

**2010 PUBLIC TRANSPORTATION FACT BOOK
APPENDIX A: HISTORICAL TABLES**

April 2010



**AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION**

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**2010 Public Transportation Fact Book
Appendix A: Historical Tables**

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APTA's Vision Statement

Be the leading force in advancing public transportation.

APTA's Mission Statement

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

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About the Fact Book

The American Public Transportation Association is a nonprofit international association of over 1,400 public and private member organizations including transit systems; planning, design, construction and finance firms; product and service providers; academic institutions; transit associations; and state departments of transportation. APTA members serve the public interest by providing safe, efficient, and economical transit services and products. Over ninety percent of persons using public transportation in the United States and Canada are served by APTA members.

The **Public Transportation Fact Book** (formerly the **Transit Fact Book**) was first published in 1943. This is the 61st edition of the Fact Book published by the American Public Transportation Association and its predecessor organizations.

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

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

The **2010 Public Transportation Fact Book** presents statistics describing transit service in the entire United States in 2008.

The **2010 Public Transportation Fact Book, Appendix A: Historical Tables**, presents primary data items for the entire time period they have been reported in **Fact Books** and other statistical reports prepared by APTA and its predecessor organizations. Many data items are reported for every year beginning in the 1920s and ridership is reported from 1907.

The **2010 Public Transportation Fact Book, Appendix B: Transit Agency and Urbanized Area Operating Statistics** presents six operating statistics for 2008 for each transit agency in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed and ranked for urbanized areas, both all modes totaled and for individual modes. These lists greatly expand similar data in previous **Public Transportation Fact Books** and allow a simple method to determine comparably sized transit agencies -- a difficult task when using existing data sources. Data for Appendix B are taken from the Federal Transit Administration's National Transit Database (NTD) and include only agencies reporting to the NTD.

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

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

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

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

The **Public Transportation Ridership Report** is published quarterly. Each edition presents ridership for each of three months plus quarterly and year-to-date amounts for all participating transit agencies. The reported data are used to estimate total ridership for individual modes and an aggregate total. This report

presents a quick indicator of the state of the transit industry shortly after the close of the period being reported.

The **APTA Primer on Transit Funding** presents a detailed explanation of programs in federal laws authorizing funding for the transit industry. Detailed statistics report amounts of funds available and the text describes the uses to which those funds may be put and the methods by which they are distributed. A new **Primer** is prepared for each authorization of transit law and is updated annually to reflect annual appropriations of federal funds for transit.

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

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

Methodology

The procedure for estimating total data in the **2010 Public Transportation Fact Book**, and prior issues of the Fact Book, is to expand available data by standard statistical methods to estimate U.S. national totals. It includes only public transportation data and excludes taxicab, unregulated jitney, school, sightseeing, intercity, charter, military, and services not available to the general public or segments of the general public (e.g., governmental and corporate shuttles), and special application systems (e.g., amusement parks, airports, and the following types of ferry service: international, rural, rural interstate, island and urban park).

The Fact Book can be indirectly traced to the Bureau of Census *Report on Transportation in the United States at the Eleventh Census: 1890, Part II - Street Railway Transportation*, published in Washington, DC by the Government Printing Office in 1895. This volume listed data for individual street railways and aggregate data for the entire street railway industry. The Census was conducted again in 1902, 1907, and 1912, but a report with data for individual railways was not published during World War I. Following World War I, an APTA predecessor organization, the American Electric Railway Association (AERA), began publishing annual operating reports with data for individual member transit systems. The last APTA *Public Transportation Operating Report* was published in 1992. Data for individual transit agencies is now published by the Federal Transit Administration in the National Transit Database report series.

The *Census of Electrical Industries: 1917, Electric Railways*, published by the Government Printing Office in 1920, provided summary data only; no data for individual electric railways were included. Summary data were published by the Census every five years through 1937. The census of transit operations was not conducted in 1942. In response, an APTA predecessor, by then named the American Transit Association (ATA), published "The Transit Industry of the United States: Basic Data and Trends, 1942 Edition" in March 1943. The following year the summary of transit data, titled the *Transit Fact Book 1944*, was published and dated for the year in which it was published, which has been continued to be the Fact Book dating policy since then.

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

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

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

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

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

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

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

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

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

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

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

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

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

It is APTA policy to continually seek to improve the quality of data reported in the Fact Book. Data are sought from all available sources and statistical procedures are used to verify that the data presented in the Fact Book are the most accurate possible data.

TABLE OF CONTENTS

PASSENGER DATA:

Table 1: Unlinked Passenger Trips by Mode (Millions) [1902-2008]	1
Table 2: Passenger Miles by Mode (Millions) [1977-2008]	3
Table 3: Average Trip Length by Mode (Passenger Miles Divided Unlinked Passenger Trips) [1977-2008]	4
Table 4: Boardings per Mile by Mode in Revenue Service (Unlinked Passenger Trips Divided by Vehicle Revenue Miles) [1996-2008]	5
Table 5: Average Passenger Load by Mode in Revenue Service (Passenger Miles Divided by Vehicle Revenue Miles) [1996-2008]	6

OPERATING DATA:

Table 6: Vehicle Total Miles Operated by Mode (Millions) [1926-2008]	7
Table 7: Vehicle Revenue Miles Operated by Mode (Millions) [1996-2008]	9
Table 8: Vehicle Total Hours Operated by Mode (Millions) [1986-2008]	10
Table 9: Vehicle Revenue Hours Operated by Mode (Millions) [1996-2007]	11
Table 10: Average Vehicle Speed by Mode in Revenue Service (Vehicle Revenue Miles Operated Divided by Vehicle Revenue Hours Operated) [1996-2008]	12
Table 11: Operating Employees by Mode [1984-2008]	13
Table 12: Total Employees by Function [1931-2008]	14
Table 13: Employee Compensation (Units as Noted in Parentheses) [1931-2008]	16
Table 14: Miles of Track by Mode [2002-2008]	18
Table 15: Number of Agencies Offering a Mode of Service [1979-2008]	19
Table 16: Commuter Rail, Heavy Rail, and Light Rail Systems Currently in Operation, Alphabetical Order by Mode and Urbanized Area Name [January 1, 2010]	20

VEHICLE DATA:

Table 17: Revenue Vehicles by Mode [1926-2008]	22
Table 18: New Passenger Vehicles Delivered by Mode and Size [1936-2008]	24
Table 19: Alternate Fuel Power Vehicles by Mode, Percent [1992-2009]	26
Table 20: Accessible Vehicles (by Lift, Ramp, or Stations Access) by Mode, Percent Accessible [1990-2009]	27

Table 21: Average Vehicle Age by Mode, Years [1990-2009]	28
Table 22: Bus Vehicle Equipment, Percent of Vehicles [2001-2009]	29
Table 23: Light Rail Vehicle Equipment, Percent of Vehicles [2001-2009]	30
Table 24: Heavy Rail Vehicle Equipment, Percent of Vehicles [2001-2009]	31
Table 25: Commuter Rail Vehicle Equipment, Percent of Vehicles [2001-2009]	32
Table 26: Bus Vehicle Power Sources [1996-2009]	33
Table 27: Paratransit Vehicle Power Sources [2001-2009]	34
Table 28: Rail Vehicle Power Sources [2001-2009]	35

ENERGY DATA:

Table 29: Electric Power Consumption by Mode (Millions of Kilowatt Hours) [1920-2008]	36
Table 30: Fossil Fuel Consumption by Mode (Millions of Gallons) [1945-2008]	38
Table 31: Non-Diesel Fossil Fuel Consumption by Fuel Type (Millions of Gallons) [1945-2008]	40
Table 32: Bus Fuel Consumption (Millions of Gallons) [1995-2008]	42
Table 33: Paratransit Fuel Consumption (Millions of Gallons) [1994-2008]	43
Table 34: Commuter Rail Vehicle Fuel and Power Consumption [1996-2008]	44

FINANCIAL DATA:

Table 35: Capital Expenses by Mode (Millions of Dollars) [1992-2008]	45
Table 36: Total Capital Expenses by Type (Millions of Dollars) [1992-2008]	46
Table 37: Capital Funding Sources (Millions of Dollars) [1988-2008]	47
Table 38: Total Operating Expense by Mode (Millions of Dollars) [1932-2008]	48
Table 39: Total Operating Expense by Function Class (Millions of Dollars) [1932-2008]	50
Table 40: Total Operating Expense by Object Class (Millions of Dollars) [1932-2008]	52
Table 41: Operating Funding Sources (Millions of Dollars) [1926-2008]	54
Table 42: Passenger Fare Revenue by Mode (Millions of Dollars) [1926-2008]	56
Table 43: Average Passenger Fare per Unlinked Trip by Mode (Passenger Fare Revenue Divided by Unlinked Trips) [1990-2008]	58
Table 44: Passenger Fare Structures [1926-2008]	59

MODAL SUMMARY DATA:

Table 45: Bus Statistics [1922-2008]	61
Table 46: Paratransit Statistics [1984-2008]	63
Table 47: Commuter Rail Statistics [1975-2008]	64
Table 48: Heavy Rail Statistics [1907-2008]	65
Table 49: Light Rail Statistics [1902-2008]	67
Table 50: Trolleybus Statistics [1928-2008]	69
Table 51: Ferry Boat Statistics [1979-2008]	71
Table 52: Transit Vanpool Statistics [1995-2008]	72

CANADIAN DATA:

Table 53: Canadian Fixed-Route Transit Summary Statistics [1955-2008]	73
Table 54: Canadian Fixed-Route Transit Revenue Vehicles by Mode [1955-2008]	74
Table 55: Canadian Fixed-Route Transit Passenger Fares in Canadian Dollars [1955-2008]	75
Table 56: Canadian Fixed-Route Transit Employees by Type [1965-2008]	76
Table 57: Canadian Specialized Transit Services Summary Statistics [1955-2008]	77

GLOSSARY:

Glossary	78
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PASSENGER DATA

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

PASSENGER DATA

YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	OTHER (a)	TOTAL (MODES REPORTED ONLY)
1965	5,814	---	---	1,858	276	305	---	8,253
1966	5,764	---	---	1,753	282	284	---	8,083
1967	5,723	---	---	1,938	263	248	---	8,172
1968	5,610	---	---	1,928	253	228	---	8,019
1969	5,375	---	---	1,980	249	199	---	7,803
1970	5,034	---	---	1,881	235	182	---	7,332
1971	4,699	---	---	1,778	222	148	---	6,847
1972	4,495	---	---	1,731	211	130	---	6,567
1973	4,642	---	---	1,714	207	97	---	6,660
1974	4,976	---	---	1,726	150	83	---	6,935
1975	5,084	---	---	1,673	124	78	13	6,972
1976	5,247	---	---	1,632	112	75	15	7,081
1977	4,949	---	---	2,149	103	70	15	7,286
1978	5,142	---	---	2,285	104	70	15	7,616
1979	5,552	---	---	2,381	107	75	15	8,130
1980	5,837	280	---	2,108	133	142	67	8,567
1981	5,594	268	---	2,094	123	138	67	8,284
1982	5,324	259	---	2,115	136	151	67	8,052
1983	5,422	262	---	2,167	137	160	55	8,203
1984	5,908	267	62	2,231	135	165	61	8,829
1985	5,675	275	59	2,290	132	142	63	8,636
1986	5,753	306	63	2,333	130	139	53	8,777
1987	5,614	311	64	2,402	133	141	70	8,735
1988	5,590	325	73	2,308	154	136	80	8,666
1989	5,620	330	70	2,542	162	130	77	8,931
1990	5,677	328	68	2,346	175	126	79	8,799
1991	5,624	318	71	2,172	184	125	81	8,575
1992	5,517	314	72	2,207	188	126	77	8,501
1993	5,381	322	81	2,046	188	121	78	8,217
1994	4,871	339	88	2,169	284	118	80	7,949
1995	4,848	344	88	2,033	251	119	80	7,763
1996	4,887	352	93	2,157	261	117	81	7,948
1997	5,013	357	99	2,430	262	121	92	8,374
1998	5,399	381	95	2,393	276	117	89	8,750
1999	5,648	396	100	2,521	292	120	91	9,168
2000	5,678	413	105	2,632	320	122	93	9,363
2001	5,849	419	105	2,728	336	119	97	9,653
2002	5,868	414	103	2,688	337	116	97	9,623
2003	5,692	410	111	2,667	338	109	109	9,434
2004	5,731	414	114	2,748	350	106	112	9,575
2005	5,855	423	125	2,808	381	107	117	9,815
2006	5,894	441	126	2,927	407	100	121	10,017
2007	(b) 5,413	459	(b) 209	3,460	419	97	(b) 190	10,247
2008 P	5,573	472	191	3,547	454	101	183	10,521

P = Preliminary.

(a) From 1975-1979 includes inclined plane and cable car. From 1980 on includes ferry boat, aerial tramway, automated guideway transit, cable car, inclined plane, monorail, and other.

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

See Glossary following Tables for complete definitions.

PASSENGER DATA

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

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

PASSENGER DATA

TABLE 3: AVERAGE TRIP LENGTH BY MODE (PASSENGER MILES DIVIDED BY UNLINKED PASSENGER TRIPS)

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

P = Preliminary.

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

PASSENGER DATA

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

P = Preliminary.

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

PASSENGER DATA

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

P = Preliminary.

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

OPERATING DATA

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

OPERATING DATA

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

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

OPERATING DATA

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

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

OPERATING DATA

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

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

OPERATING DATA

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

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

OPERATING DATA

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

P = Preliminary.

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

OPERATING DATA

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

P = Preliminary.

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

OPERATING DATA

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

OPERATING DATA

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

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

P = Preliminary.

See Glossary following Tables for complete definitions.

OPERATING DATA

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

OPERATING DATA

TABLE 13: EMPLOYEE COMPENSATION (UNITS AS NOTED IN PARENTHESES)				
YEAR	NUMBER OF EMPLOYEES (Persons)	SALARIES AND WAGES (Millions of Dollars)	FRINGE BENEFITS (Millions of Dollars)	TOTAL COMPENSATION (Millions of Dollars)
1978	165,400	2,740.5	964.1	3,704.6
1979	177,900	3,025.0	1,090.4	4,115.4
1980	187,000	3,280.9	1,353.1	4,634.0
1981	191,600	3,493.5	1,649.1	5,142.6
1982	193,500	3,731.4	1,756.5	5,487.9
1983	194,960	3,921.3	1,977.3	5,898.6
1984 (a)	263,197	5,487.8	2,716.7	8,204.5
1985	270,020	5,843.1	2,868.3	8,711.4
1986	277,854	6,119.2	3,125.9	9,245.1
1987	276,610	6,324.1	3,266.9	9,591.0
1988	275,583	6,675.0	3,528.9	10,203.9
1989	272,487	6,897.7	3,737.3	10,635.0
1990	272,839	7,226.3	3,986.0	11,212.3
1991	276,145	7,394.5	3,998.4	11,392.9
1992	278,995	7,670.5	4,318.6	11,989.1
1993	299,184	7,932.1	4,400.3	12,332.4
1994	304,294	8,223.8	4,451.7	12,675.5
1995	311,186	8,213.1	4,484.0	12,697.1
1996	326,626	8,437.6	4,401.4	12,839.0
1997	333,840	8,771.7	4,503.7	13,275.4
1998	338,715	9,211.2	4,843.6	14,054.8
1999	349,823	9,495.1	5,052.3	14,547.4
2000	359,594	10,400.2	5,412.9	15,813.1
2001	370,756	10,626.9	5,705.6	16,332.5
2002	373,770	11,197.4	6,246.9	17,444.3
2003	350,987	11,634.0	6,913.4	18,547.4
2004	358,645	12,487.4	8,172.0	20,659.4
2005	366,802	12,176.6	8,093.3	20,269.9
2006	369,494	12,764.1	8,423.5	21,187.6
2007	370,784	13,204.7	9,091.6	22,296.3
2008 P	387,155	13,914.2	9,336.5	23,250.7

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

P = Preliminary.

See Glossary following Tables for complete definitions.

OPERATING DATA

TABLE 14: MILES OF TRACK OR LANE BY MODE (a)					
YEAR	COMMUTER RAIL TRACK MILES	HEAVY RAIL TRACK MILES	LIGHT RAIL TRACK MILES	OTHER RAIL TRACK MILES	TOTAL RAIL TRACK MILES
2002	7,267.1	2,179.2	1,113.6	29.7	10,589.5
2003	7,433.9	2,209.5	1,147.2	30.0	10,820.6
2004	7,284.1	2,209.5	1,321.2	30.3	10,845.1
2005	7,947.5	2,277.3	1,385.1	30.3	11,640.2
2006	8,016.7	2,277.3	1,463.8	38.3	11,796.1
2007	8,058.9	2,277.3	1,493.0	38.3	11,867.5
2008	8,017.9	2,277.3	1,538.5	30.3	11,864.0

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

P = Preliminary.

See Glossary following Tables for complete definitions.

OPERATING DATA

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

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

(b) Beginning 1986 includes vanpool.

