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2014 PUBLIC TRANSPORTATION FACT BOOK

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APTA's Vision Statement

Be the leading force in advancing public transportation.

APTA's Mission Statement

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

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APTA and the Fact Book

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

This is the 65th edition of the **Public Transportation Fact Book** (formerly the **Transit Fact Book**), which was first published in 1943. Available data are expanded by standard statistical methods to estimate U.S. national totals. *All data are for the U.S. only, except for the section on Canada.* Data for Canada were provided by the Canadian Urban Transit Association (CUTA). A Glossary of Terms, a History of The Fact Book, and a discussion of the methodology used to estimate Fact Book data may be found at the end of this report. The 64 previous editions of the Fact Book are available on-line at http://www.apta.com/resources/statistics/Pages/transitstats.aspx.

The procedure for estimating total data in the **2014 Public Transportation Fact Book,** and prior issues of the Fact Book, is to expand available data by standard statistical methods to estimate U.S. national totals. It includes only public transportation data and excludes taxicab, unregulated jitney, school, sightseeing, intercity, charter, military, and services not available to the general public or segments of the general public (e.g., governmental and corporate shuttles), and special application systems (e.g., amusement parks, airports, and the following types of ferry service: international, rural, rural interstate, and urban park).

In addition to this book, there are two Appendices to the Fact Book available online at http://www.apta.com/resources/statistics/Pages/transitstats.aspx. The **Public Transportation Fact Book, Appendix A: Historical Tables** reports data items for the entire time period that they have been reported in **Fact Books** and other statistical reports prepared by APTA and its predecessor organizations. Many data items are reported for every year beginning in the 1920s, and ridership is reported from 1902.

The **Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics** presents six operating statistics for each transit agency in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed for urbanized areas, both all modes totaled and for individual modes.

Data in the Fact Book are reported for "modes of service." Modes of service in the Fact Book are the same as the modes of service used to report data in the Federal Transit Administration's National Transit Database (NTD). For example, "bus" and "demand response" in these tables refer to a mode of service, not to a specific vehicle type. Demand response service, defined as roadway service directly from an origin to a destination determined by the rider and not following a fixed-route, is usually provided by vans but is also provided by small buses and in a limited number of cases by large buses. Bus service is a variety of roadway services that share the characteristic of being operated entirely or partially on fixed routes. Although bus service is normally provided by buses, it can be provided by smaller vehicles that may be considered large vans.

Data in the Fact Book are statistical expansions of sample data and represent the total activity of all transit agencies. Base data are taken from the NTD. These data are supplemented by data from other sources including state departments of transportation and APTA surveys of APTA transit system members. Because NTD data are collected for "Report Years," Fact Book data are also calculated for Report Years. A Report Year is each transit agency's Fiscal Year that ends during a specified calendar year.

National Data Summary

Public transportation was provided in the United States during 2012 by more than 7,100 organizations ranging from large multi-modal systems to single-vehicle special demand response service providers. The number of transit agencies operating each mode of service ranges from a single cable car operator to approximately 6,500 demand response providers. Table 1 reports the number of transit agencies in the United States in three categories. The largest number of service providers are non-profit organizations that exclusively operate demand response service, primarily for senior citizens and persons with disabilities. Non-profit organizations are eligible for federal financial assistance for vehicle purchases and provide specialized service designed to meet the special needs of their clientele. These non-profit organizations provide service in both rural and urbanized areas.

The second largest number of transit agencies, more than 1,700, operate in rural areas and 815 transit agencies provide service in urbanized areas. Transit agencies in urbanized areas are much larger than those in rural areas. Transit agencies in urbanized areas carried more than 98 percent of all transit passenger trips in 2012, those in rural areas carried about 1½ percent of passenger trips, and non-profit senior citizen and persons with disabilities transit service providers carried less than one-half of one percent of all passenger trips. Exact proportions are not certain because many agencies headquartered in urbanized areas provide service outside of those areas and, similarly, many rural providers operate service into larger areas.

Table 1: Number of Public Transportation Systems by Mode, Report Year 2012

Mode	Number of Systems, 2012 (a)			
	Urbanized Areas (b)	Rural (b)	Non-Profit Providers (c)	Total
Aerial Tramway	2	0	0	2
Automated Guideway Transit	7	0	0	7
Bus	699	530	0	1,229
Bus Rapid Transit	4	0	0	4
Cable Car	1	0	0	1
Commuter Bus	72	60	0	132
Commuter Rail	27	0	0	27
Demand Response (b,d)	765	1,163	4,600	6,511
Ferryboat	37	6	0	43
Heavy Rail	15	0	0	15
Hybrid Rail	4	0	0	4
Inclined Plane	4	0	0	4
Light Rail	25	0	0	25
Monorail	2	0	0	2
Publico	1	0	0	1
Streetcar	10	0	0	10
Transit Vanpool	71	21	0	92
Trolleybus	5	0	0	5
Total (d,e)	815	1,703	4,600	7,118

(a) Systems operating during 2012, all amounts are estimated.
(b) Some urban providers operate service into surrounding rural areas and rural providers operate service into nearby urban areas.
(c) May be either urban or rural.
(d) Includes non-profit providers of service for seniors and persons with disabilities.
(e) Total is not sum of all modes since many providers operate more than one mode.

Table 2: National Totals, Report Year 2012

Statistical Category	All Roadway Modes (a)	All Rail Modes (b)	Ferryboat	Total All Transit
Systems, Number of (c)	7,975	97	43	(c) 7,118
Trips, Unlinked Passenger (Millions)	5,747	4,758	79	10,584
Miles, Passenger (Millions)	25,450	31,235	431	57,117
Trip Length, Average (Miles)	4.4	6.5	5.5	5.4
Miles, Vehicle Total (Millions)	4,275.6	1,111.9	4.0	5,391.5
Miles, Vehicle Revenue (Millions)	3,745.9	1,064.7	4.0	4,814.6
Hours, Vehicle Total (Millions)	291.1	52.6	0.5	344.2
Hours, Vehicle Revenue (Millions)	261.9	49.1	0.5	311.5
Speed, Vehicle in Revenue Service, Average (mph)	14.3	21.7	8.8	15.5
Fares Collected, Passengers (Millions)	6,372.0	7,647.6	160.8	14,180.4
Fare per Unlinked Trip, Average	1.11	1.61	2.03	1.34
Expense, Operating Total (Millions)	25,253.4	13,838.8	608.8	39,700.9
Operating Expense by Object Class:				
Salaries and Wages (Millions)	8,621.8	5,539.9	207.0	14,368.7
Fringe Benefits (Millions)	6,271.5	4,694.0	82.7	11,048.2
Services (Millions)	1,550.0	1,142.4	56.5	2,748.9
Materials and Supplies (Millions)	3,269.0	1,224.1	166.0	4,659.1
Utilities (Millions)	261.6	986.0	7.5	1,255.2
Casualty and Liability (Millions)	543.2	302.9	26.7	872.9
Purchased Transportation (Millions)	4,624.8	817.1	51.9	5,493.9
Other (Millions)	111.2	-867.6	10.4	-746.0
Operating Expense by Function Class:				
Vehicle Operations (Millions)	12,196.4	5,434.7	349.3	17,980.3
Vehicle Maintenance (Millions)	3,910.7	2,640.5	90.0	6,641.2
Non-vehicle Maintenance	899.4	2,853.0	39.1	3,791.4
General Administration (Millions)	3,622.0	2,093.5	78.5	5,794.1
Purchased Transportation (Millions)	4,624.8	817.1	51.9	5,493.9
Expense, Capital Total (Millions)	5,624.9	12,304.0	238.9	18,167.8
Facilities, Guideway, Stations, Administration Buildings	1,628.3	9,455.7	138.3	11,222.3
Rolling Stock (Millions)	3,216.5	1,186.4	94.8	4,497.7
Other (Millions)	780.1	1,661.9	5.8	2,447.8
Revenue Vehicles Available for Maximum Service	156,279	20,263	186	176,728
Revenue Vehicles Operated at Maximum Service	127,843	17,249	135	145,227
Employees, Operating	294,222	90,467	4,191	388,880
Employees, Vehicle Operations	213,425	35,492	3,144	252,061
Employees, Vehicle Maintenance	41,297	20,277	420	61,993
Employees, Non-Vehicle Maintenance	9,785	25,707	215	35,707
Employees, General Administration	29,715	8,992	412	39,119
Employees, Capital	2,841	9,084	126	12,050
Diesel Fuel Consumed (Gallons, Millions)	501.2	94.0	35.5	630.7
Other Fossil Fuel Consumed (Gallons, Millions)	378.5	1.3	0.5	380.2
Electricity Consumed (kWh, Millions)	62.7	6,472.8	0.0	6,535.5

(a) Bus, Bus Rapid Transit, Commuter Bus, Demand Response, Publico, Transit Vanpool, and Trolleybus.
(b) Commuter Rail, Heavy Rail, Hybrid Rail, Light Rail, Other Rail, and Streetcar.
(c) This statistical category only, "number of systems" counts each system multiple times for multiple "roadway modes" or "rail modes" but only once for "total all transit" regardless of the number of modes the system operates.

Public transportation agencies spent $58 billion for operation of service and capital investment in 2012. Passengers took 10.6 billion trips and rode transit vehicles for 57.1 billion miles. Summary data for the entire U.S. transit industry is shown in Table 2, and each data item in that table is shown in detail by mode in the tables later in this publication.

Table 3 shows the 50 largest transit systems ranked in order of unlinked passenger trips. Table 4 shows the 50 urbanized areas with the most transit use ranked by unlinked passenger trips. The largest transit agency, MTA New York City Transit, carried passengers on 3.4 billion unlinked trips for 12.2 billion miles. The New York-Newark, NY-NJ-CT urbanized area was the site of the most transit use with all the transit agencies headquartered in the area carrying 4.2 billion unlinked passenger trips for 22.1 billion passenger miles.

Table 3: 50 Largest Transit Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
MTA New York City Transit(NYCT)	New York, NY	3,381,062.0	1	12,189,809.1	1
Chicago Transit Authority(CTA)	Chicago, IL	545,577.9	2	2,266,250.6	5
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	464,875.2	3	2,269,365.3	4
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	424,184.9	4	2,017,100.5	7
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	401,616.8	5	1,845,573.8	8
Southeastern Pennsylvania Transp. Auth.(SEPTA)	Philadelphia, PA	363,497.6	6	1,632,220.5	10
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	266,823.2	7	3,082,675.4	2
San Francisco Municipal Railway(MUNI)	San Francisco, CA	222,936.6	8	468,707.2	20
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	134,889.7	9	699,256.9	13
MTA Bus Company(MTABUS)	New York, NY	120,877.8	10	371,180.6	24
King County Dept. of Transportation(King County Metro)	Seattle, WA	119,952.3	11	576,535.2	16
San Francisco Bay Area Rapid Transit District(BART)	San Francisco, CA	118,674.8	12	1,545,718.0	11
Maryland Transit Administration(MTA)	Baltimore, MD	112,276.9	13	818,307.5	12
Miami-Dade Transit(MDT)	Miami, FL	107,339.9	14	613,211.9	14
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	103,218.5	15	471,451.0	19
Denver Regional Transportation District(RTD)	Denver, CO	98,518.9	16	589,149.0	15
MTA Long Island Rail Road(MTA LIRR)	New York, NY	96,953.1	17	2,083,399.6	6
San Diego Metropolitan Transit System(MTS)	San Diego, CA	85,235.9	18	385,281.4	23
MTA Metro-North Commuter Railroad(MTA-MNCR)	New York, NY	83,357.3	19	2,438,201.5	3
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	81,292.0	20	343,380.0	27
Metro Transit	Minneapolis, MN	81,053.5	21	369,321.4	26
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	80,891.3	22	534,552.0	17
City and County of Honolulu DOT Services(DTS)	Urban Honolulu, HI	77,276.5	23	428,343.0	22
Northeast Illinois Regional Commuter Railroad(Metra)	Chicago, IL	74,246.6	24	1,681,876.1	9
Dallas Area Rapid Transit(DART)	Dallas, TX	70,459.0	25	472,434.5	18
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	65,854.0	26	266,175.1	32
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	61,016.8	27	234,746.9	36
Orange County Transportation Authority(OCTA)	Los Angeles, CA	55,211.2	28	268,120.6	31
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	54,396.8	29	194,937.3	40
VIA Metropolitan Transit(VIA)	San Antonio, TX	50,804.5	30	237,547.3	35
The Greater Cleveland Regional Transit Auth.(GCRTA)	Cleveland, OH	48,234.1	31	221,179.8	39
Bi-State Development Agency(METRO)	St. Louis, MO	46,704.8	32	307,323.5	28
Milwaukee County Transit System(MCTS)	Milwaukee, WI	45,717.4	33	132,764.5	(a)
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	43,486.8	34	234,727.1	37
Utah Transit Authority(UTA)	Salt Lake City, UT	42,365.3	35	272,249.6	30
Broward County Transit Division(BCT)	Miami, FL	38,634.1	36	187,637.8	41
City of Phoenix Public Transit Department(Valley Metro)	Phoenix, AZ	37,978.0	37	143,364.2	49
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	35,512.3	38	159,969.6	44
Pace - Suburban Bus Division(PACE)	Chicago, IL	35,399.7	39	256,396.7	33
City of Detroit Department of Transportation(DDOT)	Detroit, MI	33,021.8	40	147,142.1	46
Puerto Rico Highway and Transp. Auth.(DTPW)	San Juan, PR	32,670.5	41	145,439.9	48
Westchester County Bee-Line System	New York, NY	32,340.5	42	141,682.4	(a)
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	30,754.7	43	107,431.1	(a)
Nassau Inter County Express(NICE)	New York, NY	29,521.6	44	146,455.7	47
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	29,250.1	45	164,408.3	43
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	28,540.7	46	369,797.8	25
Charlotte Area Transit System(CATS)	Charlotte, NC	28,243.7	47	142,709.9	50
Long Beach Transit(LBT)	Los Angeles, CA	28,230.7	48	85,920.1	(a)
Ride-On Montgomery County Transit	Washington, DC	27,474.6	49	109,752.3	(a)
Sacramento Regional Transit District(Sacramento RT)	Sacramento, CA	26,338.5	50	121,226.1	(a)
Washington State Ferries(WSF)	Seattle, WA	22,219.1	(a)	173,533.1	42
Peninsula Corridor Joint Powers Board Caltrain(PCJPB)	San Francisco, CA	14,873.4	(a)	284,585.0	29
Southern California Regional Rail Authority(Metrolink)	Los Angeles, CA	13,155.8	(a)	433,651.0	21
Virginia Railway Express(VRE)	Washington, DC	4,702.2	(a)	151,270.1	45
Hudson Transit Lines, Inc.(Short Line)	New York, NY	4,314.8	(a)	223,843.0	38
Academy Lines, Inc.	New York, NY	4,121.6	(a)	242,471.1	34

Includes only transit agencies reporting to Federal Transit Administration FY 2012 National Transit Database for urbanized areas.
(a) Not among 50 largest transit agencies in this category.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 4: 50 Urbanized Areas with the Most Transit Travel, Ranked by Unlinked Passenger Trips, Passenger Miles, and Population, Report Year 2012 (Thousands)

Urbanized Area	Unlinked Passenger Trips (a)		Passenger Miles (a)		Population (2010 Census) (b)	
	Thousands	Rank	Thousands	Rank	Number	Rank
New York-Newark, NY-NJ-CT	4,181,729.8	1	22,075,464.9	1	18,351,295	1
Los Angeles-Long Beach-Anaheim, CA	671,381.0	2	3,493,119.9	3	12,150,996	2
Chicago, IL-IN	663,752.1	3	4,347,081.7	2	8,608,208	3
Washington, DC-VA-MD	485,447.6	4	2,493,722.5	5	4,586,770	8
San Francisco-Oakland, CA	435,866.4	5	2,681,418.1	4	3,281,212	13
Boston, MA-NH-RI	409,749.5	6	1,918,451.0	6	4,181,019	10
Philadelphia, PA-NJ-DE-MD	386,745.4	7	1,850,913.3	7	5,441,567	5
Seattle, WA	196,766.8	8	1,309,272.6	8	3,059,393	14
Miami, FL	166,349.9	9	1,022,418.4	9	5,502,379	4
Atlanta, GA	144,089.8	10	868,235.1	10	4,515,419	9
Portland, OR-WA	114,196.0	11	510,705.6	16	1,849,898	24
Baltimore, MD	112,927.3	12	818,307.5	11	2,203,663	19
San Diego, CA	102,851.0	13	611,425.1	12	2,956,746	15
Denver-Aurora, CO	98,715.8	14	594,462.3	13	2,374,203	18
Minneapolis-St. Paul, MN-WI	93,864.4	15	476,728.1	17	2,650,890	16
Houston, TX	81,380.5	16	539,536.6	14	4,944,332	7
Dallas-Fort Worth-Arlington, TX	79,377.4	17	537,961.4	15	5,121,892	6
Urban Honolulu, HI	77,276.5	18	428,343.0	18	802,459	54
Phoenix-Mesa, AZ	72,194.7	19	353,649.8	19	3,629,114	12
Pittsburgh, PA	67,769.8	20	293,112.8	21	1,733,853	27
Las Vegas-Henderson, NV	65,144.9	21	240,526.3	25	1,886,011	23
San Juan, PR	59,963.9	22	260,618.8	24	2,148,346	21
San Antonio, TX	50,804.5	23	237,547.3	26	1,758,210	26
St. Louis, MO-IL	49,559.3	24	338,138.8	20	2,150,706	20
Cleveland, OH	49,138.4	25	230,440.0	28	1,780,673	25
Detroit, MI	47,953.6	26	281,547.1	22	3,734,090	11
Milwaukee, WI	47,423.3	27	148,918.1	33	1,376,476	35
San Jose, CA	43,486.8	28	234,727.1	27	1,664,496	29
Salt Lake City-West Valley City, UT	42,365.3	29	272,249.6	23	1,021,243	42
Austin, TX	35,659.5	30	159,969.6	32	1,362,416	37
Sacramento, CA	30,971.3	31	173,455.8	29	1,723,634	28
Buffalo, NY	30,754.7	32	107,431.1	39	935,906	46
Tampa-St. Petersburg, FL	30,025.4	33	163,706.1	31	2,441,770	17
New Orleans, LA	29,312.1	34	84,673.8	44	899,703	49
Orlando, FL	29,250.1	35	164,408.3	30	1,510,516	32
Charlotte, NC-SC	28,793.6	36	142,709.9	35	1,249,442	38
Riverside-San Bernardino, CA	25,341.5	37	142,779.7	34	1,932,666	22
Rochester, NY	22,715.0	38	58,809.1	(a)	720,572	60
Providence, RI-MA	21,610.7	39	101,573.0	40	1,190,956	39
Cincinnati, OH-KY-IN	21,478.9	40	112,666.3	37	1,624,827	30
Tucson, AZ	20,534.4	41	86,707.9	43	843,168	52
Columbus, OH	18,762.6	42	73,953.6	48	1,368,035	36
Virginia Beach, VA	18,459.5	43	115,812.7	36	1,439,666	34
Hartford, CT	18,182.8	44	112,527.0	38	924,859	47
Kansas City, MO-KS	17,452.7	45	76,077.2	45	1,519,417	31
Louisville/Jefferson County, KY-IN	17,292.5	46	74,471.3	47	972,546	43
El Paso, TX-NM	16,800.9	47	94,974.0	42	803,086	53
Durham, NC	15,405.0	48	69,558.0	(a)	347,602	106
Albany-Schenectady, NY	14,889.6	49	55,418.2	(a)	594,962	67
Madison, WI	14,852.2	50	53,893.8	(a)	401,661	88
Albuquerque, NM	14,277.1	(a)	100,245.2	41	741,318	56
Jacksonville, FL	12,706.3	(a)	75,757.9	46	1,065,219	40
Nashville-Davidson, TN	10,374.5	(a)	70,371.4	49	969,587	44
Hanford, CA	2,495.8	(a)	70,050.6	50	87,941	305

Includes only transit agencies reporting to Federal Transit Administration FY 2012 National Transit Database.
(a) Summed from data reported by individual transit agencies in the Federal Transit Administration 2012 National Transit Database. Total amounts reported by each agency are included in the urbanized area in which that agency is headquartered regardless of the number of urbanized areas in which the agency operates transit service.
(b) Not among 50 largest areas in this category; only areas in the top 50 in unlinked trips and passenger miles are included.
For complete size ranking lists of all urbanized areas reported in the Federal Transit Administration 2012 National Transit Database see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Passenger Travel

Public transportation carried more than 10 billion unlinked passenger trips for more than 50 billion passenger miles for the seventh-consecutive year in 2012. Unlinked passenger trips are the metric required for federal reporting in the National Transit Database and count a person each time they board a vehicle, whether they are starting their transit trip or transferring from another transit vehicle. Passenger miles measure how far all transit riders travelled in total. Both statistics measure the consumption of transit service, but in different ways – passenger trips recognize each time a passenger boards or alights a transit vehicle during travel while passenger miles measure the total amount of travel.

Table 5: Unlinked Passenger Trips and Passenger Miles by Mode, Millions
Report Year 2012

Mode of Service	Passenger Trips		Passenger Miles	
	Millions	Percent	Millions	Percent
Bus	5,301	50.1%	20,734	36.3%
Bus Rapid Transit	16	0.2%	69	0.1%
Commuter Bus	50	0.5%	1,285	2.2%
Commuter Rail	471	4.5%	11,181	19.6%
Demand Response	211	2.0%	1,756	3.1%
Ferryboat	79	0.7%	431	0.8%
Heavy Rail	3,743	35.4%	17,516	30.7%
Hybrid Rail	6	0.1%	74	0.1%
Light Rail	449	4.2%	2,319	4.1%
Other Rail Modes (a)	40	0.4%	46	0.1%
Publico	33	0.3%	145	0.3%
Streetcar	49	0.5%	99	0.2%
Transit Vanpool	37	0.3%	1,298	2.3%
Trolleybus	99	0.9%	162	0.3%
Total All Modes	10,584	100.0%	57,117	100.0%

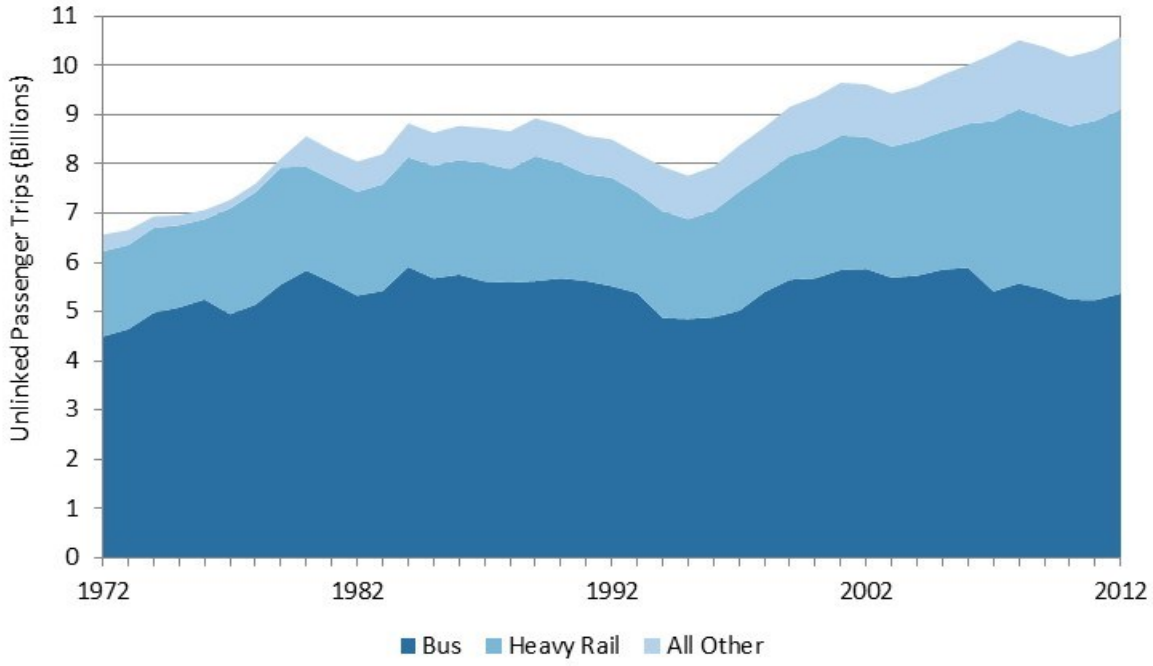
(a) Aerial tramway, automated guideway transit, cable car, inclined plane, and monorail.
Unlinked Passenger Trips by Mode data from 1890 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

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

Since the early 1970s, public transportation has shown a long-term growth in ridership. Since 1972, as shown in Figure 1, overall transit ridership has grown more than 60 percent. The rate of growth differs significantly among modes of service. Bus ridership has grown 19 percent over that time period while heavy rail and light rail ridership have each more than doubled. Demand response service was barely existent at that time and commuter rail was not measured as transit service, so both have grown by non-measurable amounts.

