation of support equipment and service, operation support, transit malls, inter-modal terminals, shelters, passenger stations, high occupancy vehicle facilities, track, line equipment and structures, etc.

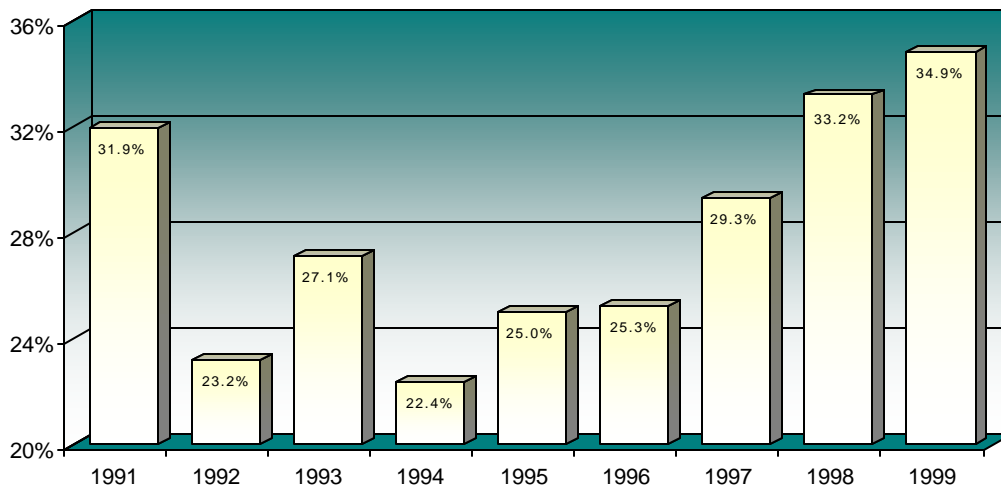
Other capital projects include items not pertaining to any of the categories above such as construction of general administration facilities, furniture, data processing equipment, fare collection equipment, vehicle movement control equipment, etc.

The facilities and other categories are combined into non-rolling stock for the NTST.

Capital Expenditures (Millions) 1991 - 1999



Percent Share of Rolling Stock 1991 - 1999



Distribution of Capital by Mode and Category

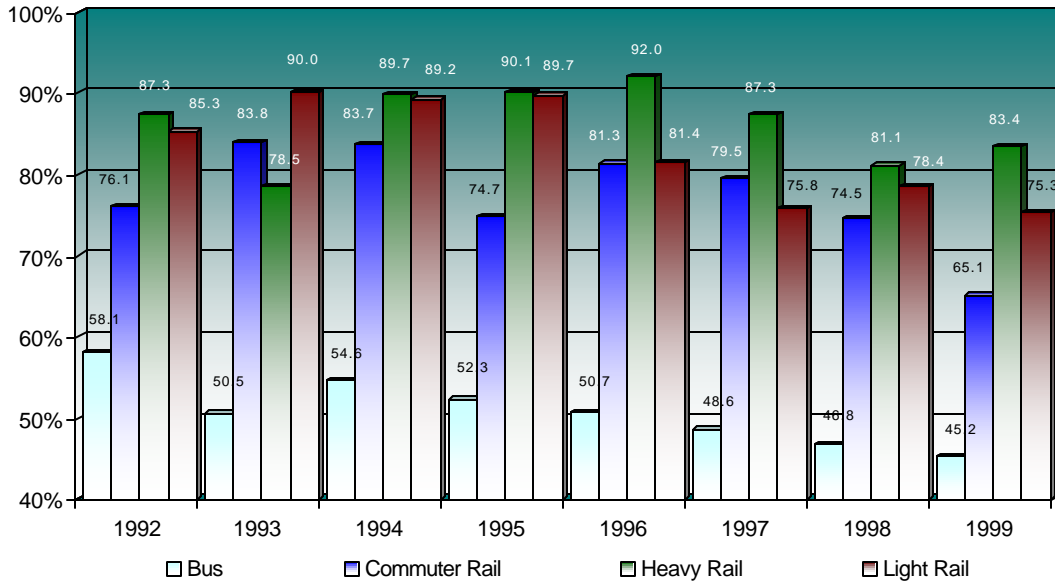
Comments

Bus systems commit less capital to non-rolling stock than rail modes. Rail modes are mostly 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 modes. Therefore, rolling stock is the main use of capital for bus mode.

Note: Data are not available for 1991 and prior years.

Percent Share of Non-Rolling Stock by Mode 1992 - 1999



Bus Fleet

Average Fleet Age by Vehicle Type

Concepts

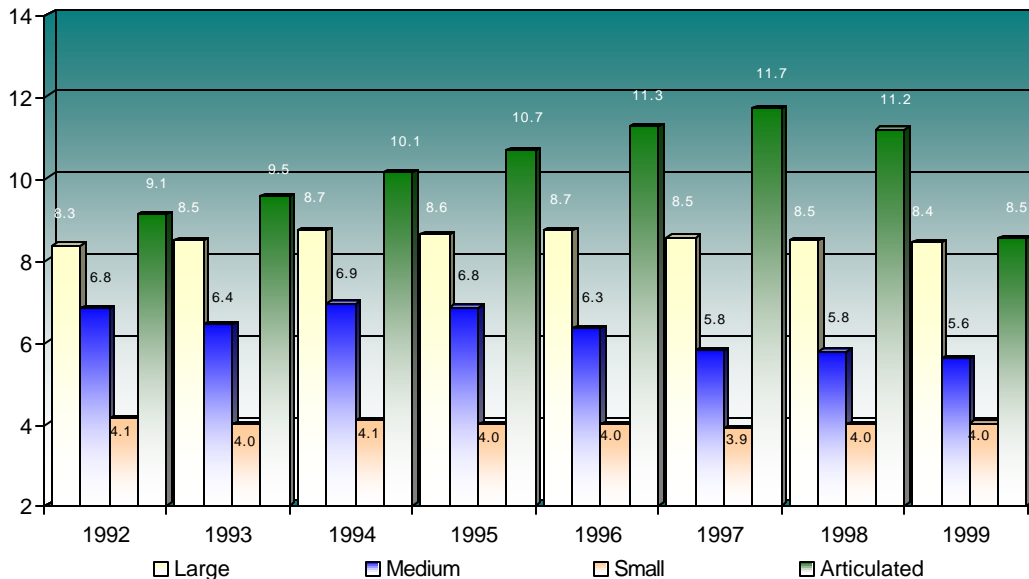
Large, medium, small and articulated buses are rubber tired passenger vehicles powered by diesel, gasoline, electric battery or other alternative fuel engines.

- Large buses are equipped with more than 35 seats
- Medium buses are equipped with 25-35 seats
- Small buses are equipped with less than 25 seats
- Articulated buses are extra long buses that measure between 54 and 60 feet

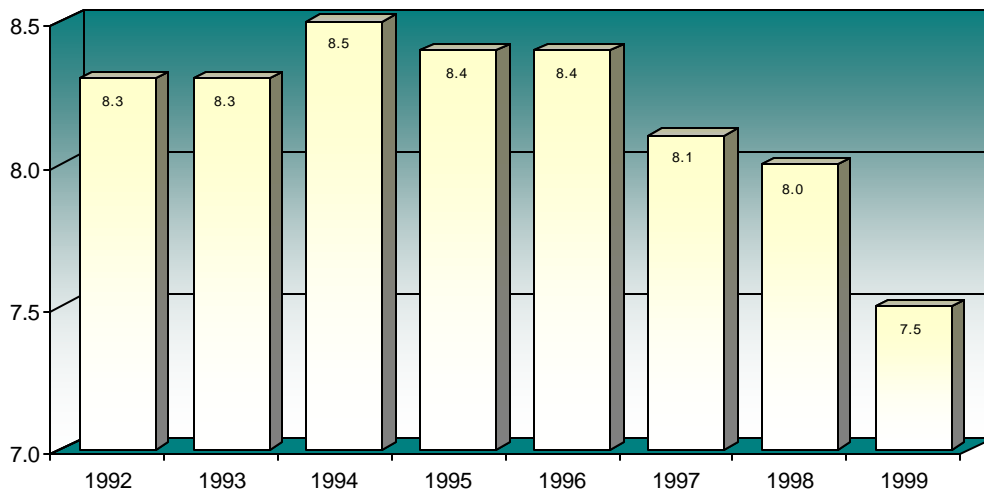
Comments

The average fleet age of large and small buses have been stable over the last 8 years, while the average fleet age of medium buses decreased. The average fleet age of articulated buses dropped sharply in 1999 reversing an upward trend over the 1992 – 1998 period. In 1999, new articulated buses accounted for 15.3 percent of the national fleet.

Average Fleet Age (Years) by Vehicle Type 1992 - 1999



Average Bus Fleet Age (Years) 1992 - 1999

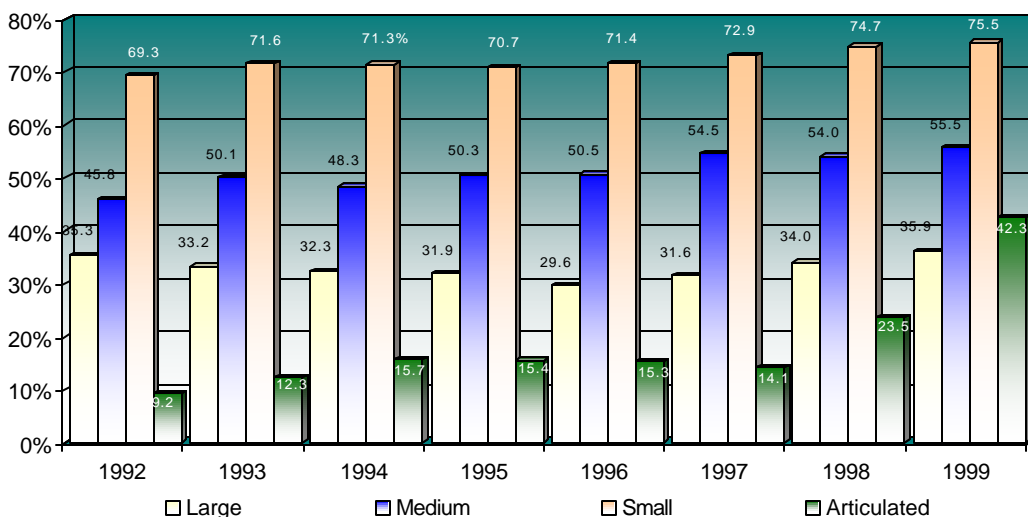


Age Distribution of Buses

Comments

The share of articulated buses 5 years old or less increased from 23.5 percent in 1998 to 42.3 percent in 1999, with nearly 300 new buses in service.