P = Preliminary.

See Glossary following Tables for complete definitions.

OPERATING DATA

TABLE 16: COMMUTER RAIL, HEAVY RAIL, AND LIGHT RAIL SYSTEMS CURRENTLY IN OPERATION, ALPHABETICAL ORDER BY MODE AND METROPOLITAN AREA NAME AS OF JANUARY 1, 2010 (a)			
AREA	STATE	NAME	YEAR OPENED (b)
Commuter Railroads: 25 Systems (c)			
Albuquerque	New Mexico	New Mexico Road Runner	2006
Anchorage	Alaska	Alaska Railroad Corporation (ARRC)	1923
Baltimore	Maryland	Maryland Transit Administration (MTA)	1830
Boston	Massachusetts	Massachusetts Bay Transportation Authority (MBTA)	1931
Chicago	Illinois	Northeast Illinois Regional Commuter Railroad Corp	1856
Chicago	Illinois	Northern Indiana Commuter Transportation District	1908
Dallas	Texas	Trinity Railway Express	1990
Harrisburg	Pennsylvania	Pennsylvania Department of Transportation	1980
Los Angeles	California	Southern California Regional Rail Authority	1991
Miami	Florida	South Florida Regional Transportation Authority	1989
Minneapolis	Minnesota	Metro Transit	2009
Nashville	Tennessee	Music City Star	2006
New Haven	Connecticut	Shore Line East	1990
New York	New York	Metro-North Commuter Railroad Company	1832
New York	New York	MTA Long Island Rail Road (MTA-LIRR)	1844
New York	New York	New Jersey Transit Corporation (NJ TRANSIT)	1839
Philadelphia	Pennsylvania	Southeastern Pennsylvania Transportation Authority (SEPTA)	1834
Portland	Maine	Northern New England Passenger Rail Authority	2001
Portland	Oregon	Tri-County Metropolitan Transportation District of Oregon (TriMet)	2009
Salt Lake City	Utah	Utah Transit Authority	2008
San Diego	California	North San Diego County Transit District (NCTD)	1995
San Francisco	California	Peninsula Corridor Joint Powers Board (PCJPB)	1992
Seattle	Washington	Central Puget Sound Regional Transit Authority (ST)	2000
Stockton	California	Altamont Commuter Express (ACE)	1998
Washington	District of Columbia	Virginia Railway Express (VRE)	1992
Heavy Rail Systems: 15 Systems (c)			
Atlanta	Georgia	Metropolitan Atlanta Rapid Transit Authority	1979
Baltimore	Maryland	Maryland Transit Administration (MTA)	1983
Boston	Massachusetts	Massachusetts Bay Transportation Authority (MBTA)	1901
Chicago	Illinois	Chicago Transit Authority (CTA)	1892
Cleveland	Ohio	The Greater Cleveland Regional Transit Authority (GCRTA)	1955
Los Angeles	California	Los Angeles County Metropolitan Transportation Auth. (LACMTA)	1993
Miami	Florida	Miami-Dade Transit (MDT)	1984
New York	New York	MTA New York City Transit (NYCT)	1904
New York	New York	Port Authority Trans-Hudson Corporation (PATH)	1908
New York	New York	Staten Island Rapid Transit Operating Authority	1925
Philadelphia	Pennsylvania	Port Authority Transit Corporation (PATCO)	1936
Philadelphia	Pennsylvania	Southeastern Pennsylvania Transportation Authority (SEPTA)	1907
San Francisco	California	San Francisco Bay Area Rapid Transit District	1972
San Juan	Puerto Rico	Tren Urbano	2005
Washington	District of Columbia	Washington Metropolitan Area Transit Authority	1976
Light Rail Systems: 34 Systems (c)			
Baltimore	Maryland	Maryland Transit Administration (MTA)	1992
Boston	Massachusetts	Massachusetts Bay Transportation Authority (MBTA)	1897
Buffalo	New York	Niagara Frontier Transportation Authority (NFT Metro)	1985
Charlotte	North Carolina	Charlotte Area Transit System	2004

OPERATING DATA

TABLE 16: COMMUTER RAIL, HEAVY RAIL, AND LIGHT RAIL SYSTEMS CURRENTLY IN OPERATION, ALPHABETICAL ORDER BY MODE AND METROPOLITAN AREA NAME AS OF JANUARY 1, 2010 (a)			
AREA	STATE	NAME	YEAR OPENED (b)
Cleveland	Ohio	The Greater Cleveland Regional Transit Authority (GCRTA)	1920
Dallas	Texas	Dallas Area Rapid Transit (DART)	1996
Dallas	Texas	McKinney Avenue Transit Authority	1989
Denver	Colorado	Denver Regional Transportation District (RTD)	1994
Galveston	Texas	Island Transit (Service suspended due to Hurricane Ike)	1988
Houston	Texas	Metropolitan Transit Authority of Harris County, Texas	2004
Jersey City	New Jersey	New Jersey Transit Corporation (NJ TRANSIT) (2nd Metro Area)	2000
Kenosha	Wisconsin	Kenosha Transit (KT)	2000
Little Rock	Arkansas	Central Arkansas Transit Authority (CATA)	2004
Los Angeles	California	Los Angeles County Metropolitan Transportation Auth	1990
Los Angeles	California	Port of Los Angeles	2003
Memphis	Tennessee	Memphis Area Transit Authority (MATA)	1993
Minneapolis	Minnesota	Metro Transit	2004
New Orleans	Louisiana	New Orleans Regional Transit Authority (NORTA)	1835
Newark	New Jersey	New Jersey Transit Corporation (NJ TRANSIT) (1st Metro Area)	1935
Philadelphia	Pennsylvania	Southeastern Pennsylvania Transportation Authority	1905
Phoenix	Arizona	Valley Metro Rail	2008
Pittsburgh	Pennsylvania	Port Authority of Allegheny County (Port Authority)	1902
Portland	Oregon	Portland Streetcar	2001
Portland	Oregon	Tri-County Metropolitan Transportation District of Oregon (TriMet)	1986
Sacramento	California	Sacramento Regional Transit District	1987
Salt Lake City	Utah	Utah Transit Authority (UTA)	1999
San Diego	California	San Diego Trolley, Inc.	1981
San Francisco	California	San Francisco Municipal Railway (MUNI)	1912
San Jose	California	Santa Clara Valley Transportation Authority (VTA)	1987
Seattle	Washington	Central Puget Sound Regional Transit Authority (ST) (2nd Metro Area)	2009
Seattle	Washington	King County DOT - King County Metro	1982
St. Louis	Missouri	Bi-State Development Agency (METRO)	1993
Tacoma	Washington	Central Puget Sound Regional Transit Authority (ST) (1st Metro Area)	2003
Tampa	Florida	Hillsborough Area Regional Transit Authority (HART)	2002
Trenton	New Jersey	New Jersey Transit Corporation (NJ TRANSIT) (3rd Metro Area)	2004

(a) As of January 1, 2010.

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

(c) Unconnected rail operations in separate cities or areas are counted individually even if operated by the same overall agency. Systems with suspended service on January 1, 2010 not included in total.

VEHICLE DATA

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

VEHICLE DATA

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

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

VEHICLE DATA

TABLE 18: NEW PASSENGER VEHICLES DELIVERED BY MODE									
YEAR	COM-MUTER RAIL	HEAVY RAIL	LIGHT RAIL	BUS AND PARATRANSIT			TROL-LEYBUS	OTHER	TOTAL (MODES REPORT-ED ONLY)
				PARA-TRANSIT	BUS	TOTAL			
1936	---	0	573	---	---	4,572	538	---	5,683
1937	---	300	342	---	---	3,908	462	---	5,012
1938	---	53	145	---	---	2,498	184	---	2,880
1939	---	150	371	---	---	3,918	587	---	5,026
1940	---	189	463	---	---	3,984	618	---	5,254
1941	---	0	462	---	---	5,600	227	---	6,289
1942	---	0	284	---	---	7,200	356	---	7,840
1943	---	0	32	---	---	1,251	116	---	1,399
1944	---	0	284	---	---	3,807	60	---	4,151
1945	---	0	332	---	---	4,441	161	---	4,934
1946	---	0	421	---	---	6,463	266	---	7,150
1947	---	2	626	---	---	12,029	955	---	13,612
1948	---	248	478	---	---	7,009	1,430	---	9,165
1949	---	415	273	---	---	3,358	680	---	4,726
1950	---	199	4	---	---	2,668	179	---	3,050
1951	---	140	56	---	---	4,552	600	---	5,348
1952	---	0	19	---	---	1,659	224	---	1,902
1953	---	0	0	---	---	2,246	0	---	2,246
1954	---	260	0	---	---	2,225	0	---	2,485
1955	---	288	0	---	---	2,098	43	---	2,429
1956	---	376	0	---	---	2,759	0	---	3,135
1957	---	469	0	---	---	1,946	0	---	2,415
1958	---	428	0	---	---	1,598	0	---	2,026
1959	---	210	0	---	---	1,537	0	---	1,747
1960	---	416	0	---	---	2,806	0	---	3,222
1961	---	468	0	---	---	2,415	0	---	2,883
1962	---	406	0	---	---	2,000	0	---	2,406
1963	---	658	0	---	---	3,200	0	---	3,858
1964	---	640	0	---	---	2,500	0	---	3,140
1965	---	580	0	---	---	3,000	0	---	3,580
1966	---	179	0	---	---	3,100	0	---	3,279
1967	---	85	0	---	---	2,500	0	---	2,585
1968	---	384	0	---	---	2,228	0	---	2,612
1969	---	650	0	---	---	2,230	0	---	2,880
1970	---	308	0	---	---	1,424	0	---	1,732
1971	---	250	0	---	---	2,514	1	---	2,765
1972	---	360	0	---	---	2,904	1	---	3,265
1973	---	238	0	---	---	3,200	1	---	3,439
1974	---	92	0	---	---	4,818	0	---	4,910
1975	---	127	0	---	---	5,261	1	---	5,389
1976	---	472	4	---	---	4,745	260	---	5,481
1977	---	506	62	---	---	2,437	198	---	3,203
1978	---	172	35	---	---	3,805	0	---	4,012
1979	---	94	70	---	---	3,440	141	---	3,745
1980	---	130	32	---	---	4,572	98	---	4,832
1981	---	276	188	---	---	4,059	0	---	4,523
1982	---	126	10	---	---	2,962	0	---	3,098

VEHICLE DATA

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

P = Preliminary.

(a) Beginning 1984 includes paratransit.

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

VEHICLE DATA

TABLE 19: ALTERNATE FUEL POWERED VEHICLES BY MODE, PERCENT (a)								
YEAR ON JAN. 1	BUS	COMMUTER RAIL SELF-PROPELLED CAR	COMMUTER RAIL LOCOMOTIVE	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	FERRY BOAT	TROLLEY-BUS
1992	2.0%	---	---	---	---	---	---	---
1993	4.1%	---	---	5.8%	---	---	---	---
1994	6.5%	---	---	7.5%	---	---	---	---
1995	6.3%	---	---	11.2%	---	---	---	---
1996	6.4%	---	---	14.0%	99.9%	100.0%	2.0%	100.0%
1997	5.6%	---	---	13.8%	100.0%	100.0%	2.0%	100.0%
1998	6.5%	---	---	13.2%	100.0%	100.0%	31.9%	100.0%
1999	7.5%	---	---	11.4%	100.0%	100.0%	32.6%	100.0%
2000	7.9%	---	---	8.5%	100.0%	100.0%	32.7%	100.0%
2001	9.8%	---	---	5.8%	100.0%	100.0%	37.3%	100.0%
2002	11.8%	---	---	5.1%	100.0%	100.0%	36.5%	100.0%
2003	13.0%	---	---	5.1%	100.0%	100.0%	40.3%	100.0%
2004	13.3%	---	---	5.1%	100.0%	98.9%	40.3%	100.0%
2005	16.0%	---	---	4.9%	100.0%	100.0%	41.5%	100.0%
2006	20.8%	99.3%	11.0%	6.4%	100.0%	98.0%	58.2%	100.0%
2007	22.4%	99.5%	10.2%	5.3%	100.0%	98.4%	58.8%	100.0%
2008	31.6%	99.1%	3.6%	10.9%	100.0%	99.2%	63.0%	100.0%
2009	30.4%	99.5%	10.0%	10.5%	100.0%	98.2%	47.7%	100.0%

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

VEHICLE DATA

TABLE 20: ACCESSIBLE VEHICLES (BY LIFT, RAMP, OR STATION ACCESS) BY MODE, PERCENT ACCESSIBLE (a)

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

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

VEHICLE DATA

TABLE 21: AVERAGE VEHICLE AGE BY MODE, YEARS (a)								
YEAR ON JAN. 1	BUS	COMMUTER RAIL CAR	COMMUTER RAIL LOCOMOTIVE	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	FERRY BOAT
1990	8.2	---	---	---	---	---	---	---
1991	8.1	17.2	18.1	---	17.3	20.1	11.2	---
1992	8.0	17.6	18.7	---	18.1	20.9	10.5	---
1993	8.7	18.1	18.5	3.9	18.5	20.8	11.9	---
1994	8.9	18.8	18.7	4.0	18.9	20.9	12.5	---
1995	8.9	19.6	18.7	3.8	19.1	20.2	13.1	---
1996	8.8	20.6	18.3	3.5	19.9	20.9	14.1	24.2
1997	8.7	21.0	18.8	3.3	20.8	21.3	15.0	24.6
1998	8.6	21.0	18.7	3.5	21.6	19.8	15.8	26.4
1999	8.5	21.5	17.7	3.4	21.9	20.2	16.2	26.3
2000	7.3	20.2	16.0	2.6	21.3	17.8	15.9	24.8
2001	6.9	20.4	16.5	2.6	22.5	17.9	16.9	23.6
2002	7.5	22.0	17.2	3.3	21.8	18.4	14.7	25.1
2003	6.3	20.9	17.3	2.4	19.4	16.4	12.2	20.1
2004	7.3	21.6	17.9	3.7	20.0	16.7	12.4	22.1
2005	7.5	20.1	19.6	4.1	21.4	15.1	8.3	23.4
2006	7.5	18.2	18.7	3.9	21.6	16.7	8.9	22.9
2007	7.8	18.9	19.7	3.9	22.4	17.8	9.5	23.9
2008	7.5	16.4	19.8	3.6	22.0	18.3	8.8	25.9
2009	7.5	16.3	19.9	3.4	21.1	15.7	7.9	16.8

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

VEHICLE DATA

YEAR ON JAN. 1	TWO-WAY RADIO	PUBLIC ADDRESS SYSTEM	AUTO-MATED STOP ANNOUNCEMENT	AUTO-MATIC PASSENGER COUNTER	SECURITY or CCTV TYPE CAMERA	EXTERIOR BICYCLE RACK	AUTO-MATIC VEHICLE LOCATOR or GPS	TRAFFIC LIGHT PREEMPTION
2001	96.4%	68.9%	10.2%	2.8%	13.0%	31.8%	20.6%	0.7%
2002	93.2%	71.3%	11.3%	3.0%	17.4%	36.1%	23.1%	0.7%
2003	93.7%	75.2%	15.3%	3.6%	23.8%	45.5%	30.2%	0.9%
2004	93.4%	76.3%	20.2%	5.7%	27.3%	49.7%	38.7%	2.5%
2005	96.4%	81.3%	29.3%	11.1%	31.4%	56.9%	49.4%	3.2%
2006	95.4%	80.0%	34.5%	15.3%	34.7%	62.1%	50.9%	3.5%
2007	93.2%	81.3%	39.6%	17.0%	38.2%	62.7%	54.3%	3.2%
2008	92.0%	80.7%	45.3%	22.8%	47.5%	70.8%	59.1%	2.1%
2009	91.3%	81.4%	49.2%	26.7%	49.6%	73.1%	61.9%	3.9%

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

VEHICLE DATA

TABLE 23: LIGHT RAIL VEHICLE EQUIPMENT(a), PERCENT							
YEAR ON JAN. 1	TWO-WAY RADIO	PUBLIC ADDRESS SYSTEM	AUTOMATED STOP ANNOUNCEMENT	PASSENGER OPERATOR INTERCOM	SECURITY or CCTV TYPE CAMERA	AUTOMATIC VEHICLE LOCATOR or GPS	TRAFFIC LIGHT PREEMPTION
2001	84.8%	79.2%	23.7%	14.3%	10.6%	19.3%	13.0%
2002	82.1%	77.2%	22.4%	22.5%	10.4%	20.5%	12.9%
2003	94.3%	82.2%	35.6%	24.0%	11.2%	30.1%	21.1%
2004	93.0%	83.8%	42.2%	23.5%	19.6%	29.5%	22.2%
2005	96.0%	90.2%	57.0%	25.6%	32.8%	40.0%	28.0%
2006	97.3%	89.8%	62.0%	29.0%	38.2%	45.8%	28.5%
2007	96.5%	87.6%	56.0%	24.2%	35.9%	47.9%	28.4%
2008	93.7%	84.7%	53.3%	35.1%	41.9%	51.6%	32.8%
2009	96.8%	95.0%	62.5%	43.2%	42.8%	58.3%	29.8%