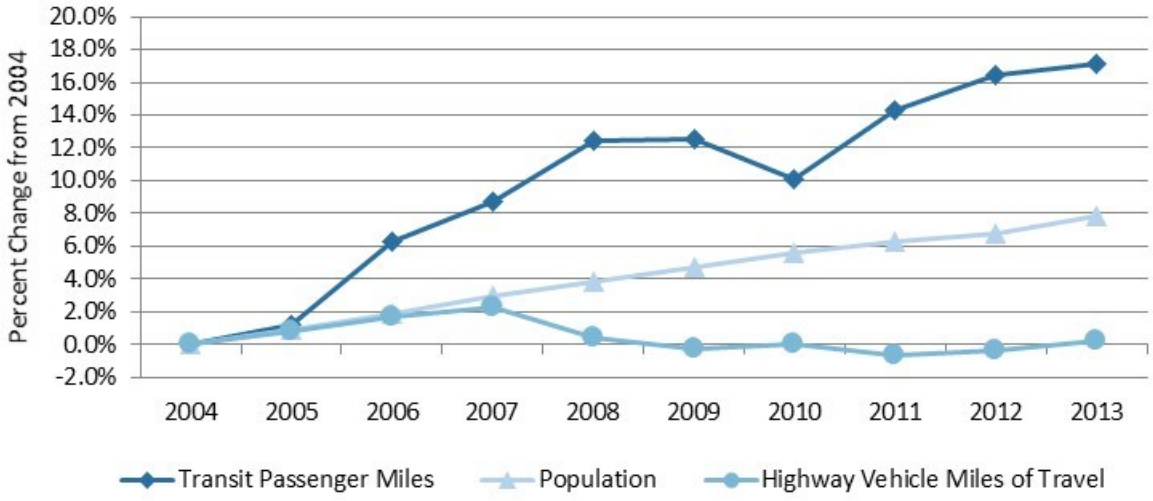
Figure 2 compares transit ridership growth in the short-term to other measures. Over the nine years since 2004, transit passenger miles of travel have increased 17 percent and population the has grown 8 percent, while highway travel has stopped growing.

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



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

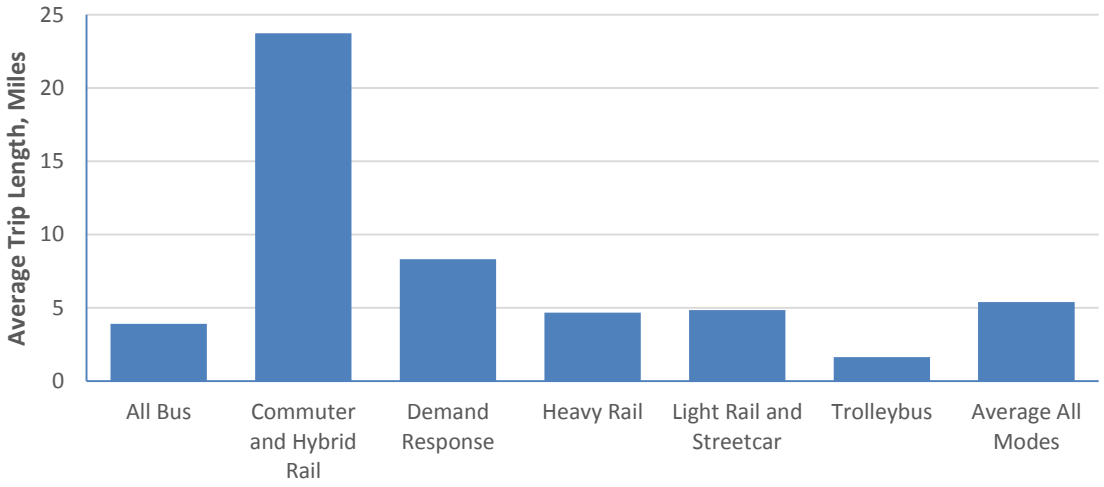
Figure 2: Since 2004 Transit Use Has Grown More Than Population or Highway Travel



Sources: Transit Passenger Miles from *APTA Public Transportation Fact Book* for 2004 through 2012 and estimated from *APTA Public Transportation Ridership Report* unlinked trip data for 2013, Population from U.S. Census Bureau, Highway Vehicle Miles of Travel from Federal Highway Administration *Travel Volume Trends*.

The average length of a trip on each transit mode varies. The average commuter and hybrid rail trip is 23.6 miles, longest of the transit modes that are shown in Figure 3, while the average trip on a trolleybus is 1.6 miles, shortest of all transit modes. Transit vanpool has the longest average trip length at 35.1 miles. Trip length is a factor in both trip costs and speeds. A longer trip means that a smaller portion of each passengers trip time is spent boarding and alighting from the transit vehicle, reducing the portion of costs and trip time for those activities.

Figure 3: Average Unlinked Passenger Trip length, 2012



Service Provided

In 2012, public transportation in the United States provided 4.8 billion vehicle revenue miles of service; operating transit vehicles for 312 million hours of revenue service. The fastest service was provided by transit vanpool and commuter rail service, which carry passengers on long trips. Heavy rail, because of a right-of-way separate from other traffic, offers fast service in higher density urban areas. Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as central cities, averages 12.8 miles per hour. Trolleybus service, which operates primarily in central cities, has an average speed of 7.1 miles per hour. Other modes operate at lower speeds when they are in denser areas with more frequent stop services.

Table 6: Vehicle Miles Operated, Vehicle Hours Operated, and Speed in Transit Service by Mode, Report Year 2012

Mode	Vehicle Total Miles (Millions)	Vehicle Revenue Miles (Millions)	Vehicle Total Hours (Millions)	Vehicle Revenue Hours (Millions)	Average Speed in Revenue Service (Miles per Hour)
Bus	2,306.1	1,998.2	173.2	156.6	12.8
Bus Rapid Transit	3.0	2.8	0.2	0.2	12.1
Commuter Bus	95.9	73.0	3.6	2.7	26.6
Commuter Rail	346.4	319.9	10.9	9.7	32.8
Demand Response	1,618.1	1,421.6	104.5	93.0	15.3
Ferryboat	4.0	4.0	0.5	0.5	8.8
Heavy Rail	656.5	637.9	34.0	31.8	20.0
Hybrid Rail	2.3	2.2	0.1	0.1	22.7
Light Rail	93.0	91.2	6.0	5.8	15.7
Other Rail Modes (a)	8.0	8.0	0.9	0.9	8.9
Publico	29.2	27.3	2.6	2.4	11.4
Streetcar	5.7	5.5	0.7	0.7	7.7
Transit Vanpool	211.7	211.7	5.3	5.3	40.1
Trolleybus	11.7	11.3	1.7	1.6	7.1
Total	5,391.5	4,814.6	344.2	311.5	15.5

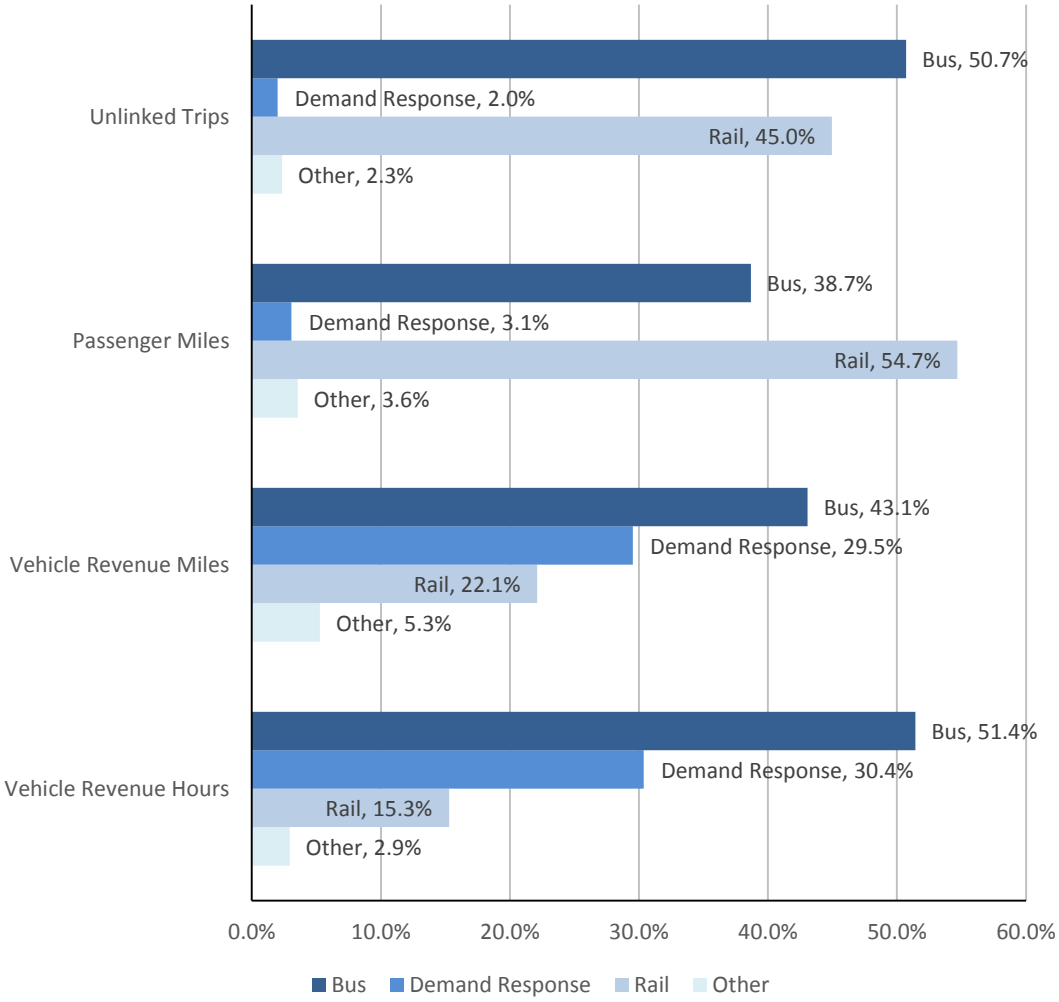
(a) Aerial tramway, automated guideway transit, cable car, inclined plane, and monorail.
Vehicle mile data by mode from 1926 through 2012; vehicle hour data by mode from 1995 through 2012; and average speed data by mode from 1995 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Modal Shares of Service Provided and Consumed

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

Figures 4 compares the portions of all public transportation service provided and consumed by groups of similar modes. More than one-half of vehicle revenue hours operated are provided by buses, which carry more than one-half of all passengers. Because bus passengers take shorter trips and buses operate at lower speeds compared to other modes, they carry less than two-fifths of all passenger miles traveled. Conversely, rail vehicles provide only 15 percent of vehicle revenue hours of service but due to longer and higher speed trips carry 55 percent of all passenger miles traveled on transit.

Figure 4: Modal Shares of Service Provided and Consumed



Vehicles

U.S. public transportation systems operated 145,227 railcars, buses, and vans in a typical peak period during 2012, out of a total of 176,728 vehicles available for service. Demand response service has the largest fleet of vehicles, with 68,322 vehicles available for peak service, while bus service vehicles are a close second, with 67,721 vehicles available for peak service. The heavy rail fleet of 10,469 vehicles is the largest rail vehicle fleet. Table 7 provides information on the number of public transportation vehicles.

Table 7: Revenue Vehicles by Mode
Report Year 2012

Mode	Vehicles Available for Maximum Service		Vehicles Used in Maximum Period Service	
	Number	Percent	Number	Percent
Bus	67,721	38.4%	54,668	37.6%
Bus Rapid Transit	84	< 0.1%	63	< 0.1%
Commuter Bus	2,382	1.4%	1,944	1.3%
Commuter Rail	7,059	4.0%	6,163	4.2%
Demand Response	68,632	38.7%	56,103	38.6%
Ferryboat	186	0.1%	135	0.1%
Heavy Rail	10,469	5.9%	9,209	6.3%
Hybrid Rail	44	< 0.1%	31	< 0.1%
Light Rail	1,986	1.1%	1,380	1.0%
Other Rail Modes (a)	381	0.2%	266	0.2%
Publico	2,837	1.6%	2,605	1.8%
Streetcar	324	0.2%	200	0.1%
Transit Vanpool	14,018	7.9%	12,040	8.3%
Trolleybus	570	0.3%	420	0.3%
Total	176,728	100.0%	145,227	100.0%

Revenue vehicles by mode data from 1926 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

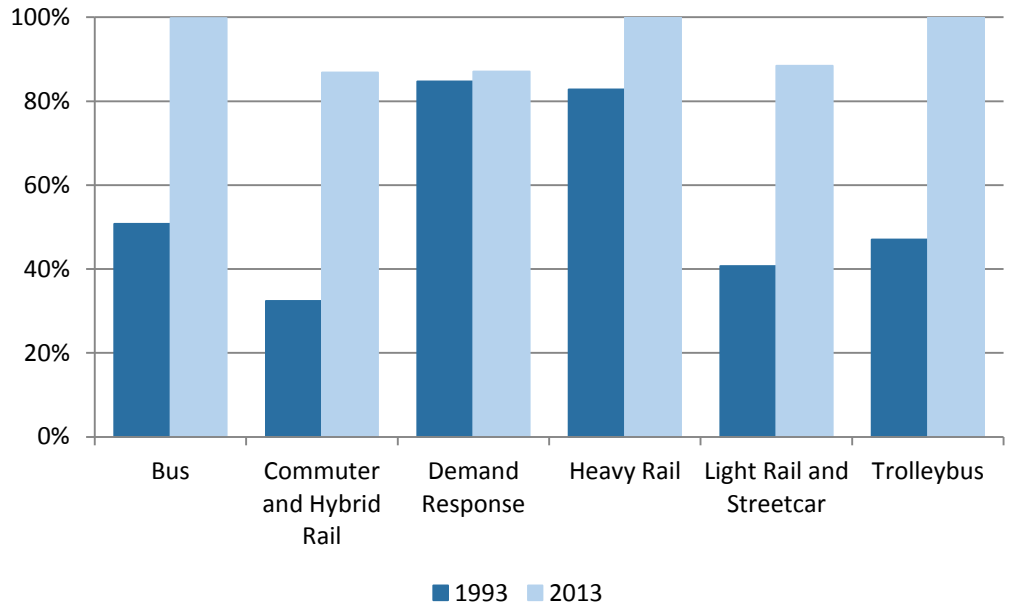
The Federal Transit Administration establishes a minimum useful life that a vehicle must exceed before federal financial assistance can be used to replace the vehicle. As reported in Table 8, a large portion of transit vehicles exceed that age. Many transit vehicles, however, have been rehabilitated, which not only extends their useful lives and reduces their maintenance costs, but also extends the age at which they may be replaced.

Table 8: Vehicle Characteristics by Mode
As of January 2013

Mode	Average Age	Percent with Alternative Power (a)	Minimum Useful Life (b)	Percent Accessible (c)	Percent Rehabilitated During Lifetime	Average Length (Feet)
Bus, All Modes	7.8	40.4%	12	99.8%	6.8%	41.3
Commuter and Hybrid Rail Cars	17.0	(d) 99.2%	25	86.8%	28.0%	85.0
Commuter Rail Locomotives	19.2	16.6%	25	NA	33.9%	63.2
Demand Response	4.2	8.3%	4	87.1%	0.0%	21.6
Ferryboat	21.7	52.6%	25	100.0%	15.0%	180.9
Heavy Rail	20.5	100.0%	25	100.0%	18.0%	63.8
Light Rail and Streetcar	17.8	98.4%	25	88.4%	18.2%	81.6
Other Rail Modes	69.9	47.2%	25	48.3%	7.9%	34.1
Transit Vanpool	4.6	16.7%	4	48.2%	0.0%	17.3
Trolleybus	11.4	100.0%	15	100.0%	10.3%	45.4
All Modes	---	45.0%	---	89.7%	8.6%	43.3

Based on a sample from annual APTA *Public Transportation Vehicle Database.*
(a) Alternative-powered is defined as vehicles powered by anything other than diesel or gasoline, but including particulate-trap-equipped buses.
(b) Federal requirement for "Minimum Useful Life" in *FTA C 9300.1B Capital Investment Program Guidance and Application Instruction*, at www.fta.dot.gov.
(c) Accessible by lift, ramp, or station infrastructure.
(d) Self-propelled cars only
Vehicle Characteristics data by mode from 1990 through 2013 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Figure 5: Increase of Transit Vehicle Accessiblity, 1993-2013



As shown in Figure 5, the transit vehicle fleet has reached near total accessibility to persons using wheelchairs and persons with other travel disabilities. From 1993 to 2013, the percentage of buses that are accessible increased from 51 percent to 99.8 percent. Over the same period, the accessible portion of the commuter and hybrid rail fleet went from 32 percent to 87 percent, the light rail and streetcar fleet from 41 percent to 88 percent, the heavy rail fleet from 83 percent to 100 percent, and the trolleybus fleet from 47 percent to 100 percent. The accessible portion of the demand response fleet, where specific vehicles can be assigned to trips to meet a passenger's individual needs, increased from 85 percent of vehicles accessible to 87 percent.

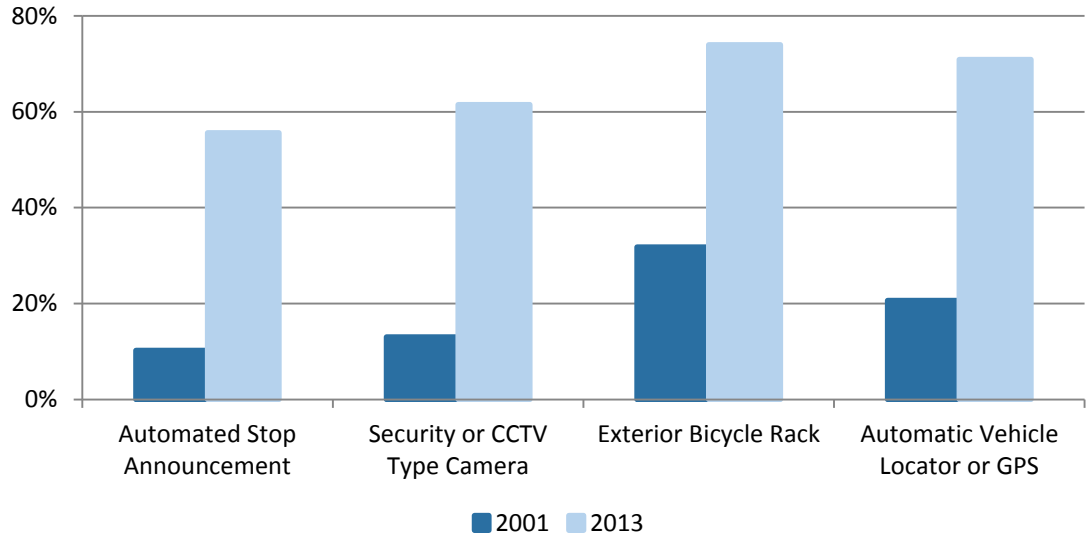
Table 9: Vehicle Equipment by Mode
as of January 2013

Type of Equipment	Bus, All Modes	Commuter and Hybrid Rail	Heavy Rail	Light Rail and Streetcar	Ferryboat
Two-Way Radio	96.4%	67.9%	95.2%	97.0%	95.0%
Public Address System	92.2%	99.5%	99.0%	95.9%	95.0%
Automated Stop Announcement	55.6%	44.0%	49.6%	82.8%	0.0%
Automatic Passenger Counter	37.5%	7.0%	0.3%	30.1%	10.0%
Passenger-Operator Intercom	2.3%	46.9%	67.9%	71.0%	10.0%
Security or CCTV Type Camera	61.5%	8.0%	8.6%	56.6%	75.0%
Exterior Bicycle Rack	74.0%	NA	NA	0.0%	25.0%
Automatic Vehicle Location or GPS	70.9%	41.7%	4.3%	66.9%	55.0%
Traffic Light Preemption	9.6%	NA	NA	21.0%	NA
Restroom	0.0%	40.7%	NA	NA	85.0%
WiFi	3.8%	13.1%	1.5%	5.0%	15.0%
Electrical Outlets	2.7%	65.5%	1.0%	7.3%	70.0%

NA = Not Applicable
Based on a sample from annual APTA *Public Transportation Vehicle Database.*
Vehicle amenities data by mode from 2001 through 2013 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

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

Figure 6: Growth in Percentage of Buses with Passenger Amenities, 2001-2013



The increase in the percentage of buses with equipment for providing customer amenities shows a dramatic effort by the transit industry to make travel safer, easier, and more efficient. Increased security is demonstrated by the increase in buses equipped with closed circuit security cameras from 13 percent to 62 percent between 2001 and 2013. As shown in Figure 6, enhanced amenities to improve passengers' trips include an increase in buses equipped with automated stop announcements from 10 percent to 56 percent in 12 years, and buses with exterior bicycle racks from 32 percent to 74 percent. Efficiency is enhanced by the growth of automatic vehicle location systems, which improve the operation of bus fleets as well as the availability of information on bus arrival times, from 21 percent of the bus fleet to 71 percent. Further use of technology can help better deploy transit vehicles, manage congestion, and enhance system performance.

Transit vehicles use a variety of fuels. Heavy rail, light rail, and trolleybus are nearly all electrically powered. However, road modes such as bus and demand response use several fuels. More than 95 percent of buses were diesel powered as recently as 1995 but that percentage has declined as more environmentally friendly natural gas and hybrid buses have been introduced into the transit fleet. Table 10 reports the percentage of vehicles powered by different fuels at the beginning of 2013.

Table 10: Vehicle Power Sources by Mode
Percent of Vehicles as of January 2013

Mode	Electricity	Diesel Fuel	Electric and Other (Hybrid)	Gasoline	CNG, LNG, and Blends	Other	Total
Bus	0.1%	58.4%	13.2%	1.1%	20.0%	7.2%	100.0%
Commuter Rail Self-Propelled Cars	99.3%	0.7%	---	---	---	---	100.0%
Commuter Rail Locomotives	83.4%	16.6%	---	---	---	---	100.0%
Demand Response	---	46.7%	1.4%	45.1%	1.9%	4.9%	100.0%
Ferryboat	---	47.4%	52.6%	---	---	---	100.0%
Heavy Rail	100.0%	---	---	---	---	(a) <0.0%	100.0%
Light Rail	98.4%	1.6%	---	---	---	---	100.0%
Other Rail Modes	47.2%	---	---	---	---	(a) 5.8%	100.0%
Transit Vanpool	0.4%	1.4%	0.3%	84.5%	12.5%	1.0%	100.0%
Trolleybus	94.3%	---	---	---	---	(b) 5.7%	100.0%

(a) Unpowered vehicles.
(b) Overhead wire electric with diesel for off-wire operation.
Based on a sample from annual APTA *Public Transportation Vehicle Database.*
Vehicle Power Sources data by mode from 1996 through 2013 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Infrastructure

Rail transit systems own track and rights-of-way, stations, administrative buildings, and maintenance facilities. Bus systems have some dedicated roadways and also have passenger stations and stops, maintenance facilities, parking lots, and administrative buildings. Table 11 reports the miles of track owned and operated by rail systems and the directional route miles over which rail cars are operated. Directional route miles are a National Transit Database metric that count all of the right-of-way that rail vehicles operate over. If they operate in one direction, the right-of way is counted as one mile for each physical mile; if vehicles operate in both directions, the right-of-way is counted as 2 miles, but the number of "routes" in the normal sense of trains going to different destinations does not affect the count of directional route miles.