Percent of Bus Fleet 5 Years Old or Less 1992 - 1999



Fixed Guideway Mileage

Concepts

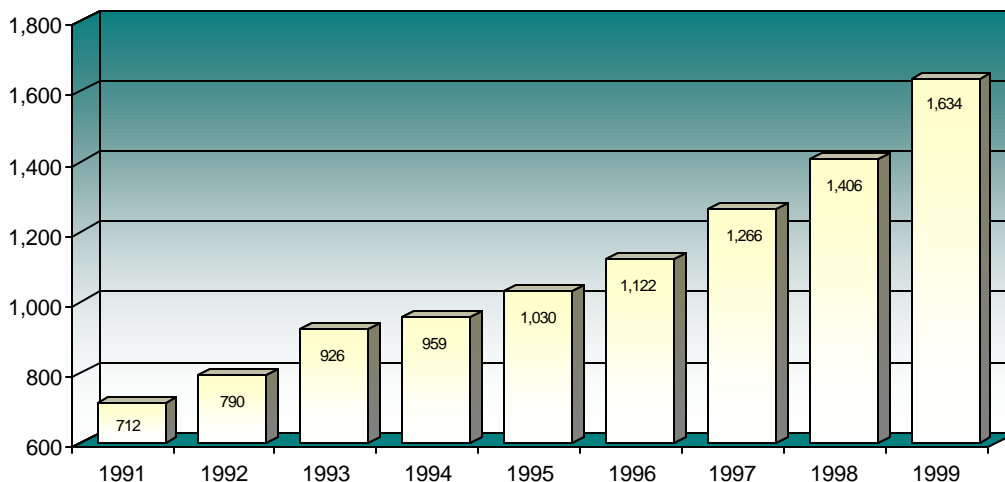
Fixed guideway directional route miles are the mileage in each direction which public transit travels while in revenue service on fixed guideways (high occupancy vehicle lanes, transit malls, bus ways, rail track).

Fixed guideway mileage is a measure of the route path over a facility of 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.

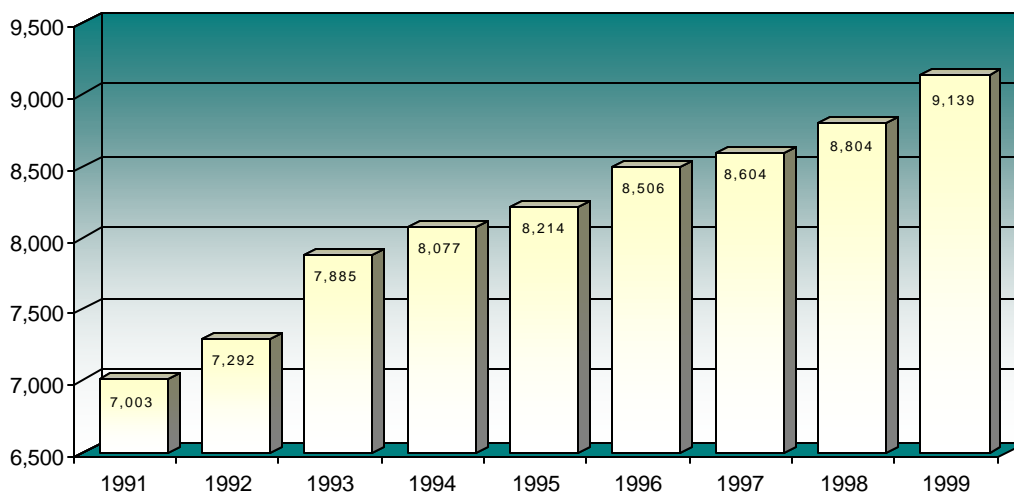
Comments

Bus fixed guideway directional route miles increased by nearly 130 percent over the period, while rail modes increased 30.5 percent.

Fixed Guideway Mileage — Bus 1991 - 1999



Fixed Guideway Mileage — Rail Modes 1991 - 1999



Alternative Fuel Usage

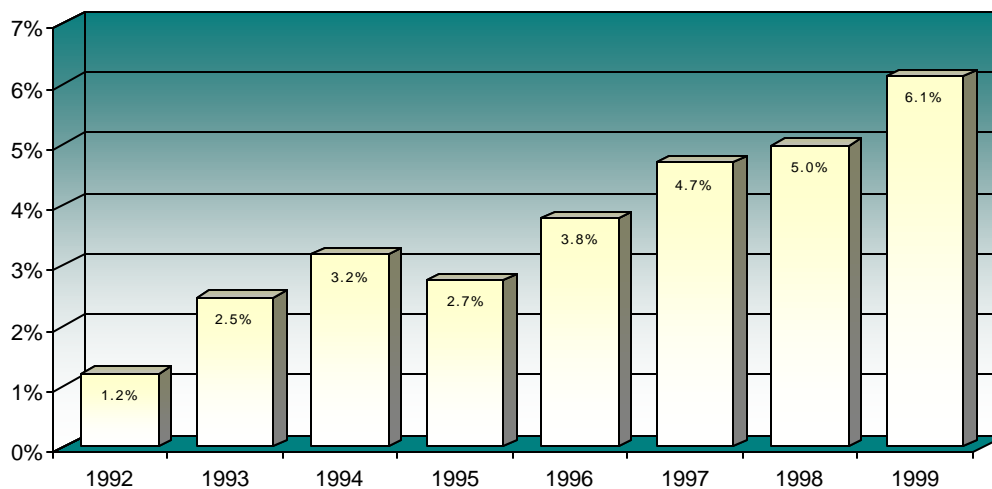
Concepts

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

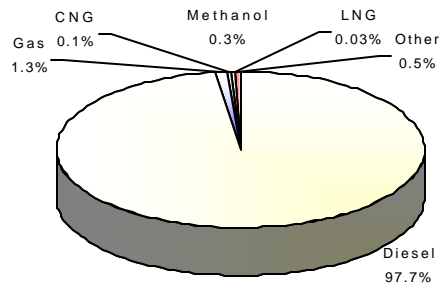
Comments

The share of the national bus fleet using alternative fuels rose from 1.2 percent in 1992 to 6.1 percent in 1999.

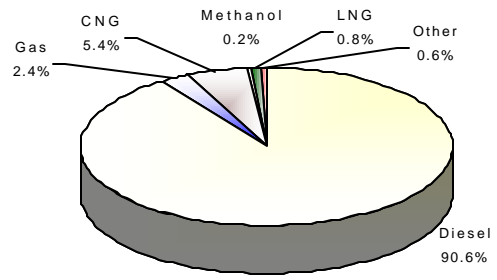
Percent of National Bus Fleet Using Alternative Fuels 1992 - 1999



**Percentage of Fuel Consumption for
Non-Electric Modes - 1992**



**Percentage of Fuel Consumption for
Non-Electric Modes - 1999**



Transit Data by Urbanized Area

UZA	Name	State	Population	Area	Operating Expense (Millions)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Directional Route Miles	Operating Expense (%)
1	New York, NY --Northeastern NJ	NY, NJ	16,044,010	2,967	5,751.1	728.2	16,694.9	2,460.4	30.62%
2	Los Angeles, CA	CA	11,402,950	1,966	1,196.5	174.8	2,327.9	690.6	6.37%
3	Chicago, IL--Northwestern IN	IL, IN	6,792,087	1,585	1,313.9	194.9	3,515.8	1,272.7	7.00%
4	Philadelphia, PA --NJ	PA, NJ	4,222,211	1,164	830.3	103.2	1,727.5	865.5	4.42%
5	Detroit, MI	MI	3,697,529	1,120	229.1	33.0	266.9	2.9	1.22%
6	San Francisco--Oakland, CA	CA	3,629,516	874	999.0	135.2	2,117.6	731.7	5.32%
7	Washington, DC--MD--VA	DC, MD, VA	3,363,031	945	797.0	104.7	1,833.4	795.9	4.24%
8	Dallas--Fort Worth, TX	TX	3,198,259	1,443	263.4	47.5	369.0	100.4	1.40%
9	Houston, TX	TX	2,901,851	1,178	209.8	53.4	581.5	152.7	1.12%
10	Boston, MA	MA	2,775,370	891	680.2	82.5	1,683.4	811.6	3.62%
11	San Diego, CA	CA	2,348,417	690	173.1	43.5	518.0	233.2	0.92%
12	Atlanta, GA	GA	2,157,806	1,137	291.2	53.5	808.3	112.1	1.55%
13	Minneapolis--St. Paul, MN	MN	2,079,676	1,063	204.8	39.7	332.4	146.1	1.09%
14	Phoenix, AZ	AZ	2,006,239	741	90.3	23.7	169.3	69.6	0.48%
15	St. Louis, MO--IL	MO, IL	1,946,526	728	137.7	28.2	271.7	43.1	0.73%
16	Miami--Hialeah, FL	FL	1,914,660	353	226.1	40.4	418.0	120.8	1.20%
17	Baltimore, MD	MD	1,889,873	593	239.5	32.3	432.3	225.7	1.28%
18	Seattle, WA	WA	1,744,086	588	437.0	68.1	717.2	445.9	2.33%
20	Pittsburgh, PA	PA	1,678,745	778	233.5	43.2	324.9	79.5	1.24%
21	Cleveland, OH	OH	1,677,492	636	214.3	31.9	296.3	69.0	1.14%
22	Denver, CO	CO	1,517,977	459	176.4	38.1	343.7	41.0	0.94%
23	San Jose, CA	CA	1,435,019	338	232.2	27.6	331.3	300.2	1.24%
24	Norfolk--Virginia Beach--Newport News, VA	VA	1,323,098	664	40.6	12.4	88.0	40.7	0.22%
25	Kansas City, MO--KS	MO, KS	1,275,315	762	52.2	11.1	63.7	1.1	0.28%
26	Fort Lauderdale--Hollywood--Pompano Beach, FL	FL	1,238,134	327	67.7	19.0	147.3	54.8	0.36%
27	Milwaukee, WI	WI	1,226,293	512	125.3	29.0	211.2	5.1	0.67%
28	Cincinnati, OH--KY	OH, KY	1,212,675	512	72.0	17.2	160.9	0.1	0.38%
29	Portland--Vancouver, OR--WA	OR, WA	1,172,158	388	208.5	37.1	386.9	61.1	1.11%
30	Riverside--San Bernardino, CA	CA	1,170,196	460	43.2	11.2	125.7	114.6	0.23%
31	San Antonio, TX	TX	1,129,154	438	88.7	29.6	184.4	0.0	0.47%
32	Sacramento, CA	CA	1,097,005	334	74.3	13.5	145.7	40.0	0.40%
33	New Orleans, LA	LA	1,040,226	270	105.8	17.5	195.8	30.4	0.56%
34	Buffalo--Niagara Falls, NY	NY	954,332	286	65.4	9.2	81.2	12.4	0.35%
35	Columbus, OH	OH	945,237	345	58.6	10.2	78.8	0.0	0.31%