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

VEHICLE DATA

TABLE 24: HEAVY RAIL VEHICLE EQUIPMENT (a), PERCENT						
YEAR ON JAN. 1	TWO-WAY RADIO	PUBLIC ADDRESS SYSTEM	AUTOMATED STOP ANNOUNCEMENT	PASSENGER OPERATOR INTERCOM	SECURITY or CCTV TYPE CAMERA	AUTOMATIC VEHICLE LOCATOR or GPS
2001	83.1%	91.0%	18.6%	---	1.0%	1.3%
2002	83.7%	98.0%	24.3%	38.7%	1.8%	2.3%
2003	84.1%	98.2%	30.5%	45.0%	2.5%	2.3%
2004	84.3%	98.8%	34.2%	49.1%	2.6%	2.4%
2005	84.5%	99.4%	34.9%	49.7%	2.5%	3.0%
2006	84.1%	98.8%	35.0%	51.6%	2.7%	3.0%
2007	83.7%	98.3%	34.9%	51.3%	2.7%	2.9%
2008	82.9%	97.8%	37.5%	52.3%	2.8%	3.0%
2009	84.8%	99.3%	45.8%	62.7%	3.2%	2.8%

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

VEHICLE DATA

TABLE 25: COMMUTER RAIL VEHICLE EQUIPMENT (a), PERCENT							
YEAR ON JAN. 1	SELF-PROPELLED (a)	TWO-WAY RADIO (b)	PUBLIC ADDRESS SYSTEM	AUTOMATED STOP ANNOUNCEMENT	RESTROOM	SECURITY or CCTV TYPE CAMERA	AUTOMATIC VEHICLE LOCATOR or GPS
2001	48.7%	61.5%	73.1%	3.9%	47.9%	0.0%	1.0%
2002	47.6%	62.2%	77.0%	3.9%	48.3%	0.0%	1.1%
2003	47.0%	60.4%	74.4%	3.8%	48.1%	0.0%	1.0%
2004	47.8%	58.6%	92.7%	7.7%	46.8%	0.0%	4.8%
2005	47.7%	60.2%	98.5%	13.1%	46.3%	0.0%	8.0%
2006	49.9%	55.7%	91.0%	18.0%	45.5%	0.5%	14.8%
2007	50.1%	55.2%	90.9%	19.8%	42.7%	0.9%	16.1%
2008	53.9%	68.8%	96.9%	31.5%	55.5%	0.6%	28.2%
2009	45.1%	64.6%	98.3%	29.0%	52.9%	2.0%	26.2%

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

(b) Percentage of self-propelled cars only.

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

VEHICLE DATA

TABLE 26: BUS VEHICLE POWER SOURCES (a), PERCENT							
YEAR ON JAN. 1	CNG, LNG, AND BLENDS	DIESEL	ELECTRIC AND OTHER (HYBRID)	GASOLINE	BIODEISEL	OTHER	TOTAL
1996	2.8%	95.4%	0.1%	0.5%	---	1.2%	100.0%
1997	3.8%	94.7%	0.0%	0.5%	---	1.1%	100.0%
1998	5.0%	93.5%	0.1%	0.5%	---	1.0%	100.0%
1999	6.2%	92.5%	0.1%	0.4%	---	0.8%	100.0%
2000	7.1%	92.1%	0.1%	0.4%	---	0.2%	100.0%
2001	9.0%	90.1%	0.1%	0.4%	---	0.3%	100.0%
2002	11.0%	88.0%	0.2%	0.4%	---	0.4%	100.0%
2003	12.4%	86.6%	0.3%	0.4%	---	0.4%	100.0%
2004	12.4%	86.3%	0.3%	0.4%	---	0.5%	100.0%
2005	13.8%	83.6%	1.1%	0.5%	---	0.9%	100.0%
2006	15.2%	81.4%	1.7%	0.6%	---	1.2%	100.0%
2007	15.6%	79.8%	2.3%	0.6%	---	1.7%	100.0%
2008	18.5%	70.2%	3.8%	0.5%	6.6%	0.4%	100.0%
2009	18.3%	68.9%	4.9%	0.7%	6.4%	0.8%	100.0%

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

VEHICLE DATA

TABLE 27: PARATRANSIT VEHICLE POWER SOURCES (a), PERCENT							
YEAR ON JAN. 1	CNG, LNG, AND BLENDS	DIESEL	ELECTRIC AND OTHER (HYBRID)	GASOLINE	BIODEISEL	OTHER	TOTAL
2001	3.5%	56.8%	0.0%	37.5%	0.0%	2.2%	100.0%
2002	3.7%	63.5%	0.0%	31.5%	0.0%	1.3%	100.0%
2003	3.9%	62.9%	0.0%	31.8%	>0.1%	1.4%	100.0%
2004	3.4%	65.9%	0.0%	29.1%	0.3%	1.3%	100.0%
2005	3.2%	65.3%	0.0%	29.8%	0.3%	1.4%	100.0%
2006	2.9%	65.2%	0.0%	30.3%	0.3%	1.3%	100.0%
2007	2.1%	64.6%	0.5%	30.7%	1.6%	0.5%	100.0%
2008	2.7%	55.9%	1.3%	35.2%	4.6%	0.3%	100.0%
2009	2.5%	50.5%	0.6%	39.0%	7.2%	0.2%	100.0%

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

TABLE 28: COMMUTER RAIL VEHICLE POWER SOURCES (a), PERCENT					
YEAR ON JAN. 1	COMMUTER RAIL CARS			COMMUTER RAIL LOCOMOTIVES	
	ELECTRICITY	DIESEL	UNPOWERED	ELECTRICITY ONLY	DIESEL AND OTHER (b)
2001	48.4%	0.3%	51.3%	7.6%	92.4%
2002	47.6%	0.3%	52.1%	10.8%	89.2%
2003	46.7%	0.2%	53.1%	9.9%	90.1%
2004	47.5%	0.2%	52.3%	11.7%	88.3%
2005	46.9%	0.3%	52.8%	12.7%	87.3%
2006	49.3%	0.4%	50.3%	11.3%	88.7%
2007	49.1%	0.4%	50.5%	11.3%	88.7%
2008	53.4%	0.4%	46.2%	10.7%	89.3%
2009	45.6%	0.2%	54.2%	10.0%	90.0%

(a) Sample data only, not projected to national total.

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

See Glossary following Tables for complete definitions.

ENERGY DATA

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

ENERGY DATA

TABLE 29: ELECTRIC POWER CONSUMPTION BY MODE (MILLIONS OF KILOWATT HOURS)								
YEAR	MODE						SOURCE	
	COMMUTER RAIL	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	OTHER	TOTAL (MODES REPORTED ONLY)	GENERATED BY TRANSIT SYSTEM	PURCHASED
1966	---	2,075	226	166	---	2,467	---	---
1967	---	2,194	180	157	---	2,531	---	---
1968	---	2,250	179	157	---	2,586	---	---
1969	---	2,291	173	154	---	2,618	---	---
1970	---	2,261	157	143	---	2,561	---	---
1971	---	2,262	153	141	---	2,556	---	---
1972	---	2,149	146	133	---	2,428	---	---
1973	---	2,098	140	93	---	2,331	---	---
1974	---	In Total	In Total	In Total	---	2,630	---	---
1975	---	In Total	In Total	In Total	---	2,646	---	---
1976	---	In Total	In Total	In Total	---	2,576	---	---
1977	---	In Total	In Total	In Total	---	2,303	---	---
1978	---	In Total	In Total	In Total	---	2,223	---	---
1979	---	In Total	In Total	In Total	---	2,473	---	---
1980	---	In Total	In Total	In Total	---	2,446	---	---
1981	---	In Total	In Total	In Total	---	2,655	---	---
1982	---	In Total	In Total	In Total	---	2,722	---	---
1983	---	In Total	In Total	In Total	---	2,930	---	---
1984	901	3,092	In Total	In Total	In Total	4,238	---	---
1985	1,043	2,928	In Total	In Total	In Total	4,216	---	---
1986	1,170	3,066	173	70	10	4,489	---	---
1987	1,155	3,219	191	70	21	4,656	---	---
1988	1,195	3,256	243	68	23	4,785	---	---
1989	1,293	3,286	242	68	23	4,912	---	---
1990	1,226	3,284	239	69	19	4,837	---	---
1991	1,239	3,248	274	72	20	4,853	---	---
1992	1,124	3,193	297	80	22	4,716	---	---
1993	1,196	3,287	281	79	22	4,865	---	---
1994	1,244	3,431	282	103	21	5,081	---	---
1995	1,253	3,401	288	100	26	5,068	---	---
1996	1,255	3,332	321	69	30	5,007	---	---
1997	1,270	3,253	361	78	26	4,988	---	---
1998	1,299	3,280	381	74	39	5,073	---	---
1999	1,322	3,385	416	75	39	5,237	---	---
2000	1,370	3,549	463	77	51	5,510	---	---
2001	1,354	3,646	487	74	49	5,610	---	---
2002	1,334	3,683	510	73	49	5,649	---	---
2003	1,383	3,632	507	69	51	5,643	---	---
2004	1,449	3,684	553	68	72	5,825	---	---
2005	1,484	3,769	571	67	63	5,954	---	---
2006	1,478	3,709	634	62	69	5,952	---	---
2007	1,763	3,817	687	61	60	6,388	---	---
2008 P	1,718	3,898	721	62	60	6,459	---	---

P = Preliminary.

See Glossary following Tables for complete definitions.

ENERGY DATA

TABLE 30: FOSSIL FUEL CONSUMPTION BY MODE (MILLIONS OF GALLONS)							
YEAR	DIESEL						NON-DIESEL (ALL MODES)
	BUS	COMMUTER RAIL	PARATRANSIT	FERRY BOAT	OTHER	TOTAL (MODES REPORTED ONLY)	
1945	---	---	---	---	---	11.8	510.0
1950	---	---	---	---	---	98.6	430.0
1955	---	---	---	---	---	172.6	276.3
1956	---	---	---	---	---	183.5	249.7
1957	---	---	---	---	---	190.0	232.6
1958	---	---	---	---	---	192.7	216.8
1959	---	---	---	---	---	196.6	204.4
1960	---	---	---	---	---	208.1	191.9
1961	---	---	---	---	---	217.5	161.6
1962	---	---	---	---	---	229.0	144.5
1963	---	---	---	---	---	235.3	138.4
1964	---	---	---	---	---	242.2	129.3
1965	---	---	---	---	---	248.4	124.2
1966	---	---	---	---	---	256.0	109.6
1967	---	---	---	---	---	270.3	90.8
1968	---	---	---	---	---	274.2	77.9
1969	---	---	---	---	---	273.8	71.6
1970	---	---	---	---	---	270.6	68.2
1971	---	---	---	---	---	256.8	55.9
1972	---	---	---	---	---	253.3	44.0
1973	---	---	---	---	---	282.6	27.5
1974	---	---	---	---	---	316.4	10.6
1975	---	---	---	---	---	365.1	7.6
1976	---	---	---	---	---	389.2	6.2
1977	---	---	---	---	---	402.8	9.3
1978	---	---	---	---	---	422.0	9.3
1979	---	---	---	---	---	423.2	9.0
1980	---	---	---	---	---	431.4	11.4
1981	---	---	---	---	---	446.0	14.0
1982	---	---	---	---	---	455.6	11.7
1983	---	---	---	---	---	450.3	9.5
1984	505.0	58.3	15.4	21.6	In Paratransit	600.4	49.9
1985	518.1	55.4	14.5	20.7	In Paratransit	608.7	45.7
1986	546.9	54.6	15.9	22.7	0.0	640.0	38.2
1987	543.3	51.6	15.4	19.9	0.1	630.3	34.2
1988	552.7	53.1	15.1	19.2	0.1	640.1	40.1
1989	551.2	52.5	14.8	19.4	0.1	638.0	39.4
1990	563.2	52.7	15.5	19.6	0.1	651.0	33.1
1991	572.9	54.3	17.4	20.5	0.1	665.2	34.5
1992	592.0	55.0	16.9	20.9	0.1	684.9	38.2
1993	575.7	59.8	22.9	20.0	0.1	678.5	47.3
1994	565.1	61.9	29.9	21.1	0.2	678.2	64.8
1995	563.8	63.1	29.0	22.3	0.2	678.3	71.5
1996	577.7	61.9	30.9	22.0	0.2	692.7	76.3
1997	597.6	63.2	32.0	23.9	0.2	717.0	83.4
1998	606.6	69.2	38.3	25.3	0.2	739.6	89.9
1999	618.2	73.0	43.2	28.7	0.2	763.4	93.1

ENERGY DATA

TABLE 30: FOSSIL FUEL CONSUMPTION BY MODE (MILLIONS OF GALLONS)							
YEAR	DIESEL						NON-DIESEL (ALL MODES)
	BUS	COMMUTER RAIL	PARA-TRANSIT	FERRY BOAT	OTHER	TOTAL (MODES REPORTED ONLY)	
2000	635.2	70.8	48.1	31.8	0.2	786.0	103.1
2001	587.2	72.2	54.9	30.3	0.1	744.7	112.1
2002	559.0	72.8	61.6	31.0	0.1	724.5	138.2
2003	538.7	72.3	69.5	32.1	0.2	712.7	146.4
2004	550.5	72.0	73.0	35.1	0.2	730.7	164.7
2005	533.8	76.7	82.5	36.6	0.3	729.9	181.2
2006	536.7	78.6	86.8	33.5	0.2	735.1	221.4
2007	(a) 494.1	80.7	(a) 95.8	40.8	0.2	711.6	(a) 279.9
2008 P	493.3	83.5	103.2	34.0	0.2	714.3	308.4

P = Preliminary.

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

See Glossary following Tables for complete definitions.

ENERGY DATA

TABLE 31: NON-DIESEL FOSSIL FUEL CONSUMPTION BY FUEL TYPE, ALL MODES (MILLIONS OF GALLONS)							
YEAR	COM-PRESSED NATURAL GAS	GASOLINE	LIQUEFIED NATURAL GAS	PROPANE (LIQUID PETROLEUM GAS)	BIODIESEL	OTHER (a)	TOTAL (FUELS REPORTED ONLY)
1945	---	510.0	---	0.0	---	---	510.0
1950	---	430.0	---	---	---	---	430.0
1955	---	246.0	---	30.3	---	---	276.3
1956	---	219.4	---	30.3	---	---	249.7
1957	---	198.4	---	34.2	---	---	232.6
1958	---	181.7	---	35.1	---	---	216.8
1959	---	167.8	---	36.6	---	---	204.4
1960	---	153.6	---	38.3	---	---	191.9
1961	---	125.9	---	35.7	---	---	161.6
1962	---	108.4	---	36.1	---	---	144.5
1963	---	102.5	---	35.9	---	---	138.4
1964	---	95.9	---	33.4	---	---	129.3
1965	---	91.5	---	32.7	---	---	124.2
1966	---	76.0	---	33.6	---	---	109.6
1967	---	57.8	---	33.0	---	---	90.8
1968	---	45.7	---	32.2	---	---	77.9
1969	---	40.0	---	31.6	---	---	71.6
1970	---	37.2	---	31.0	---	---	68.2
1971	---	29.4	---	26.5	---	---	55.9
1972	---	19.6	---	24.4	---	---	44.0
1973	---	12.3	---	15.2	---	---	27.5
1974	---	7.5	---	3.1	---	---	10.6
1975	---	5.0	---	2.6	---	---	7.6
1976	---	5.2	---	1.0	---	---	6.2
1977	---	8.1	---	1.2	---	---	9.3
1978	---	9.3	---	0.0	---	---	9.3
1979	---	9.0	---	0.0	---	---	9.0
1980	---	11.4	---	0.0	---	---	11.4
1981	---	In Total	---	In Total	---	---	14.0
1982	---	In Total	---	In Total	---	---	11.7
1983	---	In Total	---	In Total	---	---	9.5
1984	In Total	In Total	In Total	In Total	---	In Total	49.9
1985	In Total	In Total	In Total	In Total	---	In Total	45.7
1986	In Total	In Total	In Total	In Total	---	In Total	38.2
1987	In Total	In Total	In Total	In Total	---	In Total	34.2
1988	In Total	In Total	In Total	In Total	---	In Total	40.1
1989	In Total	In Total	In Total	In Total	---	In Total	39.4
1990	In Total	In Total	In Total	In Total	---	In Total	33.1
1991	In Total	In Total	In Total	In Total	---	In Total	34.5
1992	1.0	32.9	0.2	2.5	---	1.6	38.2
1993	1.6	37.9	0.5	2.1	---	5.2	47.3
1994	4.8	43.9	1.5	1.9	---	12.8	64.8
1995	10.7	42.8	2.2	3.7	---	12.0	71.5
1996	15.1	41.5	2.9	5.2	---	11.6	76.3