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

Table 11: Rail Track Miles and Directional Route Miles, Report Year 2012 (a)

Mode	Miles of Track (a)						Directional Route Miles (a)
	At Grade	Elevated on Structure	Elevated on Fill	Open-Cut	Subway	Total	
Cable Car	8.8	0.0	0.0	0.0	0.0	8.8	8.8
Commuter Rail	7,773.8	81.1	460.1	68.3	40.4	8,423.7	8,681.7
Heavy Rail	782.3	508.5	113.4	69.0	800.4	2,273.6	1,622.0
Hybrid Rail	170.7	1.5	0.8	0.0	0.0	173.0	207.2
Inclined Plane	1.8	0.0	0.0	0.0	0.0	1.8	2.8
Light Rail	1,060.6	146.1	75.7	53.0	83.2	1,418.6	1,347.8
Monorail/Automated Guideway	4.0	28.1	0.0	0.0	0.0	32.1	32.7
Streetcar	279.8	0.6	0.2	0.0	5.0	285.6	169.1
All Rail Modes	10,081.8	765.9	650.2	190.3	929.0	12,617.2	12,072.1

(a) Summary Data from *2012 National Transit Database*; includes systems reporting to the *National Transit Database* only.
Rail Track Miles and Directional Route Miles data by mode from 2002 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Although most bus service is operated in mixed service on roads and streets, bus service is also operated over nearly 5,000 miles of exclusive and controlled right-of-way directional route miles, more than 40 percent of the amount of rail directional route miles. Bus and ferryboat lane and directional route miles are reported in Table 12.

Table 12: Bus and Ferryboat Lane Miles and Directional Route Miles, Report Year 2012 (a)

	Lane Miles (a)		Directional Route Miles (a)		
	Exclusive Right-of-Way	Controlled Right-of-Way	Exclusive Right-of-Way	Controlled Right-of-Way	Mixed Traffic
Bus	1,521.1	1,915.5	1,642.8	1,889.7	232,402.1
Bus Rapid Transit	76.3	0.0	56.7	5.4	1,546.7
Commuter Bus	602.7	257.3	697.3	332.2	14,459.0
Ferryboat	0.0	0.0	695.3	0.0	0.0
Trolleybus	4.5	0.0	4.5	0.0	451.4
Total Non-Rail Modes	2,204.6	2,172.8	3,096.5	2,227.2	248,859.2

(a) Summary Data from *2012 National Transit Database*; includes systems reporting to the *National Transit Database* only.
Bus and Ferryboat Lane Miles and Directional Route Miles data by mode from 2002 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Approximately one-third of the 4,936 passenger stations in urbanized areas are multi-modal. As shown in Table 13, there are more than 1,000 stations for each of three modes: bus, commuter rail, and heavy rail. Using directional route mile data to estimate total rights-of-way distances, ferryboat stations are on average 3.7 miles apart, commuter rail stations 3.5 miles, and heavy rail stations 0.8 mile. Other modes also have street stops, for which data are not available.

Table 13: Passenger Stations by Mode, Report Year 2012 (a)

Mode	Number of Stations			Number of Escalators	Number of Elevators
	Total	ADA Accessible	Multimodal		
Bus	1,354	1,336	306	148	341
Bus Rapid Transit	7	7	1	0	0
Commuter Bus	195	195	30	85	59
Commuter Rail	1,224	832	552	174	435
Ferryboat	94	89	14	7	13
Heavy Rail	1,044	542	232	1,794	1,216
Hybrid Rail	49	49	42	0	1
Inclined Plane	8	7	0	0	2
Light Rail	794	725	281	206	349
Monorail/Automated Guideway	57	56	3	73	57
Street Car Rail	85	41	7	1	4
Trolleybus	5	5	1	0	0
Total	4,936	3,884	1,469	2,488	2,477

(a) Summary Data from *2012 National Transit Database*; includes systems reporting to the *National Transit Database* only. Passenger Stations data by mode from 2002 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Dependability is a basic characteristic of quality transit service. Table 14 reports that transit agencies in urbanized areas operate more than 1,600 maintenance facilities to ensure their vehicles are ready to provide service.

Table 14: Maintenance Facilities by Mode, Report Year 2012 (a)

Mode	Number of Maintenance Facilities (a)					
	General Purpose Maintenance Facilities				Heavy Maintenance Facilities	Total Maintenance Facilities
	Under 200 Vehicles	200 to 300 Vehicles	Over 300 Vehicles	Total General Facilities		
Bus	714.1	94.8	18.7	827.6	34.6	862.2
Bus Rapid Transit	1.2	0.3	0.0	1.5	1.0	2.5
Cable Car	1.0	0.0	0.0	1.0	0.0	1.0
Commuter Bus	54.7	9.2	2.2	66.1	1.0	67.1
Commuter Rail	60.0	6.0	8.0	74.0	14.9	88.9
Demand Response	496.3	13.8	5.9	516.0	3.4	519.4
Ferryboat	15.0	0.0	0.0	15.0	1.0	16.0
Heavy Rail	28.6	8.0	12.0	48.6	11.3	59.9
Hybrid Rail	6.0	0.0	0.0	6.0	1.0	7.0
Light Rail	32.0	1.0	0.0	33.0	5.1	38.1
Monorail/Automated Guideway	7.0	0.0	0.0	7.0	0.0	7.0
Street Car Rail	11.7	0.0	0.0	11.7	1.7	13.4
Transit Vanpool	19.3	0.0	4.2	23.5	0.0	23.6
Trolleybus	4.0	1.0	0.0	5.0	0.0	5.0
Total	1,450.9	134.1	51.0	1,636.0	75.0	1,711.0

(a) Summary Data from *2012 National Transit Database*; includes systems reporting to the *National Transit Database* only. Maintenance Facilities data by mode from 2002 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Figure 7 depicts the increased prevalence of electronic devices in passenger stations for better passenger information and improved passenger safety. Communication of passenger information improved between 2000 and 2012 as the portion of stations with public address systems grew from 38 percent to 69 percent, the portion of stations with vehicle status displays grew from 3 percent to 31 percent, and the portion of stations with informational video displays grew from 11 percent to 37 percent. Passenger safety has improved with 55 percent of stations having security cameras in 2012 compared to 23 percent in 2000. The percentages of stations with these amenities by mode are shown in Table 15.

Figure 7: Growth in Percentage of Passenger Stations with Electronic Amenities, 2000-2012

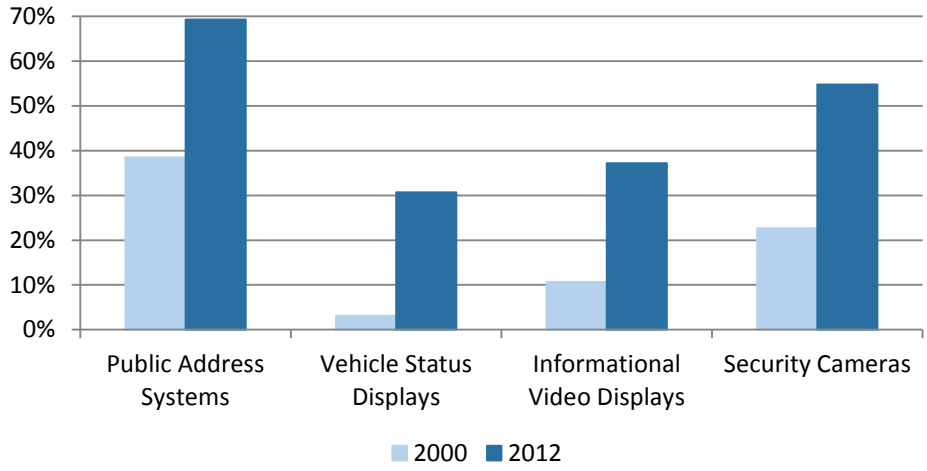


Table 15: Passenger Station Equipment by Mode as of January 1, 2012 (a)

Mode	Number Stations in Sample	Percent of Stations with:					
		Public Address Systems	Vehicle Status Displays	Informa-tional Video Displays	Security Cameras	Conces-sions	Restrooms
Bus	753	18.7%	19.8%	16.6%	38.4%	11.0%	26.6%
Ferry	49	51.0%	0.0%	42.9%	61.2%	20.4%	63.3%
All Rail Modes	2,150	75.0%	35.2%	44.3%	60.5%	30.4%	26.4%
Total	2,952	69.3%	30.7%	37.2%	54.8%	25.3%	27.1%

(a) Based on a sample from annual APTA *Public Transportation Infrastructure Database.* Includes data only for transit agencies included in that database.
Passenger Station Equipment data by mode from 2000 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Passenger Station Parking

Parking facilities are important to provide access to transit stations. Nearly 30 percent of rail passengers drive to rail stations and an additional 10 percent of them arrive at stations as passengers in private vehicles. To accommodate drivers, transit agencies provide parking at their stations. Nearly 577,000 all-day spaces offer commuter parking at transit stations, and an additional 18,389 spaces offer short-term parking for quicker trips. More than 37,000 spaces in racks or storage facilities are also provided for bicycles. Automobile parking is provided at 36 percent of transit stations, and bicycle parking at 44 percent. Table 16 reports the number of these types of parking spaces by mode. These amounts are reported in an APTA survey and do not include additional parking provided by systems not participating in the survey and by local government parking facilities not owned by transit agencies.

Table 16: Passenger Station Parking Supply by Mode as of January 1, 2012 (a)

Mode	Number Stations in Sample	Automobile Parking Facilities			Bicycle Parking Facilities					Number of Motor-cycle Spaces
		Number All-Day Auto Parking Spaces	Percent of Stations with All-Day Auto Parking	Number Part-Day Auto Parking Spaces	Number of Bicycle Spaces			Percent of Stations with Secure Bike Parking	Percent of Stations with Bike Racks	
					Secure	Racks	Total			
Bus	753	210,044	47.9%	10,988	963	12,453	13,416	16.3%	39.6%	412
Ferry	49	7,950	22.4%	1,964	80	268	348	4.1%	36.7%	11
Rail	2,150	358,642	32.1%	5,437	3,421	19,958	23,379	16.7%	45.3%	325
Total	2,952	576,636	36.0%	18,389	4,464	32,679	37,143	16.4%	43.7%	748

(a) Based on a sample from annual APTA *Public Transportation Infrastructure Database.* Includes data only for transit agencies included in that database.
Passenger Station Parking Supply data by mode from 2000 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Employees

In 2012, the public transportation industry employed 388,880 operating employees and 12,050 capital employees. Transit operating employees include workers in the functions of vehicle operations, vehicle maintenance, non-vehicle maintenance, and general administration. Transit agency capital employees are employees on transit agency staffs performing capitalized activities and do not include employees of vehicle manufacturers, engineering firms, building contractors, or other companies with capital investment contracts from transit agencies. Direct transit employees were paid a total of $14.4 billion and received benefits of $11.0 billion, for a total compensation of $25.4 billion.

Table 17: Employees by Mode and Function
Report Year 2012

Mode	Vehicle Operations	Vehicle Mainte-nance	Non-Vehicle Mainte-nance	General Admin-istration	Operating Total	Capital	Total
Bus	131,729	33,328	7,084	18,151	190,292	2,569	192,861
Bus Rapid Transit	178	24	17	23	242	1	243
Commuter Bus	2,836	805	246	730	4,617	72	4,688
Commuter Rail	10,503	8,261	6,505	2,914	28,182	2,641	30,823
Demand Response	77,377	6,756	2,224	10,238	96,596	127	96,722
Ferryboat	3,144	420	215	412	4,191	126	4,316
Heavy Rail	19,562	9,264	16,353	4,617	49,796	5,010	54,805
Hybrid Rail	53	42	33	15	142	13	155
Light Rail	4,435	2,075	2,428	1,136	10,075	1,358	11,433
Other Rail Modes	452	393	297	228	1,370	14	1,385
Streetcar	486	243	92	81	903	48	951
Transit Vanpool	92	71	86	452	701	45	746
Trolleybus	1,212	313	128	122	1,774	27	1,802
Total	252,061	61,993	35,707	39,119	388,880	12,050	400,931

NR = Not Reported
Employees by mode data from 1931 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Public transportation spending supports many more jobs than solely the employees reported in Table 17. Table 18 reports the jobs supported by transit calculated from the *Economic Impact of Public Transportation Investment, 2014 Update* by the Economic Development Research Group. As shown in Table 18, the employment effect is estimated for direct, indirect, and induced jobs supported by transit spending. Direct jobs include transit system employees who operate and maintain the system's vehicles and facilities and those who administer the system, as well as employees of companies building transit station, rights-of way, and other facilities, or manufacturing transit vehicles. Indirect jobs are in industries that supply goods and services that enable direct spending such as materials and parts for building vehicles, guideways, and stations. Induced jobs result from workers re-spending income on consumer goods and services.

The report estimated jobs generated per $1 billion in expenditures. The expenditure of $1 billion for capital investment would result in 15,900 jobs and for operations would result in 24,200 jobs. Based on the typical mix of capital and operating expenditures, $1 billion in spending would support 21,800. Transit spending in 2012, $18.2 billion for capital investment and $39.7 billion for operations, supports more than 1.2 million jobs based on the rates in their analysis. The long-term cost savings from that $1 billion investment will result in 28,900 additional jobs in the 20th year, resulting in a long-term total support for more than 50,000 jobs.

Table 18: Jobs Supported by Transit Expenditures
Report Year 2012

Category of Job	Total Transit Expenditures, Billions of Dollars		Jobs Supported per $1 Billion Dollars (a)			Total Jobs Supported by RY 2012 Transit Spending		
	Capital	Operating	Capital	Operating	Total	Capital	Operating	Total
Jobs from Expenditures:								
Direct Jobs	---	---	5,822	13,069	10,984	105,773	518,851	624,624
Indirect Jobs	---	---	4,231	2,142	2,743	76,868	85,039	161,907
Induced Jobs	---	---	5,885	9,000	8,104	106,918	357,308	464,226
Total Spending/Jobs	18.2	39.7	15,900	24,200	21,800	288,868	960,762	1,249,630
Additional Jobs from Long-Term Cost Savings Effect in 20th Year					28,931	---	---	1,674,199
Total Jobs from Expenditure and Long-Term Cost Savings Effect in 20th Year					50,731	---	---	2,923,829

(a) from Economic Development Research Group. *Economic Impact of Public Transportation Investment, 2014 Update.* May 2014. Available at www.apta.com. Top value from range for Direct, Indirect, and Induced Jobs; Recommended Value for Total Jobs.

Energy and Environment

Public transportation plays an important role in reducing the nation's energy use and greenhouse gas emissions. Due to the combined reduction in private passenger vehicle miles, reduced automobile congestion and reduced travel distances due to the proximity created by public transportation, more than 4 billion gallons of gasoline are saved and 37 million metric tons of carbon dioxide emissions are avoided as described in Table 19. According to the US Environmental Protection Agency's Greenhouse Gas Calculator, it would require 7.2 million acres of new pine or fir forests per year to match the annual carbon dioxide reductions provided by public transportation. Priced at $3.60 per gallon, the 4 billion gallons of gasoline saved annually saves the US consumer $14.4 billion per year.

Table 19: Energy and Emission Benefits from Public Transportation

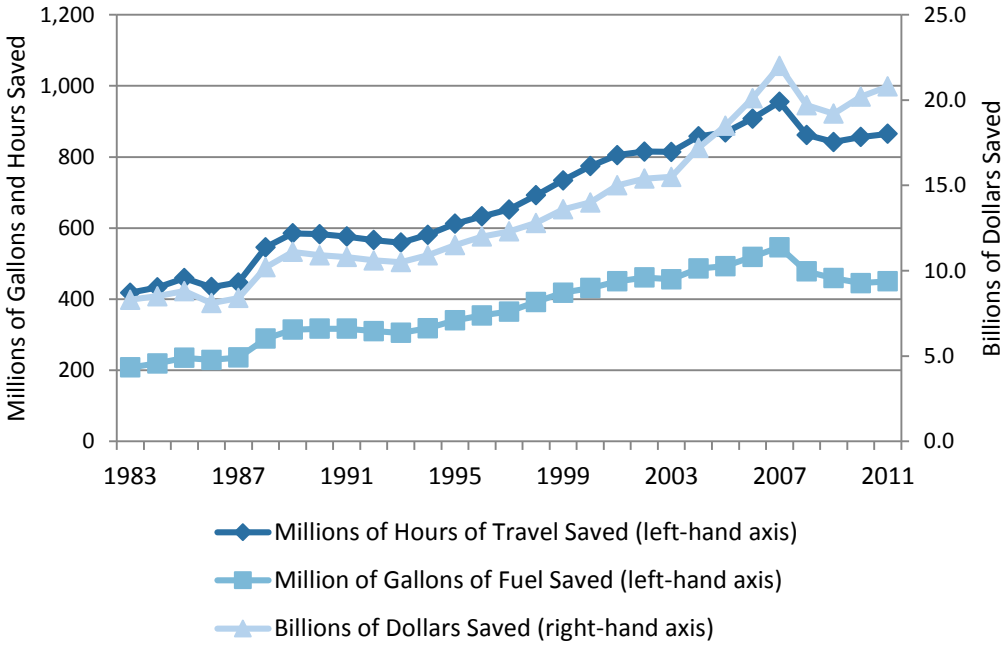
Changes in Fuel Use Due To Public Transportation	Total Energy Savings (Billion Gallons of Gasoline Equivalent)	Carbon Dioxide Emission Reductions (Million Metric Tons)
Reduction Directly from Riding Public Transportation as Replacement of Private Vehicle Miles, Gross	1.80	16.2
(Less Fuel Currently Used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

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

As shown in Figure 8, transit's impact on reducing congestion has also resulted in significant savings for drivers and their communities. Without transit, drivers would have used 450 million more gallons of gasoline because of added roadway congestion during 2011. Drivers would have been stuck in traffic an additional 865 million hours if there were no transit. Overall, the costs of congestion to drivers would have been an additional $20.8 billion if there had

been no transit service. The leveling off of transit benefits since 2007 results from the decline in roadway vehicle miles of travel over that period, which was described in Figure 2 on Page 11.

Figure 8: Growth of Transit Congestion Savings



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

Transit vehicles used a total of 6.54 billion kilowatt hours of electricity for propulsion power in RY 2012 and 1,011 million gallons of fossil fuels, as reported in Table 20.

Table 20: Vehicle Fuel Consumption by Mode of Service
Report Year 2012

Mode	Electricity (Millions of Kilowatt Hours)	Fossil Fuels (Millions of Gallons)						
		Diesel Fuel	Gasoline	LNG and Blends	CNG and Blends	Biodiesel	Other	Total
Bus	1.2	422.5	12.3	19.6	120.6	56.4	4.0	635.4
Bus Rapid Transit	0.0	0.5	0.0	0.0	4.9	0.0	0.0	5.4
Commuter Bus	0.0	16.0	0.2	0.0	1.8	0.2	0.0	18.1
Commuter Rail	1,808.4	92.8	0.0	0.0	0.0	1.1	0.0	94.0
Demand Response	0.0	62.2	125.3	0.0	4.2	9.7	3.2	204.6
Ferryboat	0.0	35.5	0.0	0.0	0.0	0.5	0.0	36.0
Heavy Rail	3,795.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hybrid Rail	0.0	1.1	0.0	0.0	0.0	0.1	0.0	1.3
Light Rail	763.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Rail	62.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Publico	0.0	0.0	2.4	0.0	0.0	0.0	0.0	2.4
Streetcar	42.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transit Vanpool	0.4	0.0	13.6	0.0	0.0	0.0	0.1	13.7
Trolleybus	61.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	6,535.5	630.7	153.8	19.6	131.5	68.0	7.3	1,010.9

Vehicle Fuel Consumption data by mode from 1945 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Capital and Operating Expenses

In 2012, total public transportation expenditures were $57.9 billion, with $39.7 billion spent on operations and $18.2 billion spent on capital investments. Heavy rail investments are the largest modal capital expenditures, at $5.9 billion, followed by bus capital investments, at $5.0 billion. The largest type of capital investment was for guideways, at $6.2 billion, followed by passenger vehicles, at $4.4 billion. Capital expenditures by mode and type are reported in Table 21.

Table 21: Capital Expense by Mode and Type, Millions of Dollars
Report Year 2012

Type	All Bus	Commut-er and Hybrid Rail	Demand Re-sponse	Heavy Rail	Light Rail and Street-car	Trolley-bus	Other	Total	% of Total
Guideway	285.7	1,510.1	0.0	1,902.8	2,531.8	14.5	3.6	6,248.5	34.4%
Passenger Stations	396.4	304.5	4.1	2,103.3	407.7	0.8	136.5	3,353.2	18.5%
Administrative Buildings	165.6	7.7	50.4	25.4	2.5	0.2	0.5	252.1	1.4%
Maintenance Facilities	676.5	214.5	33.9	354.9	74.8	0.0	13.7	1,368.4	7.5%
Facilities Subtotal	*1,524.2*	*2,036.9*	*88.3*	*4,386.4*	*3,016.7*	*15.5*	*154.4*	*11,222.3*	*61.8%*
Passenger Vehicles	2,689.3	631.5	392.6	248.5	232.3	4.0	185.5	4,383.7	24.1%
Service Vehicles	60.7	18.7	3.1	28.1	3.2	0.0	0.2	114.0	0.6%
Rolling Stock Subtotal	*2,750.0*	*650.1*	*395.7*	*276.6*	*235.5*	*4.0*	*185.7*	*4,497.7*	*24.8%*
Fare Revenue Collection Equipment	72.4	8.9	1.8	22.9	14.6	0.8	1.8	123.1	0.7%
Communication and Information Systems	410.7	186.1	63.4	799.7	137.7	1.5	4.8	1,603.9	8.8%
Other	200.0	72.9	29.3	391.1	23.3	0.2	4.1	720.8	4.0%
All Other Subtotal	*683.0*	*267.9*	*94.5*	*1,213.6*	*175.7*	*2.4*	*10.6*	*2,447.8*	*13.5%*
Total	4,957.2	2,954.9	578.5	5,876.6	3,427.9	21.9	350.7	18,167.8	100.0%
% of Total	27.3%	16.3%	3.2%	32.3%	18.9%	0.1%	1.9%	100.0%	---

(a) These are actual accrued expenditures, and do not include debts, depreciations of value, or other non-money costs.
Capital expense data from 1992 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Operating expenses are measured in two ways: by function, the type of activity performed, and by object, labor expenses and the type of goods or services purchased. Among the five functions operating funds are applied to, operations accounts for almost half of expenses, followed by vehicle maintenance, general administration, purchased transportation, and non-vehicle maintenance. Salaries, wages, and fringe benefits for employees of transit agencies account for 64 percent of operating expenses. Operating expenses by mode and function are shown in Table 22 and by mode and object class in Table 23. Operating and capital expenses are totaled by mode in Table 24.