UZA	Name	State	Population	Area	Operating Expense (Millions)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Directional Route Miles	Operating Expense (%)
36	Indianapolis, IN	IN	914,761	469	29.5	7.9	55.3	0.0	0.16%
37	Orlando, FL	FL	887,126	395	51.1	18.2	128.9	2.5	0.27%
38	Providence--Pawtucket, RI--MA	RI, MA	846,293	299	41.5	9.2	83.2	30.6	0.22%
39	Memphis, TN--AR--MS	TN, AR, MS	825,193	341	31.2	8.0	64.1	5.8	0.17%
40	West Palm Beach--Boca Raton--Delray Beach, FL	FL	794,848	307	41.3	11.7	68.8	62.4	0.22%
41	Salt Lake City, UT	UT	789,447	254	50.5	13.8	70.3	2.5	0.27%
42	Oklahoma City, OK	OK	784,425	647	11.5	3.2	17.5	0.0	0.06%
43	Louisville, KY--IN	KY, IN	754,956	283	44.2	12.2	66.5	0.0	0.24%
44	Jacksonville, FL	FL	738,413	508	33.4	8.6	46.0	4.1	0.18%
45	Las Vegas, NV	NV	697,348	231	63.1	19.6	172.9	0.0	0.34%
46	Honolulu, HI	HI	632,603	139	101.0	21.7	344.4	24.6	0.54%
47	Birmingham, AL	AL	622,074	399	8.6	2.1	11.1	0.0	0.05%
48	Rochester, NY	NY	619,653	220	33.8	6.3	43.0	0.0	0.18%
49	Dayton, OH	OH	613,467	274	46.4	8.8	52.4	115.3	0.25%
50	Richmond, VA	VA	589,980	303	22.9	6.2	40.0	0.0	0.12%
51	Tucson, AZ	AZ	579,235	247	33.1	8.8	64.1	0.0	0.18%
52	Nashville, TN	TN	573,294	484	22.3	4.7	30.6	0.0	0.12%
53	El Paso, TX--NM	TX, NM	571,017	220	28.1	8.2	67.3	0.0	0.15%
54	Austin, TX	TX	562,008	273	71.2	16.1	107.8	0.0	0.38%
55	Hartford--Middletown, CT	CT	546,198	241	37.6	9.3	76.0	34.6	0.20%
56	Omaha, NE--IA	NE, IA	544,292	193	14.3	4.0	18.7	0.0	0.08%
57	Springfield, MA --CT	MA, CT	532,747	302	21.7	6.5	34.5	0.0	0.12%
58	Akron, OH	OH	527,863	257	25.3	6.9	23.3	0.0	0.13%
59	Albany--Schenectady--Troy, NY	NY	509,106	209	28.9	6.5	47.3	0.0	0.15%
60	Tacoma, WA	WA	497,210	233	58.5	14.3	110.1	34.3	0.31%
61	Albuquerque, NM	NM	497,120	226	19.7	4.9	20.8	0.0	0.11%
62	Toledo, OH--MI	OH, MI	489,155	193	17.6	4.2	23.1	1.0	0.09%
63	Oxnard--Ventura, CA	CA	480,482	157	12.1	3.0	25.9	68.2	0.06%
64	Tulsa, OK	OK	474,668	304	14.9	4.7	18.5	0.0	0.08%
65	Charlotte, NC	NC	455,597	242	28.6	8.3	71.0	3.3	0.15%
66	Fresno, CA	CA	453,388	133	20.2	3.9	42.2	0.0	0.11%
67	New Haven--Meriden, CT	CT	451,486	188	53.8	7.9	154.5	142.6	0.29%
68	Wilmington, DE--NJ--MD--PA	DE, NJ, MD, PA	449,616	188	35.0	8.2	49.3	43.6	0.19%
69	Sarasota--Bradenton, FL	FL	444,385	193	8.9	3.0	13.1	0.0	0.05%
70	Grand Rapids, MI	MI	436,336	223	14.6	4.6	16.2	0.0	0.08%
71	Bridgeport--Milford, CT	CT	413,863	161	39.7	6.1	119.4	41.5	0.21%

UZA	Name	State	Population	Area	Operating Expense (Millions)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Directional Route Miles	Operating Expense (%)
72	Allentown--Bethlehem--Easton, PA --NJ	PA, NJ	410,436	142	14.3	4.7	20.4	0.0	0.08%
73	Charleston, SC	SC	393,956	251	5.5	1.8	11.6	0.0	0.03%
74	Syracuse, NY	NY	388,918	134	21.3	4.0	32.4	0.0	0.11%
75	Scranton--Wilkes-Barre, PA	PA	388,225	201	8.0	2.1	19.6	0.0	0.04%
76	Baton Rouge, LA	LA	365,943	186	8.7	3.5	14.9	0.0	0.05%
77	Youngstown--Warren, OH	OH	361,627	167	5.1	1.2	4.9	0.0	0.03%
78	Colorado Springs, CO	CO	352,989	177	8.1	3.6	18.3	0.0	0.04%
79	Wichita, KS	KS	338,789	145	5.5	2.3	10.9	0.0	0.03%
80	Columbia, SC	SC	328,349	199	5.4	2.2	7.5	0.0	0.03%
81	Flint, MI	MI	326,023	164	20.3	6.8	29.2	0.0	0.11%
82	Worcester, MA --CT	MA, CT	315,666	139	15.4	3.3	22.1	31.0	0.08%
83	Melbourne--Palm Bay, FL	FL	305,978	233	4.8	1.8	5.3	0.0	0.03%
84	Raleigh, NC	NC	305,925	176	8.0	2.3	17.9	0.0	0.04%
85	Little Rock--North Little Rock, AR	AR	305,353	199	7.8	2.7	14.5	0.0	0.04%
86	Knoxville, TN	TN	304,466	219	7.1	2.5	5.4	0.0	0.04%
87	Bakersfield, CA	CA	302,605	98	10.0	3.1	24.0	0.0	0.05%
88	Mobile, AL	AL	300,912	229	3.7	1.6	7.1	0.0	0.02%
89	Trenton, NJ--PA	NJ, PA	298,602	96	23.9	4.0	54.6	7.6	0.13%
90	Chattanooga, TN--GA	TN, GA	296,955	257	8.9	1.9	10.7	2.0	0.05%
91	Des Moines, IA	IA	293,666	160	8.8	2.1	20.1	0.0	0.05%
92	Harrisburg, PA	PA	292,904	150	9.4	2.0	11.3	22.0	0.05%
93	Jackson, MS	MS	289,285	217	3.7	1.3	1.5	0.0	0.02%
94	Augusta, GA--SC	GA, SC	286,538	189	2.8	1.0	4.6	0.0	0.01%
95	Spokane, WA	WA	279,038	114	28.4	6.9	32.2	0.0	0.15%
96	Corpus Christi, TX	TX	270,006	156	13.7	3.9	30.2	0.2	0.07%
97	Lansing--East Lansing, MI	MI	265,095	99	17.3	3.5	18.4	0.0	0.09%
98	Davenport--Rock Island--Moline, IA --IL	IA, IL	264,018	146	10.2	3.0	11.6	0.0	0.05%
99	McAllen--Edinburg--Mission, TX	TX	263,192	124	0.5	0.2	0.2	0.0	0.00%
100	Stockton, CA	CA	262,046	74	15.3	3.4	45.0	38.7	0.08%
101	Ogden, UT	UT	259,147	153	13.1	3.7	18.0	0.0	0.07%
102	Shreveport, LA	LA	256,489	146	6.7	2.2	15.5	0.0	0.04%
103	Pensacola, FL	FL	253,558	155	4.9	1.6	7.3	0.0	0.03%
104	Fort Wayne, IN	IN	248,424	104	5.3	1.2	5.8	0.0	0.03%
105	Greenville, SC	SC	248,173	148	1.4	0.4	1.1	0.0	0.01%
106	Canton, OH	OH	244,576	109	10.8	4.1	5.8	0.0	0.06%
107	Madison, WI	WI	244,336	98	32.0	6.2	35.1	12.5	0.17%