ENERGY DATA

TABLE 31: NON-DIESEL FOSSIL FUEL CONSUMPTION BY FUEL TYPE, ALL MODES (MILLIONS OF GALLONS)							
YEAR	COM-PRESSED NATURAL GAS	GASOLINE	LIQUEFIED NATURAL GAS	PROPANE (LIQUID PETROLEUM GAS)	BIODIESEL	OTHER (a)	TOTAL (FUELS REPORTED ONLY)
1997	23.9	41.5	4.0	5.2	---	8.7	83.4
1998	37.3	35.6	5.3	6.6	---	5.0	89.9
1999	44.4	32.7	7.7	5.6	---	2.7	93.1
2000	54.8	29.9	12.6	5.0	---	0.8	103.1
2001	66.2	26.6	13.8	4.7	---	0.8	112.1
2002	81.1	23.7	18.5	5.6	---	3.3	132.2
2003	100.1	22.7	15.8	5.5	---	2.2	146.4
2004	111.8	24.3	17.3	5.7	---	5.7	164.7
2005	123.1	23.5	19.0	6.3	---	9.3	181.2
2006	146.6	26.3	20.2	5.3	---	23.2	221.4
2007	135.5	(b) 84.2	19.0	In Other	35.1	6.1	(b) 279.9
2008 P	142.5	90.1	18.1	In Other	55.4	2.3	308.4

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

ENERGY DATA

TABLE 32: BUS FUEL CONSUMPTION (MILLIONS OF GALLONS)								
YEAR	DIESEL FUEL	COM-PRESSED NATURAL GAS	GASO-LINE	LIQUE-FIED NATURAL GAS	PROPANE (LIQUID PETROL-EUM GAS)	BIO-DIESEL	OTHER (a)	TOTAL NON-DIESEL
1995	563.8	10.0	2.3	1.7	0.3	---	12.0	26.2
1996	577.7	11.5	1.8	2.3	0.6	---	11.6	27.8
1997	597.6	20.0	2.7	3.3	1.0	---	8.7	35.8
1998	606.6	32.6	2.0	3.1	0.9	---	5.0	43.5
1999	618.0	39.9	1.4	5.3	0.7	---	2.7	49.9
2000	635.2	50.4	1.3	10.5	0.7	---	0.8	63.8
2001	587.2	60.9	1.5	11.7	1.2	---	0.8	76.0
2002	559.0	77.8	1.3	16.8	1.8	---	1.8	106.6
2003	536.0	94.9	1.1	14.2	1.8	---	1.9	113.9
2004	550.5	106.7	1.8	16.5	1.7	---	4.7	131.4
2005	533.8	117.2	1.0	18.3	2.0	---	8.1	146.6
2006	536.7	138.8	2.3	19.6	1.6	---	21.4	183.8
2007	(b) 494.1	129.1	2.5	18.3	---	25.8	1.3	(b) 177.0
2008 P	493.3	135.5	3.8	17.9	---	41.8	0.9	199.9

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

ENERGY DATA

TABLE 33: PARATRANSIT FUEL CONSUMPTION (MILLIONS OF GALLONS)								
YEAR	FOSSIL FUEL							TOTAL NON-DIESEL
	DIESEL FUEL	COM-PRESSED NATURAL GAS	GASO-LINE	LIQUE-FIED NATURAL GAS	PROPANE (LIQUID PETROL-EUM GAS)	BIO-DIESEL	OTHER (a)	
1994	29.9	1.7	39.9	0.3	1.6	---	0.0	43.5
1995	29.0	0.7	38.2	0.5	3.4	---	0.0	42.8
1996	30.9	3.6	37.2	0.6	4.6	---	0.0	46.0
1997	32.0	3.9	35.7	0.8	4.1	---	0.0	44.4
1998	38.7	4.6	29.5	2.3	5.7	---	0.0	42.2
1999	43.2	4.5	26.8	2.4	4.9	---	0.0	38.6
2000	48.1	4.3	23.9	2.1	4.3	---	0.0	34.6
2001	54.9	5.3	20.3	2.1	3.5	---	0.0	31.2
2002	61.6	3.2	17.4	1.7	3.8	---	0.3	26.4
2003	69.5	5.2	16.5	1.6	3.7	---	0.3	27.3
2004	73.0	5.1	16.7	0.8	3.9	---	0.9	27.5
2005	82.5	5.8	16.5	0.7	4.4	---	1.0	28.4
2006	86.1	7.6	17.1	0.6	3.7	---	1.7	30.7
2007	95.8	6.4	(b) 72.8	0.7	---	9.2	4.1	(b) 93.2
2008 P	103.2	6.9	75.2	0.2	---	11.5	1.4	95.2

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

ENERGY DATA

TABLE 34: RAIL VEHICLE FUEL AND POWER CONSUMPTION						
YEAR	DIESEL (MILLION GALLONS)	ELECTRICITY (MILLION KWH)				
	COMMUTER RAIL	COMMUTER RAIL	HEAVY RAIL	LIGHT RAIL	OTHER RAIL	TOTAL
1996	61.9	1,255.2	3,332.3	321.4	28.6	4,937.4
1997	63.2	1,270.3	3,252.5	361.3	24.9	4,909.0
1998	69.2	1,297.6	3,279.7	381.5	38.6	4,997.4
1999	73.0	1,321.8	3,384.5	415.6	38.9	5,160.8
2000	70.8	1,370.5	3,548.9	463.2	48.9	5,431.5
2001	72.2	1,353.8	3,645.9	487.1	47.9	5,534.7
2002	72.8	1,334.4	3,683.1	509.6	45.5	5,572.6
2003	72.3	1,383.3	3,631.6	506.7	50.8	5,572.4
2004	72.0	1,449.0	3,683.7	553.0	69.5	5,825.3
2005	76.7	1,483.6	3,768.6	570.7	62.5	5,885.5
2006	78.6	1,478.0	3,708.8	634.2	66.9	5,888.0
2007	80.7	1,762.9	3,817.2	687.3	58.3	6,325.7
2008 P	83.5	1,717.7	3,897.7	720.9	59.5	6,395.8

P = Preliminary.

See Glossary following Tables for complete definitions.

FINANCIAL DATA

TABLE 35: CAPITAL EXPENSES BY MODE (MILLIONS OF DOLLARS)								
YEAR	BUS	COMMUT- ER RAIL	PARA- TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY- BUS	OTHER (a)	TOTAL (MODES REPORTED ONLY)
1992	1,301.9	1,310.5	67.6	2,054.1	494.9	34.8	171.9	5,435.7
1993	1,567.3	1,645.1	91.8	1,901.5	488.3	18.8	126.8	5,839.6
1994	1,470.3	1,436.4	99.3	2,070.1	544.1	57.4	155.1	5,832.7
1995	2,050.8	1,689.2	86.2	2,560.5	688.4	15.5	139.7	7,230.3
1996	2,035.6	1,690.1	105.2	2,228.0	849.9	19.2	155.8	7,083.8
1997	2,423.5	1,817.5	118.5	2,346.1	876.5	54.1	213.3	7,849.5
1998	2,804.9	1,402.2	131.5	2,350.8	967.2	67.0	169.2	7,892.8
1999	3,249.0	1,622.0	122.0	2,706.7	1,004.8	89.8	180.4	8,974.7
2000	3,248.8	1,783.5	134.2	2,852.2	1,244.8	148.9	174.6	9,587.0
2001	3,737.9	2,291.2	154.0	3,506.5	1,444.2	157.8	127.1	11,418.7
2002	3,513.2	2,378.0	218.4	4,564.2	1,723.5	187.6	262.7	12,847.6
2003	3,241.7	2,479.2	241.8	4,437.0	2,325.1	118.8	397.0	13,240.6
2004	3,747.3	2,585.8	243.9	3,795.8	2,441.3	143.1	288.8	13,246.0
2005	3,252.4	2,488.3	248.6	3,455.1	2,488.6	83.8	366.8	12,383.4
2006	3,687.7	2,487.5	208.8	3,692.4	2,999.6	43.7	220.7	13,340.4
2007	(b) 3,291.0	2,446.4	(b) 747.7	4,690.6	3,041.7	31.5	(b) 279.4	14,528.3
2008 P	4,085.0	2,743.0	840.8	6,152.8	3,660.0	44.6	238.7	17,764.8

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

FINANCIAL DATA

TABLE 36: TOTAL CAPITAL EXPENSES BY TYPE (MILLIONS OF DOLLARS)				
YEAR	ROLLING STOCK	FACILITIES	OTHER	TOTAL
1992	1,347.7	2,986.9	1,101.1	5,435.7
1993	1,616.2	2,826.3	1,397.1	5,839.6
1994	1,340.6	3,159.2	1,332.9	5,832.7
1995	1,834.5	3,836.9	1,558.9	7,230.3
1996	1,834.4	3,810.7	1,438.7	7,083.8
1997	2,355.7	4,468.1	1,025.7	7,849.5
1998	2,721.8	4,267.9	903.1	7,892.8
1999	3,239.4	4,697.8	1,037.5	8,974.7
2000	3,138.6	5,405.2	1,043.2	9,587.0
2001	4,027.4	6,301.8	1,089.5	11,418.7
2002	4,351.1	7,409.1	1,087.4	12,847.6
2003	3,728.2	7,568.9	1,943.6	13,240.6
2004	3,687.4	7,543.7	2,015.0	13,246.0
2005	3,405.9	7,544.5	1,433.0	12,383.4
2006	3,389.8	8,357.5	1,593.1	13,340.4
2007	3,837.3	8,842.5	1,848.5	14,528.3
2008 P	5,327.0	10,451.3	1,986.5	17,764.8

P = Preliminary.

See Glossary following Tables for complete definitions.

FINANCIAL DATA

TABLE 37: CAPITAL FUNDING SOURCES (MILLIONS OF DOLLARS)					
YEAR	DIRECTLY GENERATED	LOCAL ASSISTANCE	STATE ASSISTANCE	FEDERAL ASSISTANCE	TOTAL
1988	86.5	769.0	489.6	2,519.5	3,864.6
1989	118.3	802.6	665.5	2,426.5	4,012.9
1990	189.3	1,176.9	696.8	2,872.5	4,935.5
1991	1,074.5	1,012.3	695.4	2,773.5	5,555.7
1992	1,131.7	830.0	801.0	2,673.0	5,435.7
1993	1,002.1	1,079.6	1,325.5	2,432.4	5,839.6
1994	1,164.2	997.9	1,047.8	2,622.8	5,832.7
1995	1,899.6	888.2	1,020.3	3,422.2	7,230.3
1996	1,649.1	926.0	915.9	3,592.8	7,083.8
1997	1,638.1	898.8	1,037.0	4,275.6	7,849.5
1998	2,009.4	1,032.2	932.2	3,919.0	7,892.8
1999	2,974.6	1,128.2	911.5	3,960.4	8,974.7
2000	2,561.7	1,469.2	1,030.5	4,525.6	9,587.0
2001	3,279.2	1,304.4	1,066.6	5,768.5	11,418.7
2002	3,552.5	2,582.9	1,496.5	5,215.6	12,847.5
2003	3,883.5	2,397.8	1,681.9	5,277.5	13,240.6
2004	3,825.4	2,407.7	1,841.9	5,171.0	13,246.0
2005	3,279.2	2,716.3	1,563.2	4,824.8	12,383.4
2006	3,683.6	2,071.9	1,776.6	5,808.3	13,340.4
2007	4,789.7	2,055.9	1,600.2	5,864.4	14,310.2
2008 P	5,650.8	2,694.5	2,146.2	6,953.7	17,445.2

P = Preliminary.

See Glossary following Tables for complete definitions.

FINANCIAL DATA

TABLE 38: OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS)								
YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	OTHER (a)	TOTAL (MODES REPORTED ONLY)
1932	In Total	---	---	In Total	In Total	In Total	---	613.9
1933	In Total	---	---	In Total	In Total	In Total	---	549.8
1934	In Total	---	---	In Total	In Total	In Total	---	574.7
1935	In Total	---	---	In Total	In Total	In Total	---	585.4
1936	In Total	---	---	In Total	In Total	In Total	---	622.1
1937	In Total	---	---	In Total	In Total	In Total	---	652.2
1938	In Total	---	---	In Total	In Total	In Total	---	645.4
1939	In Total	---	---	In Total	In Total	In Total	---	654.1
1940	In Total	---	---	In Total	In Total	In Total	---	660.7
1941	In Total	---	---	In Total	In Total	In Total	---	711.1
1942	In Total	---	---	In Total	In Total	In Total	---	898.0
1943	In Total	---	---	In Total	In Total	In Total	---	1,119.3
1944	In Total	---	---	In Total	In Total	In Total	---	1,201.3
1945	In Total	---	---	In Total	In Total	In Total	---	1,231.7
1946	In Total	---	---	In Total	In Total	In Total	---	1,258.5
1947	In Total	---	---	In Total	In Total	In Total	---	1,343.7
1948	In Total	---	---	In Total	In Total	In Total	---	1,444.9
1949	In Total	---	---	In Total	In Total	In Total	---	1,427.2
1950	In Total	---	---	In Total	In Total	In Total	---	1,385.7
1951	In Total	---	---	In Total	In Total	In Total	---	1,426.6
1952	In Total	---	---	In Total	In Total	In Total	---	1,471.6
1953	In Total	---	---	In Total	In Total	In Total	---	1,468.1
1954	In Total	---	---	In Total	In Total	In Total	---	1,427.0
1955	In Total	---	---	In Total	In Total	In Total	---	1,370.7
1956	In Total	---	---	In Total	In Total	In Total	---	1,360.4
1957	In Total	---	---	In Total	In Total	In Total	---	1,349.0
1958	In Total	---	---	In Total	In Total	In Total	---	1,342.9
1959	In Total	---	---	In Total	In Total	In Total	---	1,350.8
1960	In Total	---	---	In Total	In Total	In Total	---	1,376.5
1961	In Total	---	---	In Total	In Total	In Total	---	1,373.0
1962	In Total	---	---	In Total	In Total	In Total	---	1,383.8
1963	In Total	---	---	In Total	In Total	In Total	---	1,391.5
1964	In Total	---	---	In Total	In Total	In Total	---	1,420.5
1965	In Total	---	---	In Total	In Total	In Total	---	1,454.4
1966	In Total	---	---	In Total	In Total	In Total	---	1,515.6
1967	In Total	---	---	In Total	In Total	In Total	---	1,622.6
1968	In Total	---	---	In Total	In Total	In Total	---	1,723.8
1969	In Total	---	---	In Total	In Total	In Total	---	1,846.1
1970	In Total	---	---	In Total	In Total	In Total	---	1,995.6
1971	In Total	---	---	In Total	In Total	In Total	---	2,152.1
1972	In Total	---	---	In Total	In Total	In Total	---	2,241.6
1973	In Total	---	---	In Total	In Total	In Total	---	2,536.1
1974	In Total	---	---	In Total	In Total	In Total	---	3,172.6
1975	In Total	---	---	In Total	In Total	In Total	---	3,537.3
1976	In Total	---	---	In Total	In Total	In Total	---	3,857.4
1977	In Total	---	---	In Total	In Total	In Total	---	4,121.0
1978	In Total	---	---	In Total	In Total	In Total	---	4,539.1

FINANCIAL DATA

TABLE 38: OPERATING EXPENSE BY MODE (MILLIONS OF DOLLARS)								
YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	OTHER (a)	TOTAL (MODES REPORTED ONLY)
1979	In Total	---	---	In Total	In Total	In Total	---	5,231.7
1980	In Total	---	---	In Total	In Total	In Total	---	6,246.5
1981	In Total	---	---	In Total	In Total	In Total	---	7,024.3
1982	In Total	---	---	In Total	In Total	In Total	---	7,552.8
1983	In Total	---	---	In Total	In Total	In Total	---	7,956.0
1984	In Total	In Total	In Total	In Total	In Total	In Total	In Total	11,574.0
1985	In Total	In Total	In Total	In Total	In Total	In Total	In Total	12,380.9
1986	In Total	In Total	In Total	In Total	In Total	In Total	In Total	12,951.7
1987	In Total	In Total	In Total	In Total	In Total	In Total	In Total	13,472.1
1988	8,136.4	1,675.3	462.6	3,521.7	198.4	101.7	191.2	14,287.3
1989	8,415.1	1,841.4	481.1	3,701.0	210.8	105.5	217.4	14,972.3
1990	8,903.1	1,938.5	517.8	3,825.0	237.1	108.6	212.0	15,742.1
1991	9,501.4	1,942.4	608.5	3,858.6	291.1	113.5	225.9	16,541.4
1992	9,881.2	2,012.6	667.3	3,555.1	308.9	124.4	231.9	16,781.4
1993	10,109.6	2,088.4	793.0	3,668.6	315.9	131.9	242.5	17,349.9
1994	10,144.1	2,227.8	942.7	3,786.2	412.8	132.9	273.4	17,919.9
1995	10,320.5	2,211.2	1,000.4	3,522.9	376.1	138.9	278.7	17,848.7
1996	10,574.9	2,294.1	1,186.6	3,401.9	441.6	134.6	307.0	18,340.7
1997	10,944.0	2,278.1	1,284.5	3,473.7	472.5	140.2	343.1	18,936.1
1998	11,428.9	2,360.6	1,405.4	3,529.6	500.2	146.5	367.3	19,738.5
1999	11,713.8	2,574.9	1,419.3	3,693.4	545.6	166.9	398.2	20,512.1
2000	12,966.2	2,685.3	1,804.9	3,930.8	606.4	177.6	474.3	22,645.5
2001	13,335.2	2,860.8	1,754.0	4,180.1	682.2	172.4	532.2	23,516.9
2002	14,065.6	3,003.2	1,949.4	4,267.5	778.3	186.7	583.3	24,834.0
2003	15,240.3	3,178.5	2,363.4	4,446.2	815.2	182.7	625.3	26,851.6
2004	16,021.5	3,442.4	2,523.9	4,734.1	887.4	184.9	711.5	28,505.8
2005	16,786.8	3,663.2	2,828.4	5,144.8	978.1	195.7	697.9	30,294.9
2006	17,816.4	3,771.4	3,096.7	5,287.5	1,070.1	196.9	798.2	32,037.2
2007	(b) 17,307.5	4,014.7	(b) 4,420.8	5,888.3	1,169.5	198.7	(b) 877.8	33,877.3
2008	18,637.2	4,315.8	4,843.2	6,128.5	1,268.3	214.3	990.7	36,397.9