Table 22: Operating Expense by Mode and Function Class, Millions of Dollars
Report Year 2012

Mode	Vehicle Operations	Vehicle Mainte-nance	Non-Vehicle Mainte-nance	General Adminis-tration	Purchased Transpor-tation	Total	% of Total
Bus	10,386.1	3,484.3	803.5	2,828.2	1,902.6	19,404.7	48.9%
Bus Rapid Transit	27.6	2.7	2.8	3.2	0.0	36.4	0.1%
Commuter Bus	163.2	54.9	14.0	57.9	136.5	426.5	1.1%
Commuter Rail	1,782.2	1,062.5	758.5	764.4	613.7	4,981.2	12.5%
Demand Response	1,457.4	304.5	58.1	628.5	2,474.3	4,922.8	12.4%
Ferryboat	349.3	90.0	39.1	78.5	51.9	608.8	1.5%
Heavy Rail	2,984.2	1,202.7	1,765.7	973.5	55.5	6,981.6	17.6%
Hybrid Rail	9.8	1.3	3.5	12.2	36.2	62.9	0.2%
Light Rail	565.9	316.0	276.2	265.3	67.1	1,490.5	3.8%
Other Rail	43.6	28.0	37.7	52.2	26.8	188.3	4.7%
Publico	1.0	0.0	0.0	0.0	44.9	46.0	0.1%
Streetcar	49.0	30.0	11.4	25.9	17.9	134.2	0.3%
Transit Vanpool	38.4	13.9	2.0	62.3	66.6	183.2	0.5%
Trolleybus	122.7	50.3	19.0	41.9	0.0	233.8	0.6%
Total	17,980.3	6,641.2	3,791.4	5,794.1	5,493.9	39,700.9	100.0%
% of Total	45.3%	16.7%	9.5%	14.6%	13.8%	100.0%	---

Operating expense data from 1932 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Table 23: Operating Expense by Mode and Object Class, Millions of Dollars
Report Year 2012

Type	Salaries and Wages	Fringe Benefits	Services	Materials and Supplies	Utilities	Casualty and Liability	Other	Pur-chased Trans-portation	Total	% of Total
Bus	7,387.1	5,568.3	1,193.5	2,715.1	208.5	408.6	20.9	1,902.6	19.404.7	48.9%
Bus Rapid Transit	10.4	7.8	10.9	6.3	0.3	0.7	0.1	0.0	36.4	0.1%
Commuter Bus	111.5	64.4	27.5	63.2	4.5	7.7	11.2	136.5	42.5	1.1%
Commuter Rail	1,608.4	1,365.7	449.2	621.3	304.6	143.4	-125.1	613.7	4,981.2	12.5%
Demand Response	980.1	532.6	278.3	431.0	41.4	113.1	72.1	2,474.3	4,922.8	12.4%
Ferryboat	207.0	82.7	56.5	166.0	7.5	26.7	10.4	51.9	608.8	1.5%
Heavy Rail	3,278.6	2,857.7	417.5	442.4	562.0	117.3	-749.4	55.5	6,981.6	17.6%
Hybrid Rail	5.5	4.3	7.3	2.8	0.6	3.9	2.4	36.2	62.9	0.2%
Light Rail	534.6	385.0	239.1	129.2	106.9	24.1	4.4	67.1	1,490.5	3.8%
Other Rail	64.8	38.8	17.2	18.5	6.8	8.3	7.0	26.8	188.3	0.5%
Publico	0.1	0.0	0.9	0.0	0.0	0.0	0.0	44.9	46.0	0.1%
Streetcar	48.0	42.4	12.0	9.8	5.2	5.9	-7.0	17.9	134.2	0.3%
Transit Vanpool	22.9	13.5	15.5	36.3	2.0	10.5	16.0	66.6	183.2	0.5%
Trolleybus	109.8	84.9	23.4	17.1	4.9	2.7	-9.0	0.0	233.8	0.6%
Total	14,368.7	11,048.2	2,748.9	4,659.1	1,255.2	872.9	-746.0	5,493.9	39,700.9	100.0%
% of Total	36.2%	27.8%	6.9%	11.7%	3.2%	2.2%	-1.9%	13.8%	100.0%	---

Operating Expense data from 1932 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

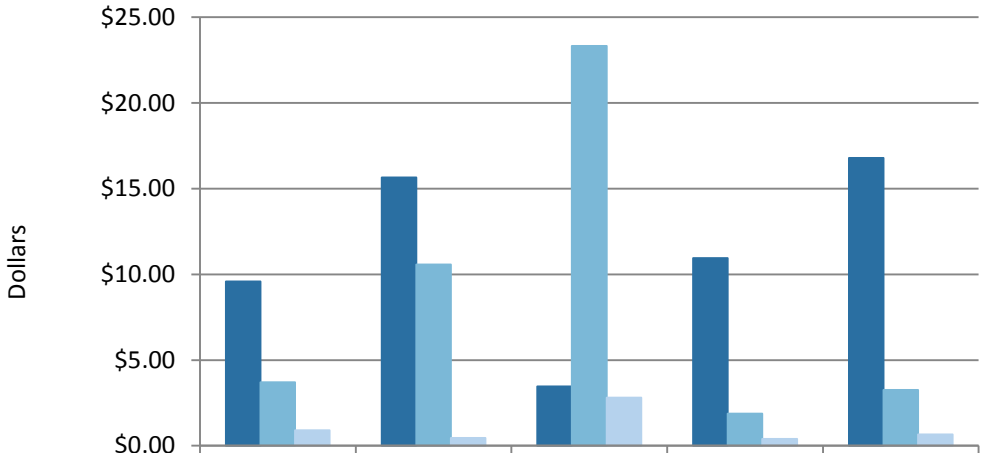
Table 24: Total Expense by Mode, Millions of Dollars
Report Year 2012

Type	Operating Expenditures		Capital Expenditures		Total Expenditures	
	Millions of Dollars	Percent	Millions of Dollars	Percent	Millions of Dollars	Percent
Bus	19,404.7	48.9%	4,597.8	25.3%	24,002.5	41.5%
Bus Rapid Transit	36.4	0.1%	108.5	0.6%	144.9	0.3%
Commuter Bus	426.5	1.1%	250.9	1.4%	677.4	1.2%
Commuter Rail	4,981.2	12.5%	2,949.2	16.2%	7,930.4	13.7%
Demand Response	4,922.8	12.4%	578.5	3.2%	5,501.3	9.5%
Ferryboat	608.8	1.5%	238.9	1.3%	847.7	1.5%
Heavy Rail	6,981.6	17.6%	5,876.6	32.3%	12,858.2	22.2%
Hybrid Rail	62.9	0.2%	5.8	0.0%	68.7	0.1%
Light Rail	1,490.5	3.8%	3,325.8	18.3%	4,816.3	8.3%
Other Rail	188.3	0.5%	44.6	0.2%	232.9	0.4%
Publico	46.0	0.1%	---	---	46.0	0.1%
Streetcar	134.2	0.3%	102.1	0.6%	236.3	0.4%
Transit Vanpool	183.2	0.5%	67.3	0.4%	250.5	0.4%
Trolleybus	233.8	0.6%	21.9	0.1%	255.7	0.4%
Total	39,700.9	100.00%	18,167.8	100.00%	57,868.7	100.00%

Expense data from 1932 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

It is apparent when looking at Figure 9 that the comparison of expenses among modes is highly influenced by the measurement selected. This allows assertions that any mode is more expensive or any mode is more efficient than the others. When measured by cost per vehicle mile, commuter rail and light rail service are the most expensive, because they are large, high capacity vehicles, much larger than buses or demand response vehicles. When measured by cost per unlinked passenger trip, heavy rail is the least expensive because of the high occupancy of heavy rail vehicles. Demand response trips are more expensive, because demand response vehicles may have only a single passenger on board. When measured by passenger mile, heavy rail remains the lowest cost, but commuter rail is second lowest because of the long trips taken by commuter rail passengers. Each of these measurements is correct, but they are influenced by different characteristics of vehicle size and speed, and passenger trip lengths.

Figure 9: Comparative Operating Cost Among Modes, 2012



	All Bus Modes	Commuter and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar
Cost per Vehicle Revenue Mile	$9.58	$15.66	$3.46	$10.94	$16.80
Cost per Unlinked Passenger Trip	$3.70	$10.57	$23.33	$1.87	$3.26
Cost per Passenger Mile	$0.90	$0.45	$2.80	$0.40	$0.67

Public transportation expenditures have a positive impact on the communities in which they operate and those areas in which companies that provide transit agencies with products and services are located. Table 25 provides measurements of those impacts developed in *Economic Impact of Public Transportation Investment, 2014 Update* by the Economic Development Research Group. The table shows the economic impact of $1 billion in transit expenditures for either capital or operations measured in five different ways. Note that these measurements cannot be added together; they are different measurements of the same or portions of the same overall impact. Every $1 billion in average transit spending results in 21,800 current jobs based on the division of transit spending between capital and operations in RY 2012, $3.0 billion in business sales, $1.7 billion in gross domestic product, $1.3 billion in labor income, or $432 million in tax revenue.

Table 25: Short-Term Economic Impact per Billion Dollars Expenditure for Public Transportation

Economic Impact	Impact per $1 Billion Transit Capital Spending (a)	Impact per $1 Billion Transit Operations Spending (a)	Impact per $1 Billion Transit Average Spending
Output - Business Sales in Billions of Dollars	$2.9 billion	$3.1 billion	$3.0 billion
Gross Domestic Product - Value Added in Billions of Dollars	$1.3 billion	$2.0 billion	$1.7 billion
Labor Income in Billions of Dollars	$0.9 billion	$1.4 billion	$1.3 billion
Tax Revenue in Millions of Dollars (Rounded)	$266 million	$500 million	$432 million
Jobs (Employment) (b)	15,900	24,200	21,800

(a) from Economic Development Research Group. *Economic Impact of Public Transportation Investment, 2014 Update,* May 2014. Available at www.apta.com.
(b) Current jobs supported from spending only. See Table 18 for long-term public transportation cost-savings impact on job support.

Capital and Operating Funding

Public transportation operations are funded by passenger fares, other transit agency earnings, and financial assistance from state, local, and federal governments. Capital investment is reported only as government funds in the National Transit Database. The majority of revenue for operations comes from passenger fares, together with state and local financial assistance. Passenger fares and other agency earnings account for 37 percent of operating revenues. Directly generated government funds, in cases where the transit agency is functioning as a local

government, local, and state government assistance combine for 54 percent of all funding. The federal role is more significant for the capital program, providing 44 percent of capital funds compared to 9 percent of operating funds. Funding amounts by source and type are reported in Table 26.

Table 26: Funding Sources
Report Year 2012

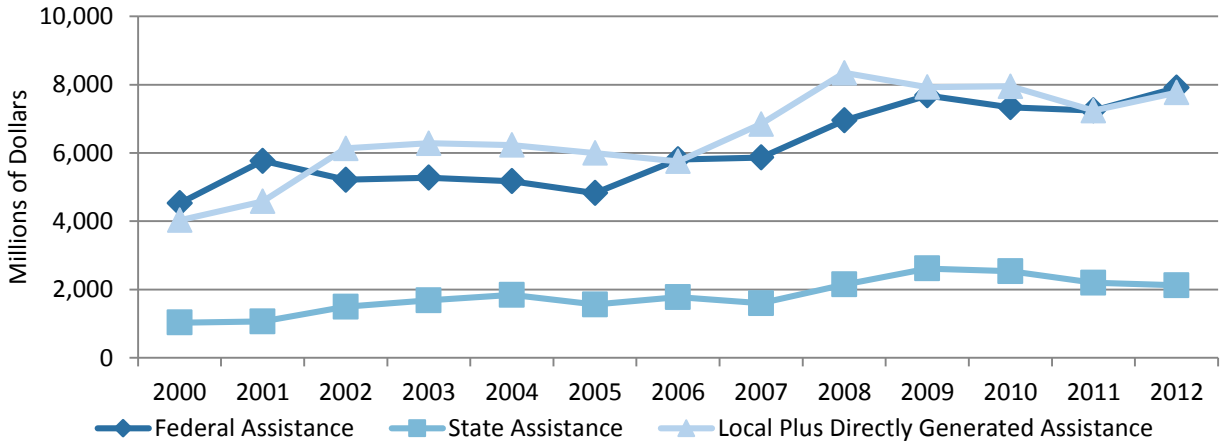
Type	Transit Agency Funds			Government Funds					Total Funds
	Passen-ger Fares	Other Earnings	Total	Directly Gener-ated	Local	State	Federal	Total	
Capital Funding, Millions of Dollars	---	---	---	4,210.3	3,559.9	2,122.8	7,907.1	17,800.2	17,800.2
Percent of Capital Funding	---	---	---	23.7%	20.0%	11.9%	44.4%	100.0%	100.0%
Operating Funding, Millions of Dollars	14,180.4	2,024.5	16,205.0	2,824.7	9,545.8	11,138.9	3,862.5	27,371.9	43,576.9
Percent of Operating Funding	32.5%	4.6%	37.2%	6.5%	21.9%	25.6%	8.9%	62.8%	100.0%
Total Funding, Millions of Dollars	14,180.4	2,024.5	16,205.0	7,035.0	13,105.7	13,261.7	11,769.6	45,172.1	61,377.1
Percent of Total Funding	23.1%	3.3%	26.4%	11.5%	21.4%	21.6%	19.2%	73.6%	100.0%

Funding sources data from 1926 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

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

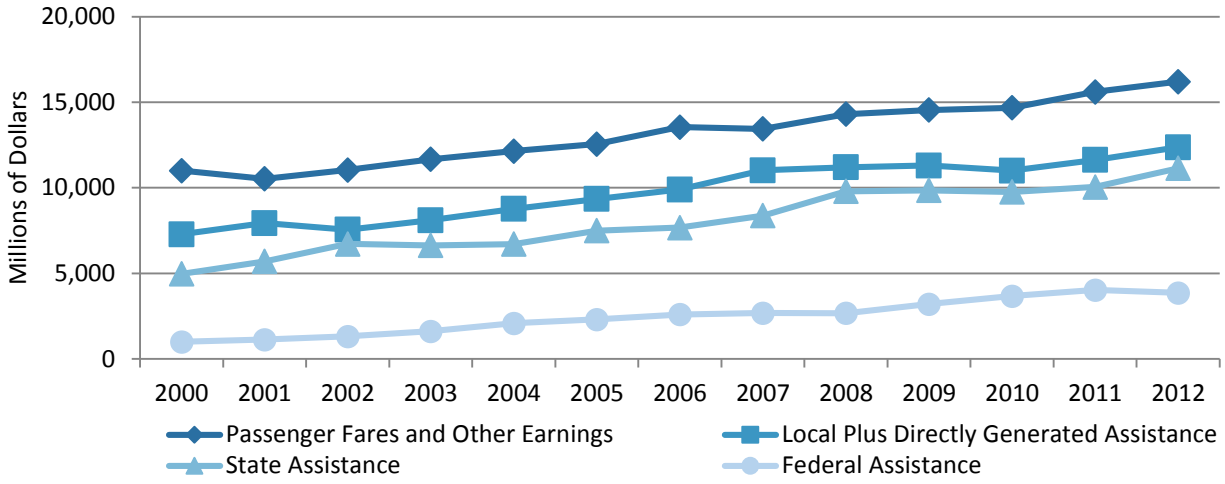
Figure 10 reports the change in funding sources for capital over the past decade and Figure 11 reports the change in funding sources for operations. Federal capital funds increased from $4.5 billion to $7.9 billion over the 12-year period but dropped from 47 percent of all capital revenue to 44 percent. Directly generated and local capital assistance increased from 42 percent of capital funds in 2000 to 44 percent in 2012, and state assistance went from 11 percent to 12 percent.

Figure 10: Growth in Capital Funding by Source, 2000-2012



Operating funding from all sources increased from 2000 through 2012. Passenger fares and other transit system earnings were $16.2 billion in 2012, 37 percent of all revenues for operations. Directly generated and local funds were 28 percent of operating revenue, state funds were 26 percent and federal funds were 9 percent.

Figure 11: Growth in Operating Funding by Source, 2000-2012



Revenue generated from passenger fares varies across transit modes. The highest level of average revenue per unlinked passenger trip are generated by commuter rail, the transit mode that represents the longest trip length for passengers. Fare policies vary across agencies, but in general, passenger fares are lower for bus trips and relatively similar for light rail and heavy rail. Transit agencies are adopting automated fare collection systems. One-half of agencies now use magnetic memory cards and one-quarter use digital smart cards to collect passenger fares. These data are reported by mode in Table 27.

Table 27: Passenger Fares by Mode, Report Year 2012

	All Bus	Commuter and Hybrid Rail	Demand Response	Heavy Rail	Light Rail and Streetcar	Trolleybus
Passenger Fares, Millions of Dollars	5,574.9	2,582.6	534.8	4,511.2	480.5	89.2
Average Revenue per Unlinked Trip	$1.04	$5.41	$2.53	$1.21	$0.97	$0.90
Highest Adult Base Cash Fare (a)	$7.70	$24.00	$18.50	$2.50	$2.50	$2.25
Average Adult Base Cash Fare (a)	$1.54	$4.96	$2.46	$2.03	$1.97	$1.94
Median Adult Base Cash Fare (a)	$1.50	$3.25	$2.50	$2.25	$2.00	$2.00
Lowest Adult Base Cash Fare (a)	$0.00	$2.00	$0.00	$1.40	$1.00	$1.50
Systems with Peak Period Surcharges (a)	4.3%	23.5%	NA	7.7%	8.7%	25.0%
Systems with Transfer Surcharges (a)	30.5%	5.9%	NA	38.5%	26.1%	100.0%
Systems with Distance/Zone Surcharges (a)	17.1%	58.8%	NA	30.8%	13.0%	0.0%
Systems with Smart Cards (a)	25.0%	17.6%	NA	69.2%	47.8%	50.0%
Systems with Magnetic Cards (a)	56.1%	17.6%	NA	69.2%	52.2%	75.0%

(a) Based on sample of systems from APTA *2011 Public Transportation Fare Database*, data for 2011.
(b) Includes fare revenue for other modes not listed, $374.1 million.
Fare data from 1926 through 2012 can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Modal Data

Tables 28 through 40 provide extensive detail on characteristics of the various modes of public transportation operations. Data are presented on two summary tables of national information, with roadway modes in Table 28 and rail modes and ferryboat in Table 35, followed by tables listing agency-specific information on unlinked passenger trips and passenger miles. Given the large number of bus, demand response, and transit vanpool agencies, only the largest 50 agencies of each mode are listed for bus and demand response, and 30 for transit vanpool.

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

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

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

The Greater Lafayette Public Transportation Corporation in Lafayette, IN, provides fixed-route scheduled bus service in communities throughout the country. Bus data are reported in Tables 28 and 29.

Commuter buses provide high-speed longer distance service to commuters for their daily journey to work.

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

Bus Rapid Transit systems operate vehicles on separate rights-of-way with high-frequency service, low-floor vehicles, stations, traffic signal priority, and other operating improvements which increase their speed and passenger capacity.

The Greater Cleveland Regional Transit Authority Health Line provides Bus Rapid Transit service in bus-only lanes that are prohibited to other vehicles. Bus Rapid Transit data are reported in Tables 28 and 30.

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

By law, accessible demand response service must be provided in all areas served by regular route transit service to persons with disabilities or those otherwise unable to use fixed-route service.

General demand response service is not required by law and is often open to larger segments of the public or all riders. Some general demand response services are operated during late-night and weekend hours in place of fixed-route services.

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

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

This TransLink trolleybus operates in the central area of Vancouver, BC. Trolleybus data for U.S. are reported in Tables 28 and 34. Data for Canadian transit operations are reported in Table 44.

Three rail modes provide most of the rail transit service operated in the U.S.: heavy rail, commuter rail, and light rail. Light rail is a mode of service provided by single vehicles or short trains on either private right-of-way or in roads and streets. Passengers board in stations or from track side stops in streets. Light rail is designed to carry a "light" load of passenger traffic, compared to heavy rail.

These Denver Regional Transportation District light rail vehicles provide transit service in Denver, CO. Light Rail vehicles operate on private rights-of-way and city streets in many American urban areas. Light rail mode data are reported in Tables 35 and 38.

Streetcars provide a type of light rail service characterized by more frequent stops and shorter trips in higher density areas. This streetcar is owned and operated by the City of Portland in partnership with the Tri-County Metropolitan Transportation District of Oregon. Streetcar data are reported in Tables 35 and 38.

Heavy rail service (below) is separated from vehicle and pedestrian traffic, often elevated, in subways, or in private at-grade rights-of-way.

Heavy rail service provides the greatest passenger capacity of any transit mode. This Bay Area Rapid Transit train provides high capacity service for travelers in the San Francisco-Oakland, CA region. Heavy rail mode data are reported in Tables 35 and 37.

Heavy rail service is provided by electric rail cars on private rights-of-way. The trains are boarded in stations from high level platforms. Heavy rail provides high-speed service with the ability to carry "heavy" loads of passengers.

Streetcar service (left) is a type of light rail service with frequent stops with nearly the entire route operated in streets. It is usually in denser, high-traffic areas, and the vehicles are designed for lower speeds and to allow quick boarding and alighting by passengers.

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

Commuter rail provides high-speed congestion-free travel from distant communities to the business areas of the nation's largest metropolitan areas. This Los Angeles, CA area Metrolink train is a baseball special. Commuter rail mode data are reported in Tables 35 and 36.

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

Hybrid rail systems operate light rail-type vehicle trains on railroad rights-of-way, with temporal separation from any freight railroad operations. From a passenger's perspective, they are similar to commuter railroads.

Several specialized rail modes are operated by a limited number of transit agencies. These include cable cars and automated guideway transit, which are shown here, and other modes listed in Table 39.

Cable cars are the earliest mechanically powered transit vehicles. Cable cars are towed by a cable in the ground which the car "grips" to move forward and lets go of to stop. First operated in 1873, before electrically powered rail cars were perfected, cable cars were operated in cities throughout the United States.

Cable cars were the earliest mechanized transit service. The San Francisco Municipal Railway is the last cable car operator. Cable car modal data are included with other rail modes in Tables 35 and 39.

Automated guideway transit systems provide circulator services in congested central business districts, between other rail systems to and within airports, and on campuses.

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

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

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

Table 28: Roadway Modes National Totals (a), Report Year 2012

Statistical Category	Bus	Bus Rapid Transit	Commut-er Bus	Demand Re-sponse	Publico	Transit Vanpool	Trolley-bus
Systems, Number of	1,229	4	132	6,511	1	92	5
Trips, Unlinked Passenger (Millions)	5,301	16	50	211	33	37	99
Miles, Passenger (Millions)	20,734	69	1,285	1,756	145	1,298	162
Trip Length, Average (Miles)	3.9	4.3	25.7	8.3	4.4	35.1	1.6
Miles, Vehicle Total (Millions)	2,306.1	3.0	95.9	1,618.1	29.2	211.7	11.7
Miles, Vehicle Revenue (Millions)	1,998.2	2.8	73.0	1,421.6	27.3	211.7	11.3
Hours, Vehicle Total (Millions)	173.2	0.2	3.6	104.5	2.6	5.3	1.7
Hours, Vehicle Revenue (Millions)	156.6	0.2	2.7	93.0	2.4	5.3	1.6
Speed, Vehicle in Revenue Service, Average (mph)	12.8	12.1	26.6	15.3	11.4	40.1	7.1
Fares Collected, Passengers (Millions)	5,343.9	6.4	224.6	534.8	44.9	128.2	89.2
Revenue per Unlinked Trip, Average	1.01	0.40	4.47	2.53	1.37	3.51	0.90
Expense, Operating Total (Millions)	19,404.7	36.4	426.5	4,922.8	46.0	183.2	233.8
Operating Expense by Object Class:							
Salaries and Wages (Millions)	7,387.1	10.4	111.5	980.1	0.1	22.9	109.8
Fringe Benefits (Millions)	5,568.3	7.8	64.4	532.6	0.0	13.5	84.9
Services (Millions)	1,193.5	10.9	27.5	278.3	0.9	15.5	23.4
Materials and Supplies (Millions)	2,715.1	6.3	63.2	431.0	0.0	36.3	17.1
Utilities (Millions)	208.5	0.3	4.5	41.4	0.0	2.0	4.9
Casualty and Liability (Millions)	408.6	0.7	7.7	113.1	0.0	10.5	2.7
Purchased Transportation (Millions)	1,902.6	0.0	136.5	2,474.3	44.9	66.6	0.0
Other (Millions)	20.9	0.1	11.2	72.1	0.0	16.0	-9.0
Operating Expense by Function Class:							
Vehicle Operations (Millions)	10,386.1	27.6	163.2	1,457.4	1.0	38.4	122.7
Vehicle Maintenance (Millions)	3,484.3	2.7	54.9	304.5	0.0	13.9	50.3
Non-vehicle Maintenance (Millions)	803.5	2.8	14.0	58.1	0.0	2.0	19.0
General Administration (Millions)	2,828.2	3.2	57.9	628.5	0.0	62.3	41.9
Purchased Transportation (Millions)	1,902.6	0.0	136.5	2,474.3	44.9	66.6	0.0
Expense, Capital Total (Millions)	4,597.8	108.5	250.9	578.5	---	67.3	21.9
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,379.5	71.3	73.5	88.3	---	0.3	15.5
Rolling Stock (Millions)	2,554.0	26.0	169.9	395.7	---	66.8	4.0
Other (Millions)	664.3	11.2	7.5	94.5	---	0.1	2.4
Revenue Vehicles Available for Maximum Service	67,721	84	2,382	68,632	2,873	14,018	570
Revenue Vehicles Operated at Maximum Service	54,668	63	1,944	56,103	2,605	12,040	420
Employees, Operating	190,292	242	4,617	96,596	---	701	1,774
Employees, Vehicle Operations	131,729	178	2,836	77,377	---	92	1,212
Employees, Vehicle Maintenance	33,328	24	805	6,756	---	71	313
Employees, Non-Vehicle Maintenance	7,084	17	246	2,224	---	86	128
Employees, General Administration	18,151	23	730	10,238	---	452	122
Employees, Capital	2,569	1	72	127	---	45	27
Diesel Fuel Consumed (Gallons, Millions)	422.5	0.5	16.0	62.2	0.0	0.0	0.0
Other Fossil Fuel Consumed (Gallons, Millions)	212.9	4.9	2.2	142.4	2.4	13.7	0.0
Electricity Consumed (kWh, Millions)	1.2	0.0	0.0	0.0	0.0	0.4	61.1

(a) Data for all public transportation service, urbanized area and rural.