UZA	Name	State	Population	Area	Operating Expense (Millions)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Directional Route Miles	Operating Expense (%)
108	Peoria, IL	IL	242,353	129	7.7	1.7	12.3	0.0	0.04%
109	Fayetteville, NC	NC	241,763	137	2.9	1.2	4.3	0.0	0.02%
110	South Bend--Mishawaka, IN--MI	IN, MI	237,932	120	6.9	2.0	7.6	28.9	0.04%
111	Lawrence--Haverhill, MA --NH	MA, NH	237,362	110	10.6	2.2	17.3	30.1	0.06%
112	Modesto, CA	CA	230,609	52	6.3	1.9	14.0	0.0	0.03%
113	Lorain--Elyria, OH	OH	224,087	147	2.2	0.9	1.2	0.0	0.01%
114	Ann Arbor, MI	MI	222,061	76	16.1	3.7	14.2	0.0	0.09%
115	Anchorage, AK	AK	221,883	161	12.9	3.0	18.2	0.0	0.07%
116	Daytona Beach, FL	FL	221,341	128	8.1	3.6	15.2	0.0	0.04%
117	Lexington-Fayette, KY	KY	220,701	98	5.5	2.0	11.6	0.0	0.03%
118	Columbus, GA--AL	GA, AL	220,698	132	2.9	1.1	3.7	0.0	0.02%
119	Provo--Orem, UT	UT	220,556	100	11.4	3.6	16.3	0.0	0.06%
120	Fort Myers--Cape Coral, FL	FL	220,552	124	6.3	3.0	9.8	0.0	0.03%
121	Reno, NV	NV	213,747	93	16.2	4.0	24.6	0.0	0.09%
122	Montgomery, AL	AL	210,007	156	2.9	0.6	0.7	0.0	0.02%
123	Rockford, IL	IL	207,826	91	5.8	1.4	9.6	0.0	0.03%
124	Durham, NC	NC	205,355	106	15.1	4.9	24.6	0.0	0.08%
400	San Juan, PR	PR	1,221,086	198	86.4	49.5	322.5	27.1	0.46%
	UZAs over 200,000				17,747.1	2,838.5	41,470.9	10,947.9	94.49%
	UZAs under 200,000 and Non-UZAs				1,034.1	272.9	1,809.3	165.8	5.51%
	TOTAL				18,781.2	3,111.4	43,280.2	11,113.7	100.00%

Aggregate Data by Form

Form 103 – Capital Funding (Millions of Dollars)

Line No.	Part A. Federal Government Sources	Funds	Funds	Total		
01	Capital Program funds	\$2,134.5				
02	Urbanized Area Formula Program Funds	\$1,461.1				
03	Other FTA funds	\$111.0				
04	Total FTA Funds		\$3,706.6			
05	Funds received from other USDOT grant programs		\$10.9			
06	Other Federal funds		\$8.4			
07	Total Federal Funds			\$3,725.9 (*)		
	Part B. State and Local Sources	State Government Funds	Local Government Funds	Directly Generated Funds		
08	Funds allocated to transit out of General revenues of the Government entity	\$246.3	\$398.1			
09	Income taxes	\$1.8	\$1.9	\$0.0		
10	Sales taxes	\$54.6	\$202.0	\$517.3		
11	Property taxes	\$0.4	\$34.3	\$15.2		
12	Gasoline taxes	\$88.7	\$3.0	\$0.0		
13	Other taxes	\$86.9	\$7.8	\$40.3		
14	Bridges, tunnels and highway tolls	\$2.4	\$5.5	\$0.0		
15	Other dedicated funds	\$81.7	\$22.0	\$60.5		
16	Other funds	\$294.7	\$386.8	\$2,165.3		
17	Total State, Local and Directly Generated Funds	\$857.5	\$1,061.4	\$2,798.5		
18	Total Capital Funds Applied to Transit Agency			\$8,443.3 (*)(**)		
	Part C. Uses of Capital Funds	Mode	Rolling Stock	Facilities	Other	Total
19	Automated Guideway	\$0.0	\$18.3	\$10.1	\$28.4	
20	Bus	\$1,510.6	\$774.6	\$471.6	\$2,756.8	
21	Cable Car	\$0.0	\$2.6	\$0.1	\$2.7	
22	Commuter Rail	\$566.7	\$944.9	\$110.5	\$1,622.0	
23	Demand Response	\$63.2	\$10.9	\$14.9	\$89.1	
24	Ferryboat	\$84.3	\$49.0	\$2.6	\$135.9	
25	Heavy Rail	\$448.1	\$2,039.1	\$219.5	\$2,706.7	
26	Inclined Plane	\$0.0	\$0.0	\$0.3	\$0.3	
27	Light Rail	\$246.7	\$646.9	\$106.8	\$1,000.4	
28	Publico	\$0.0	\$0.1	\$0.0	\$0.1	
29	Trolley Bus	\$18.0	\$63.0	\$8.8	\$89.8	
30	Vanpool	\$7.2	\$2.1	\$2.0	\$11.2	
31	Total Capital Expenditures	\$2,944.7	\$4,551.5	\$947.2	\$8,443.4	

(*) Does not include capital funds used to pay for operating expenses (\$499.6 million).

(**) Total capital funds applied amounts to \$8,942.9 million with the inclusion of Federal capital assistance used to pay for operating expenses.

Form 203 — Operating Funding Page 1 of 2 (Millions of Dollars)

Line No..	Operating Funds Applied to Transit Agency		Funds	Total
	Part A. Sources of Directly Generated Funds			
	I. Passenger fares			
01	1.	Full adult fares	< — >	
02	2.	Senior citizen fares	< — >	
03	3.	Student fares	< — >	
04	4.	Park and ride—parking revenue only	< — >	
05	5.	Special ride fares	< — >	
06	Total Passenger Funds			\$7,042.8
07	II. Special transit fares			\$97.3
08	Total Passenger Fares for Directly Operated Transit Service (*)			\$7,140.0
09	III. Purchased transportation fare revenues (*)			\$540.2
10	IV. School bus service funds			\$2.3
11	V. Freight tariffs			\$0.7
12	VI. Charter service funds			\$38.2
13	VII. Auxiliary transportation funds			\$325.1
	VIII. Non-transportation funds			
14	1.	Investment funds	< — >	
15	2.	Other non-transportation funds	< — >	
16	Total Non-Transportation Funds			\$538.8
	IX. Funds dedicated to transit at their source			
	Dedicated taxes			
17	1.	Income taxes		\$0.4
18	2.	Sales taxes		\$1,403.1
19	3.	Property taxes		\$298.1
20	4.	Gasoline taxes		\$0.2
21	5.	Other taxes		\$136.0
22	Bridge, tunnel and highway tolls			\$195.7
23	Other dedicated taxes			\$4.1
24	X. Revenue accrued through a purchased transportation agreement (**)			\$462.0
	XI. Contributed services			
25	1.	State and local government	\$54.5	
26	2.	Contra account for expenses	(\$54.5)	
27	Net contributed services			\$0.0
28	XII. Subsidy from other sectors of operations			\$219.3
29	Total Directly Generated Funds (*)			\$11,304.2

(*) Includes some double-counting. Private providers reporting from a directly operated perspective report fares for directly operated service; the public agencies buying the services also report these fares under purchased transportation fare revenues.

(**) Revenues accrued through a purchased transportation agreement are reported by private providers under contract to public agencies and filing separate reports. It includes all funds received by these providers net of fare revenues. These funds are also reported by the public agencies contracting the purchased services.

Form 203 — Operating Funding Page 2 of 2 (Millions of Dollars)

30	Total Directly Generated Funds —from page 1																							
Line No.	Operating Funds Applied to Transit Agency		Funds	Total																				
	Part B. Federal Government Sources																							
31	I. Funds from FTA Urbanized Area Formula Program – Operating Assistance		\$306.1																					
32	II. Funds from FTA Urbanized Area Formula Program – Capital Assistance		\$459.2																					
33	III Funds from other Federal programs – Operating Assistance		\$54.6																					
34	III Funds from other Federal programs – Capital Assistance		\$40.4																					
35	Total Federal Funds			\$860.3																				
	Part C. State and Local Government Sources	State Government Funds	Local Government Funds																					
36	I. Funds allocated to transit out of the general revenues of the government entity	\$1,830.2	\$1,729.1																					
	II. Funds dedicated to transit at their source																							
	Dedicated taxes																							
37	1. Income taxes	\$161.4	\$30.1																					
38	2. Sales taxes	\$473.8	\$1,509.7																					
39	3. Property taxes	\$37.1	\$228.2																					
40	4. Gasoline taxes	\$381.4	\$65.1																					
41	5. Other taxes	\$693.4	\$237.9																					
42	Bridge, tunnel and highway tolls	\$56.8	\$2.5																					
43	Other dedicated funds	\$213.6	\$99.4																					
44	III. Other funds	\$504.4	\$157.4																					
45	Total State and Local Funds	\$4,351.3	\$4,059.9	\$8,412.1																				
46	Total Operating Funds Applied to Transit Agency (*)			\$20,576.5																				
	Passenger Fare Revenues Earned																							
	Part D. Passenger Fares Revenues		Fares	Total																				
	Mode Code																							
47	<table border="1" style="display: inline-table; vertical-align: middle;"><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr><tr><td> </td><td> </td></tr></table>																						< – >	
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55	Total Passenger Fare Revenues			\$7,128.2																				

(*) Includes some double-counting. After elimination of double-counting, total funding amounts to \$19,411.0 in 1999 with exclusion of capital funds used to pay for operating expenses.