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

FINANCIAL DATA

TABLE 39: TOTAL OPERATING EXPENSE BY FUNCTION CLASS (MILLIONS OF DOLLARS)						
YEAR	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL
1932	---	---	---	---	---	613.9
1933	---	---	---	---	---	549.8
1934	---	---	---	---	---	574.7
1935	---	---	---	---	---	585.4
1936	---	---	---	---	---	622.1
1937	---	---	---	---	---	652.2
1938	---	---	---	---	---	645.4
1939	---	---	---	---	---	654.1
1940	---	---	---	---	---	660.7
1941	---	---	---	---	---	711.1
1942	---	---	---	---	---	898.0
1943	---	---	---	---	---	1,119.3
1944	---	---	---	---	---	1,201.3
1945	---	---	---	---	---	1,231.7
1946	---	---	---	---	---	1,258.5
1947	---	---	---	---	---	1,343.7
1948	---	---	---	---	---	1,444.9
1949	---	---	---	---	---	1,427.2
1950	---	---	---	---	---	1,385.7
1951	---	---	---	---	---	1,426.6
1952	---	---	---	---	---	1,471.6
1953	---	---	---	---	---	1,468.1
1954	---	---	---	---	---	1,427.0
1955	---	---	---	---	---	1,370.7
1956	---	---	---	---	---	1,360.4
1957	---	---	---	---	---	1,349.0
1958	---	---	---	---	---	1,342.9
1959	---	---	---	---	---	1,350.8
1960	---	---	---	---	---	1,376.5
1961	---	---	---	---	---	1,373.0
1962	---	---	---	---	---	1,383.8
1963	---	---	---	---	---	1,391.5
1964	---	---	---	---	---	1,420.5
1965	---	---	---	---	---	1,454.4
1966	---	---	---	---	---	1,515.6
1967	---	---	---	---	---	1,622.6
1968	---	---	---	---	---	1,723.8
1969	---	---	---	---	---	1,846.1
1970	---	---	---	---	---	1,995.6
1971	---	---	---	---	---	2,152.1
1972	---	---	---	---	---	2,241.6
1973	---	---	---	---	---	2,536.1
1974	---	---	---	---	---	3,172.6
1975	1,876.5	814.4		846.4		3,537.3
1976	2,033.4	894.1		929.9		3,857.4
1977	2,219.8	972.7		928.5		4,121.0
1978	2,508.7	776.6	292.1	961.7		4,539.1

FINANCIAL DATA

TABLE 39: TOTAL OPERATING EXPENSE BY FUNCTION CLASS (MILLIONS OF DOLLARS)						
YEAR	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL
1979	2,735.0	1,070.2	398.8	1,027.7		5,231.7
1980	3,248.2	1,274.3	499.7	1,224.3		6,246.5
1981	3,596.5	1,397.8	547.9	1,482.1		7,024.3
1982	3,882.3	1,555.8	611.8	1,503.0		7,552.9
1983	3,930.8	1,696.6	694.9	1,633.7		7,956.0
1984 (a)	5,141.9	2,149.4	912.3	2,914.7	455.7	11,574.0
1985	5,654.7	2,522.6	1,149.6	2,505.3	548.7	12,380.9
1986	5,690.6	2,733.6	1,295.2	2,748.0	484.3	12,951.7
1987	5,790.3	2,730.2	1,363.5	2,869.4	718.7	13,472.1
1988	6,052.3	2,865.1	1,447.6	3,077.8	844.5	14,287.3
1989	6,275.3	2,942.3	1,550.5	3,251.0	953.2	14,972.3
1990	6,653.3	3,038.8	1,592.0	3,449.9	1,008.1	15,742.1
1991	6,726.6	2,992.2	1,604.7	3,584.5	1,633.2	16,541.2
1992	7,659.7	3,047.5	1,783.9	2,674.2	1,616.1	16,781.4
1993	7,941.4	3,049.3	1,845.0	2,714.0	1,800.1	17,349.8
1994	8,211.9	3,184.5	1,819.4	2,752.0	1,952.1	17,919.9
1995	8,281.9	3,218.2	1,829.0	2,589.5	1,930.1	17,848.7
1996	8,331.9	3,295.1	1,802.2	2,744.3	2,167.2	18,340.7
1997	8,602.1	3,372.6	1,838.8	2,919.9	2,202.7	18,936.1
1998	9,176.7	3,579.2	1,783.9	3,065.8	2,132.9	19,738.5
1999	9,333.0	3,742.1	1,906.8	3,164.4	2,365.8	20,512.1
2000	10,110.9	4,267.1	2,177.7	3,328.8	2,761.0	22,645.5
2001	10,438.8	4,348.4	2,290.1	3,463.1	2,976.5	23,516.9
2002	11,057.4	4,550.6	2,448.1	3,807.8	2,970.1	24,834.0
2003	11,935.5	4,822.1	2,545.7	3,962.4	3,585.8	26,851.6
2004	12,865.8	5,042.6	2,790.2	3,974.3	3,832.9	28,505.8
2005	13,793.0	5,293.6	2,965.0	4,074.8	4,168.5	30,294.9
2006	14,742.8	5,681.5	3,008.0	4,301.3	4,303.6	32,037.2
2007	15,560.0	5,981.7	3,154.0	4,779.1	4,402.4	33,877.3
2008 P	16,780.4	6,332.1	3,319.3	4,982.7	4,983.4	36,397.9

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

P = Preliminary.

See Glossary following Tables for complete definitions.

FINANCIAL DATA

TABLE 40: TOTAL OPERATING EXPENSE BY OBJECT CLASS (MILLIONS OF DOLLARS)									
YEAR	SALARIES AND WAGES	FRINGE BENEFITS	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY AND LIABILITY	PURCHASED TRANSPORTATION	OTHER	TOTAL
1979	3,025.0	1,090.4	136.3	508.3	188.7	183.4	99.6		5,231.7
1980	3,280.9	1,353.1	237.6	759.4	231.3	237.8	146.4		6,246.5
1981	3,493.5	1,649.1	266.8	940.8	280.9	252.8	140.4		7,024.3
1982	3,731.4	1,756.5	298.3	1,129.9	322.5	188.1	126.1		7,552.8
1983	3,921.3	1,977.3	309.4	1,023.9	431.2	192.6	100.3		7,956.0
1984 (a)	5,487.8	2,716.7	469.2	1,462.2	465.7	328.5	455.7	188.2	11,574.0
1985	5,843.1	2,868.3	491.9	1,561.2	494.7	347.1	548.7	225.9	12,380.9
1986	6,119.2	3,125.9	583.8	1,524.3	497.1	491.4	484.3	125.7	12,951.7
1987	6,324.1	3,266.9	655.5	1,421.0	509.2	536.1	718.7	40.6	13,472.1
1988	6,675.0	3,528.9	715.3	1,446.2	503.9	527.8	844.5	45.7	14,287.3
1989	6,897.7	3,737.3	765.0	1,507.6	540.2	559.4	953.2	11.9	14,972.3
1990	7,226.3	3,986.0	794.3	1,608.4	552.9	640.5	1,008.1	-74.4	15,742.1
1991	7,394.5	3,998.4	818.0	1,559.7	575.9	625.6	1,633.2	-63.9	16,541.4
1992	7,670.5	4,318.6	907.8	1,529.1	608.5	557.8	1,616.1	-427.0	16,781.4
1993	7,932.1	4,400.3	914.0	1,536.1	624.0	587.8	1,800.1	-444.6	17,349.8
1994	8,223.8	4,451.7	849.3	1,593.9	644.0	614.2	1,952.1	-409.1	17,919.9
1995	8,213.1	4,484.0	849.3	1,613.4	628.9	512.8	1,930.1	-382.9	17,848.7
1996	8,437.6	4,401.4	923.9	1,677.0	667.2	502.7	2,167.2	-436.3	18,340.7
1997	8,771.7	4,503.7	1,055.2	1,734.1	685.0	502.5	2,202.7	-518.8	18,936.1
1998	9,211.2	4,843.6	1,170.7	1,851.5	660.8	473.9	2,132.9	-606.1	19,738.5
1999	9,495.1	5,052.3	1,213.9	1,883.7	675.5	449.7	2,365.8	-623.9	20,512.1
2000	10,400.2	5,412.9	1,289.6	2,259.6	719.8	506.5	2,761.0	-704.1	22,645.5
2001	10,626.9	5,705.6	1,389.3	2,362.5	772.5	492.8	2,976.5	-809.2	23,516.9
2002	11,197.4	6,246.9	1,539.6	2,287.3	771.0	624.2	2,970.1	-802.5	24,834.0
2003	11,634.0	6,913.4	1,614.6	2,428.2	809.9	693.7	3,585.8	-828.1	26,851.6
2004	11,979.3	7,599.2	1,655.3	2,586.3	848.9	750.4	3,832.9	-746.6	28,505.8
2005	12,176.6	8,093.3	1,758.7	3,046.2	974.8	758.8	4,168.5	-681.9	30,294.9
2006	12,764.1	8,423.5	1,900.4	3,604.6	1,037.6	783.9	4,303.6	-708.5	32,037.2
2007	13,204.7	9,091.6	2,063.2	3,922.1	1,144.1	828.6	4,402.4	-779.4	33,877.3
2008	13,914.2	9,366.5	2,299.1	4,657.6	1,231.8	818.0	4,983.4	-872.7	36,397.9

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

P = Preliminary.

See Glossary following Tables for complete definitions.

FINANCIAL DATA

TABLE 41: OPERATING FUNDING SOURCES (MILLIONS OF DOLLARS)									
YEAR	AGENCY FUNDS			GOVERNMENT FUNDS					
	PASSENGER FARES	OTHER	TOTAL	DIRECTLY GENERATED	LOCAL	STATE	FEDERAL	TOTAL GOVERNMENT FUNDS	TOTAL FUNDS
1926	978.5	79.0	1,057.5	---	---	---	---	Not Known	Not Known
1927	976.8	77.4	1,054.2	---	---	---	---	Not Known	Not Known
1928	965.8	74.3	1,040.1	---	---	---	---	Not Known	Not Known
1929	978.3	74.2	1,052.5	---	---	---	---	Not Known	Not Known
1930	899.1	63.9	963.0	---	---	---	---	Not Known	Not Known
1931	790.3	51.8	842.1	---	---	---	---	Not Known	Not Known
1932	656.6	39.9	696.5	---	---	---	---	Not Known	Not Known
1933	606.3	36.1	642.4	---	---	---	---	Not Known	Not Known
1934	637.4	37.5	674.9	---	---	---	---	Not Known	Not Known
1935	642.3	39.1	681.4	---	---	---	---	Not Known	Not Known
1936	685.5	42.4	727.9	---	---	---	---	Not Known	Not Known
1937	689.7	43.8	733.5	---	---	---	---	Not Known	Not Known
1938	662.9	37.9	700.8	---	---	---	---	Not Known	Not Known
1939	681.5	39.2	720.7	---	---	---	---	Not Known	Not Known
1940	701.5	35.5	737.0	---	---	---	---	Not Known	Not Known
1941	758.8	41.5	800.3	---	---	---	---	Not Known	Not Known
1942	979.1	60.9	1,040.0	---	---	---	---	Not Known	Not Known
1943	1,235.6	58.4	1,294.0	---	---	---	---	Not Known	Not Known
1944	1,296.9	65.4	1,362.3	---	---	---	---	Not Known	Not Known
1945	1,313.7	66.7	1,380.4	---	---	---	---	Not Known	Not Known
1946	1,331.5	65.6	1,397.1	---	---	---	---	Not Known	Not Known
1947	1,324.2	66.6	1,390.8	---	---	---	---	Not Known	Not Known
1948	1,416.8	71.8	1,488.6	---	---	---	---	Not Known	Not Known
1949	1,419.7	71.2	1,490.9	---	---	---	---	Not Known	Not Known
1950	1,386.8	65.3	1,452.1	---	---	---	---	Not Known	Not Known
1951	1,411.6	61.1	1,472.7	---	---	---	---	Not Known	Not Known
1952	1,438.1	63.2	1,501.3	---	---	---	---	Not Known	Not Known
1953	1,448.6	64.5	1,513.1	---	---	---	---	Not Known	Not Known
1954	1,410.0	61.8	1,471.8	---	---	---	---	Not Known	Not Known
1955	1,358.9	67.5	1,426.4	---	---	---	---	Not Known	Not Known
1956	1,351.1	65.0	1,416.1	---	---	---	---	Not Known	Not Known
1957	1,319.8	65.8	1,385.6	---	---	---	---	Not Known	Not Known
1958	1,282.2	67.3	1,349.5	---	---	---	---	Not Known	Not Known
1959	1,308.3	68.1	1,376.4	---	---	---	---	Not Known	Not Known
1960	1,334.9	72.3	1,407.2	---	---	---	---	Not Known	Not Known
1961	1,320.9	68.8	1,389.7	---	---	---	---	Not Known	Not Known
1962	1,330.2	73.3	1,403.5	---	---	---	---	Not Known	Not Known
1963	1,316.3	74.3	1,390.6	---	---	---	---	Not Known	Not Known
1964	1,326.0	82.1	1,408.1	---	---	---	---	Not Known	Not Known
1965	1,340.1	103.7	1,443.8	---	---	---	---	Not Known	Not Known
1966	1,385.4	93.1	1,478.5	---	---	---	---	Not Known	Not Known
1967	1,457.4	98.6	1,556.0	---	---	---	---	Not Known	Not Known
1968	1,470.2	92.5	1,562.7	---	---	---	---	Not Known	Not Known
1969	1,554.7	70.9	1,625.6	---	---	---	---	Not Known	Not Known