Table 29: 50 Largest Bus Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)
Excludes Bus Rapid Transit and Commuter Bus Service Reported Separately Below

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
MTA New York City Transit(NYCT)	New York, NY	805,381.5	1	1,808,151.7	1
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	352,171.5	2	1,469,729.7	2
Chicago Transit Authority(CTA)	Chicago, IL	314,423.6	3	725,064.4	4
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	189,040.2	4	561,647.3	5
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	161,680.5	5	1,040,421.5	3
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	136,795.3	6	415,814.0	9
MTA Bus Company(MTABUS)	New York, NY	120,877.8	7	371,180.6	11
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	116,468.5	8	301,812.8	12
San Francisco Municipal Railway(MUNI)	San Francisco, CA	95,625.4	9	218,069.7	22
King County Department of Transp.(King County Metro)	Seattle, WA	95,592.1	10	458,098.2	6
Miami-Dade Transit(MDT)	Miami, FL	77,859.0	11	442,282.8	7
Denver Regional Transportation District(RTD)	Denver, CO	76,717.0	12	402,936.2	10
City and County of Honolulu DOT Services(DTS)	Urban Honolulu, HI	76,296.6	13	418,025.0	8
Maryland Transit Administration(MTA)	Baltimore, MD	73,574.8	14	228,817.7	17
Metro Transit	Minneapolis, MN	69,855.0	15	295,697.9	13
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	61,596.7	16	228,212.5	18
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	59,699.1	17	220,017.6	20
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	59,509.2	18	233,601.9	16
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	58,100.0	19	288,386.2	14
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	55,704.7	20	218,677.2	21
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	53,642.9	21	187,308.4	26
Orange County Transportation Authority(OCTA)	Los Angeles, CA	52,530.9	22	211,647.3	23
San Diego Metropolitan Transit System(MTS)	San Diego, CA	51,795.8	23	178,861.7	28
VIA Metropolitan Transit(VIA)	San Antonio, TX	49,322.8	24	206,931.0	24
Milwaukee County Transit System(MCTS)	Milwaukee, WI	45,217.3	25	129,472.6	39
Dallas Area Rapid Transit(DART)	Dallas, TX	38,378.9	26	161,289.3	30
Broward County Transit Division(BCT)	Miami, FL	37,917.7	27	180,294.0	27
City of Phoenix Public Transit Department(Valley Metro)	Phoenix, AZ	37,491.6	28	139,004.4	36
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	33,858.0	29	144,368.7	34
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	33,548.4	30	131,676.2	38
City of Detroit Department of Transportation(DDOT)	Detroit, MI	32,750.9	31	145,086.5	33
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	32,338.4	32	170,479.1	29
Pace - Suburban Bus Division(PACE)	Chicago, IL	32,191.0	33	205,573.1	25
Westchester County Bee-Line System	New York, NY	32,117.8	34	138,556.1	37
Nassau Inter County Express(NICE)	New York, NY	29,176.0	35	143,702.5	35
Bi-State Development Agency(METRO)	St. Louis, MO	29,120.5	36	151,278.1	31
Long Beach Transit(LBT)	Los Angeles, CA	28,183.4	37	85,719.8	47
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	27,271.1	38	146,785.0	32
Ride-On Montgomery County Transit	Washington, DC	27,240.2	39	108,013.6	40
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	23,490.1	40	86,351.9	46
Charlotte Area Transit System(CATS)	Charlotte, NC	22,870.4	41	102,261.7	42
Regional Transit Service, Inc. and Lift Line, Inc.(R-GRTA)	Rochester, NY	22,547.8	42	57,560.4	(a)
City of Los Angeles Department of Transportation(LADOT)	Los Angeles, CA	22,075.4	43	35,693.3	(a)
Santa Monica's Big Blue Bus(Big Blue Bus)	Los Angeles, CA	21,288.1	44	80,017.3	(a)
Utah Transit Authority(UTA)	Salt Lake City, UT	20,151.4	45	53,988.5	(a)
City of Tucson(COT)	Tucson, AZ	19,944.0	46	80,132.4	(a)
Rhode Island Public Transit Authority(RIPTA)	Providence, RI	19,762.9	47	83,518.3	50
Central Ohio Transit Authority(COTA)	Columbus, OH	18,423.4	48	70,809.4	(a)
Southwest Ohio Regional Transit Auth.(SORTA / Metro)	Cincinnati, OH	17,390.3	49	86,595.7	45
Transit Authority of River City(TARC)	Louisville, KY	16,718.1	50	65,731.6	(a)
Mass Transit Department - City of El Paso(Sun Metro)	El Paso, TX	16,390.6	(a)	84,063.0	48
Transp. District Commission of Hampton Roads(HRT)	Virginia Beach, VA	16,166.5	(a)	99,459.3	43
Foothill Transit	Los Angeles, CA	13,860.3	(a)	99,295.5	44
Suburban Mobility Authority for Regional Transp.(SMART)	Detroit, MI	10,673.8	(a)	84,042.8	49
Hudson Transit Lines, Inc.(Short Line)	New York, NY	4,314.8	(a)	223,843.0	19
Academy Lines, Inc.	New York, NY	4,121.6	(a)	242,471.1	15

(a) Not among 50 largest bus transit agencies in this category.
Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 20112 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 30: Bus Rapid Transit (a) Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	7,831.4	1	49,532.8	1
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	4,629.2	2	11,748.3	2
Lane Transit District(LTD)	Eugene, OR	2,655.0	3	7,543.1	3
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	913.6	4	666.2	4

(a) Includes only agencies reporting their operations to the National Transit Database as Bus Rapid Transit. Reporting agencies are not required to report Bus Rapid Transit separately from other bus type service in the National Transit Database until Report Year 2013; hence, not all Bus Rapid Transit agencies are necessarily included in this list.
Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 31: 30 Largest Commuter Bus (a) Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	16,012.4	1	239,093.2	1
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	7,367.3	2	131,656.9	3
Maryland Transit Administration(MTA)	Baltimore, MD	4,290.5	3	181,152.0	2
City of Los Angeles Department of Transportation(LADOT)	Los Angeles, CA	1,843.4	4	30,778.5	7
Georgia Regional Transportation Authority(GRTA)	Atlanta, GA	1,802.4	5	46,550.2	5
Snohomish County PTBA(Community Transit)	Seattle, WA	1,505.4	6	28,767.4	9
Utah Transit Authority(UTA)	Salt Lake City, UT	1,047.2	7	26,345.2	10
Martz Trailways	New York, NY	1,004.7	8	73,565.2	4
Jalbert Leasing, Inc. dba C&J	Portsmouth, NH	630.6	9	---	---
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	599.7	10	9,295.3	15
Adirondack Transit Lines, Inc,(Adirondack Trailways)	New York, NY	528.6	11	42,332.1	6
Plymouth & Brockton Street Railway Company(pbsr)	Boston, MA	472.4	12	29,672.3	8
City of Elk Grove(etran)	Sacramento, CA	457.0	13	9,138.4	16
Riverside Transit Agency(RTA)	Riverside, CA	350.3	14	6,417.3	20
Santa Cruz Metropolitan Transit District(SCMTD)	Santa Cruz, CA	339.0	15	10,862.9	13
Monroe Bus Corporation	Poughkeepsie, NY	315.3	16	18,271.5	11
San Diego Metropolitan Transit System(MTS)	San Diego, CA	310.7	17	7,375.5	17
Antelope Valley Transit Authority(AVTA)	Lancaster, CA	258.0	18	3,733.4	30
Connecticut Department of Transportation(CDOT)	Hartford, CT	226.7	19	4,167.7	26
Martz Group, National Coach Works of Virginia(NCW)	Washington, DC	220.7	20	9,672.0	14
Intercity Transit(I.T.)	Olympia, WA	219.2	21	5,686.9	22
San Joaquin Regional Transit District(RTD)	Stockton, CA	207.2	22	11,934.8	12
Laketran	Cleveland, OH	198.4	23	4,619.2	25
Fort Bend County Public Transportation(Fort Bend Transit)	Houston, TX	196.9	24	3,638.6	(a)
Waukesha Transit Comm.(Waukesha Metro Transit)	Milwaukee, WI	194.3	25	4,146.4	27
Yuba-Sutter Transit Authority(YSTA)	Yuba City, CA	159.9	26	6,557.9	18
Connecticut DOT-CTTransit New Britain -Dattco	Hartford, CT	158.3	27	3,814.7	29
Capital District Transportation Authority(CDTA)	Albany, NY	157.3	28	4,971.2	23
El Dorado County Transit Authority(EDCTA)	Sacramento, CA	138.9	29	6,395.0	21
Roseville Transit	Sacramento, CA	128.8	30	---	---
Washington County Transit	Milwaukee, WI	127.5	(a)	3,924.8	28
Greater Attleboro-Taunton Regional Transit Auth.(GATRA)	Providence, RI	97.5	(a)	6,495.3	19
Cape Cod Regional Transit Authority(CCRTA)	Barnstable Town, MA	67.6	(a)	4,667.3	24

(a) Includes only agencies reporting their operations to the National Transit Database as Commuter Bus. Reporting agencies are not required to report Commuter Bus separately from other bus type service in the National Transit Database until Report Year 2013; hence, not all Commuter Bus agencies are necessarily included in this list.
Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 32: 50 Largest Demand Response Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)
Excludes Demand Response Taxi Service

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
MTA New York City Transit(NYCT)	New York, NY	6,137.0	1	54,417.5	1
Pace-Suburban Bus Division, ADA Para. Services(PACE)	Chicago, IL	3,655.5	2	31,002.7	3
Access Services (AS)	Los Angeles, CA	3,275.0	3	42,417.3	2
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	2,609.4	4	17,724.3	5
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	1,981.0	5	15,108.7	9
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	1,769.5	6	13,362.9	12
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	1,755.6	7	11,417.5	17
Miami-Dade Transit(MDT)	Miami, FL	1,672.4	8	21,469.2	4
Metro Mobility	Minneapolis, MN	1,603.4	9	16,562.5	7
Maryland Transit Administration(MTA)	Baltimore, MD	1,538.2	10	13,977.2	11
Orange County Transportation Authority(OCTA)	Los Angeles, CA	1,528.1	11	15,639.8	8
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	1,486.9	12	17,543.9	6
Regional Transp. Commission of Southern Nevada(RTC)	Las Vegas, NV	1,317.7	13	14,729.3	10
Denver Regional Transportation District(RTD)	Denver, CO	1,162.8	14	10,475.9	19
Dallas Area Rapid Transit(DART)	Dallas, TX	1,141.0	15	12,798.9	13
Pace - Suburban Bus Division(PACE)	Chicago, IL	1,124.4	16	6,942.0	29
King County Department of Transp.(King County Metro)	Seattle, WA	1,119.4	17	12,006.1	15
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	1,099.4	18	7,123.2	28
LACMTA - Small Operators(LACMTA)	Los Angeles, CA	1,051.8	19	3,767.0	(a)
VIA Metropolitan Transit(VIA)	San Antonio, TX	1,050.9	20	11,764.3	16
Delaware Transit Corporation(DTC)	Philadelphia, PA	992.9	21	12,387.9	14
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	946.0	22	9,455.3	22
Board of County Comm., Palm Beach County(PalmTran)	Miami, FL	908.0	23	10,600.5	18
Central Florida Regional Transportation Authority(LYNX)	Orlando, FL	865.2	24	9,888.6	20
City and County of Honolulu DOT Services(DTS)	Urban Honolulu, HI	845.9	25	9,487.5	21
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	775.6	26	8,197.4	24
Alameda-Contra Costa Transit District(AC Transit)	San Francisco, CA	753.9	27	7,628.9	26
Broward County Transit Division(BCT)	Miami, FL	716.4	28	7,343.8	27
Suburban Mobility Authority for Regional Transp.(SMART)	Detroit, MI	705.4	29	5,198.1	36
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	650.1	30	4,572.9	42
Blue Water Area Transp. Comm.(Blue Water Area Transit)	Port Huron, MI	611.7	31	6,419.9	31
Bi-State Development Agency(METRO)	St. Louis, MO	584.3	32	5,449.0	34
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	581.5	33	7,875.8	25
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	578.3	34	4,570.8	43
Rhode Island Public Transit Authority(RIPTA)	Providence, RI	560.3	35	3,873.9	(a)
Suffolk County Dept. of Public Works – Transp. Div.(ST)	New York, NY	522.2	36	6,088.7	32
City of Tucson(COT)	Tucson, AZ	520.3	37	4,545.0	44
Capital Area Transportation Authority(CATA)	Lansing, MI	510.1	38	4,446.5	45
Milwaukee County Transit System(MCTS)	Milwaukee, WI	500.2	39	3,291.9	(a)
San Francisco Municipal Railway(MUNI)	San Francisco, CA	498.6	40	5,339.7	35
Spokane Transit Authority(STA)	Spokane, WA	490.1	41	3,491.3	(a)
Omnitrans(OMNI)	Riverside, CA	478.3	42	4,909.5	41
Mass Transportation Authority (MTA)	Flint, MI	475.3	43	5,118.4	38
San Diego Metropolitan Transit System(MTS)	San Diego, CA	474.9	44	4,222.7	49
Kansas City Area Transportation Authority(KCATA)	Kansas City, MO	461.5	45	3,800.9	(a)
City of Phoenix Public Transit Department(Valley Metro)	Phoenix, AZ	459.9	46	4,153.9	(a)
Interurban Transit Partnership(The Rapid)	Grand Rapids, MI	456.6	47	5,110.6	39
Metropolitan Council	Minneapolis, MN	456.2	48	3,777.4	(a)
Space Coast Area Transit(SCAT)	Palm Bay, FL	441.9	49	5,475.4	33
York County Community Action Corporation(YCCAC)	Portsmouth, NH	440.1	50	---	---
Salem Area Mass Transit District(Cherriots)	Salem, OR	429.7	(a)	8,340.3	23
Lehigh and Northampton Transportation Authority(LANTA)	Allentown, PA	427.7	(a)	6,442.3	30
Utah Transit Authority(UTA)	Salt Lake City, UT	412.9	(a)	4,374.2	47
Fort Worth Transportation Authority(The T)	Dallas, TX	401.0	(a)	4,251.2	48
Jacksonville Transportation Authority(JTA)	Jacksonville, FL	388.3	(a)	4,931.0	40
York County Transportation Authority(rabbittransit)	York, PA	377.0	(a)	5,130.5	37
Riverside Transit Agency(RTA)	Riverside, CA	372.3	(a)	4,393.4	46
Texoma Area Paratransit System, Inc(TAPS)	Sherman, TX	262.8	(a)	4,175.3	50

(a) Not among 50 largest demand response agencies in this category.
Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 33: 30 Largest Transit Vanpool Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
King County Department of Transp.(King County Metro)	Seattle, WA	3,442.6	1	70,638.1	3
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	3,355.7	2	152,186.4	1
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	2,478.6	3	69,505.3	4
San Diego Association of Governments(SANDAG)	San Diego, CA	2,277.5	4	109,821.5	2
Pace - Suburban Bus Division(PACE)	Chicago, IL	1,961.7	5	43,211.5	7
California Vanpool Authority(CalVans)	Hanford, CA	1,690.1	6	65,934.9	5
Utah Transit Authority(UTA)	Salt Lake City, UT	1,446.9	7	56,859.8	6
vRide, Inc. - Valley Metro	Phoenix, AZ	1,221.1	8	30,939.4	13
Ben Franklin Transit(BFT)	Kennewick, WA	1,201.1	9	38,780.0	11
VRide, Inc. – Michigan	Detroit, MI	1,164.3	10	41,574.9	8
Orange County Transportation Authority(OCTA)	Los Angeles, CA	1,109.1	11	40,730.8	9
Dallas Area Rapid Transit(DART)	Dallas, TX	1,033.0	12	40,576.3	10
Snohomish County PTBA(Community Transit)	Seattle, WA	920.3	13	24,474.9	19
Pierce County Transp. Benefit Area(Pierce Transit)	Seattle, WA	876.9	14	26,735.2	16
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	868.5	15	32,360.4	12
vRide, Inc. – Atlanta	Atlanta, GA	757.5	16	24,517.3	18
Greater Hartford Ridesharing Corp.(GHRC)	Hartford, CT	744.7	17	29,694.1	14
Intercity Transit(I.T.)	Olympia, WA	744.5	18	25,799.5	17
Dallas - vRide, Inc.	Dallas, TX	596.2	19	19,750.8	20
Miami Lakes - vRide, Inc.	Miami, FL	547.8	20	15,940.7	23
VIA Metropolitan Transit(VIA)	San Antonio, TX	430.8	21	18,852.0	21
Greater Richmond Transit Co.(GRTC Transit System)	Richmond, VA	390.6	22	27,417.6	15
Research Triangle Regional Public TA(Triangle Transit)	Durham, NC	351.0	23	11,377.4	28
Georgia Regional Transportation Authority(GRTA)	Atlanta, GA	309.0	24	17,152.7	22
Madison County Transit District(MCT)	St. Louis, MO	290.2	25	12,165.2	25
Des Moines Area Regional Transit Authority(DART)	Des Moines, IA	285.8	26	11,830.0	26
vRide, Anchorage	Anchorage, AK	269.6	27	11,825.6	27
Piedmont Authority for Regional Transportation(PART)	Greensboro, NC	262.3	28	9,979.3	29
Charlotte Area Transit System(CATS)	Charlotte, NC	255.8	29	12,592.3	24
Kitsap Transit	Bremerton, WA	251.0	30	5,078.7	(a)
Coast Transit Authority(CTA)	Gulfport, MS	174.9	(a)	8,840.1	30

(a) Not among 30 largest transit vanpool agencies in this category.
Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 34: Trolleybus Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
San Francisco Municipal Railway(MUNI)	San Francisco, CA	67,544.4	1	99,162.4	1
King County Department of Transp.(King County Metro)	Seattle, WA	18,970.6	2	34,559.0	2
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	6,951.6	3	13,808.2	3
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	3,278.2	4	6,894.9	5
Greater Dayton Regional Transit Authority(GDRTA)	Dayton, OH	2,476.3	5	7,464.5	4

Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 35: Rail Modes and Ferryboat National Totals (a), Report Year 2012

Statistical Category	Commut-er Rail	Heavy Rail	Hybrid Rail	Light Rail	Streetcar	Other Rail Modes	Ferry-boat
Systems, Number of	27	15	4	25	10	16	43
Trips, Unlinked Passenger (Millions)	471	3,743	6	449	49	40	79
Miles, Passenger (Millions)	11,181	17,516	74	2,319	99	46	431
Trip Length, Average (Miles)	23.7	4.7	12.3	5.2	2.0	1.2	5.5
Miles, Vehicle Total (Millions)	346.4	656.5	2.3	93.0	5.7	8.0	4.0
Miles, Vehicle Revenue (Millions)	319.9	637.9	2.2	91.2	5.5	8.0	4.0
Hours, Vehicle Total (Millions)	10.9	34.0	0.1	6.0	0.7	0.9	0.5
Hours, Vehicle Revenue (Millions)	9.7	31.8	0.1	5.8	0.7	0.9	0.5
Speed, Vehicle in Revenue Service, Average (mph)	32.8	20.0	22.7	15.7	7.7	8.9	8.8
Fares Collected, Passengers (Millions)	2,574.8	4,511.2	7.8	438.4	42.1	73.4	160.8
Revenue per Unlinked Trip, Average	5.47	1.21	1.26	0.98	0.86	1.83	2.03
Expense, Operating Total (Millions)	4,981.2	6,981.6	62.9	1,490.5	134.2	188.3	608.8
Operating Expense by Object Class:							
Salaries and Wages (Millions)	1,608.4	3,278.6	5.5	534.6	48.0	64.8	207.0
Fringe Benefits (Millions)	1,365.7	2,857.7	4.3	385.0	42.4	38.8	82.7
Services (Millions)	449.2	417.5	7.3	239.1	12.0	17.2	56.5
Materials and Supplies (Millions)	621.3	442.4	2.8	129.2	9.8	18.5	166.0
Utilities (Millions)	304.6	562.0	0.6	106.9	5.2	6.8	7.5
Casualty and Liability (Millions)	143.4	117.3	3.9	24.1	5.9	8.3	26.7
Purchased Transportation (Millions)	613.7	55.5	36.2	67.1	17.9	26.8	51.9
Other (Millions)	-125.1	-749.4	2.4	4.4	-7.0	7.0	10.4
Operating Expense by Function Class:							
Vehicle Operations (Millions)	1,782.2	2,984.2	9.8	565.9	49.0	43.6	349.3
Vehicle Maintenance (Millions)	1,062.5	1,202.7	1.3	316.0	30.0	28.0	90.0
Non-vehicle Maintenance (Millions)	758.5	1,765.7	3.5	276.2	11.4	37.7	39.1
General Administration (Millions)	764.4	973.5	12.2	265.3	25.9	52.2	78.5
Purchased Transportation (Millions)	613.7	55.5	36.2	67.1	17.9	26.8	51.9
Expense, Capital Total (Millions)	2,949.2	5,876.6	5.8	3,325.8	102.1	44.6	238.9
Facilities, Guideway, Stations, Admin. Buildings (Millions)	2,033.3	4,386.4	3.5	2,933.1	83.6	15.8	138.3
Rolling Stock (Millions)	650.1	276.6	0.1	219.7	15.8	24.1	94.8
Other (Millions)	265.7	1,213.6	2.1	173.0	2.7	4.7	5.8
Revenue Vehicles Available for Maximum Service	7,059	10,469	44	1,986	324	381	186
Revenue Vehicles Operated at Maximum Service	6,163	9,209	31	1,380	200	266	135
Employees, Operating	28,182	49,796	142	10,075	903	1,370	4,191
Employees, Vehicle Operations	10,503	19,562	53	4,435	486	452	3,144
Employees, Vehicle Maintenance	8,261	9,264	42	2,075	243	393	420
Employees, Non-Vehicle Maintenance	6,505	16,353	33	2,428	92	297	215
Employees, General Administration	2,914	4,617	15	1,136	81	228	412
Employees, Capital	2,641	5,010	13	1,358	48	14	126
Diesel Fuel Consumed (Gallons, Millions)	92.8	0.0	1.1	0.0	0.0	0.0	35.5
Other Fossil Fuel Consumed (Gallons, Millions)	1.1	0.0	0.1	0.0	0.0	0.0	0.5
Electricity Consumed (kWh, Millions)	1,808.4	3,795.1	0.0	763.9	42.5	62.9	0.0

(a) Data for all public transportation service, urbanized area and rural.