Form 301 — Operating Expenses (*) (Millions of Dollars)

Line No.	Expense Object Class	Vehicle Operations 010	Vehicle Maintenance 041	Non-Vehicle Maintenance 041	General Administration 160	Total Expenses for Period	Line No.
	501. Labor						
01	01 Operators' salaries and wages	\$3,764.1	\$8.1	\$4.5	\$3.7	\$3,780.4	01
02	02 Other salaries and wages	\$1,232.1	\$1,717.7	\$1,139.8	\$1,198.4	\$5,288.0	02
03	502. Fringe Benefits	\$2,573.5	\$932.2	\$626.1	\$684.7	\$4,816.5	03
04	503. Services	\$275.8	\$145.2	\$197.3	\$542.9	\$1,161.3	04
	504. Materials and Supplies						
05	01 Fuel and lubricants	\$368.7	\$16.2	\$2.0	\$1.7	\$388.6	05
06	02 Tires and tubes	\$60.3	\$2.0	\$0.0	\$0.1	\$62.4	06
07	99 Other materials and supplies	\$73.2	\$914.0	\$241.1	\$140.0	\$1,368.3	07
08	505. Utilities	\$413.3	\$13.3	\$61.2	\$172.9	\$660.6	08
09	506. Casualty and Liability Costs	\$7.1	\$34.8	\$5.7	\$390.9	\$438.5	09
10	507. Taxes	\$17.0	\$4.0	\$0.5	\$13.2	\$34.7	10
	508. Purchased Transportation						
11	01 In report	\$920.7	\$197.0	\$48.9	\$260.4	\$1,427.0	11
12	02 Filing separate report (**)	\$574.1	\$17.3	\$3.9	\$83.1	\$678.5	12
13	509. Miscellaneous Expenses	\$51.2	\$17.2	\$30.3	\$191.6	\$290.3	13
14	510 Expense Transfers	(\$124.6)	(\$95.6)	(\$344.8)	(\$370.5)	(\$935.5)	14
15	Total Transit Agency Expenses (†)	\$10,206.7	\$3,923.4	\$2,174.0	\$3,313.2	\$19,459.7	15
15a	ADA-Related Expenses (DR only) (‡)					\$923.2	15a

(*) Operating expenses excluding reconciling items (depreciation, interest expense, leases and rentals, etc.)

(**) Distribution of expenses by function does not reflect the real share of each function.

(†) Includes double counting. Total expense by function and total must be calculated by subtracting from line 15, purchased transportation filing a separate report (line 12).

After elimination of double counting, the figures are:

Vehicle operations: \$9,632.8

Vehicle maintenance: \$3,906.1

Non-vehicle maintenance: \$2,170.1

General administration: \$3,230.1

Total expense: \$18,781.2

(‡) ADA expense includes demand response only.

Form 321 – Operators' Wages (*)

Line No.	Time Classification	Dollars (Millions)	Hours (Thousands)
	1. Operating Time		
01	01 Report time – turn-in time, breaks and allowances	\$153.0	8,559.6
02	02 Platform time – line service	\$2,480.5	145,272.7
03	03 Platform time – charter and special	\$12.4	809.6
04	04 Travel and intervening time	\$79.9	4,358.0
05	05 Minimum guarantee time – call out, daily and weekly	\$34.0	2,135.9
06	06 Overtime premium – scheduled and unscheduled	\$159.7	16,837.9
07	07 Spread time premium	\$36.6	3,789.1
08	08 Shift premium and other operating time	\$32.0	7,642.2
09	Total Operating Time	\$2,988.2	
	2. Non-Operating Paid Work Time		
10	01 Stand-by time	\$53.6	2,997.5
11	02 Other non-operating paid work time	\$138.0	8,578.9
12	Total Non-Operating Paid Work Time	\$191.6	
13	Total Operating and Non-Operating Time	\$3,179.8	

(*) Reported by agencies which directly operate more than 100 vehicles per mode in annual maximum service.

Form 331 – Fringe Benefits (*) (Millions of Dollars)

Line No.	Fringe Benefit Object Classes	Employer Total
	502. Fringe Benefits	
01	01 FICA or railroad retirement and/or PERS	\$882.1
02	02 Pension plans (including long-term disability insurance)	\$629.5
03	03 Hospital, medical and surgical plans	\$1,043.0
04	04 Dental plans	\$53.4
05	05 Life insurance plans	\$22.1
06	06 Short-term disability insurance plans	\$12.2
07	07 Unemployment insurance	\$17.3
08	08 Workers' compensation insurance or Federal Employees Liability Act Contribution	\$392.8
09	09 Sick leave	\$225.6
10	10 Holiday (including all premiums paid for work on holidays)	\$309.0
11	11 Vacation	\$642.9
12	12 Other paid absence (bereavement pay, military pay, jury duty pay, etc.)	\$78.1
13	13 Uniform and work clothing allowances	\$33.8
14	14 Other fringe benefits	\$183.4
15	Total Fringe Benefits	\$4,525.3

(*) Reported by agencies which directly operate more than 100 vehicles in annual maximum service.

Form 402 – Revenue Vehicle Maintenance and Energy (*)

Line No.	Revenue Vehicle System Failures			Number of Failures
	Major Systems			
01	Does not complete vehicle trip			269,260
02	Complete vehicle trip			162,775
	Minor Systems			
03	Does not complete vehicle trip			120,476
04	Complete vehicle trip			203,911
05	Total Revenue Vehicle System Failures			756,422
06	Total Labor Hours for Inspection and Maintenance			61,248.4
	Maintenance Facilities	Owned Facilities	Leased Facilities	Total Facilities
	Number of General Purpose Facilities			
07	Serving under 200 vehicles	861.7	258.9	1,121.6
08	Serving 200 – 300 vehicles	79.7	13.0	91.7
09	Serving more than 300 vehicles	30.2	8.8	39.0
10	Number of Heavy Maintenance Facilities	50.5	7.0	57.5
11	Total Maintenance Facilities	1,022.1	287.7	1,309.8
	Energy Consumption			Total Units Consumed (Thousands)
12	Kilowatt hours of propulsion power (applies to: AG, CC, CR, HR, LR, IP, MO, TB, TR)			5,125,520.5
13	Kilowatt hours to charge batteries (applies to: DR, JT, MB, PB, VP)			872.6
14	Gallons of diesel fuel			594,428.7
15	Gallons of gasoline			15,680.0
16	Gallons of liquefied petroleum gas (LPG)			2,245.8
17	Gallons of liquefied natural gas (LNG)			5,209.1
18	Gallons of methanol			1,196.3
19	Gallons of ethanol			534.4
20	Gallons of compressed natural gas (CNG)			35,594.8
21	Gallons of bunker fuel			0.0
22	Gallons of kerosene			494.1
23	Gallons of grain additive fuel			0.0
24	Gallons of other fuel			40.8

(*) Data for system failures and energy consumption are available for directly operated service only; data for maintenance facilities include directly operated and purchased transportation services.

Form 403 – Transit Way Mileage

Line No.	Guideway Classification	Directional Route Miles	Miles of Track	Number of Crossings
	Rail Modes			
	At grade:			
01	Exclusive right-of-way	4,519.2	5,098.2	
02	With cross traffic	2,664.9	2,789.0	3,200
03	Mixed and cross traffic	206.3	332.2	2,079
04	Elevated-on-structure	502.8	589.2	
05	Elevated-on-fill	442.2	591.3	
06	Open-cut	127.0	168.4	
07	Subway	677.0	858.5	
08	Total	9,139.4	10,426.8	5,279
09	Average Monthly (*)			
10	Stations	2,776		
10a	[ADA accessible]		[1,194]	
	Non-Rail Modes		Average Monthly DRM (*)	
11	Exclusive right-of-way(**)	1,848.8	–	
12	Controlled access right-of-way(**)	1,344.6		
13	Mixed traffic right-of-way	192,790.5	–	
14	Total	195,983.9		

(*) Used for funding purposes only

(**) Includes some double counting. Fixed guideway segments used by more than one NTD reporter are reported by each reporter in this form.

Form 404 – Transit Agency Employee (*)

Line No.	Labor Classifications	Employee Work Hours		Actual Person Count	
		Full Time Employees	Part Time Employees	Full Time Employees	Part Time Employees
	502. Labor				
01	011 Transportation administration and support	< – >	< – >	< – >	< – >
02	030 Revenue vehicle operation	< – >	< – >	< – >	< – >
03	151 Ticketing and fare collection	< – >	< – >	< – >	< – >
	161 System security	< – >	< – >	< – >	< – >
05	010 Vehicle operations	256,174.3	13,926.9	130,769.8	12,899.0
06	041 Vehicle maintenance	86,972.4	468.2	43,695.2	469.9
07	042 Non-vehicle maintenance	49,117.9	203.7	25,603.8	225.7
08	160 General administration	44,733.4	1,222.0	23,280.5	1,414.5
09	Total Operating Labor	436,998.0	15,820.9	223,349.3	15,010.1
10	Total Capital Labor	21,003.3	61.1	10,481.4	80.5
11	Total Labor	414,402.6	13,550.9	212,088.5	12,230.3

(*) Data for directly operated service only.