FINANCIAL DATA

TABLE 41: OPERATING FUNDING SOURCES (MILLIONS OF DOLLARS)									
YEAR	AGENCY FUNDS			GOVERNMENT FUNDS					
	PASSENGER FARES	OTHER	TOTAL	DIRECTLY GENERATED	LOCAL	STATE	FEDERAL	TOTAL GOVERNMENT FUNDS	TOTAL FUNDS
1970	1,639.1	68.3	1,707.4	---	---	---	---	Not Known	Not Known
1971	1,661.9	78.8	1,740.7	---	---	---	---	Not Known	Not Known
1972	1,650.7	77.8	1,728.5	---	---	---	---	Not Known	Not Known
1973	1,683.7	113.9	1,797.6	---	---	---	---	Not Known	Not Known
1974	1,805.2	134.5	1,939.7	---	---	---	---	Not Known	Not Known
1975 (a)	1,860.5	182.5	2,043.0	In Local	1,106.0		301.8	1,407.8	3,450.8
1976	2,025.6	210.5	2,236.1	In Local	1,234.5		442.9	1,677.4	3,913.5
1977	2,157.1	196.5	2,353.6	In Local	1,319.5		584.5	1,904.0	4,257.6
1978	2,271.0	178.9	2,449.9	In Local	1,542.1		689.5	2,231.6	4,681.5
1979	2,436.3	211.5	2,647.8	In Local	2,054.6		855.8	2,910.4	5,558.2
1980	2,556.8	248.3	2,805.1	In Local	2,611.2		1,093.9	3,705.1	6,510.2
1981	2,701.4	343.8	3,045.2	In Local	3,225.7		1,095.1	4,320.8	7,366.0
1982	3,077.0	380.0	3,457.0	In Local	3,582.0		1,005.4	4,587.4	8,044.4
1983	3,171.6	332.5	3,504.1	In Local	4,194.6		827.0	5,021.6	8,525.7
1984 (b)	4,447.7	780.5	5,228.2	In Local	5,399.1		995.8	6,394.9	11,623.1
1985	4,574.7	701.8	5,276.5	In Local	5,978.5		939.6	6,918.1	12,194.6
1986	5,113.1	737.3	5,850.4	In Local	4,244.5	2,305.6	941.2	7,491.3	13,341.7
1987	5,114.1	776.6	5,890.7	In Local	4,680.6	2,564.6	955.1	8,200.3	14,091.0
1988	5,224.6	840.7	6,065.3	In Local	4,893.1	2,677.1	905.1	8,475.3	14,540.6
1989	5,419.9	836.7	6,256.6	In Local	4,995.4	2,796.3	936.6	8,728.3	14,984.9
1990	5,890.8	895.0	6,785.8	In Local	5,326.8	2,970.6	970.0	9,267.4	16,053.2
1991	6,037.2	766.8	6,804.0	In Local	5,373.4	3,199.5	955.9	9,528.8	16,332.8
1992	6,152.5	645.9	6,798.4	In Local	5,268.1	3,879.5	969.1	10,116.7	16,915.1
1993	6,350.9	764.0	7,114.9	In Local	5,490.6	3,704.2	966.5	10,161.3	17,276.2
1994	6,756.0	641.5	7,397.5	1,629.1	4,171.2	3,854.4	915.6	10,570.3	17,967.8
1995	6,800.9	1,268.0	8,068.9	1,544.2	3,980.9	3,829.6	817.0	10,171.7	18,240.6
1996	7,416.3	1,232.8	8,649.1	1,695.4	4,128.5	4,081.8	596.4	10,502.1	19,151.2
1997	7,545.7	1,444.8	8,990.5	1,863.6	4,095.1	3,918.7	647.0	10,524.4	19,514.9
1998	7,969.6	1,731.3	9,700.9	1,953.4	4,376.9	4,279.4	751.2	11,360.9	21,061.8
1999	8,282.4	1,363.1	9,645.5	2,284.5	4,539.8	4,878.6	871.8	12,574.7	22,220.2
2000	8,745.8	2,257.8	11,003.6	1,958.9	5,318.8	4,967.1	994.2	13,239.0	24,242.6
2001	8,891.1	1,634.8	10,525.9	1,944.7	5,986.6	5,700.9	1,129.9	14,762.1	25,288.0
2002	8,648.9	2,390.3	11,039.2	2,211.3	5,343.9	6,718.6	1,319.4	15,593.2	26,632.4
2003	9,149.3	2,520.5	11,669.8	2,544.7	5,557.6	6,632.8	1,616.2	16,351.3	28,021.2
2004	9,774.6	2,372.7	12,147.3	2,587.5	6,184.3	6,713.2	2,085.9	17,570.9	29,718.1
2005	10,269.1	2,289.5	12,558.6	2,693.6	6,657.8	7,494.5	2,303.4	19,149.3	31,707.8
2006	11,194.9	2,349.9	13,544.8	2,796.6	7,105.2	7,674.3	2,591.9	20,168.0	33,712.8
2007	11,144.6	2,327.9	13,472.5	2,697.8	8,322.0	8,370.6	2,677.9	22,068.3	35,540.8
2008	11,860.0	2,444.4	14,304.4	2,448.1	8,753.7	9,794.8	2,674.0	23,670.6	37,975.0

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

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

P = Preliminary.

See Glossary following Tables for complete definitions.

FINANCIAL DATA

TABLE 42: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS)								
YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	OTHER (a)	TOTAL (MODES REPORTED ONLY)
1926	115.5	---	---	134.4	728.6	---	---	978.5
1927	131.1	---	---	140.6	705.1	---	---	976.8
1928	142.3	---	---	143.7	679.5	0.3	---	965.8
1929	159.9	---	---	149.9	667.9	0.6	---	978.3
1930	153.4	---	---	148.9	595.1	1.7	---	899.1
1931	142.3	---	---	139.7	506.1	2.2	---	790.3
1932	126.1	---	---	127.2	400.6	2.7	---	656.6
1933	120.2	---	---	122.6	360.5	3.0	---	606.3
1934	137.8	---	---	126.6	368.8	4.2	---	637.4
1935	151.2	---	---	127.8	357.8	5.5	---	642.3
1936	180.9	---	---	131.8	365.2	7.6	---	685.5
1937	197.7	---	---	130.8	347.1	14.1	---	689.7
1938	205.1	---	---	128.0	311.0	18.8	---	662.9
1939	226.2	---	---	130.0	303.7	21.6	---	681.5
1940	248.8	---	---	128.8	299.0	24.9	---	701.5
1941	291.0	---	---	131.7	301.8	34.3	---	758.8
1942	426.0	---	---	139.7	365.0	48.4	---	979.1
1943	534.2	---	---	147.5	490.6	63.3	---	1,235.6
1944	574.3	---	---	146.5	509.0	67.1	---	1,296.9
1945	590.0	---	---	150.8	504.9	68.0	---	1,313.7
1946	610.9	---	---	150.0	498.9	71.7	---	1,331.5
1947	632.0	---	---	148.8	466.9	76.5	---	1,324.2
1948	713.5	---	---	184.2	429.4	89.7	---	1,416.8
1949	739.2	---	---	210.8	358.9	110.8	---	1,419.7
1950	734.2	---	---	209.6	322.4	120.6	---	1,386.8
1951	789.3	---	---	207.3	284.4	130.6	---	1,411.6
1952	839.1	---	---	206.2	247.0	145.8	---	1,438.1
1953	849.7	---	---	232.0	218.0	148.9	---	1,448.6
1954	835.3	---	---	261.4	174.5	138.8	---	1,410.0
1955	826.3	---	---	257.5	146.6	128.5	---	1,358.9
1956	845.3	---	---	264.2	117.1	124.5	---	1,351.1
1957	849.6	---	---	260.5	97.0	112.7	---	1,319.8
1958	839.2	---	---	259.4	83.5	100.1	---	1,282.2
1959	877.0	---	---	262.9	78.5	89.9	---	1,308.3
1960	910.3	---	---	269.6	74.0	81.0	---	1,334.9
1961	897.8	---	---	273.5	73.1	76.5	---	1,320.9
1962	910.1	---	---	280.1	66.3	73.7	---	1,330.2
1963	932.2	---	---	274.6	54.8	54.7	---	1,316.3
1964	950.4	---	---	282.3	48.3	45.0	---	1,326.0
1965	971.9	---	---	279.0	48.6	40.6	---	1,340.1
1966	998.1	---	---	297.0	51.8	38.5	---	1,385.4
1967	1,037.3	---	---	340.4	44.8	34.9	---	1,457.4
1968	1,049.7	---	---	341.7	44.0	34.8	---	1,470.2
1969	1,114.8	---	---	362.5	45.9	31.5	---	1,554.7
1970	1,193.6	---	---	368.5	46.6	30.4	---	1,639.1
1971	1,226.8	---	---	363.8	40.1	31.2	---	1,661.9

FINANCIAL DATA

TABLE 42: PASSENGER FARE REVENUE BY MODE (MILLIONS OF DOLLARS)								
YEAR	BUS	COMMUTER RAIL	PARA-TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY-BUS	OTHER (a)	TOTAL (MODES REPORTED ONLY)
1972	1,177.8	---	---	401.9	39.6	31.4	---	1,650.7
1973	1,183.8	---	---	437.6	38.7	23.6	---	1,683.7
1974	1,269.6	---	---	486.7	31.7	17.2	---	1,805.2
1975	1,310.1	---	---	504.3	28.1	15.4	2.6	1,860.5
1976	1,366.0	---	---	616.5	25.7	15.0	2.4	2,025.6
1977	1,482.0	---	---	634.2	23.9	14.5	2.5	2,157.1
1978	1,575.2	---	---	652.2	26.6	14.4	2.6	2,271.0
1979	1,713.8	---	---	675.9	27.9	15.7	3.0	2,436.3
1980	1,791.1	---	---	717.4	30.7	26.0	3.0	2,568.2
1981	In Total	---	---	In Total	In Total	In Total	---	2,701.4
1982	In Total	---	---	In Total	In Total	In Total	---	3,077.0
1983	In Total	---	---	In Total	In Total	In Total	---	3,171.6
1984	In Total	In Total	In Total	In Total	In Total	In Total	In Total	4,447.7
1985	In Total	In Total	In Total	In Total	In Total	In Total	In Total	4,574.7
1986	In Total	In Total	In Total	In Total	In Total	In Total	In Total	5,113.1
1987	In Total	In Total	In Total	In Total	In Total	In Total	In Total	5,114.1
1988	In Total	In Total	In Total	In Total	In Total	In Total	In Total	5,224.6
1989	In Total	In Total	In Total	In Total	In Total	In Total	In Total	5,419.9
1990	2,966.8	952.2	40.9	1,740.8	82.6	45.8	61.7	5,890.8
1991	3,098.4	958.0	68.9	1,700.6	97.8	51.6	61.9	6,037.2
1992	3,058.8	970.1	75.8	1,830.3	97.8	48.7	71.0	6,152.5
1993	3,116.7	995.5	93.9	1,913.3	102.5	52.4	76.6	6,350.9
1994	3,249.5	1,083.1	170.7	1,975.7	135.1	54.5	87.4	6,756.0
1995	3,287.2	1,077.5	146.3	2,018.2	126.5	54.0	91.2	6,800.9
1996	3,515.0	1,145.6	156.9	2,321.5	144.2	54.7	78.4	7,416.3
1997	3,557.8	1,177.6	170.4	2,350.9	138.6	56.9	93.5	7,545.7
1998	3,991.2	1,255.2	141.5	2,297.4	149.7	55.3	79.3	7,969.6
1999	4,175.0	1,308.7	158.6	2,323.3	163.5	59.5	93.8	8,282.4
2000	4,375.5	1,374.6	171.6	2,482.7	181.2	59.5	100.7	8,745.8
2001	4,356.7	1,438.7	181.5	2,532.6	203.8	59.5	118.3	8,891.1
2002	4,106.2	1,447.4	193.5	2,492.5	226.1	59.4	123.8	8,648.9
2003	4,269.6	1,552.2	244.0	2,654.3	229.1	53.5	146.7	9,149.3
2004	4,546.5	1,614.7	253.5	2,902.8	232.8	55.3	168.8	9,774.6
2005	4,764.0	1,727.9	286.3	3,006.9	248.7	57.3	178.0	10,269.1
2006	5,239.2	1,860.9	309.2	3,217.8	293.2	59.9	214.6	11,194.9
2007	(b) 4,583.2	1,983.4	(b) 553.7	3,345.6	311.1	56.8	(b) 309.4	11,144.6
2008 P	4,835.3	2,165.2	498.6	3,639.5	370.3	63.3	287.8	11,860.0

P = Preliminary.

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

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

See Glossary following Tables for complete definitions.

FINANCIAL DATA

TABLE 43: AVERAGE PASSENGER FARE PER UNLINKED TRIP BY MODE (PASSENGER FARE REVENUE DIVIDED BY UNLINKED TRIPS)								
YEAR	BUS	COMMUT- ER RAIL	PARA- TRANSIT	HEAVY RAIL	LIGHT RAIL	TROLLEY- BUS	OTHER (a)	TOTAL (MODES REPORTED ONLY)
1990	0.52	2.90	0.60	0.74	0.47	0.36	0.78	0.67
1991	0.55	3.01	0.97	0.78	0.53	0.41	0.76	0.70
1992	0.55	3.09	1.05	0.83	0.52	0.39	0.92	0.72
1993	0.58	3.09	1.16	0.94	0.55	0.43	0.98	0.77
1994	0.67	3.19	1.94	0.91	0.48	0.46	1.09	0.85
1995	0.68	3.13	1.66	0.99	0.50	0.45	1.14	0.88
1996	0.72	3.25	1.69	1.08	0.55	0.47	0.97	0.93
1997	0.71	3.30	1.72	0.97	0.53	0.47	1.02	0.90
1998	0.74	3.29	1.49	0.96	0.54	0.47	0.89	0.91
1999	0.74	3.30	1.59	0.92	0.56	0.50	1.03	0.90
2000	0.77	3.33	1.63	0.94	0.57	0.49	1.08	0.93
2001	0.74	3.43	1.73	0.93	0.61	0.50	1.22	0.92
2002	0.70	3.50	1.88	0.93	0.67	0.51	1.28	0.90
2003	0.75	3.79	2.20	1.00	0.68	0.49	1.35	0.97
2004	0.79	3.90	2.22	1.06	0.67	0.52	1.51	1.02
2005	0.81	4.08	2.29	1.07	0.65	0.54	1.52	1.05
2006	0.89	4.22	2.45	1.10	0.72	0.60	1.77	1.12
2007	0.85	4.32	2.65	0.97	0.74	0.61	1.63	1.09
2008 P	0.87	4.59	2.61	1.03	0.82	0.63	1.57	1.13

P = Preliminary.

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

FINANCIAL DATA

TABLE 44: PASSENGER FARE STRUCTURES							
YEAR	AVERAGE REVENUE PER UNLINKED TRIP (DOLLARS)	ADULT BASE CASH FARE		PERCENT OF SYSTEMS WITH			
		HIGHEST (DOLLARS) (a)	AVERAGE (DOLLARS) (a)	PEAK PERIOD SUR-CHARGES (a)	TRANSFER SUR-CHARGES (a)	ZONE OR DISTANCE SUR-CHARGES (a)	SMART CARDS (a)
1926	0.057	---	---	---	---	---	---
1927	0.057	---	---	---	---	---	---
1928	0.057	---	---	---	---	---	---
1929	0.058	---	---	---	---	---	---
1930	0.058	---	---	---	---	---	---
1931	0.057	---	---	---	---	---	---
1932	0.055	---	---	---	---	---	---
1933	0.053	---	---	---	---	---	---
1934	0.053	---	---	---	---	---	---
1935	0.052	---	---	---	---	---	---
1936	0.052	---	---	---	---	---	---
1937	0.052	---	---	---	---	---	---
1938	0.052	---	---	---	---	---	---
1939	0.053	---	---	---	---	---	---
1940	0.053	0.10	---	---	---	---	---
1941	0.054	---	---	---	---	---	---
1942	0.054	---	---	---	---	---	---
1943	0.056	---	---	---	---	---	---
1944	0.056	---	---	---	---	---	---
1945	0.056	0.10	---	---	---	---	---
1946	0.057	---	---	---	---	---	---
1947	0.059	---	---	---	---	---	---
1948	0.066	---	---	---	---	---	---
1949	0.074	---	---	---	---	---	---
1950	0.080	0.17	---	---	---	---	---
1951	0.087	---	---	---	---	---	---
1952	0.095	---	---	---	---	---	---
1953	0.104	---	---	---	---	---	---
1954	0.113	---	---	---	---	---	---
1955	0.117	0.20	---	---	---	---	---
1956	0.123	---	---	---	---	---	---
1957	0.127	---	---	---	---	---	---
1958	0.131	---	---	---	---	---	---
1959	0.136	---	---	---	---	---	---
1960	0.142	0.30	---	---	---	---	---
1961	0.149	---	---	---	---	---	---
1962	0.153	---	---	---	---	---	---
1963	0.157	---	---	---	---	---	---
1964	0.159	---	---	---	---	---	---
1965	0.162	0.35	---	---	---	---	---
1966	0.171	---	---	---	---	---	---
1967	0.178	---	---	---	---	---	---
1968	0.183	---	---	---	---	---	---
1969	0.199	---	---	---	---	---	---

FINANCIAL DATA

TABLE 44: PASSENGER FARE STRUCTURES							
YEAR	AVERAGE REVENUE PER UNLINKED TRIP (DOLLARS)	ADULT BASE CASH FARE		PERCENT OF SYSTEMS WITH			
		HIGHEST (DOLLARS) (a)	AVERAGE (DOLLARS) (a)	PEAK PERIOD SUR-CHARGES (a)	TRANSFER SUR-CHARGES (a)	ZONE OR DISTANCE SUR-CHARGES (a)	SMART CARDS (a)
1970	0.224	0.50	---	---	---	---	---
1971	0.243	---	---	---	---	---	---
1972	0.251	---	---	---	---	---	---
1973	0.253	---	---	---	---	---	---
1974	0.260	---	---	---	---	---	---
1975	0.267	0.75	---	---	---	---	---
1976	0.278	0.75	---	---	---	---	---
1977	0.296	0.75	0.33	3.7	---	---	---
1978	0.298	0.75	0.34	4.6	---	---	---
1979	0.300	0.75	0.36	5.4	---	---	---
1980	0.310	0.75	0.40	5.1	29.6	31.4	---
1981	0.339	1.00	0.47	4.2	23.7	31.6	---
1982	0.397	1.00	0.53	9.0	28.4	38.9	---
1983	0.402	1.00	0.55	8.9	37.1	35.9	---
1984	0.503	1.50	0.57	9.5	36.6	34.0	---
1985	0.530	1.50	0.58	8.6	37.0	33.1	---
1986	0.583	2.10	0.62	8.8	30.7	27.9	---
1987	0.585	2.75	0.63	8.4	29.5	33.1	---
1988	0.603	2.75	0.66	7.8	30.2	33.2	---
1989	0.607	2.75	0.67	6.4	27.7	31.5	---
1990	0.669	2.75	0.73	6.5	28.8	38.9	---
1991	0.704	6.00	0.82	5.5	24.2	39.4	---
1992	0.724	6.00	0.86	5.6	26.6	39.0	---
1993	0.773	6.00	0.86	5.6	26.6	39.0	---
1994	0.850	6.00	0.96	6.4	25.2	37.7	---
1995	0.876	7.00	0.99	6.5	23.8	36.9	---
1996	0.933	7.00	1.05	7.0	22.9	32.6	---
1997	0.888	7.00	1.06	7.0	22.9	32.6	---
1998	0.871	7.00	1.06	6.1	21.9	32.9	---
1999	0.903	4.00	1.09	6.5	26.8	35.0	---
2000	0.934	5.00	1.13	7.5	21.6	33.2	---
2001	0.921	7.00	1.19	7.0	20.1	32.4	---
2002	0.899	9.00	1.24	4.5	21.3	28.5	---
2003	0.970	10.00	1.33	5.4	20.4	29.1	---
2004	1.021	10.00	1.37	7.6	19.7	29.9	---
2005	1.016	12.50	1.38	6.1	19.2	24.6	---
2006	1.118	12.50	1.44	7.1	18.9	24.6	---
2007	1.084	24.00	1.68	4.3	19.3	20.1	10.0
2008	1.130	24.00	1.81	5.6	29.7	20.6	20.3

(a) Sample data only, not projected to national total.