Table 36: Commuter Rail and Hybrid Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Commuter Rail Agencies					
MTA Long Island Rail Road(MTA LIRR)	New York, NY	96,953.1	1	2,083,399.6	2
MTA Metro-North Commuter Railroad(MTA-MNCR)	New York, NY	82,807.7	2	2,437,326.7	1
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	81,353.9	3	1,905,025.7	3
Northeast Illinois Reg. Commuter Railroad Corp.(Metra)	Chicago, IL	74,246.6	4	1,681,876.1	4
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	36,899.2	5	522,945.7	6
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	36,083.9	6	729,727.6	5
Southern California Regional Rail Authority(Metrolink)	Los Angeles, CA	13,155.8	7	433,651.0	7
Peninsula Corridor Joint Powers Board, Caltrain(PCJPB)	San Francisco, CA	12,999.3	8	280,076.4	8
Maryland Transit Administration(MTA)	Baltimore, MD	8,532.2	9	257,908.1	9
Virginia Railway Express(VRE)	Washington, DC	4,702.2	10	151,270.1	10
South Florida Regional Transportation Authority(TRI-Rail)	Miami, FL	4,006.0	11	115,414.2	11
Northern Indiana Commuter Transportation District(NICTD)	Chicago, IL	3,668.1	12	106,008.0	12
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	2,803.1	13	62,333.2	13
Dallas Area Rapid Transit(DART)	Dallas, TX	2,252.1	14	43,186.4	17
Utah Transit Authority(UTA)	Salt Lake City, UT	1,905.1	15	50,850.5	15
North County Transit District(NCTD)	San Diego, CA	1,624.2	16	44,591.9	16
Rio Metro Regional Transit District(RMRTD)	Albuquerque, NM	1,191.7	17	51,756.7	14
Altamont Commuter Express(ACE)	Stockton, CA	786.9	18	35,964.6	20
Metro Transit	Minneapolis, MN	700.3	19	17,769.3	21
Connecticut Department of Transportation(CDOT)	Hartford, CT	624.2	20	13,570.7	22
Pennsylvania Department of Transportation(PENNDOT)	Philadelphia, PA	581.8	21	42,944.1	18
Northern New England Passenger Rail Auth.(NNEPRA)	Portland, ME	528.3	22	42,849.1	19
Denton County Transportation Authority(DCTA)	Denton, TX	387.1	23	5,724.7	23
Regional Transportation Authority(RTA)	Nashville, TN	279.3	24	4,461.4	24
Hybrid Rail Agencies					
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	2,782.3	1	40,546.1	1
North County Transit District(NCTD)	San Diego, CA	2,417.6	2	21,210.3	2
Capital Metropolitan Transportation Authority(CMTA)	Austin, TX	527.4	3	8,534.2	3
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	418.2	4	3,431.1	4

Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.
A full list of commuter rail agencies is available in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables*.

Table 37: Heavy Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
MTA New York City Transit(NYCT)	New York, NY	2,569,543.5	1	10,327,239.9	1
Washington Metropolitan Area Transit Authority(WMATA)	Washington, DC	285,306.7	2	1,584,631.0	2
Chicago Transit Authority(CTA)	Chicago, IL	231,154.3	3	1,541,186.3	4
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	166,961.1	4	581,700.4	5
San Francisco Bay Area Rapid Transit District(BART)	San Francisco, CA	118,674.8	5	1,545,718.0	3
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	102,796.2	6	456,868.2	7
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	79,852.6	7	339,698.3	8
Metropolitan Atlanta Rapid Transit Authority(MARTA)	Atlanta, GA	72,711.5	8	463,168.6	6
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	47,735.7	9	231,683.9	9
Miami-Dade Transit(MDT)	Miami, FL	18,706.1	10	139,721.1	10
Maryland Transit Administration(MTA)	Baltimore, MD	15,199.1	11	77,435.6	12
Alternativa de Transporte Integrado -ATI(PRHTA)	San Juan, PR	10,909.4	12	52,205.6	13
Port Authority Transit Corporation(PATCO)	Philadelphia, PA	10,612.9	13	93,958.0	11
Staten Island Rapid Transit Operating Authority(SIRTOA)	New York, NY	6,467.9	14	37,666.9	15
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	6,240.5	15	43,551.1	14

Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Table 38: Light Rail and Streetcar Agencies Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Light Rail Agencies					
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	74,816.0	1	196,463.7	4
Los Angeles County Metropolitan Transp. Auth.(LACMTA)	Los Angeles, CA	53,780.8	2	366,232.5	1
San Francisco Municipal Railway(MUNI)	San Francisco, CA	43,607.7	3	124,349.1	8
Tri-County Metropolitan Transp. District of Oregon(TriMet)	Portland, OR	42,227.7	4	223,788.2	2
San Diego Metropolitan Transit System(MTS)	San Diego, CA	32,654.6	5	194,821.5	5
Dallas Area Rapid Transit(DART)	Dallas, TX	27,653.9	6	214,583.6	3
Denver Regional Transportation District(RTD)	Denver, CO	20,639.1	7	175,736.8	6
New Jersey Transit Corporation(NJ TRANSIT)	New York, NY	19,038.6	8	57,198.4	14
Utah Transit Authority(UTA)	Salt Lake City, UT	17,401.9	9	79,831.3	10
Bi-State Development Agency(METRO)	St. Louis, MO	17,000.0	10	150,596.4	7
Valley Metro Rail, Inc.(VMR)	Phoenix-Mesa, AZ	13,553.5	11	93,289.8	9
Sacramento Regional Transit District(Sacramento RT)	Sacramento, CA	13,192.6	12	74,705.5	11
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	11,276.8	13	26,154.2	18
Metro Transit	Minneapolis, MN	10,498.2	14	55,854.2	16
Santa Clara Valley Transportation Authority(VTA)	San Jose, CA	10,372.9	15	56,050.6	15
Maryland Transit Administration(MTA)	Baltimore, MD	8,796.3	16	57,500.6	13
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	8,701.1	17	67,500.3	12
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	7,130.4	18	33,971.7	17
Niagara Frontier Transportation Authority(NFT Metro)	Buffalo, NY	7,093.2	19	19,375.2	20
Charlotte Area Transit System(CATS)	Charlotte, NC	4,889.5	20	25,735.4	19
The Greater Cleveland Regional Transit Authority(GCRTA)	Cleveland, OH	2,856.4	21	16,938.8	21
Transportation District Comm. of Hampton Roads(HRT)	Virginia Beach, VA	1,360.1	22	5,648.4	22
Streetcar Agencies					
Southeastern Pennsylvania Transp. Authority(SEPTA)	Philadelphia, PA	26,054.9	1	65,533.7	1
San Francisco Municipal Railway(MUNI)	San Francisco, CA	8,078.2	2	11,894.4	3
New Orleans Regional Transit Authority(NORTA)	New Orleans, LA	7,229.0	3	13,714.6	2
City of Portland(PBOT)	Portland, OR	3,664.5	4	3,732.7	4
Memphis Area Transit Authority(MATA)	Memphis, TN	1,383.0	5	1,672.2	5
Central Puget Sound Regional Transit Authority(ST)	Seattle, WA	1,024.1	6	871.1	6
King County Department of Transp.(King County Metro)	Seattle, WA	750.9	7	650.0	7
Hillsborough Area Regional Transit Authority(HART)	Tampa, FL	306.2	8	523.0	8
Central Arkansas Transit Authority(CATA)	Little Rock, AR	104.9	9	162.6	9
Kenosha Transit(KT)	Kenosha, WI-IL	40.1	10	45.7	10

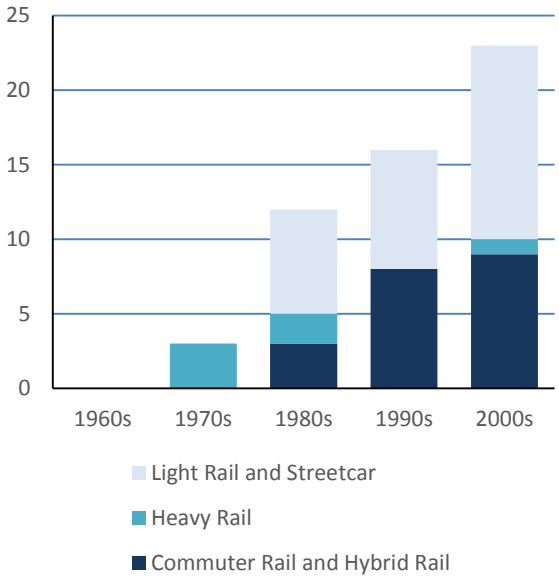
Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.
A full list of light rail agencies is available in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables*.

Table 39: Other Rail Agencies Ranked by Unlinked Passenger Trips and Passenger Miles by Type of Rail Agency, Report Year 2012 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Cable Car					
San Francisco Municipal Railway(MUNI)	San Francisco, CA	7,270.2	1	9,049.5	1
Inclined Plane					
Port Authority of Allegheny County(Port Authority)	Pittsburgh, PA	1,249.3	1	163.3	2
Chattanooga Area Regional Transp. Authority(CARTA)	Chattanooga, TN	347.9	2	347.9	1
Cambria County Transit Authority(CamTran)	Johnstown, PA	94.9	3	16.1	3
Monorail and Automated Guideway Transit					
Miami-Dade Transit(MDT)	Miami, FL	9,102.4	1	9,738.7	1
Las Vegas Monorail Company(LVMC)	Las Vegas, NV	4,128.1	2	5,779.4	2
Detroit Transportation Corporation(Detroit People Mover)	Detroit, MI	2,388.3	3	3,589.2	3
West Virginia University - Morgantown Pers. Rapid Transit	Morgantown, WV	2,337.3	4	---	---
City of Seattle - Seattle Center Monorail Transit(SMS)	Seattle, WA	2,106.8	5	1,896.2	4
Jacksonville Transportation Authority(JTA)	Jacksonville, FL	817.2	6	374.9	5

Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com

Figure 12: New Rail System Openings



Of the 84 streetcar and commuter, hybrid, heavy, and light rail systems now operated by transit agencies, more than 70 percent have opened since 1970. Only 9 current rail systems have been operating since the 19th Century, all but 2 from before electricity was used to power rail cars. During the previous three decades, the 1940s through the 1960s, only one currently operating rail system was opened. Many of the street railways built from 1890 to 1910 had closed before 1970. Since 1970, 23 new commuter and hybrid rail systems, 6 new heavy rail, and 31 new light rail and streetcar systems have begun transit service. Rail transit is the new modern way to travel. A complete list of fixed guideway systems and the year they opened can be found in the *2014 Public Transportation Fact Book, Appendix A: Historical Tables* at www.apta.com.

Table 40: Ferryboat Agencies in Urbanized Areas Ranked by Unlinked Passenger Trips and Passenger Miles, Report Year 2012 (Thousands)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips		Passenger Miles	
		Thousands	Rank	Thousands	Rank
Washington State Ferries(WSF)	Seattle, WA	22,219.1	1	173,533.1	1
New York City Department of Transportation(NYCDOT)	New York, NY	22,178.8	2	115,330.0	2
Port Imperial Ferry Corporation dba NY Waterway	New York, NY	4,030.5	3	15,625.0	6
Crescent City Connection Div. - Louisiana DOT(CCCD)	New Orleans, LA	2,352.2	4	1,223.1	13
Golden Gate Bridge, Highway and Transp. Dist.(GGBHTD)	San Francisco, CA	2,195.4	5	24,210.8	3
Puerto Rico Maritime Transport Authority (PRMTA)	San Juan, PR	1,900.1	6	20,900.8	4
BillyBey Ferry Company, LLC	New York, NY	1,707.6	7	3,456.9	10
Port Authority Trans-Hudson Corporation(PATH)	New York, NY	1,439.4	8	3,681.6	9
Massachusetts Bay Transportation Authority(MBTA)	Boston, MA	1,399.7	9	11,250.1	7
Plaquemines Parish Government(PPG)	New Orleans, LA	981.7	10	530.1	17
Casco Bay Island Transit District(CBITD)	Portland, ME	939.7	11	2,950.6	11
San Francisco Bay Area Water Emergency Transp. Auth.	San Francisco, CA	727.7	12	5,048.9	8
City of Vallejo Transp. Program(Vallejo Transit, Baylink)	Vallejo, CA	668.8	13	18,993.1	5
Chatham Area Transit Authority(CAT)	Savannah, GA	642.1	14	244.0	19
Kitsap Transit	Bremerton, WA	437.8	15	688.0	16
King County Ferry District(KCFD)	Seattle, WA	428.3	16	2,278.6	12
Transportation District Comm. of Hampton Roads(HRT)	Virginia Beach, VA	380.7	17	194.4	20
Metro-North Commuter Railroad Company(MTA-MNCR)	New York, NY	200.6	18	755.2	15
Pierce County Ferry Operations(Pierce County Ferry)	Seattle, WA	183.4	19	777.0	14
Corpus Christi Regional Transportation Authority(The B)	Corpus Christi, TX	86.7	20	104.0	21
Port of Kingston(POK)	Non-UZA	12.6	21	308.7	18
Central Oklahoma Transp. and Parking Authority(COTPA)	Oklahoma City, OK	8.9	22	31.9	22

Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database*.
For complete size ranking lists of all transit agencies reporting to the Federal Transit Administration 2012 National Transit Database, see the *2014 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics* at www.apta.com.

Rural Agency Modal Data

The National Transit Database publishes a separate and less detailed database for rural transit agencies which provide service outside of urbanized areas. Unless specifically stated, all data in the *Public Transportation Fact Book* include the entire public transportation industry, including agencies operating in urbanized areas and those operating in rural areas.

Table 41: 35 Largest Rural Bus and 12 Largest Rural Commuter Bus Agencies
Ranked by Unlinked Passenger Trips, Report Year 2012

State	Transit Agency Name	Unlinked Passenger Trips	
		Number (a)	Rank
	Rural Bus Agencies		
MD	Mayor and City Council Town of Ocean City	2,852,169	1
HI	County of Maui - Dept. of Transportation	2,510,248	2
IL	City of Macomb	1,966,114	3
UT	Park City Municipal Corporation	1,919,923	4
CO	Summit County Board of Community Commissioners	1,724,873	5
CO	Roaring Fork Transportation Authority	1,622,910	6
NC	AppalCart	1,554,294	7
WA	Pullman Transit	1,472,626	8
AK	City and Borough of Juneau	1,281,718	9
MA	Martha's Vineyard Transit Authority	1,183,056	10
WA	Island Transit	1,100,692	11
CO	City of Steamboat Springs	993,468	12
WA	Grays Harbor Transit	893,220	13
TN	City of Gatlinburg	875,768	14
VT	Advance Transit, Inc. NH	863,561	15
WA	Clallam Transit System	833,142	16
WY	Southern Teton Area Rapid Transit	808,997	17
NV	Tahoe Transportation District	771,243	18
TN	Pigeon Forge Fun Time Trolleys	753,354	19
HI	County of Kaua'i - Transportation Agency	747,236	20
CO	Eagle County Regional Transportation Authority	743,528	21
VA	VRT-NoVA Loudoun Region	741,810	22
NY	City of Oneonta	733,826	23
PA	New Castle Area Transit Authority	682,076	24
OK	OSU-Stillwater Community Transit	662,158	25
NJ	Intercity - Shortline - Hudson Transit (1)	658,386	26
CO	City of Durango	622,942	27
TX	City of South Padre Island	589,337	28
CO	Mountain Express	561,544	29
NM	Incorporated County of Los Alamos	556,237	30
CO	Town of Breckenridge	538,504	31
CA	Eastern Sierra Transit Authority	522,394	32
IA	Clinton Municipal Transit Administration	497,015	33
CO	Town of Snowmass Village	475,636	34
WY	University of Wyoming	464,468	35
	Rural Commuter Bus Agencies		
CO	Roaring Fork Transportation Authority	1,925,493	1
HI	County of Hawaii Mass Transit Agency	1,315,222	2
CA	Humboldt Transit Authority	568,648	3
CA	Kern Regional Transit	462,720	4
HI	County of Maui - Dept. of Transportation	193,163	5
OR	City of Sandy	188,672	6
TX	El Paso County	161,047	7
OR	Yamhill County	155,522	8
TX	Panhandle Community Services	136,840	9
VT	Chittenden County Transportation Authority d/b/a Green Mountain Transit Agency	116,883	10
NM	North Central Regional Transit District	111,680	11
VT	Marble Valley Regional Transit District	107,709	12

Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database* for Rural Areas. FY 2012 rural area NTD data are available on the APTA web site at www.apta.com.
(a) Sum of "regular trips" and "coordinated trips."

Table 42: 35 Largest Rural Demand Response and 12 Largest Demand Response Taxi Agencies Ranked by Unlinked Passenger Trips, Report Year 2012

State	Transit Agency Name	Unlinked Passenger Trips	
		Number (a)	Rank
	Rural Demand Response Agencies		
MO	OATS, Inc.	1,702,272	1
OK	KI BOIS Community Action Foundation, Inc.	738,848	2
KY	Rural Transit Enterprises Coordinated, Inc.	722,326	3
AL	West Alabama Public Transportation	631,883	4
MI	Isabella County Transportation Commission	613,098	5
MI	Bay Area Transportation Authority	512,415	6
MS	City of Oxford	472,202	7
IL	South Central Illinois Mass Transit District	462,256	8
HI	County of Maui - Dept. of Transportation	449,080	9
IA	Southwest Iowa Planning Council /SW Iowa Transit	428,331	10
IA	North Iowa Area Council of Governments	401,504	11
AR	Central Arkansas Development Council	372,883	12
TX	Ark-Tex Council of Governments	367,629	13
IA	Heart of Iowa Regional Transit Agency	362,472	14
MI	Marquette County Transit Authority	360,349	15
CA	Fresno County Rural Transit Agency	351,316	16
SD	CCTS d/b/a River Cities Transit	338,625	17
GA	Southwest Georgia RC	333,761	18
MI	Huron Transit Corporation	307,225	19
MO	Southeast Missouri Transportation, Inc.	305,472	20
AL	Baldwin County Commission	302,248	21
TN	South Central Tennessee Development District	301,780	22
IA	Regional Transit Authority/RIDES	294,369	23
KY	Leslie, Knott, Letcher & Perry Community Action	289,734	24
PA	Washington County Transit Authority	278,506	25
TN	East Tennessee Human Resource Agency	258,956	26
TX	Panhandle Community Services	240,864	27
OK	Community Action Development Corporation	238,304	28
KY	Bluegrass Community Action Agency	237,490	29
TX	Capitol Area Rural Transportation System	236,586	30
AR	Southeast Arkansas Transit	233,963	31
KY	Pennyrile Allied Community Services, Inc.	233,559	32
NV	SNTC-Laughlin	231,553	33
TN	Mid-Cumberland Human Resource Agency	229,583	34
TN	Upper-Cumberland Human Resource Agency	227,457	35
	Rural Demand Response Taxi Agencies		
NC	Mecklenburg County DSS	273,041	1
WI	City of Beaver Dam	131,037	2
HI	County of Hawaii Mass Transit Agency	122,307	3
WI	City of Portage	112,276	4
WI	City of Watertown	106,144	5
WI	City of Wisconsin Rapids	98,844	6
WI	City of Marshfield	82,551	7
WI	City of Rhinelander	70,352	8
ME	Penquis Community Action Program, INC.	61,207	9
WI	City of Monroe	57,497	10
WI	City of Waupaca	54,681	11
WI	City of Fort Atkinson	53,042	12
WI	City of Viroqua	50,703	13
MD	Baltimore County Department of Aging	46,470	14
WI	City of Baraboo	39,273	15

Includes only transit agencies reporting to Federal Transit Administration FY 2012 *National Transit Database* for Rural Areas. FY 2012 rural area NTD data are available on the APTA web site at www.apta.com.
(a) Sum of "regular trips" and "coordinated trips."

Intercity Passenger Rail

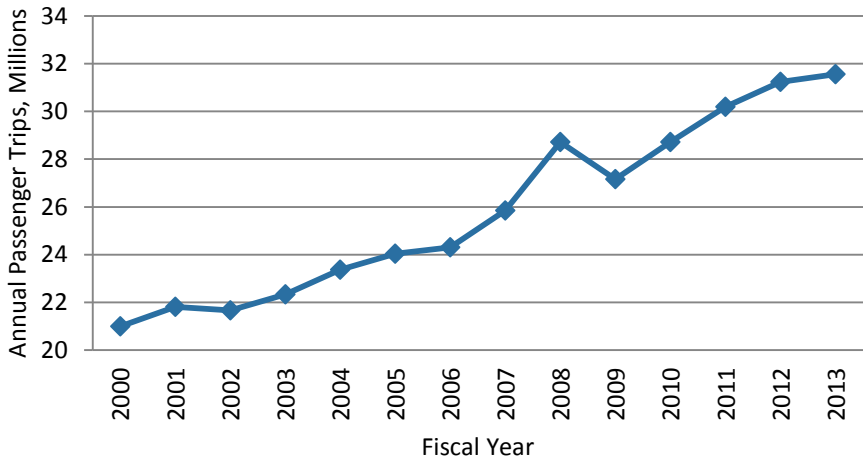
Intercity rail has experienced consistent growth in passenger trips over the past 12 years, as shown in Figure 13, reaching an all time high of 31.6 billion passenger trips in Fiscal Year 2013. These "systemwide" data are for National Railroad Passenger Corporation (NRPC), better known as Amtrak, intercity trains, and exclude any commuter rail service operated by the NRPC under contract to transit agencies. Those commuter rail data are reported as part of commuter rail statistics in the earlier sections of the *Public Transportation Fact Book*. Some "systemwide" service operated by the NRPC in cooperation with state governments and with commuter rail operating characteristics has been included in the National Transit Database, and with some additional amounts has been included in the totals in the *Public Transportation Fact Book.*

Table 43: Systemwide (a) Intercity Passenger Rail
Fiscal Year 2012 and 2011

Statistic (a)	2012	2011
Systemwide Intercity Passenger Trips (millions)	31.2	30.1
Systemwide Passenger Miles (millions)	6,806	6,634
Systemwide Route Miles (thousands)	21	21
Systemwide Train Miles (millions)	38	37
Average Passenger Trip Length (miles)	218.1	220.3

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

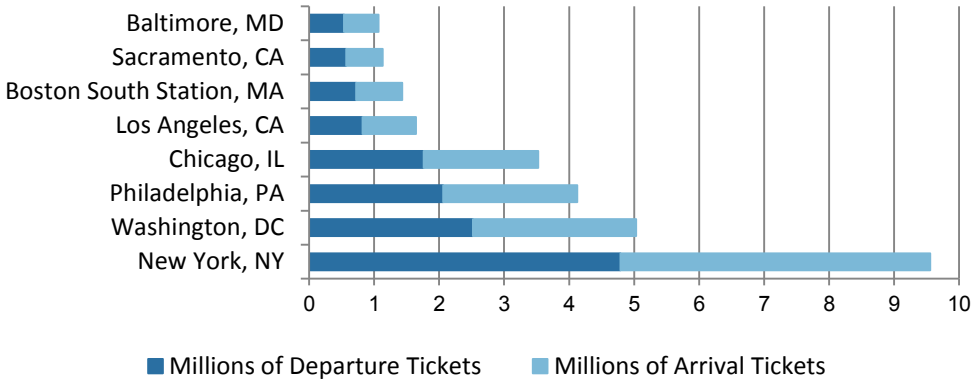
Figure 13: Intercity Passenger Rail Ridership Shows Long-Term Growth



Source: National Railroad Passenger Corporation

Figure 14 shows intercity rail stations with more than 1 million arriving or departing passengers in FY 2013. These are intercity passengers only; any commuter rail passengers as defined by the National Railroad Passenger Corporation using these stations would be additional passengers. New York's Penn Station has the largest number with about 4.8 million arrivals and 4.7 million departures.

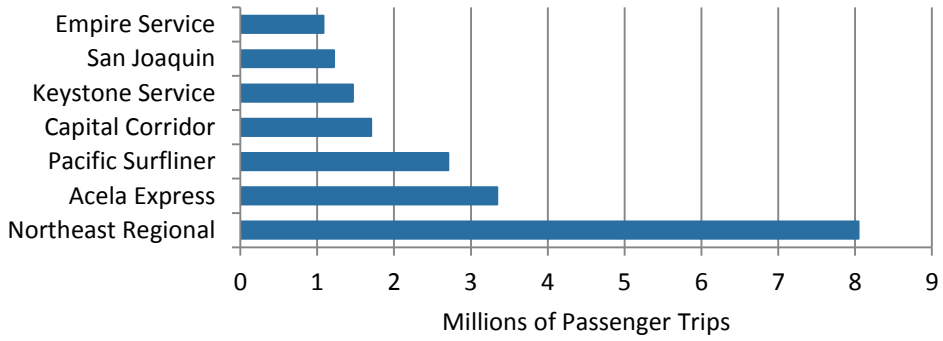
Figure 14: Intercity Passenger Rail Stations with More Than 1,000,000 Tickets, FY 2013



Source: National Railroad Passenger Rail Corporation *National Fact Sheet: 2013*

Intercity rail ridership growth has not only been consistent over time, but also across the country. Figure 15 shows the intercity rail ridership for each corridor service used by more than 1 million passengers in FY 2013.