Form 405 – Transit Safety and Security Page 1 of 2

Line No.	Safety Items	Incidents	Fatalities			Injuries		
			Patrons	Employees	Others	Patrons	Employees	Others
	Collisions							
01	Collisions with other vehicles	23,014	9	8	64	12,872	2,657	5,247
01a	(at grade crossings)	242	0	0	4	214	56	67
02	Collisions with objects	2,914	0	1	0	1,002	155	0
02a	(at grade crossings)	16	0	0	0	7	6	0
03	Collisions with people	1,461	60	1	147	277	193	773
03a	(at grade crossings)	37	0	1	16	5	0	14
03b	(attempted/successful suicides)	117	35	0	47	35	0	4
	Non-Collisions							
04	Derailments/buses going off road	168	1	1	0	62	21	2
	Personal Casualties							
05	Parking facility	834	0	0	0	175	647	13
06	Inside vehicle	13,464	3	2	0	11,950	2,863	0
07	On right-of-way	3,625	12	3	4	259	3,263	30
08	Boarding and alighting vehicle	8,291	6	1	0	7,703	748	25
08a	(associated with lifts)	457	0	1	0	407	74	1
09	In stations/bus stops	7,833	13	2	1	5,813	2,006	86
09a	(associated with escalators)	955	1	0	0	946	31	3
09b	(associated with elevators)	240	0	0	0	275	11	0
	Non-Arson Fires (no thresholds)							
10	In vehicles	833	0	1	0	33	26	0
11	In stations	894	0	0	0	6	27	0
12	Right-of-way and others	1,820	0	0	0	60	21	0
13	Total Transit Property Damage(*)	\$62.3						

(*) Millions of dollars

Form 405 – Transit Safety and Security Page 2 of 2 (*)

Security Items		Incidents		
Line No.	Part I. Offenses (Reports)	In Vehicle	In Station	Other Transit Property
	Violent Crime			
	Homicide			
01	Patrons	4	7	1
02	Employees	1	0	1
03	Others	2	4	1
	Forcible rape			
04	Patrons	5	11	3
05	Employees	4	1	0
06	Others	1	0	2
	Robbery			
07	Patrons	1,312	1,798	331
08	Employees	79	33	30
09	Others	12	111	83
	Aggravated assault			
10	Patrons	805	799	125
11	Employees	409	143	36
12	Others	22	53	56
	Property Crime			
13	Burglary	19	205	191
	Larceny/theft			
14	Patrons	4,015	2,939	2,841
15	Employees	404	191	286
16	Others	190	1,619	411
	Motor vehicle theft			
17	Patrons	19	84	1,592
18	Employees	5	7	59
19	Others	25	43	42
20	Arson	15	15	23
	Part II. Offenses (Arrests)			
21	Other assaults	1,045	1,219	377
22	Vandalism	2,317	4,003	575
23	Sex offenses	173	609	227
24	Drug abuse violations	396	2,322	1,413
25	Driving under the influence	35	25	144
26	Drunkenness	6,977	3,579	931
27	Disorderly conduct	9,114	6,178	679
28	Trespassing	405	1,853	1,412
29	Fare evasion	21,516	33,608	70
30	Curfew and loitering laws	59	2,733	230
31	Total Transit Property Damage (**)	\$14,405.3		

(*) Reported by agencies in urbanized areas over 200,000 population.

(**) Thousands of dollars

Form 406 – Transit Agency Service

Line No.	Item	Average Weekday				Average Weekday Total	Average Saturday Total	Average Sunday Total	Annual Total	Line No.
		AM Peak	Midday	PM Peak	Other					
Maximum Service Vehicles										
01	Vehicles operated in maximum service								82,887	01
02	Vehicles available for maximum service								103,317	02
Periods of Service										
03	Time service begins	-	-	-		-				03
04	Time service ends	-	-	-		-				04
Service Supplied (Non-Rail Modes)										
05	Number of vehicles in operation (*)	38,159	22,957	38,065	14,633	66,294	27,802	16,843		05
06	Total actual vehicle miles (Thousands)	< - >	< - >	< - >	< - >	8,985.1	4,267.0	2,524.3	2,606,134.2	06
07	Total actual vehicle hours (Thousands)	< - >	< - >	< - >	< - >	650.9	327.2	194.5	189,028.2	07
08	Total actual vehicle revenue miles (Thousands) (**)	< - >	< - >	< - >	< - >	7,768.0	3,821.1	2,236.6	2,257,525.4	08
09	Total actual vehicle revenue hours (Thousands)	< - >	< - >	< - >	< - >	580.0	297.6	177.6	168,814.2	09
10	Total scheduled vehicle revenue miles (Thousands)	< - >	< - >	< - >	< - >	5,965.2	3,245.4	1,907.5	1,749,359.6	10
11	Charter service hours (Thousands) (†)								454.4	11
12	School bus hours (Thousands) (†)								37.7	12
Service Supplied (Rail Modes)										
13	Number of trains in operation (*)	2,343	1,510	2,301	1,139	2,489	1,475	1,247		13
14	Number of passenger cars in operation (*)	13,017	7,575	12,764	5,693	13,466	7,245	6,170		14
15	Total actual train miles (Thousands)	< - >	< - >	< - >	< - >	523.4	325.4	275.0	166,977.2	15
16	Total actual train hours (Thousands)	< - >	< - >	< - >	< - >	26.0	16.7	14.1	8,348.4	16
17	Total actual train revenue miles (Thousands)	< - >	< - >	< - >	< - >	502.3	318.0	268.9	160,298.1	17
18	Total actual train revenue hours (Thousands)	< - >	< - >	< - >	< - >	24.1	15.7	13.2	7,738.5	18
19	Total actual passenger car miles (Thousands)	< - >	< - >	< - >	< - >	2,827.7	1,643.8	1,387.3	893,802.8	19
20	Total actual passenger car revenue miles (Thousands)	< - >	< - >	< - >	< - >	2,702.7	1,595.7	1,351.1	853,898.9	20
21	Total scheduled passenger car revenue miles (Thousands)	< - >	< - >	< - >	< - >	2,746.3	1,635.9	1,362.1	862,160.8	21
22	Total actual passenger car hours (Thousands)	< - >	< - >	< - >	< - >	133.3	77.1	65.5	41,874.4	22
23	Total actual passenger car revenue hours (Thousands)	< - >	< - >	< - >	< - >	120.1	71.1	61.2	38,115.6	23
Service Consumed										
24	Unlinked passenger trips (Thousands)	< - >	< - >	< - >	< - >	28,435.8	15,040.7	9,865.9	8,523,168.4	24
24a	ADA-related unlinked passenger trips (Thousands) (DR only) (‡)								43,229.6	24a
25	Passenger miles (Thousands)					146,212.7	68,598.9	44,909.8	43,280,242.2	25
Service Operated (Days)										
26	Days schedule operated					271,193	46,428	29,258	346,879	26
27	Days not operated due to strikes					18	0	54	72	27
28	Days not operated due to officially declared emergencies					168	24	23	210	28

(*) Reported for average Weekdays, Saturdays and Sundays only.

(**) Total actual vehicle revenue miles is greater than total scheduled vehicle revenue miles (line 10) because, by definition, modes such as demand response, vanpool, jitney, etc., do not operate with fixed schedules (line 8).

(†) Data available for annual total only.

(‡) ADA related unlinked passenger trips reported for demand response service only.

Data Used to Compile Graphics

Funds Applied to Transit

Year	Unlinked	
	Passenger Trips (Millions)	Federal Funding (Millions)
1985	8,349.7	\$3,344.3
1986	7,930.3	\$3,587.8
1987	7,865.8	\$3,292.2
1988	7,812.5	\$3,152.0
1989	8,098.0	\$3,094.4
1990	7,965.6	\$3,457.8
1991	7,738.1	\$3,394.3
1992	7,696.2	\$3,449.6
1993	7,432.7	\$3,296.6
1994	7,701.6	\$3,379.6
1995	7,503.7	\$4,081.5
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
% Change	2.1%	37.1%

Total Operating Expense

Year	Total Operating Expense (Millions)
1991	\$14,988.6
1992	\$15,499.0
1993	\$15,473.0
1994	\$16,320.0
1995	\$16,181.6
1996	\$16,301.9
1997	\$16,962.0
1998	\$17,580.0
1999	\$18,781.2
% Change	25.3%

Total Operating Expense by Mode

Year	Total Operating Expense by Mode							Total (Millions)
	Bus (Millions)	Commuter Rail (Millions)	Demand Response (Millions)	Heavy Rail (Millions)	Light Rail (Millions)	Vanpool (Millions)	Other (Millions)	
1991	\$8,330.0	\$2,175.0	\$443.0	\$3,425.6	\$290.0	\$5.3	\$319.7	\$14,988.6
1992	\$8,625.0	\$2,170.0	\$500.0	\$3,555.1	\$307.2	\$10.1	\$331.9	\$15,499.3
1993	\$8,514.0	\$2,079.9	\$540.1	\$3,668.6	\$314.1	\$13.6	\$342.8	\$15,473.0
1994	\$8,860.0	\$2,227.8	\$633.9	\$3,786.2	\$411.6	\$14.9	\$386.1	\$16,320.0
1995	\$8,972.2	\$2,206.7	\$689.5	\$3,522.9	\$375.2	\$17.0	\$398.0	\$16,181.6
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	\$16,962.0
1998	\$9,712.9	\$2,355.2	\$995.2	\$3,529.6	\$493.0	\$28.4	\$465.5	\$17,580.0
1999	\$10,342.1	\$2,569.5	\$1,103.8	\$3,693.4	\$536.2	\$31.6	\$504.6	\$18,781.2
% Change	24.2%	18.1%	149.2%	7.8%	84.9%	490.3%	57.9%	25.3%

Operating Expense by Function

Operating Expense		
	(Millions)	%
Vehicle Operations	\$9,632.6	51.3%
Vehicle Maintenance	\$3,906.1	20.8%
Non-Vehicle Maintenance	\$2,012.4	10.7%
General Administration	\$3,230.1	17.2%
Total	\$18,781.2	

Operating Expense by Object Class

Operating Expense		
	(Millions of Dollars)	%
Salaries and Wages	\$9,068.4	51.7%
Fringe Benefits	\$4,816.5	27.5%
Services	\$1,161.3	6.6%
Materials and Supplies	\$1,819.3	10.4%
Utilities	\$660.6	3.8%
Directly Operated Expenses	\$17,526.1	
Other	-\$172.0	
Total - Directly Operated	\$17,354.2	
Purchased Transportation (*)	\$1,427.0	
Total	\$18,781.2	