P = Preliminary.

See Glossary following Tables for complete definitions.

MODAL SUMMARY DATA

TABLE 45: BUS STATISTICS							
YEAR	NUMBER OF AGENCIES (APPROXIMATE)	VEHICLES AVAILABLE FOR MAXIMUM SERVICE	VEHICLE TOTAL MILES (MILLIONS)	VEHICLE TOTAL HOURS (MILLIONS)	UNLINKED PASSENGER TRIPS (MILLIONS)	PASSENGER MILES (MILLIONS)	OPERATING EMPLOYEES
1922	---	---	---	---	404	---	---
1923	---	---	---	---	661	---	---
1924	---	---	---	---	989	---	---
1925	---	---	---	---	1,484	---	---
1926	---	14,400	449.7	---	2,009	---	---
1927	---	18,000	589.2	---	2,301	---	---
1928	---	19,700	633.4	---	2,470	---	---
1929	---	21,100	699.8	---	2,623	---	---
1930	---	21,300	705.8	---	2,481	---	---
1931	---	20,700	682.5	---	2,315	---	---
1932	---	20,200	663.3	---	2,138	---	---
1933	---	20,200	655.1	---	2,077	---	---
1934	---	22,200	711.1	---	2,376	---	---
1935	---	23,800	764.0	---	2,625	---	---
1936	---	26,800	864.2	---	3,188	---	---
1937	---	27,500	957.0	---	3,500	---	---
1938	---	28,500	986.4	---	3,488	---	---
1939	---	32,600	1,047.4	---	3,866	---	---
1940	---	35,000	1,194.5	---	4,255	---	---
1941	---	39,300	1,313.0	---	4,948	---	---
1942	---	46,000	1,612.0	---	7,264	---	---
1943	---	47,100	1,693.0	---	9,070	---	---
1944	---	48,400	1,713.3	---	9,713	---	---
1945	---	49,670	1,722.3	---	9,946	---	---
1946	---	52,450	1,807.2	---	10,247	---	---
1947	---	56,917	1,885.7	---	10,374	---	---
1948	---	58,540	1,975.7	---	10,759	---	---
1949	---	57,035	1,968.2	---	10,193	---	---
1950	---	56,820	1,895.4	---	9,447	---	---
1951	---	57,660	1,893.0	---	9,227	---	---
1952	---	55,980	1,877.7	---	8,901	---	---
1953	---	54,700	1,819.0	---	8,280	---	---
1954	---	54,000	1,760.7	---	7,643	---	---
1955	---	52,400	1,709.9	---	7,269	---	---
1956	---	51,400	1,680.9	---	7,062	---	---
1957	---	50,800	1,648.4	---	6,903	---	---
1958	---	50,100	1,593.6	---	6,540	---	---
1959	---	49,500	1,576.5	---	6,498	---	---
1960	---	49,600	1,576.4	---	6,425	---	---
1961	---	49,000	1,529.7	---	5,993	---	---
1962	---	48,800	1,515.2	---	5,865	---	---
1963	---	49,400	1,523.1	---	5,822	---	---
1964	---	49,200	1,527.9	---	5,813	---	---
1965	---	49,600	1,528.3	---	5,814	---	---
1966	---	50,130	1,521.7	---	5,764	---	---
1967	---	50,180	1,526.0	---	5,723	---	---
1968	---	50,000	1,508.2	---	5,610	---	---

MODAL SUMMARY DATA

TABLE 45: BUS STATISTICS							
YEAR	NUMBER OF AGENCIES (APPROXIMATE)	VEHICLES AVAILABLE FOR MAXIMUM SERVICE	VEHICLE TOTAL MILES (MILLIONS)	VEHICLE TOTAL HOURS (MILLIONS)	UNLINKED PASSENGER TRIPS (MILLIONS)	PASSENGER MILES (MILLIONS)	OPERATING EMPLOYEES
1969	---	49,600	1,478.3	---	5,375	---	---
1970	---	49,700	1,409.3	---	5,034	---	---
1971	---	49,150	1,375.5	---	4,699	---	---
1972	---	49,075	1,308.0	---	4,495	---	---
1973	---	48,286	1,370.4	---	4,642	---	---
1974	---	48,700	1,431.0	---	4,976	---	---
1975	---	50,822	1,526.0	---	5,084	---	---
1976	---	52,382	1,581.4	---	5,247	---	---
1977	---	51,968	1,623.3	---	4,949	19,730	---
1978	---	52,866	1,630.5	---	5,142	20,708	---
1979	1,024	54,490	1,633.6	---	5,552	21,393	---
1980	1,022	59,411	1,677.2	---	5,837	21,790	---
1981	1,030	60,393	1,684.6	---	5,594	21,012	---
1982	1,029	62,114	1,668.8	---	5,324	19,987	---
1983	1,031	62,093	1,677.8	---	5,422	20,047	---
1984	2,291	67,294	1,844.7	---	5,908	21,595	154,326
1985	2,338	64,258	1,862.9	---	5,675	21,161	157,581
1986	2,654	66,218	2,002.3	153.7	5,753	21,395	165,839
1987	2,671	63,017	2,079.4	160.3	5,614	20,970	165,176
1988	2,671	62,572	2,097.3	160.5	5,590	20,753	165,407
1989	2,665	58,919	2,109.3	161.4	5,620	20,768	162,990
1990	2,688	58,714	2,129.9	163.0	5,677	20,981	162,189
1991	2,689	60,377	2,166.6	163.8	5,624	21,090	163,555
1992	2,693	63,080	2,178.0	165.1	5,517	20,336	163,387
1993	2,694	64,850	2,209.6	166.2	5,381	20,247	177,167
1994	2,250	68,123	2,162.0	162.1	4,871	18,832	174,373
1995	2,250	67,107	2,183.7	162.9	4,848	18,818	181,973
1996	2,250	71,678	2,220.5	165.5	4,887	19,096	190,152
1997	2,250	72,770	2,244.6	167.0	5,013	19,604	196,861
1998	2,250	72,142	2,174.6	164.0	5,399	20,360	198,644
1999	2,262	74,228	2,275.9	170.1	5,648	21,205	204,179
2000	2,262	75,013	2,314.8	174.3	5,678	21,241	211,095
2001	2,264	76,075	2,376.5	179.4	5,849	22,022	214,674
2002	2,264	76,190	2,411.1	182.7	5,868	21,841	214,825
2003	1,982	77,328	2,420.8	184.2	5,692	21,262	205,478
2004	1,500	81,033	2,471.0	189.7	5,731	21,377	212,122
2005	1,500	82,027	2,484.8	186.2	5,855	21,825	217,332
2006	1,500	83,080	2,494.9	189.3	5,894	22,821	221,302
2007	(a) 1,200	(a) 65,249	(a) 2,302.4	(a) 174.7	(a) 5,413	(a) 20,976	(a) 188,644
2008 P	1,086	66,506	2,376.5	180.5	5,573	21,757	192,213

P = Preliminary.

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

MODAL SUMMARY DATA

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

P = Preliminary.

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

See Glossary following Tables for complete definitions.

MODAL SUMMARY DATA

TABLE 47: COMMUTER RAIL STATISTICS							
YEAR	NUMBER OF AGENCIES	VEHICLES AVAILABLE FOR MAXIMUM SERVICE	VEHICLE TOTAL MILES (MILLIONS)	VEHICLE TOTAL HOURS (MILLIONS)	UNLINKED PASSENGER TRIPS (MILLIONS)	PASSENGER MILES (MILLIONS)	OPERATING EMPLOYEES
1975	---	---	173.0	---	---	---	---
1976	---	4,438	173.0	---	---	---	---
1977	---	4,340	175.0	---	---	---	---
1978	---	4,473	174.0	---	---	---	---
1979	18	4,350	176.0	---	---	---	---
1980	18	4,500	179.0	---	280	6,516	---
1981	18	4,465	176.0	---	268	6,236	---
1982	18	4,497	175.0	---	259	6,027	---
1983	17	4,423	177.0	---	262	6,097	---
1984	13	4,075	167.9	---	267	6,207	21,884
1985	13	4,035	182.7	---	275	6,534	22,929
1986	12	4,440	188.6	5.8	306	6,723	22,414
1987	12	4,686	188.9	5.8	311	6,818	23,270
1988	12	4,649	202.2	6.4	325	6,964	23,188
1989	13	4,472	209.6	6.6	330	7,211	22,215
1990	14	4,982	212.7	6.5	328	7,082	21,443
1991	14	5,126	214.9	6.4	318	7,344	21,083
1992	14	5,164	218.8	6.5	314	7,320	21,151
1993	16	4,982	223.9	6.6	322	6,940	20,634
1994	16	5,126	230.8	6.9	339	7,996	22,596
1995	16	5,164	237.7	7.2	344	8,244	22,320
1996	16	5,240	241.9	7.3	352	8,351	22,604
1997	16	5,426	250.7	7.5	357	8,038	21,651
1998	18	5,536	259.5	7.9	381	8,704	22,488
1999	20	5,550	265.9	8.5	396	8,766	22,896
2000	19	5,498	270.9	9.4	413	9,402	23,518
2001	21	5,572	277.3	8.8	419	9,548	23,851
2002	20	5,724	283.7	8.8	414	9,504	24,391
2003	21	5,959	286.0	9.0	410	9,559	24,813
2004	21	6,228	294.7	9.3	414	9,719	25,296
2005	22	6,392	303.4	9.5	423	9,473	25,321
2006	22	6,403	314.7	10.0	441	10,361	25,314
2007	22	6,391	325.7	10.3	459	11,153	28,983
2008 P	23	6,617	338.7	10.8	472	11,049	27,114

P = Preliminary.

See Glossary following Tables for complete definitions.

MODAL SUMMARY DATA

TABLE 48: HEAVY RAIL STATISTICS							
YEAR	NUMBER OF AGENCIES	VEHICLES AVAILABLE FOR MAXIMUM SERVICE	VEHICLE TOTAL MILES (MILLIONS)	VEHICLE TOTAL HOURS (MILLIONS)	UNLINKED PASSENGER TRIPS (MILLIONS)	PASSENGER MILES (MILLIONS)	OPERATING EMPLOYEES
1917	---	---	---	---	1,332	---	---
1918	---	---	---	---	1,385	---	---
1919	---	---	---	---	1,505	---	---
1920	---	---	---	---	1,792	---	---
1921	---	---	---	---	1,909	---	---
1922	---	---	---	---	1,942	---	---
1923	---	---	---	---	2,081	---	---
1924	---	---	---	---	2,207	---	---
1925	---	---	---	---	2,264	---	---
1926	---	8,909	398.1	---	2,350	---	---
1927	---	8,957	410.2	---	2,451	---	---
1928	---	9,611	434.3	---	2,492	---	---
1929	---	9,983	450.3	---	2,571	---	---
1930	---	9,640	454.8	---	2,559	---	---
1931	---	9,638	440.7	---	2,408	---	---
1932	---	10,434	423.5	---	2,204	---	---
1933	---	10,424	427.7	---	2,133	---	---
1934	---	10,418	438.6	---	2,206	---	---
1935	---	10,416	447.4	---	2,236	---	---
1936	---	10,923	461.6	---	2,323	---	---
1937	---	11,032	469.1	---	2,307	---	---
1938	---	11,205	457.4	---	2,236	---	---
1939	---	11,052	469.4	---	2,368	---	---
1940	---	11,032	470.8	---	2,382	---	---
1941	---	10,578	472.8	---	2,421	---	---
1942	---	10,278	469.6	---	2,566	---	---
1943	---	10,255	461.7	---	2,656	---	---
1944	---	10,219	461.0	---	2,621	---	---
1945	---	10,217	458.4	---	2,698	---	---
1946	---	9,429	458.9	---	2,835	---	---
1947	---	9,370	462.3	---	2,756	---	---
1948	---	9,456	458.1	---	2,606	---	---
1949	---	9,869	460.0	---	2,346	---	---
1950	---	9,743	443.4	---	2,264	---	---
1951	---	9,644	424.0	---	2,189	---	---
1952	---	9,476	400.4	---	2,124	---	---
1953	---	9,244	391.1	---	2,040	---	---
1954	---	9,200	375.6	---	1,912	---	---
1955	---	9,232	382.8	---	1,870	---	---
1956	---	9,255	387.1	---	1,880	---	---
1957	---	9,158	388.0	---	1,843	---	---
1958	---	9,093	386.5	---	1,815	---	---
1959	---	9,000	388.7	---	1,828	---	---
1960	---	9,010	390.9	---	1,850	---	---
1961	---	9,078	385.1	---	1,855	---	---
1962	---	8,865	386.7	---	1,890	---	---
1963	---	8,878	387.3	---	1,836	---	---
1964	---	9,061	395.8	---	1,877	---	---

MODAL SUMMARY DATA

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

P = Preliminary.

See Glossary following Tables for complete definitions.

MODAL SUMMARY DATA

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

MODAL SUMMARY DATA

TABLE 49: LIGHT RAIL STATISTICS							
YEAR	NUMBER OF AGENCIES	VEHICLES AVAILABLE FOR MAXIMUM SERVICE	VEHICLE TOTAL MILES (MILLIONS)	VEHICLE TOTAL HOURS (MILLIONS)	UNLINKED PASSENGER TRIPS (MILLIONS)	PASSENGER MILES (MILLIONS)	OPERATING EMPLOYEES
1965	---	1,549	41.6	---	276	---	---
1966	---	1,407	42.9	---	282	---	---
1967	---	1,388	37.8	---	263	---	---
1968	---	1,355	37.5	---	253	---	---
1969	---	1,322	36.0	---	249	---	---
1970	---	1,262	33.7	---	235	---	---
1971	---	1,225	32.7	---	222	---	---
1972	---	1,176	31.6	---	211	---	---
1973	---	1,123	31.2	---	207	---	---
1974	---	1,068	26.9	---	150	---	---
1975	---	1,061	23.8	---	124	---	---
1976	---	963	21.1	---	112	---	---
1977	---	992	20.4	---	103	389	---
1978	---	944	19.5	---	104	392	---
1979	9	959	19.1	---	107	407	---
1980	9	1,013	17.5	---	133	381	---
1981	10	1,075	16.5	---	123	346	---
1982	11	1,016	16.1	---	136	379	---
1983	11	1,013	16.0	---	137	391	---
1984	12	733	16.8	---	135	416	3,242
1985	12	717	16.5	---	132	350	2,980
1986	12	697	17.0	1.5	130	361	3,511
1987	14	766	18.4	1.6	133	405	3,806
1988	15	831	20.8	1.8	154	477	3,922
1989	17	755	21.3	1.9	162	509	3,952
1990	17	910	24.2	2.0	175	571	4,066
1991	18	1,092	27.6	2.2	184	662	4,175
1992	19	1,055	28.6	2.2	188	701	3,849
1993	20	1,001	27.7	2.1	188	705	3,920
1994	22	1,051	34.0	2.5	284	833	5,140
1995	22	1,048	34.6	2.5	251	860	4,935
1996	22	1,114	37.6	2.7	261	957	5,728
1997	22	1,078	41.2	2.8	262	1,035	5,940
1998	22	1,076	43.8	2.9	276	1,128	6,024
1999	24	1,180	48.7	3.2	292	1,206	6,058
2000	25	1,327	52.8	3.5	320	1,356	6,572
2001	26	1,371	54.3	3.6	336	1,437	7,021
2002	27	1,448	61.0	4.1	337	1,432	7,598
2003	27	1,482	64.3	4.2	338	1,476	7,619
2004	29	1,622	67.4	4.4	350	1,576	8,184
2005	29	1,645	69.2	4.7	381	1,700	8,181
2006	33	1,801	74.3	5.1	407	1,866	8,448
2007	33	1,810	83.9	5.6	419	1,932	9,930
2008 P	33	1,969	88.5	5.9	454	2,093	9,939

P = Preliminary.