Figure 15: Ridership on Busiest Intercity Passenger Rail Services, FY 2013



Source: National Passenger Rail Corporation *National Fact Sheet: 2013*

Canadian Data

Table 44 provides a summary of Canadian public transportation data as provided by the Canadian Urban Transit Association (CUTA).

Table 44: Canadian Transit Data Summary
(All Dollar Amounts Are Canadian Dollars)
Report Year 2012

Statistic	Amount	Statistic	Amount
Fixed-Route Transit Services		**Fixed-Route Transit Services, continued**	
Number of Systems Reporting	101	Direct Operating Expenses (Millions) (c)	6.797.9
Vehicle Revenue Miles (Millions)	644.5	Transportation Operations (Millions)	3,147.9
Total Vehicle Miles (Millions)	727.8	Fuel/Energy (Millions)	644.0
Vehicle Revenue Hours (Millions)	47.9	Vehicle Maintenance (Millions)	1,220.1
Total Vehicle Hours (Millions)	52.9	Plant Maintenance (Millions)	651.8
Regular Service Passengers (a) (Millions)	2,205.6	General and Administration (Millions)	1,043.6
Passenger Boardings (b) (Millions)	3,010.2	Passenger Revenue (Millions)	3,614.6
Passenger Miles (Millions)	6,798.6	Total Operating Revenue (Millions)	3,762.7
Employees (Full and Part Time)	52,708	Total Operating Revenue and	
Operators	27,473	Financial Assistance (Millions)	7,360.2
Other Transportation Operations	4,838	Operating Revenue per Regular	
Vehicle Maintenance	8,515	Service Passenger	1.81
Non-Vehicle Maintenance	5,103	Adult Cash Fare, Average	2.48
General Administration	6,780	Total Capital	
Total Passenger Vehicles	18,842	Expenditures (Millions)	4,761.9
Bus(d)	15,561	**Specialized Transit Services**	
Commuter Rail	838	Number of Systems Reporting,	
Heavy Rail	1,596	Dedicated Service	71
Light Rail and Streetcar	841	Passengers Dedicated Service (Millions)	11.9
Other	6	Passengers Dedicated and Non-Dedicated	
Peak Period Passenger Vehicles	14,951	Service Total (millions)	18.4
Bus(d)	12,328	Total Vehicle Miles, Dedicated	
Commuter Rail	738	Service (Millions)	55.1
Heavy Rail	1,210	Total Vehicle Hours, Dedicated	
Light Rail and Streetcar	670	Service (Millions)	4.9
Other	5	Total Operating Revenue	
Average Bus Age (years)	6.8	(Millions)	39.1
Percent Bus Fleet Accessible	95.2%	Operating Expense (Millions)	482.4

Source: Canadian Urban Transit Association, totals for reporting agencies only.
(a) "Regular service passenger trips" are similar to linked trips and are not the same measurement as "unlinked passenger trips" reported for United States transit agencies in the *2014 Public Transportation Fact Book*.
(b) "Boarding passengers" is a similar measure to "unlinked passenger trips" reported for United States transit agencies in the *2014 Public Transportation Fact Book.*
(c) Includes unallocated amounts.
(d) Includes trolleybuses.
Canadian "fixed-route transit services" data from 1955 through 2012 and "specialized transit services" data from 1991 through 2012 can be found in the *2014 Public Transportation Fact Book Appendix A: Historical Tables* at www.apta.com.

APTA Association History

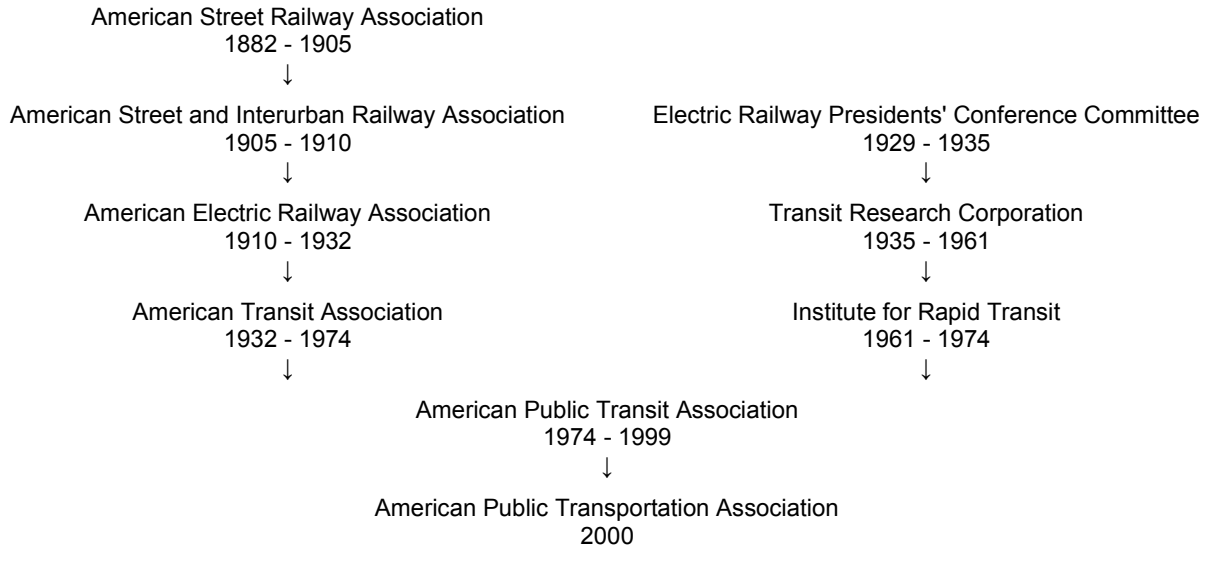
The American Public Transportation Association traces its ancestry back 131 years to December 13, 1882 when 56 transit executives from across the United States and Canada met at Young's Hotel in Boston and created the American Street Railway Association. In the early years of the association's existence,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

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

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

Representing many of the same transit companies and striving to achieve the same improvements and growth in the transit industry, the American Transit Association and Institute for Rapid Transit merged in 1974 to create the American Public Transit Association. In 2000, the Association's name was changed to the American Public Transportation Association, reflecting the wide variety of mobility and transportation services beyond traditional transit provided by its members. The following pages present APTA's association ancestry, chief executive officers, lifetime achievement award recipients, senior elected officers, and Hall of Fame members.

APTA Association Ancestry



APTA Chief Executive Officers

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

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

William W. Millar, President 1996 - 2011

Jack R. Gilstrap, Executive Vice President 1980 - 1996

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

APTA Lifetime Achievement Award Recipients

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

Rosa Parks, 1997

Mortimer Downey, 2000

Norman Y. Mineta, 2006

APTA Senior Elected Officers

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

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

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

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

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

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

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

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

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

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

1978-1979 Chair
Harold L. Fisher,
New York City, NY

1979-1980 President
Houston P. Ishmael, Memphis, TN

1979-1980 Chair
John L. McDonnell, Oakland, CA

1980-1981 President
Leonard Ronis, Cleveland, OH

1980-1981 Chair
John L. McDonnell, Oakland, CA

1981-1982 President
Leonard Ronis, Cleveland, OH

1981-1982 Chairs
Eugene M. Barnes, Chicago, IL
David F. Girard-diCarlo,
Philadelphia, PA

1982-1983 President
James H. Graebner, San Jose, CA

1982-1983 Chair
Joseph Alexander, Washington, DC

1983-1984 President
James H. Graebner, San Jose, CA

1983-1984 Chair
Joseph Alexander, Washington, DC

1984-1985 President
Bernard J. Ford, Chicago, IL

1984-1985 Chair
Warren H. Frank, Syracuse, NY

1985-1986 President
Lawrence W. Jackson,
Long Beach, CA

1985-1986 Chair
Warren H. Frank, Syracuse, NY

1986-1987 President
Lawrence W. Jackson,
Long Beach, CA

1986-1987 Chair
Reba Malone, San Antonio, TX

1987-1988 Chair
Reba Malone, San Antonio, TX

1988-1989 Chair
James E. Cowan, Portland, OR

1989-1990 Chair
Daniel T. Scannell,
New York City, NY

1990-1991 Chair
Alan F. Kiepper,
New York City, NY

1991-1992 Chair
Louis H. Parsons, Toronto, ONT

1992-1993 Chair
Louis J. Gambaccini,
Philadelphia, PA

1993-1994 Chair
Rod Diridon, San Jose, CA

1994-1995 Chair
Richard J. Simonetta, Atlanta, GA

1995-1996 Chair
Frank J. Wilson, Trenton, NJ

1996-1997 Chair
Leslie R. White, Vancouver, WA

1997-1998 Chair
Howard C. Breen, Kansas City, MO

1998-1999 Chair
Shirley A. DeLibero, Houston, TX

1999-2000 Chair
John P. Bartosiewicz,
Fort Worth, TX

2000-2001 Chair
Ronald J. Tober, Charlotte, NC

2001-2002 Chair
Peter M. Cipolla, San Jose, CA

2002-2003 Chair
Celia G. Kupersmith,
San Francisco, CA

2003-2004 Chair
George F. Dixon, III, Cleveland, OH

2004-2005 Chair
Richard A. White, Washington, DC

2005-2006 Chairs
Ronald L. Barnes, Columbus OH
Howard Silver, Bakersfield, CA

2006-2007 Chair
Howard Silver, Bakersfield, CA

2007-2008 Chair
Michael Townes, Norfolk, VA

2008-2009 Chair
Beverly A. Scott, Ph.D., Atlanta, GA

2009-2010 Chair
Mattie P. Carter, Memphis, TN

2010-2011 Chair
Michael J. Scanlon, San Carlos, CA

2011-2012 Chair
Gary C. Thomas, Dallas, TX

2012-2013 Chair
Flora M. Castillo, Newark, NJ

2013-2014 Chair
Peter Varga, Grand Rapids, MI

2014-2015 Chair
Phillip A. Washington, Denver, CO

APTA Hall of Fame

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

1983
Carmack Cochran
Leo J. Cusick
E. Roy Fitzgerald
Dominic J. Giacoma
F. Norman Hill
Donald C. Hyde
Frederick J. Johnson
Walter J. McCarter
W.H. Paterson
Walter S. Rainville, Jr.

1984
George J. Clark
Walter S. Douglas
Jackson Graham
John F. Hoban
Robert B. Johnston
Alton McDonald
Robert Pollock
David Ringo
Robert Sloan

1985
Wilfred E.P. Duncan
Stanley H. Gates, Jr.
Joseph V. Garvey
Peter J. Giacoma
Jesse L. Haugh
Henry M. Mayer
Thomas O. Prior
William J. Ronan
Bernard Shatzkin
Harley L. Swift

1986
John C. Baine
Leonard W. Bardsley
Fred B. Burke
George Gibbs
David G. Hammond
Lucien L'Allier
Peter J. Meinardi

1987
Edgar A. Claffey
William F. Farell
David Q. Gaul
P.S. Jenison
Anthony R. Lucchesi
Thomas G. Neusom
Herbert J. Scheuer

1988
Henry R. DeTournay
Georges G. Donato
John J. Gilhooley
William B. Hurd
Victor Sharman
Lloyd G. Berney
James A. Caywood
Robert M. Coultas
Alan Sterland

1990
Alan L. Bingham
Charles E. Keiser
Leonard Ronis
Erland A. Tillman

1991
Wilbur P. Barnes
S.A. Caria
Houston P. Ishmael
Edward R. Stokel
Robert G. Decker
John Duncan Simpson
Carmen Turner
H. Donald White

1993
James W. Donaghy
Joseph C. Kelly
Robert Wayne Nelson

1994
Robert M. Brown
Miriam L. Gholikely
Colonel William R. Lucius
Kenneth S. Voigt

1995
Robert S. Korach
George Krambles
James R. Mills
James Reading
Frank Julian Sprague

1996
Keith Bernard
Robert Buchanan
Albert Paul Moniz
B.R. Stokes

1997
George E. Benson
Peter Bigwood
Henry C. Church
John F. Hutchison
Harvel W. Williams

1998
John A. Dash
Warren H. Frank
Jack R. Gilstrap
Kenneth M. Gregor
William A. Luke

1999
Albert Engelken
Louis J. Gambaccini
George W. Heinle
James A. Machesney

2000
Milton Pikarsky
Daniel T. Scannell

2001
Gerald T. Haugh
Robert G. MacLennan

2002
James L. Lammie

2003
Lawrence D. Dahms
Alan F. Kiepper

2004
John A. Dyer, Ph.D.
Jan den Oudsten

2005
Carlton Sickles
Virendra K. Sood

2006
H. Welton Flynn
Louis L. Heil
Dan Reichard, Jr.
Shirley A. DeLibero

2007
David L. Gunn

2008
Joe Alexander
Frank Lichtanski
Reba Malone

2009
Bernard J. Ford

2011
Roger Snoble

2012
Peter Cipolla

2013
William W. Millar
Richard Simonetta

2014
Rod Diridon, Sr.
Ronald J. Tober

Milestones in Public Transportation and High-Speed Rail History

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

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

The 19th Century: The Invention of Modern Urban Public Transportation

1800 Most Americans lived in rural areas. Only 322,000 people, 6.1 percent of the total U.S. population of 5.3 million, lived in urban areas. New York City was the nation's most populous city, with 60,000 people, nearly twice as many as 10 years earlier. People still walked everywhere, but the sudden growth of cities was creating a need for transportation alternatives. By the 1830 Census, shortly after the introduction of transit service, New York City's population exceeded 200,000.

1827 Transit service was first provided in New York City, using horse-drawn carriages. Abraham Brower provided service in lower Manhattan. Brower also introduced a vehicle designed especially for transit service, the horse-drawn *Omnibus*, in 1831. For 12½ cents, about $3.30 in today's money, the traveler could ride about two miles from the Battery north to Bond Street.

1832 A year after the Omnibus entered service, the first horse-drawn street railway began operation in New York. The New York and Harlem Railway ran along the Bowery from Prince Street to 14th Street.

1855 The first common carrier railroad in the United States was the Baltimore and Ohio Railroad, with a line from Baltimore to Ellicott's Mills, now Ellicott City, Maryland, which opened in 1830. Which intercity railroad, however, operated the first service intended solely for commuters is uncertain. An 1855 New York and Harlem Railway timetable, by then using steam powered trains north of 32nd Street, listed 14 trains a day to and from Williams' Bridge, and seven as far as White Plains.

1861 The growing importance of urban transportation is exemplified by senior military leaders from both the North and South who were executives of street railways before and after the Civil War. Future Union General William Tecumseh Sherman was president of the Fifth Street Railroad in St. Louis, MO, when the Civil War started. Following the Civil War, former Confederate General P.G.T. Beauregard became president of the New Orleans and Carrollton Street Railway, now the St. Charles Avenue Streetcar Line of the New Orleans Regional Transit Authority.

1868 The first elevated railway opened in New York City. The West Side and Yonkers Patent Railway, a cable powered railway, was not successful and ceased operation in 1870. It was replaced in 1871 by the Westside Patented Railway Company, which successfully used trains pulled by small steam engines.

1872 The Great Epizootic of 1872 killed large numbers of horses used by street railways, 18,000 in New York City alone. The desire to reduce the risk, as well as the pollution associated with horse-driven cars, would lead to increased efforts to find mechanically powered substitutes.

1873 The first successful cable-hauled street railway, the Clay Street Hill Railroad, opened in San Francisco, CA. The sole remaining cable cars in the U.S. today are operated by the San Francisco Municipal Transportation Agency, but do not follow the 1873 route. Although often visualized as a transit mode solely for hilly terrains, cable cars were used throughout the country; in 1887 the Chicago City Railway was operating 150 three-car trains in regular service.

1880 The decades after the Civil War witnessed the growth of "main line" suburbs served by commuter railroads. Frequent train service allowed upper middle class professionals and executives to maintain large households in suburbs and commute to their employment in central cities. Examples of these main lines included the Chicago and Northwestern Railway reaching north from Chicago to Evanston, Wilmette, Winnetka, and Glencoe and the Pennsylvania Railroad line west from Philadelphia to Ardmore, Haverford, Bryn Mawr, and Villanova.

1882 On November 22, delegates from five cities met to form the Ohio Street Railway Association, the first state transit association.

1882 On December 13, 56 delegates of street railways met at Young's Hotel in Boston, MA to found the American Street Railway Association, APTA's original predecessor. Hardin H. Littell, General Manager of the Louisville City Railway Company was selected President. One delegate, Frank DeHass Robison, would later become a co-owner of two National League baseball teams, the Cleveland Spiders and the St. Louis Cardinals.

1883 The Brooklyn Bridge opened between New York and Brooklyn. One way to cross it was a 6,000 foot long cable car ride. It is believed to be the earliest publicly built and operated transit service. By 1907, streetcars and elevated trains carried more than one-quarter million riders a day over the bridge.

1888 The Union Passenger Railway in Richmond, VA began regular service on February 2. The Union Passenger Railway was the first successful electrically powered streetcar service in the United States. The system's designer, Frank J. Sprague, would receive contracts to build 113 more electric street railways in the next two years.

1892 The Amalgamated Association of Street and Electric Railway Employees, now named the Amalgamated Transit Union (ATU), was founded. The ATU has the largest membership among unions that represent transit workers throughout the United States and Canada.

1892 The first transit post office was operated by the St. Louis and Suburban Railway. Similar to a railway post office car on a railroad, the transit post office car had, in addition to the streetcar crew, a postal clerk to cancel and sort mail, and another to receive and drop off mail. A letter dropped in a white mail box would be picked up by a streetcar post office. Streetcar mail service was provided in 14 of America's largest cities. The United Railways and Electric Company of Baltimore, MD, was the last operator of streetcar mail service in 1929.

1894 The Census Office of the Department of Interior published the 1890 Census of Street Railway Transportation. The Census found that Americans took two billion trips on street railways in 1890. Although the number of street railways using electric power had grown from zero in 1885 to 144 in 1890, most street railways remained horse powered. Of the 32,505 streetcars in service, 2,805 were electrically powered, 2,113 were steam powered, 5,089 were cable cars, and 22,408 were pulled by animals.

1897 The first section of the Tremont Street subway opened in Boston, MA. The first subway in the United States, it was built by the Boston Transit Commission, a public agency, to take streetcars operated by the private West End Street Railway off of the highly congested surface streets in downtown Boston.

The Early 20th Century: Subways and Infrastructure Investments Change the Urban Landscape

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

1904 The State of North Dakota Capital Car Line opens in Bismarck, ND. The Capital Car Line was the first rail transit system owned by a state government. It provided railway service from the Capitol building through downtown Bismarck.

1904 The first New York City subway line opened from City Hall to 145th Street. The subway was built by New York City and leased to the Interborough Rapid Transit Company for operation.

1904 The American Street Railway Association annual meeting was held in the Transportation Pavilion of the Louisiana Purchase Exposition in St. Louis, MO. Forty years later the Exposition would be celebrated in the movie *Meet Me in Saint Louis*, which included Judy Garland signing *The Trolley Song*.

1905 The first transit bus, a gasoline powered double-decker, was operated by the Fifth Avenue Coach Company in New York. Poorly maintained streets in many cities slowed introduction of buses. By 1926 there were 14,400 transit buses in operation, compared to 62,857 streetcars. The number of vehicles in transit bus service first exceeded the number of streetcars in 1939.

1905 The City of New York becomes the owner and operator of the Staten Island Ferry. The takeover followed Staten Island's consolidation into New York City in 1898.

1906 The first municipally owned and operated electric street railway opened in Monroe, LA.

1908 The first of two pairs of tubes opened under the Hudson River, a second pair would open the following year. The first crossings of the Hudson River at New York, the tubes carried trains of the Hudson and Manhattan Railroad, now the Port Authority Trans-Hudson, or, more familiarly, PATH. For the first time railroad passengers could transfer to transit cars and quickly cross from New Jersey to New York without concern about the weather conditions affecting river traffic.

1910 A great Mississippi River bridge, named after Illinois Congressman and Senator William B. McKinley, who was also chief executive of the Illinois Traction System, opened. The McKinley Bridge brought Illinois Traction suburban streetcars and interurban trains directly into the downtown St. Louis, MO, area. Only the third bridge to cross the Mississippi at St. Louis, the bridge has now been rebuilt for pedestrian, bicycle, and automobile traffic.

1914 The Chief Examiner of Accounts of the Interstate Commerce Commission stated that "In the preparation of the revision of the accounting rules contained in [the Uniform System of Accounts] . . . the Commission has had the cooperation of the Committee on a Standard Classification of Accounts of the American Electric Railway Accountants' Association." APTA predecessors also developed the standard motor bus accounting system and assisted in early Bureau of the Census publications of street railway data. APTA predecessors were the sole compilers and publishers of national transit data from the 1940s until the first National Transit Database (NTD) report was published by the Federal Transit Administration. APTA was a leader in developing the Uniform System of Accounts (USOA) which led to the NTD in 1979.

1914 The American Museum of Safety authorized the American Electric Railway Association to present the Anthony N. Brady Awards for Safety. The Boston Elevated Railway Company of Boston, MA, was the first winner of the Gold Medal for outstanding safety. Other honorees were the Public Service Railway Company, Newark, NJ, and the Northern Traction and Light Company, Akron, OH. APTA continues to present Bus and Rail Safety and Security Excellence Awards annually to recognize the efforts of transit agencies to provide safe travel for their passengers and a safe workplace for their employees.

1915 The Fourth Avenue Subway in Brooklyn, first line of the Dual Contracts, opened. Subway Contracts III and IV are a joint partnership, with New York City building the subways, and private companies owning and operating the rail transit systems. The Dual Contracts were among America's greatest civic investments, allowing residents of the shockingly overcrowded lower East Side of Manhattan to access lower-cost, higher-quality housing.

1917 Responding to labor shortages during World War I, street and elevated railways in a dozen cities hired female conductors for the first time. After the war, their numbers diminished, and by the 1930 Census only 17 women were employed as streetcar conductors. Women would again be hired during World War II as conductors as well as for other transit jobs traditionally held only by men.

1918 The impact of cost increases and fixed revenues lead to consideration of widespread public takeover of transit properties. James D. Mortimer, President of the Milwaukee Electric Railway and Light Company, introduced a motion at the Annual Conference of the American Electric Railway Association describing the recent financial difficulties faced by street railways. He proposed that the best option for private street railways to remain in operation was to seek takeover by a public agency. The recommendation concluded that, "The American Electric Railway Association recommends to its Member Companies that they facilitate in every reasonable way the public acquisition of the present electric railway properties. . ." The motion was passed by the Conference attendees and referred to the Association Executive Committee, but no further action is known to have been taken.

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

1920 From 1910 to 1920, plans had been developed for rail rapid transit subway systems in many cities. World War I and wartime inflation, construction of serviceable streets for private vehicles, and economic slowdowns caused the delay and eventual cancellation of rapid transit subway investments in St. Louis, Pittsburgh, Los Angeles, Seattle, Chicago, Providence, and Detroit. Eleven miles of subway constructed in Cincinnati by 1923 were never finished or used. Nine miles of subway entered service in Rochester in 1927, but the interurbans that used them had all stopped operating by 1931, and only a single streetcar line continued in the Rochester Subway until 1956.

1925 Transit systems in Seattle (1914), Detroit (1921), San Francisco (1912), New York (1932), and Boston (1918) came under public ownership or public control because of inflation, fixed fares, increased public investments in roads, later the economic depression, and other fiscal stresses faced by transit systems. Major infrastructure investments such a subways and elevated lines were built by municipal and state governments for operation by private companies in Philadelphia, Boston, and New York.