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

Operating Expense per Unlinked Passenger Trip by Mode

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	\$1.7	\$6.7	\$10.4	\$1.6	\$1.6	\$1.7	\$1.7
1992	\$1.8	\$6.9	\$11.0	\$1.6	\$1.6	\$2.5	\$1.7
1993	\$1.8	\$6.5	\$10.4	\$1.8	\$1.7	\$2.5	\$1.9
1994	\$1.9	\$6.6	\$11.7	\$1.7	\$1.5	\$2.6	\$1.7
1995	\$2.0	\$6.4	\$12.6	\$1.7	\$1.5	\$2.8	\$1.7
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
% Change	20.0%	-3.3%	54.0%	-7.3%	17.7%	55.3%	24.1%

Patron Fatalities per Million Passenger Miles by Mode

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Other
1993	0.0010	0.0061	0.0158	0.0074	0.0043	0.0000
1994	0.0025	0.0052	0.0076	0.0071	0.0024	0.0000
1995	0.0008	0.0001	0.0025	0.0069	0.0012	0.0000
1996	0.0014	0.0032	0.0102	0.0060	0.0000	0.0010
1997	0.0009	0.0002	0.0075	0.0057	0.0000	0.0000
1998	0.0020	0.0023	0.0117	0.0034	0.0009	0.0009
1999	0.0007	0.0007	0.0089	0.0060	0.0017	0.0000
% Change	-23.1%	-88.8%	-43.2%	-19.7%	-60.6%	0.0%

ADA Lift- or Ramp-Equipped Buses

Year	Large Buses			Medium Buses		
	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1993	46,413	23,338	50.3%	3,542	1,911	54.0%
1994	46,979	24,398	51.9%	3,693	2,153	58.3%
1995	46,355	27,420	59.2%	3,879	2,561	66.0%
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%
% Change	1.0%	54.4%	26.5%	86.7%	211.8%	36.2%

Year	Small 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 (%)
1993	3,964	3,146	79.4%	1,807	693	38.4%
1994	4,738	3,795	80.1%	1,613	719	44.6%
1995	5,372	4,539	84.5%	1,716	861	50.2%
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%
% Change	108.5%	145.5%	14.1%	2.3%	116.9%	42.9%

ADA Lift- or Ramp-Equipped Totals

Year	Total		
	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1993	55,726	29,088	52.2%
1994	57,023	31,065	54.5%
1995	57,322	35,381	61.7%
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%
% Change	14.2%	76.1%	28.3%

Federal Operating Assistance as a Percent of Operating Funds

Year	Federal Operating Assistance	Total Operating Funding (Millions)	Federal Operating Assistance (%)
1991	\$821.5	\$15,234.7	5.4%
1992	\$850.0	\$15,943.7	5.3%
1993	\$913.0	\$16,757.9	5.4%
1994	\$861.5	\$17,344.7	5.0%
1995	\$767.8	\$17,174.3	4.5%
1996	\$553.6	\$17,623.5	3.1%
1997	\$604.5	\$17,931.4	3.4%
1998	\$374.3	\$18,279.6	2.0%
1999	\$360.7	\$19,411.0	1.9%
% Change	-56.1%	27.4%	-3.5%

Total Federal Operating Assistance per Passenger by Urbanized Area Size

Year	UZAs with More			Total
	UZAs Over 1 Million	than 200,000 and Less than 1 Million	UZAs Under 200,000	
1991	\$0.09	\$0.25	\$0.40	\$0.11
1992	\$0.09	\$0.24	\$0.42	\$0.11
1993	\$0.10	\$0.25	\$0.43	\$0.12
1994	\$0.09	\$0.24	\$0.44	\$0.11
1995	\$0.08	\$0.23	\$0.44	\$0.10
1996	\$0.05	\$0.17	\$0.37	\$0.07
1997	\$0.06	\$0.15	\$0.30	\$0.08
1998	\$0.03	\$0.10	\$0.35	\$0.05
1999	\$0.03	\$0.08	\$0.39	\$0.04
% Change	-68.5%	-69.8%	-2.5%	-61.6%

Federal Operating Assistance per Passenger by Urbanized Area Size

Year	UZAs with More than 1 Million Population		
	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	\$589.7	6,804.6	\$0.09
1992	\$586.7	6,775.9	\$0.09
1993	\$641.9	6,511.9	\$0.10
1994	\$591.9	6,778.7	\$0.09
1995	\$511.0	6,594.4	\$0.08
1996	\$354.8	6,688.4	\$0.05
1997	\$418.0	7,029.8	\$0.06
1998	\$220.9	7,172.8	\$0.03
1999	\$206.0	7,544.9	\$0.03
% Change	-65.1%	10.9%	-68.5%

Federal Operating Assistance per Passenger by Urbanized Area Size (continued)

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 Passenger
1991	\$168.6	674.9	\$0.25
1992	\$165.4	687.7	\$0.24
1993	\$168.7	684.0	\$0.25
1994	\$164.5	685.7	\$0.24
1995	\$155.6	667.8	\$0.23
1996	\$110.5	640.1	\$0.17
1997	\$105.2	683.9	\$0.15
1998	\$67.0	694.0	\$0.10
1999	\$54.5	722.8	\$0.08
% Change	-67.7%	7.1%	-69.8%

UZAs with Less than 200,000 Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	\$91.7	227.9	\$0.40
1992	\$97.0	232.1	\$0.42
1993	\$102.5	236.8	\$0.43
1994	\$105.1	237.2	\$0.44
1995	\$101.3	228.9	\$0.44
1996	\$88.3	236.1	\$0.37
1997	\$81.3	268.6	\$0.30
1998	\$86.3	248.3	\$0.35
1999	\$100.2	255.5	\$0.39
% Change	9.3%	12.1%	-2.5%

Recovery Ratio

Year	Fare Revenues (Millions)	Total Operating Expense (Millions)	Recovery Ratio (%)
1991	\$5,599.4	\$15,404.0	36.4%
1992	\$5,697.3	\$15,499.0	36.8%
1993	\$6,117.1	\$15,472.7	39.5%
1994	\$6,466.4	\$16,319.8	39.6%
1995	\$6,478.9	\$16,181.6	40.0%
1996	\$6,964.8	\$16,301.9	42.7%
1997	\$7,126.7	\$16,963.3	42.0%
1998	\$7,276.5	\$17,580.0	41.4%
1999	\$7,442.2	\$18,781.2	39.6%
% Change	32.9%	21.9%	3.3%

Recovery Ratio by Urbanized Area Size

UZAs with More than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	\$5,200.6	\$13,732.2	37.9%
1992	\$5,297.0	\$13,749.1	38.5%
1993	\$5,685.3	\$13,661.1	41.6%
1994	\$6,017.6	\$14,385.9	41.8%
1995	\$6,027.4	\$14,221.9	42.4%
1996	\$6,482.5	\$14,308.5	45.3%
1997	\$6,588.7	\$14,769.3	44.6%
1998	\$6,706.0	\$15,257.6	44.0%
1999	\$6,910.0	\$16,293.0	42.4%
% Change	32.9%	18.6%	4.5%

UZAs with More than 200,000 and Less than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	\$305.6	\$1,233.3	24.8%
1992	\$303.6	\$1,289.3	23.5%
1993	\$320.0	\$1,307.4	24.5%
1994	\$328.3	\$1,393.9	23.6%
1995	\$333.3	\$1,425.5	23.4%
1996	\$358.2	\$1,425.6	25.1%
1997	\$404.4	\$1,592.0	25.4%
1998	\$415.5	\$1,671.0	24.9%
1999	\$385.5	\$1,793.9	21.5%
% Change	26.1%	45.5%	-3.3%

UZAs with Less than 200,000 Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	\$93.3	\$439.0	21.3%
1992	\$96.7	\$460.2	21.0%
1993	\$111.7	\$504.2	22.2%
1994	\$120.5	\$540.1	22.3%
1995	\$117.9	\$534.1	22.1%
1996	\$123.9	\$567.8	21.8%
1997	\$133.7	\$602.3	22.2%
1998	\$146.0	\$651.3	22.4%
1999	\$146.6	\$694.3	21.1%
% Change	57.2%	58.2%	-0.1%

Subsidy per Passenger

Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	\$9,415.2	7,735.0	\$1.22
1992	\$9,362.3	7,695.0	\$1.22
1993	\$9,553.6	7,432.7	\$1.29
1994	\$10,303.6	7,701.6	\$1.34
1995	\$10,044.2	7,503.7	\$1.34
1996	\$9,747.6	7,564.6	\$1.29
1997	\$9,833.6	7,954.2	\$1.28
1998	\$10,211.4	8,115.1	\$1.26
1999	\$10,809.4	8,523.2	\$1.27
% Change	14.81%	10.19%	4.19%

Funding Sources by Urbanized Area Size

UZAs with More than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	\$5,200.6	\$2,312.9	\$580.4	\$2,719.3	\$3,377.7	\$14,190.9
1992	\$5,297.0	\$2,177.0	\$572.0	\$3,276.4	\$2,771.0	\$14,093.5
1993	\$5,685.3	\$2,135.1	\$639.1	\$3,073.7	\$3,283.0	\$14,816.2
1994	\$6,017.6	\$2,625.7	\$543.0	\$3,161.9	\$2,941.6	\$15,289.8
1995	\$6,027.4	\$2,259.8	\$509.6	\$3,165.3	\$3,144.1	\$15,106.3
1996	\$6,482.5	\$2,275.8	\$353.3	\$3,337.8	\$3,154.7	\$15,604.0
1997	\$6,588.7	\$2,415.8	\$414.4	\$3,153.4	\$3,127.9	\$15,700.2
1998	\$6,715.0	\$2,494.2	\$220.9	\$3,335.6	\$3,238.4	\$16,004.1
1999	\$6,910.0	\$2,806.9	\$206.0	\$3,809.9	\$3,381.1	\$17,114.0
% Change	32.87%	21.36%	-64.51%	40.11%	0.10%	20.60%

UZAs with More than 200,000 and Less than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	\$305.6	\$271.9	\$160.8	\$238.0	\$324.0	\$1,300.3
1992	\$303.6	\$276.4	\$161.7	\$205.2	\$383.8	\$1,330.7
1993	\$320.0	\$323.5	\$167.6	\$221.3	\$388.8	\$1,421.2
1994	\$328.3	\$345.9	\$163.4	\$246.8	\$419.1	\$1,503.6
1995	\$333.3	\$356.4	\$154.8	\$252.3	\$416.0	\$1,512.8
1996	\$358.2	\$291.8	\$109.5	\$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	\$67.0	\$317.8	\$504.0	\$1,630.6
1999	\$385.5	\$297.6	\$54.5	\$373.3	\$503.3	\$1,614.3
% Change	35.96%	19.99%	-58.34%	33.53%	55.58%	25.40%

Funding Sources by Urbanized Area Size (continued)

UZAs with Less than 200,000 Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	\$93.3	\$42.7	\$91.7	\$92.2	\$132.6	\$452.5
1992	\$96.7	\$42.3	\$97.0	\$107.2	\$140.5	\$483.7
1993	\$111.7	\$23.4	\$102.5	\$114.6	\$168.3	\$520.5
1994	\$120.5	\$17.7	\$105.1	\$131.9	\$176.0	\$551.2
1995	\$117.9	\$20.5	\$101.3	\$132.9	\$182.3	\$554.9
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	\$91.8	\$86.3	\$165.8	\$163.8	\$653.7
1999	\$146.6	\$92.5	\$100.2	\$168.1	\$175.4	\$682.8
% Change	56.48%	115.04%	-5.85%	79.78%	23.50%	44.46%

Operating Funding Sources by Urbanized Area Size

UZAs with More than 1 Million Population				
	1991		1999	
	Millions	%	Millions	%
Fare Revenues	\$5,200.6	36.6%	\$6,910.0	40.4%
Other	\$2,312.9	16.3%	\$2,806.9	16.4%
Federal Assistance	\$580.4	4.1%	\$206.0	1.2%
State Assistance	\$2,719.3	19.2%	\$3,809.9	22.3%
Local Assistance	\$3,377.7	23.8%	\$3,381.1	19.8%
Total	\$14,190.9		\$17,114.0	

UZAs with than 200,000 and Less than 1 Million Population				
	1991		1999	
	Millions	%	Millions	%
Fare Revenues	\$305.6	23.5%	\$385.5	23.9%
Other	\$271.9	20.9%	\$297.6	18.4%
Federal Assistance	\$160.8	12.4%	\$54.5	3.4%
State Assistance	\$238.0	18.3%	\$373.3	23.1%
Local Assistance	\$324.0	24.9%	\$503.3	31.2%
Total	\$1,300.3		\$1,614.3	

Operating Funding Sources by Urbanized Area Size (continued)

UZAs with Less than 200,000 Population				
	1991		1999	
	Millions	%	Millions	%
Fare Revenues	\$93.3	20.6%	\$146.6	21.5%
Other	\$42.7	9.4%	\$92.5	13.5%
Federal Assistance	\$91.7	20.3%	\$100.2	14.7%
State Assistance	\$92.2	20.4%	\$168.1	24.6%
Local Assistance	\$132.6	29.3%	\$175.4	25.7%
Total	\$452.5		\$682.8	

Federal Share of Total Capital Assistance

Year	Federal Assistance	Total Capital Assistance	Federal Share (%)
1991	\$2,545.0	\$5,097.3	49.9%
1992	\$2,599.7	\$5,282.6	49.2%
1993	\$2,383.5	\$5,733.6	41.6%
1994	\$2,518.1	\$5,598.4	45.0%
1995	\$3,313.7	\$7,008.4	47.3%
1996	\$3,506.3	\$6,954.9	50.4%
1997	\$4,137.5	\$7,636.2	54.2%
1998	\$4,046.5	\$7,777.5	52.0%
1999	\$4,225.5	\$8,942.9	47.2%
% Change	66.0%	75.4%	-2.7%

Federal Capital Assistance per Unlinked Passenger Trip

Year	Federal Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Assistance per Unlinked Passenger Trip
1991	\$2,545.0	7,738.1	\$0.33
1992	\$2,599.7	7,696.2	\$0.34
1993	\$2,383.5	7,432.7	\$0.32
1994	\$2,518.1	7,701.6	\$0.33
1995	\$3,313.7	7,503.7	\$0.44
1996	\$3,506.3	7,564.6	\$0.46
1997	\$4,137.5	7,982.4	\$0.52
1998	\$4,046.5	8,115.1	\$0.50
1999	\$4,225.5	8,523.2	\$0.50
% Change	66.0%	10.1%	50.7%

Capital Expenditures

Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Total (Millions)
1991	\$1,632.4	\$3,477.8	\$5,110.2
1992	\$1,221.7	\$4,042.3	\$5,263.9
1993	\$1,554.6	\$4,179.3	\$5,733.9
1994	\$1,251.3	\$4,346.9	\$5,598.2
1995	\$1,751.2	\$5,257.0	\$7,008.2
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
% Change	80.4%	58.1%	65.2%

Percent Share of Rolling Stock

Year	Percent of Rolling Stock	Percent of Non-Rolling Stock
1991	31.9%	68.1%
1992	23.2%	76.8%
1993	27.1%	72.9%
1994	22.4%	77.6%
1995	25.0%	75.0%
1996	25.3%	74.7%
1997	29.3%	70.7%
1998	33.2%	66.8%
1999	34.9%	65.1%

Percent of Non-Rolling Stock by Mode – Bus

Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$543.9	\$753.4	58.1%	\$1,297.3
1993	\$742.6	\$758.9	50.5%	\$1,501.6
1994	\$611.9	\$736.1	54.6%	\$1,348.0
1995	\$877.4	\$962.6	52.3%	\$1,840.0
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
% Change	177.7%	65.4%	-12.9%	112.5%

Percent of Non-Rolling Stock by Mode – Commuter Rail

Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$277.5	\$881.6	76.1%	\$1,159.1
1993	\$266.1	\$1,379.0	83.8%	\$1,645.1
1994	\$226.6	\$1,159.8	83.7%	\$1,386.4
1995	\$427.0	\$1,262.2	74.7%	\$1,689.1
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
% Change	104.2%	19.7%	-11.0%	39.9%

Percent of Non-Rolling Stock by Mode – Heavy Rail

Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$260.5	\$1,794.6	87.3%	\$2,055.1
1993	\$409.1	\$1,496.1	78.5%	\$1,905.2
1994	\$212.6	\$1,857.4	89.7%	\$2,070.1
1995	\$253.1	\$2,307.4	90.1%	\$2,560.5
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
% Change	72.0%	25.9%	-3.9%	31.7%

Percent of Non-Rolling Stock by Mode – Light Rail

Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$68.9	\$398.2	85.3%	\$467.1
1993	\$46.5	\$417.8	90.0%	\$464.3
1994	\$56.4	\$465.8	89.2%	\$522.3
1995	\$70.7	\$615.0	89.7%	\$685.7
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
% Change	258.3%	89.3%	-9.9%	114.2%

Average Fleet Age (Years) by Vehicle Type

Year	Large Buses		Medium Buses		Small Buses		Articulated Buses		Total
	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	
1992	46,761	84.4%	3,235	5.8%	3,680	6.6%	1,698	3.1%	55,374
1993	46,413	83.3%	3,542	6.4%	3,964	7.1%	1,807	3.2%	55,726
1994	46,979	82.4%	3,693	6.5%	4,738	8.3%	1,613	2.8%	57,023
1995	46,355	80.9%	3,879	6.8%	5,372	9.4%	1,716	3.0%	57,322
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
% Change	0.3%		104.4%		124.6%		8.9%		14.9%

Average Fleet Age (Years)

Year	Average Bus Fleet Age
1992	8.3
1993	8.3
1994	8.5
1995	8.4
1996	8.4
1997	8.1
1998	8.0
1999	7.5
% Change	-9.6%

Age Distribution of Buses – Articulated Buses

Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	1,698	0.0%	9.2%	75.2%
1993	1,807	2.9%	12.3%	60.5%
1994	1,613	1.5%	15.7%	44.2%
1995	1,716	2.4%	15.4%	33.3%
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%
% Change	8.9%			

Age Distribution of Buses – Large Buses

Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	46,763	1.9%	35.3%	67.3%
1993	46,824	1.8%	33.2%	65.9%
1994	46,994	2.4%	32.3%	63.5%
1995	46,355	3.2%	31.9%	64.4%
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%
% Change	0.3%			

Age Distribution of Buses – Medium Buses

Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	3,235	4.7%	45.8%	73.5%
1993	3,598	7.0%	50.1%	74.7%
1994	3,704	2.1%	48.3%	75.7%
1995	3,879	4.7%	50.3%	77.5%
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%
% Change	104.4%			

Age Distribution of Buses – Small Buses

Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	3,742	5.4%	69.3%	95.9%
1993	4,060	10.2%	71.6%	94.9%
1994	4,860	8.1%	71.3%	93.8%
1995	5,447	9.7%	70.7%	94.5%
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%
% Change	120.9%			

Fixed Guideway Mileage

Year	Bus	Rail Modes
1991	712	7,003
1992	790	7,292
1993	926	7,885
1994	959	8,077
1995	1,030	8,214
1996	1,122	8,506
1997	1,266	8,604
1998	1,406	8,804
1999	1,634	9,139
% Change	97.4%	30.5%

Percent of National Bus Fleet Using Alternative Fuels

Year	Total Fleet	Alternative Fuel Fleet	Alternative Fuel Fleet (%)
1992	55,438	677	1.2%
1993	56,281	1,393	2.5%
1994	57,171	1,817	3.2%
1995	57,397	1,577	2.7%
1996	57,449	2,170	3.8%
1997	59,056	2,776	4.7%
1998	60,873	3,038	5.0%
1999	63,618	3,898	6.1%
% Change	14.8%	475.8%	