1928 The first "park and ride" lot allowed a commuter to park at Upper Darby, PA, and take the Philadelphia Rapid Transit Company's Market Street elevated train into downtown Philadelphia. That lot is no longer there, the space being part of the Southeastern Pennsylvania Transportation Authority's modern 69th Street Transportation Center. More than 590,000 transit agency provided parking spaces are now available to transit multimodal commuters and many more are provided in municipal parking facilities at transit stations.

1930 Among the highest-speed trains in the early 20th Century were electric transit interurbans. The Cincinnati and Lake Erie Railroad, which operated an interurban system from Cincinnati to Toledo, OH, introduced its lightweight *Red Devil* cars, which operated at 90 mph. One *Red Devil* reached 97 mph as it outran a biplane in front of the publicist's movie camera.

1936 The first delivery of an Electric Railway Presidents' Conference Committee (PCC) streetcar was made to the Pittsburgh Railways. The PCC was a light-weight, streamlined streetcar with significantly advanced design and technology compared to older vehicles. The new streetcars were intended to reduce costs and help stem ridership declines on street railways. Nearly 5,000 were built in the United States and Canada, with the last deliveries in 1952. About 20,000 vehicles based on the PCC design were also built in Belgium, Italy, Spain, Czechoslovakia, and Poland.

1937 Works Project Administration (WPA) funding was provided to the Boston Transit Department to help finance the Huntington Avenue Subway and the City of Chicago to help finance the State Street Subway. These are examples of early transit investments made by the WPA and Public Works Administration as the federal government sought to stimulate the economy to end the Great Depression.

1941 Another high-speed electric transit interurban train, the streamlined articulated Chicago North Shore and Milwaukee Railroad *Electroliner*, operating between the line's namesake cities, entered service. Although the four-car trains were operated at 110 mph in tests, they were restricted to 90 mph in service.

1943 The American Transit Association published the first issue of the *Public Transportation Fact Book*, originally titled "The Transit Industry in the United States, Basic Data and Trends." The Census Bureau had not published its quinquennial transit data summary in 1942 because of WWII, so the ATA issued an alternative publication.

1943 The American Transit Association published the first issue of *Passenger Transport*, the newspaper of the public transportation Industry. The lead story in the first issue was "New England Regional Bus Conference Deals with Wartime Problems of Transit Industry." Now published by APTA in print and electronic editions, *Passenger Transport* is "the source for public transportation news and analysis." The most recent issue and archived stories can be accessed in APTA's web page at www.apta.com.

1944 African Americans were first hired for jobs from which they had previously been excluded such as streetcar conductors and motormen. Maya Angelou, renowned author and poet, became the first African-American woman streetcar conductor in San Francisco when she was hired by the Market Street Railway Company at the age of 16. At about the same time, Mrs. Arcola Philpott became the first African-American motorman, then called a "motormanette" because she was female, on the Los Angeles Railway.

1945 Transit agencies set records for passenger use: 23.4 billion trips in 1945, the last year of World War II, and 23.5 billion trips in 1946. Sales of new automobiles to civilians had ended on New Year's Day 1942. A national speed limit of 35 miles per hour was imposed, many people had a six-day work week, gasoline was rationed until August 1945, and tires until December 1945. Returning military veterans increased travel demand sufficiently before autos again became available to make the year after the War the highest for transit travel by the smallest of margins.

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

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

1955 Rosa Parks, a seamstress in Montgomery, AL, refused to follow segregated bus seating laws. Her action was one of the important early symbols in the Civil Rights Movement, leading to the Montgomery Bus Boycott which brought the Rev. Martin Luther King, Jr. to national prominence. Ms. Parks was the first recipient of APTA's Lifetime Achievement Award in 1997.

1955 Cleveland, OH was the first urban area to open a new heavy rail system since Philadelphia in 1907. Heavy rail systems provide the high capacity service needed for very large urban developments. Since 1955, heavy rail systems have been built in the San Francisco, Washington, DC, Atlanta, Baltimore, Miami, Los Angeles, and San Juan urban areas.

1961 President John F. Kennedy said that mass transportation is, ". . . a distinctly urban problem and one of the key factors in shaping community development," when he signed the Housing Act of 1961 on June 30. The Act provided public transportation demonstration funding and mass transportation project loans.

1964 President Lyndon B. Johnson signed the Urban Mass Transportation Act of 1964 on July 9. The Act established a federal transit aid program under the Administrator of the Housing and Home Finance Agency. The president said, "This is by any standard one of the most profoundly significant domestic measures to be enacted by the Congress during the 1960's."

1965 The U.S. Congress passed the High-Speed Ground Transportation Act of 1965 to foster growth of high-speed rail. The law authorized $90 million over three years to "contract for demonstrations to determine the contributions that high-speed ground transportation could make to more efficient and economical intercity transportation systems."

1967 The United States Department of Transportation (DOT), which was created by an Act of Congress and signed into law by President Lyndon B. Johnson on October 15, 1966, began operation on April 1, 1967.

1968 Hopkins Airport in Cleveland, OH became the first U.S. airport to be accessed by rail transit service when the Cleveland Transit System Rapid was extended 4 miles. Today airports in many American cities have direct rail transit service.

1968 The federal government Reorganization Plan No. 2 of 1968 transferred the transit program to the Department of Transportation effective July 30, creating the Urban Mass Transit Administration (UMTA), the original name of the Federal Transit Administration.

1969 The Penn Central Company began operation of electrical multiple unit *Metroliner* trains, developed under the provisions of the High-Speed Ground Transportation Act of 1965. In 1952, the Pennsylvania Railroad *Congressional* train had taken 3 hours 35 minutes to travel from New York City to Washington at an average speed of 63 mph. A *Metroliner* making all stops could make the same trip in 2 hours 59 minutes at an average speed of 76 mph and a non-stop trip in 2 hours 30 minutes at an average speed of 91 mph. The trains had a top speed of 125 mph.

1969 The first Automatic Vehicle Location (AVL) system for transit buses was initiated by the Chicago Transit Authority. An AVL system tracks the location of buses. It can measure schedule adherence and track operating and maintenance data. Location information from an AVL system provides data for estimating times of vehicle arrival at bus stops and stations in real time and activating next stop announcements aboard transit vehicles.

1969 The *Turbo Train*, a high-speed turbine powered articulated tilt-train design supported by the High-Speed Ground Transportation Act of 1965, enters service between Boston and New York City on the Penn Central Railroad. Although the highest speed they operated at in regular service was 90 to 100 mph, in tests one train reached 170 mph.

1969 Construction of the Bay Area Rapid Transit District's 6-mile-long, 3.6 miles under water, Transbay Tube was completed in August. Fifty-seven premade sections of tunnel were lowered to the floor of San Francisco Bay to make the tunnel. Completion of the system lay ahead before trains began running through the Transbay Tube in 1974. During this period BART's chief executive was B.R. Stokes, who would become the first head of the American Public Transit Association.

Late 20th Century: Growth and Investment Foster Modern Transit Infrastructure That Permits Rational and Sustainable Growth of Large Metropolitan Areas

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

1972 An early, federally sponsored, Dial-a-Ride demonstration program opened in Haddonfield, NJ. Dial-a-Ride service, better known as paratransit or demand response service, provides transit service directly from a transit patron's origin to their destination. Demand response service is an essential part, along with accessible fixed-route service transit vehicles, in meeting the needs of disabled transit riders. In 2012, 765 transit service providers in urbanized areas and 1,163 transit service providers in rural areas operated demand response service.

1973 The El Monte Busway in Los Angeles, CA opened. It was among the early high-occupancy vehicle roadways and the first in the Los Angeles area. Busways are a component of Bus Rapid Transit service (BRT). BRT increases the speed and capacity of bus service by using dedicated rights-of-way, fares paid in stations, signal preemption, and other means of increasing bus speed.

1974 The American Transit Association and the Institute for Rapid Transit merged on October 17 to create the American Public Transit Association, now named the American Public Transportation Association.

1974 President Gerald R. Ford signed the National Mass Transportation Assistance Act of 1974, which distributed federal funds by formula for the first time in order to ensure that funding is available to help meet the transit needs of all of America's urban areas.

1979 Speaking before 2,600 delegates at the American Public Transit Association Annual Meeting, President James E. Carter, Jr. said that "Better mass transit will help us attack a whole range of critical, interrelated problems, not just energy, but also inflation, unemployment, the health of our environment, and the vitality of our cities."

1981 The first National Transit Database (NTD) report, with data for Report Year 1979, is published by the Federal Transit Administration in May 1981. The reporting system, which was originally called Project FARE, is the culmination of a 1971 request by the American Transit Association and Institute for Rapid Transit for the federal government to fund development of a uniform financial reporting system. The operating and financial data reporting system is among the most complete transportation data collection systems for any transportation mode in the world.

1981 APTA held its first triennial Transit EXPO trade show in conjunction with its Annual Meeting at McCormick Place in Chicago, IL.

1981 The first new light rail system in 46 years opened in San Diego, CA. The San Diego Trolley, Inc., a subsidiary of the San Diego Metropolitan Transit System, now serves 53 stations over 54 miles of line. The previous entirely new light rail system was the Newark City Subway, now operated by New Jersey Transit, which opened in 1935. By 1981, only 7 surface rail systems remained in operation in the United States. There are now 35 streetcar and light rail systems, a five-fold increase since 1981.

1982 The Municipality of Metropolitan Seattle began fabricating exterior bicycle racks for buses in its own maintenance facilities to expand its bikes on buses demonstration program that had started in the late 1970s. By 2013, 74 percent of all transit buses had exterior bicycle racks.

1983 President Ronald W. Reagan signed the Surface Transportation Assistance Act of 1982, which provides for a portion of the federal motor fuel tax to be used for public transportation investments. The amount of the tax collected would be increased in the Omnibus Budget Reconciliation Act of 1990, signed by President George H. W. Bush, and by the Omnibus Budget Reconciliation Act of 1993, signed by President William J. Clinton.

1984 The Deficit Reduction Act of 1964 directed the Internal Revenue Service to treat employer payments for transit commuting up to $15 per month as a non-taxable "*de minimus*" fringe benefit. The Commuter Benefit allows employees to receive free parking or transit fare media from their employers tax free or to receive them as part of their compensation on a pre-tax basis. The Commuter Benefit has fluctuated in value since then and until December 2014 was $130 per month for transit media and $250 per month for parking.

1987 Lieutenant Hikaru Sulu, Helm Officer and Tactical/Weapons Officer of the USS Enterprise – played on the television show *Star Trek* by APTA Vice President Human Resources George Takei – became the first intergalactic transit commuter to open an APTA EXPO.

1990 The newly enacted Americans with Disabilities Act requires that fixed-route transit service be accessible to persons with disabilities and that transit operators provide complimentary demand response service for persons with disabilities who cannot use fixed-route service. Passenger trips on demand response services increased from 68 million in 1990 to 211 million in 2012.

1991 The Federal Transit Act Amendments of 1991, Title III of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) established the current format of federal transit law. This Act also changed the name of the Urban Mass Transit Administration to its current name, the Federal Transit Administration.

1994 Transit Cooperative Research Program Report Number 1, *Artificial Intelligence for Transit Railcar Diagnostics*, was published. The TCRP was authorized by ISTEA as a cooperative effort by the Federal Transit Administration, the Transportation Research Board, and the Transit Development Corporation, Inc. (TDC), a nonprofit educational and research organization established by APTA. Research is necessary to solve transit operating problems, to adapt appropriate new technologies from other industries to transit use, and to introduce innovations into the transit industry. The TCRP serves as one of the principal means by which the transit industry can develop innovative near-term solutions to meet demands placed on it. TCRP publications can be accessed from www.tcrponline.org.

1998 The Passenger Rail Equipment Standards program was established by APTA to develop safety standards for commuter rail cars. The PRESS program has grown into the APTA Standards Program, which publishes standards that include transit operating standards and procedures, standards for inspection and maintenance of equipment and structures, and testing requirements for transit equipment. Current APTA standards can be accessed at www.apta.com.

1999 The Washington Metropolitan Area Transit Authority introduced 21st Century fare collection technology in the last year of the 20th Century. Called 'smart cards,' and now adopted by transit agencies across the U.S., the new fare media uses imbedded computer chips to provide for value storage to pay for fares and parking and adjust payments for distance, time of day, day of week, transfers, and discounts. Value can be added to the cards over the internet or by employers who take advantage of Internal Revenue Service commuter fare programs. A single smart card can be used on most transit agencies in large metropolitan areas. The Washington Metro card, for example, can also be used to travel on transit systems in the District of Columbia, Northern Virginia, Central Maryland, and Baltimore.

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

2000 The 20th Century had witnessed continued urban concentration. In 2000, 79 percent, or 222 million out of America's 281 million people, lived in urban areas. New York City had grown to 8 million people and the New York urbanized area contained nearly 18 million people. Thirty-eight urbanized areas had populations of over 1 million.

2000 The American Public Transit Association was renamed the American Public Transportation Association to more fully describe the wide range of urban and rural transportation services provided by its members.

2000 *Acela Express* trains begin providing high-speed electric railroad service in the Northeast Corridor, with some trains traveling the entire route from Washington to Boston. The tilting train sets can reach a maximum speed of 150 mph. Acela and other Amtrak service have become so popular that by 2012, 75 percent of combined rail and airplane travel between Washington and New York is via Amtrak and 54 percent of combined rail and airplane travel between New York and Boston is carried on Amtrak.

2000 Transit buses began adopting sophisticated technology. Four percent of buses had hybrid, natural gas, and other environmentally-friendly power in 2000, compared to 40 percent of buses by 2013. The portion of buses with automatic vehicle location (AVL) equipment increased from 19 percent in 2001 to 71 percent in 2013. AVLs are important in improving the efficiency of bus scheduling and operations, as well as allowing transit agencies to provide real-time bus arrival information to transit passengers.

2005 President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which increased federal assistance for transit. In 2008, he would sign the Passenger Rail Investment and Improvement Act which also increased federal support for Amtrak intercity rail and the development of high-speed rail corridors.

2006 Ridership exceeded 10 billion unlinked passenger trips for the first time since 1957. In 2005, the number of commuters using public transit as their primary means of getting to work had exceed 6.2 million for the first time since 1970.

2007 The High Speed Ground Transportation Association became part of APTA, adding advocacy for high-performance intercity rail to APTA's mission.

2008 An estimated 25 transit agencies were using virtual dissemination technology to make real-time passenger information (RTIP) available to the public. Real-time bus and train arrival and departure data allow potential transit riders to make informed decisions about their travel. Five years later, in 2013, more than one-half of transit agencies surveyed by APTA provided arrival and departure times for passengers.

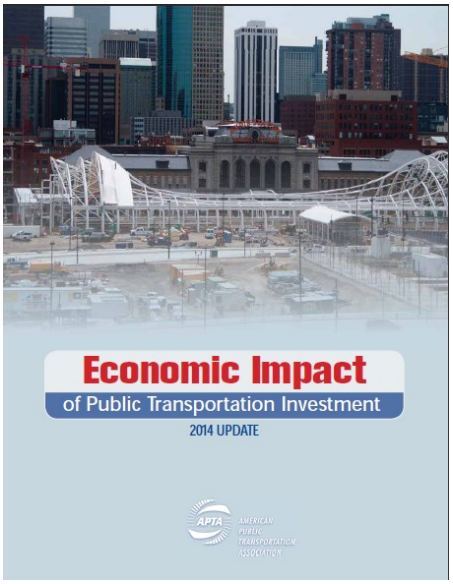
2008 The first “Transportation Tuesday at APTA” evening discussion event was held at the APTA offices. Robert Puentes, senior fellow and director of Brookings Institution’s Metropolitan Infrastructure Initiative spoke about the economic impact of infrastructure investment. Since then APTA Transportation Tuesdays have featured Federal Transit Administration Acting Administrator Therese McMillan, Federal Highway Administrator Victor Mendez, Federal Railroad Deputy Administrator Karen Rae, National Transportation Safety Board Chairman Debbie Hersman, U.S. DOT Assistant Secretary for Policy Polly Trottenberg, and U.S. DOT Assistant Secretary for Budget and Programs Sylvia Garcia.

2009 President Barack H. Obama signed the American Recovery and Reinvestment Act which provided funding to stimulate the economy through construction of infrastructure and other investments. Federal funding for public transit and high-speed rail was a significant part of recovery policy.

2012 The Moving Ahead for Progress in the 21st Century Act (MAP-21), current federal public transportation law which connects transit program performance to national policy goals, was signed into law by President Barack H. Obama.

2013-2014 APTA Research Reports

APTA published five new reports during 2013-2014 that investigate different aspects of the impact of public transportation on America's economy and urban landscape and the travel behavior of younger Americans. Each of these reports can be read and downloaded at www.apta/resources/reportsandpublications.

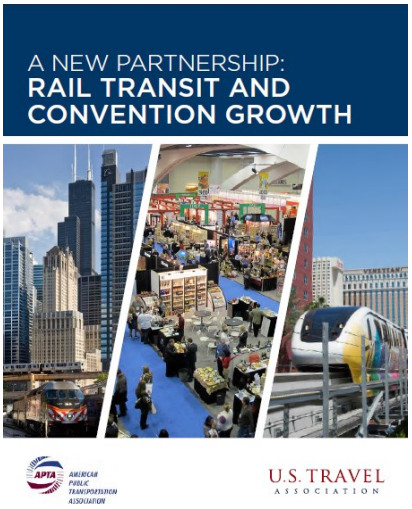


Economic Impact of Public Transportation Investment

Groundbreaking analysis measures public transportation's impact on the nation's economic productivity for the first time. Investment in transit can yield more than 50,000 jobs per $1 billion invested, and offers a 4 to 1 economic return. Investment offers productivity gains long after the short-term stimulative effect.

The Role of Transit in Support of High Growth Business Clusters in the U.S.

This study addresses issues of business productivity, market access and transit service for America's Innovation Districts. The study draws on eight high-growth knowledge-oriented business clusters and their transportation conditions in six U.S. cities. Improving transit access to clusters in the report could support 104,000 jobs, along with $13.6 billion in annual business output, $5.7 billion in wage income and nearly $8.6 billion in GDP.

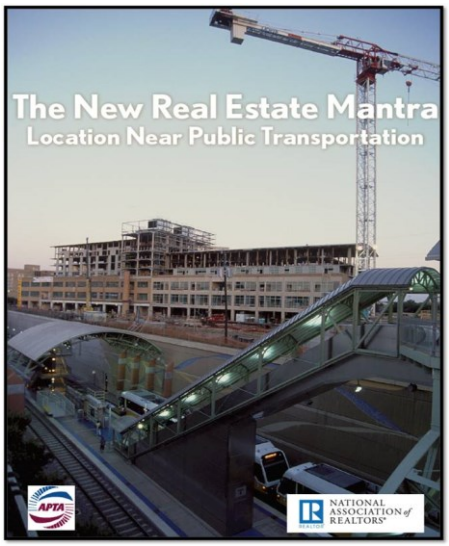


A New Partnership: Rail Transit and Convention Growth

This joint report produced with the U.S. Travel Association examines how cities with rail stations connected directly to airport terminals can realize increases in hotel performance. The report compares six cities with direct rail access from their airport terminal to five cities without. The analysis found that from 2006-2013, hotels in the cities with direct rail access brought in 10.9 percent more revenue per room than hotels in those cities without. Hotels proximate to rail stations had a 12.5 percent higher occupancy rate and nearly 50 percent higher average daily room rates.

Millennials & Mobility: Understanding the Millennial Mindset

This report seeks to understand the mindsets behind the decline in driving among millennials and understand the implications of this and other trends for public transportation in the United States. Reasons and motivations for transportation choices are pragmatic, with 46 percent stating that a need to save money drives their choices; 46 percent also note convenience, 44 percent want exercise, and 35 percent say they live in a community where it just makes more sense to use transit.



The New Real Estate Mantra

This paper shows that average sales prices for residences near public transportation were more resilient during the Great Recession than their respective regions as a whole. Across the study regions, the transit shed outperformed the region as a whole by 41.6 percent. In all of the regions the drop in average residential sales prices within the transit shed was smaller than in the region as a whole or the non-transit area.

APTA Statistical Publications

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

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

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

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

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

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

This **Public Transportation Fact Book** presents statistics describing the entire United States transit industry for 2012. Also included are definitions of reported data items.

The **Public Transportation Fact Book, Appendix A: Historical Tables** presents primary data items for the entire time period they have been reported in **Fact Books** and other statistical reports prepared by APTA and its predecessor organizations. Many data items are reported for every year beginning in the 1920s, and ridership is reported from 1902. It is available online at www.apta.com.

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

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

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

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

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

The **Public Transportation Ridership Report**, published quarterly, presents ridership for three months plus quarterly and year-to-date tallies for all participating transit agencies. The reported data are used to estimate national total ridership that is reported for individual service modes and an aggregate total. This report presents a quick indicator of the state of the transit industry shortly after the close of the period being reported.

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

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

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

Fact Book Methodology

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

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

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

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

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

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

the data presented in the Fact Book are improved in order to be as accurate as possible.

Glossary

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

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

EMPLOYEE AND LABOR DEFINITIONS:

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

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

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

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

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

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

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

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

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

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

ENERGY USE AND VEHICLE POWER DEFINITIONS:

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

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

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

FINANCIAL - CAPITAL EXPENSE DEFINITIONS:

Capital Expenses are expenses related to the purchase of equipment. Equipment means an article of non-expendable tangible personal property having

a useful life of more than one year and an acquisition cost which equals the lesser of the capitalization level established by the government unit for financial statement purposes or $5,000. Capital expenses in the NTD accounting system do not include all expenses which are eligible uses for federal capital funding assistance; some of those expenses are included with operating expenses in the National Transit Database accounting system used herein.

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

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

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

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

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

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

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

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

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

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

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

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

FINANCIAL - OPERATING EXPENSE DEFINITIONS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FINANCIAL - FARE STRUCTURE DEFINITIONS:

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

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

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

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

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

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

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

FINANCIAL - REVENUE DEFINITIONS:

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

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

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

Government Funds, Local (also called **Local Assistance**) is financial assistance from local governments (below the state level) to help cover the

operating and capital costs of providing transit service. Some local funds are collected in local or regional areas by the state government acting as the collection agency but are considered local assistance because the decision to collect funds is made locally.

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

Passenger Fares which is defined above.

Transit Agency Funds, Other Earnings are directly generated funds that do not come from passenger fares or from government funds.

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

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

GENERAL DEFINITIONS:

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

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

Report year is the year for which data are summed in the Fact Book. The report year data are the sum of the fiscal year data for each U.S. transit agency that ends during a calendar year. For most Fact Book tables it is data for all transit agency fiscal years that end in calendar year 2011.

INFRASTRUCTURE DEFINITIONS:

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

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

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

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

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

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

MODE OF SERVICE DEFINITIONS:

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

Aerial Tramway is an electric system of aerial cables with suspended powerless passenger vehicles. The vehicles are propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

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

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

Bus Rapid Transit is a type of bus service which offers higher speed and higher capacity service than regular fixed-route buses. These improvements are associated with dedicated rights-of-way, stations, traffic signal priority or pre-emption, low-floor vehicles or level-platform boarding, and separate branding of the service.

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

Commuter Bus is a type of fixed-route bus service that connects outlying areas with central cities with no stops for at least 5 miles after leaving the central city. This service typically uses over-the-road-type buses rather than transit buses and primarily provides peak period commuter service.

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

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

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

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

Hybrid Rail is a mode of transit operated on the routes of intercity railroads and has operating characteristics of commuter rail. This service typically operates diesel multiple-unit vehicles with characteristics of light rail vehicles. Hybrid rail vehicles are operated with temporal separation from railroad traffic.

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

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

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

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

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

Streetcar is a type of light rail service where nearly the entire route is in streets or other roadways. Single-vehicle trains are most common with frequent in-street stops. They normally are used for shorter trips in central or higher density areas.

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

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

SERVICE CONSUMED DEFINITIONS:

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

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

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

Average Passenger Load is the average number of passengers aboard a vehicle at any one time for its entire time in revenue service including late night and off-peak hour service as well as peak rush hour service.

SERVICE SUPPLIED DEFINITIONS:

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

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

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

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

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

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

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

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

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

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

VEHICLE CHARACTERISTIC AND AMENITY DEFINITIONS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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