See Glossary following Tables for complete definitions.

MODAL SUMMARY DATA

TABLE 50: TROLLEYBUS STATISTICS							
YEAR	NUMBER OF AGENCIES	VEHICLES AVAILABLE FOR MAXIMUM SERVICE	VEHICLE TOTAL MILES (MILLIONS)	VEHICLE TOTAL HOURS (MILLIONS)	UNLINKED PASSENGER TRIPS (MILLIONS)	PASSENGER MILES (MILLIONS)	OPERATING EMPLOYEES
1928	---	41	1.2	---	3	---	---
1929	---	57	2.0	---	5	---	---
1930	---	173	6.0	---	16	---	---
1931	---	225	7.9	---	28	---	---
1932	---	269	9.5	---	37	---	---
1933	---	310	10.5	---	45	---	---
1934	---	441	14.6	---	68	---	---
1935	---	578	19.0	---	96	---	---
1936	---	1,136	26.3	---	143	---	---
1937	---	1,655	49.7	---	289	---	---
1938	---	2,032	67.9	---	395	---	---
1939	---	2,184	74.9	---	452	---	---
1940	---	2,802	86.0	---	542	---	---
1941	---	3,029	98.4	---	669	---	---
1942	---	3,385	115.7	---	918	---	---
1943	---	3,501	129.7	---	1,220	---	---
1944	---	3,561	132.3	---	1,292	---	---
1945	---	3,711	133.3	---	1,298	---	---
1946	---	3,916	143.7	---	1,354	---	---
1947	---	4,707	155.1	---	1,398	---	---
1948	---	5,697	178.0	---	1,558	---	---
1949	---	6,338	200.0	---	1,691	---	---
1950	---	6,504	205.7	---	1,686	---	---
1951	---	7,071	208.8	---	1,658	---	---
1952	---	7,180	215.2	---	1,666	---	---
1953	---	6,941	211.7	---	1,587	---	---
1954	---	6,598	196.7	---	1,387	---	---
1955	---	6,157	176.5	---	1,223	---	---
1956	---	5,748	165.7	---	1,163	---	---
1957	---	5,412	146.5	---	1,003	---	---
1958	---	4,848	131.0	---	843	---	---
1959	---	4,297	112.4	---	749	---	---
1960	---	3,826	100.7	---	657	---	---
1961	---	3,593	92.9	---	601	---	---
1962	---	3,161	84.0	---	547	---	---
1963	---	2,155	62.4	---	413	---	---
1964	---	1,865	49.2	---	349	---	---
1965	---	1,453	43.0	---	305	---	---
1966	---	1,326	40.1	---	284	---	---
1967	---	1,244	36.5	---	248	---	---
1968	---	1,185	36.2	---	228	---	---
1969	---	1,082	35.8	---	199	---	---
1970	---	1,050	33.0	---	182	---	---
1971	---	1,037	30.8	---	148	---	---
1972	---	1,030	29.8	---	130	---	---
1973	---	794	25.7	---	97	---	---
1974	---	718	17.6	---	83	---	---

MODAL SUMMARY DATA

TABLE 50: TROLLEYBUS STATISTICS							
YEAR	NUMBER OF AGENCIES	VEHICLES AVAILABLE FOR MAXIMUM SERVICE	VEHICLE TOTAL MILES (MILLIONS)	VEHICLE TOTAL HOURS (MILLIONS)	UNLINKED PASSENGER TRIPS (MILLIONS)	PASSENGER MILES (MILLIONS)	OPERATING EMPLOYEES
1975	---	703	15.3	---	78	---	---
1976	---	685	15.3	---	75	---	---
1977	---	645	14.8	---	70	225	---
1978	---	593	13.3	---	70	234	---
1979	5	725	11.7	---	75	204	---
1980	5	823	13.0	---	142	219	---
1981	5	751	11.9	---	138	254	---
1982	5	763	13.7	---	151	295	---
1983	5	686	15.0	---	160	325	---
1984	5	664	15.3	---	165	364	2,012
1985	5	676	15.5	---	142	306	1,893
1986	5	680	14.7	1.9	139	305	2,140
1987	5	671	15.0	1.9	141	223	2,090
1988	5	710	14.7	1.9	136	211	2,039
1989	5	725	14.5	1.8	130	199	2,013
1990	5	610	13.8	1.8	126	193	1,925
1991	5	551	13.6	1.8	125	195	1,826
1992	5	665	13.9	1.8	126	199	1,691
1993	5	635	13.0	1.8	121	188	1,944
1994	5	643	13.7	1.8	118	187	1,848
1995	5	695	13.8	1.8	119	187	1,871
1996	5	675	13.7	1.8	117	184	2,084
1997	5	655	14.0	1.8	121	189	2,037
1998	5	646	13.6	1.8	117	182	2,053
1999	5	657	14.2	1.9	120	186	2,140
2000	5	652	14.5	2.0	122	192	2,223
2001	5	600	12.8	1.8	119	187	2,008
2002	5	616	13.9	1.9	116	188	2,027
2003	4	672	13.8	1.8	109	176	1,964
2004	4	597	13.4	1.8	106	173	1,928
2005	4	615	12.9	1.7	107	173	1,942
2006	4	609	12.2	1.6	100	164	1,845
2007	4	559	11.4	1.6	97	156	1,792
2008	5	590	11.6	1.6	101	161	1,832

P = Preliminary.

See Glossary following Tables for complete definitions.

MODAL SUMMARY DATA

TABLE 51: FERRY BOAT STATISTICS (TRANSIT SERVICE ONLY)							
YEAR	NUMBER OF AGENCIES (APPROXIMATE)	VEHICLES AVAILABLE FOR MAXIMUM SERVICE	VEHICLE TOTAL MILES (MILLIONS)	VEHICLE TOTAL HOURS (MILLIONS)	UNLINKED PASSENGER TRIPS (MILLIONS)	PASSENGER MILES (MILLIONS)	OPERATING EMPLOYEES
1979	16	---	---	---	---	---	---
1980	16	---	---	---	---	---	---
1981	11	---	---	---	---	---	---
1982	11	---	---	---	---	---	---
1983	13	---	---	---	---	---	---
1984	16	---	---	---	---	---	---
1985	17	---	---	---	---	---	---
1986	25	---	---	---	---	---	---
1987	25	---	---	---	---	---	---
1988	23	---	---	---	---	---	---
1989	26	---	---	---	---	---	---
1990	27	---	---	---	---	---	---
1991	27	---	---	---	---	---	---
1992	27	---	---	---	---	---	---
1993	27	---	---	---	---	---	---
1994	25	---	---	---	---	---	---
1995	25	112	2.5	0.4	47	260	2,829
1996	25	109	2.6	0.4	48	256	2,932
1997	25	118	2.3	0.3	54	349	3,586
1998	25	124	2.4	0.3	52	345	3,632
1999	30	112	2.8	0.3	53	310	4,125
2000	33	119	3.0	0.4	53	330	---
2001	42	125	2.9	0.4	54	325	4,820
2002	42	125	3.3	0.4	57	333	5,441
2003	46	131	3.6	0.4	66	394	5,536
2004	47	160	4.0	0.5	65	393	5,970
2005	47	171	3.6	0.4	66	394	5,871
2006	47	161	3.7	0.4	63	400	4,539
2007	39	162	4.2	0.4	76	427	4,194
2008	32	145	4.3	0.4	75	474	4,165

P = Preliminary.

See Glossary following Tables for complete definitions.

MODAL SUMMARY DATA

TABLE 52: TRANSIT VANPOOL STATISTICS (TRANSIT AGENCY BROKERED SERVICE ONLY)							
YEAR	NUMBER OF AGENCIES (APPROXIMATE)	VEHICLES AVAILABLE FOR MAXIMUM SERVICE	VEHICLE TOTAL MILES (MILLIONS)	VEHICLE TOTAL HOURS (MILLIONS)	UNLINKED PASSENGER TRIPS (MILLIONS)	PASSENGER MILES (MILLIONS)	OPERATING EMPLOYEES
1995	55	2,483	31.5	0.9	7	249	255
1996	59	2,668	39.8	1.1	9	302	177
1997	55	3,148	41.9	1.2	10	321	180
1998	58	3,835	50.1	1.4	10	368	253
1999	67	4,767	65.8	1.8	13	445	246
2000	67	4,877	67.3	2.2	13	435	231
2001	67	5,388	71.4	1.8	15	490	262
2002	68	6,235	76.8	2.0	13	483	260
2003	70	6,624	89.3	2.9	16	541	310
2004	69	5,915	85.1	2.4	16	486	283
2005	69	6,572	99.4	2.7	18	605	292
2006	69	8,235	115.6	3.0	21	712	324
2007	(a) 80	(a) 9,666	(a) 141.6	(a) 3.7	(a) 25	(a) 857	(a) 398
2008	83	12,356	178.0	4.5	36	1,181	435

P = Preliminary.

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

See Glossary following Tables for complete definitions.

CANADIAN DATA

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

(a) Regular Service Passenger Trips are similar to linked trips and are not the same measurement as "unlinked passenger trips" reported for United States transit agencies in the 2009 Public Transportation Fact Book.

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

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

P = Preliminary.

See Glossary following Tables for complete definitions.

CANADIAN DATA

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

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

P = Preliminary.

(a) Includes Heavy Rail and Commuter Rail.

See Glossary following Tables for complete definitions.

CANADIAN DATA

TABLE 55: CANADIAN FIXED-ROUTE TRANSIT PASSENGER FARES IN CANADIAN DOLLARS (CANADA ONLY)				
YEAR	AVERAGE OPERATING REVENUE PER REVENUE PASSENGER	ADULT BASE CASH FARE (CANADIAN DOLLARS)		
		HIGH	LOW	AVERAGE
1955	0.10	0.15	0.10	0.11
1960	0.14	0.20	0.10	0.15
1965	0.16	0.25	0.15	---
1970	0.24	0.35	0.15	---
1975	0.28	0.50	0.15	0.29
1976	0.33	0.50	0.20	0.32
1977	0.35	0.50	0.25	0.35
1978	0.37	0.60	0.25	0.39
1979	0.41	0.60	0.25	0.43
1980	0.44	0.65	0.30	0.47
1981	0.50	0.75	0.35	0.53
1982	0.56	0.85	0.40	0.62
1983	0.61	1.00	0.40	0.69
1984	0.64	1.00	0.50	0.74
1985	0.65	1.50	0.50	0.79
1986	0.70	1.50	0.50	0.86
1987	0.72	1.50	0.60	0.90
1988	0.76	1.50	0.50	0.95
1989	0.82	1.50	0.50	1.01
1990	0.86	1.75	0.50	1.07
1991	0.97	2.00	0.75	1.18
1992	0.97	2.50	0.75	1.22
1993	1.03	2.60	0.75	1.31
1994	1.05	2.60	0.05	1.35
1995	1.11	2.60	0.05	1.45
1996	1.17	3.00	0.05	1.57
1997	1.21	2.60	1.20	1.69
1998	1.22	2.60	1.25	1.78
1999	1.26	2.60	1.00	1.68
2000	1.31	2.75	1.00	1.70
2001	1.35	2.70	1.00	1.73
2002	1.40	3.00	1.00	1.81
2003	1.45	3.00	1.25	1.88
2004	1.49	3.25	1.25	1.95
2005	1.50	3.25	1.25	2.02
2006	1.52	3.25	1.25	2.10
2007	1.55	3.50	1.25	2.15
2008 P	1.63	3.50	1.25	2.22

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

P = Preliminary.

See Glossary following Tables for complete definitions.

CANADIAN DATA

TABLE 56: CANADIAN FIXED-ROUTE TRANSIT EMPLOYEES BY TYPE (CANADA ONLY)						
YEAR	VEHICLE OPERATORS	OTHER VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	TOTAL
1965	---	---	---	---	---	18,057
1970	---	---	---	---	---	22,023
1975	(a) 16,152		(b) 7,054		3,993	27,199
1976	(a) 17,061		(b) 6,393		4,674	28,128
1977	(a) 17,670		(b) 7,060		4,243	28,973
1978	(a) 18,048		(b) 6,540		5,353	29,941
1979	(a) 18,419		(b) 7,559		4,297	30,275
1980	(a) 19,689		5,567	2,071	5,504	32,831
1981	(a) 20,626		6,071	2,559	5,493	34,749
1982	(a) 20,693		5,576	2,303	6,680	35,252
1983	(a) 20,259		3,799	4,490	6,224	34,772
1984	(a) 19,804		5,486	2,537	6,301	34,128
1985	(a) 20,505		5,976	2,782	5,550	34,813
1986	19,206	2,840	6,824	3,174	3,952	39,996
1987	19,951	2,902	6,939	3,165	4,061	37,018
1988	20,402	3,028	7,235	3,031	4,297	37,993
1989	20,739	2,870	7,374	3,262	5,061	39,306
1990	21,040	3,223	7,336	3,569	4,560	39,728
1991	21,502	3,135	7,936	3,641	4,364	39,578
1992	21,316	2,621	7,195	2,820	5,378	39,330
1993	21,240	2,619	6,657	3,272	4,283	38,071
1994	21,475	2,806	6,845	3,282	4,747	39,218
1995	21,495	2,835	6,964	3,227	4,477	38,976
1996	20,878	2,786	6,982	3,324	4,564	38,531
1997	20,158	3,098	6,651	3,714	4,459	38,078
1998	20,521	2,976	6,621	3,608	3,589	38,357
1999	21,310	2,826	6,836	3,725	4,145	39,548
2000	21,784	2,890	6,908	3,803	4,133	40,373
2001	22,383	3,114	7,031	3,624	5,270	41,422
2002	23,150	3,093	7,219	3,672	4,813	41,947
2003	23,626	3,290	7,320	3,767	4,793	42,796
2004	23,870	3,382	7,391	3,931	4,958	43,532
2005	24,227	3,865	7,620	4,072	4,922	44,706
2006	24,427	4,026	7,708	4,102	5,151	45,414
2007	25,240	4,184	7,870	4,242	5,277	46,813
2008 P	27,488	4,528	8,416	4,353	5,667	50,452

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

P = Preliminary.

(a) All operations employees.

(b) All maintenance employees.

See Glossary following Tables for complete definitions.

CANADIAN DATA

TABLE 57: CANADIAN SPECIALIZED TRANSIT SERVICES SUMMARY STATISTICS (CANADA ONLY)						
YEAR	NUMBER OF SYSTEMS, DEDICATED SERVICE	PASSENGERS, DEDICATED SERVICE (MILLIONS)	TOTAL PASSENGERS, DEDICATED AND NON-DEDICATED SERVICES (MILLIONS)	TOTAL VEHICLE MILES, DEDICATED SERVICE (MILLIONS)	NON-GOVT. OPERATING REVENUE (MILLIONS OF CANADIAN DOLLARS)	OPERATING EXPENSE (MILLIONS OF CANADIAN DOLLARS)
1991	47	---	4.6	17.0	15.9	64.4
1992	47	---	5.2	18.7	17.9	75.6
1993	50	---	7.2	29.3	19.2	118.3
1994	46	---	8.0	26.8	11.0	141.9
1995	49	---	8.6	28.8	12.9	144.9
1996	49	---	8.6	28.6	13.1	145.6
1997	51	---	8.8	29.1	14.5	146.2
1998	52	---	9.1	28.2	14.9	152.2
1999	59	---	10.4	31.5	33.0	170.8
2000	58	---	10.9	33.7	18.7	185.7
2001	60	---	11.1	32.6	18.8	197.4
2002	60	---	11.6	34.5	19.9	215.1
2003	61	---	11.8	34.6	20.6	231.4
2004	66	---	12.5	37.1	23.1	250.0
2005	63	---	13.0	39.1	23.0	268.4
2006	64	9.7	14.2	39.8	25.7	309.9
2007	65	10.3	14.9	42.5	27.9	334.0
2008 P	67	10.5	15.5	43.4	31.3	371.3

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

P = Preliminary.

See Glossary following Tables for complete definitions.

GLOSSARY

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

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

EMPLOYEE AND LABOR DEFINITIONS:

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

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

General Administration Employee is an operating employee who is an executive, professional, supervisory, or secretarial transit system person engaged in general management and administration activities: preliminary transit system development, customer services, promotion, market research, injuries and damages, safety, personnel administration, general legal services, general insurance, data processing, finance and accounting, purchasing and stores, general engineering, real estate management, office management and services, general management, and planning.

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

Vehicle Operations Employee is an operating employee who is an executive, professional, or supervisory transit system person engaged in vehicle operations, a person providing support in vehicle operations activities, a person engaged in ticketing and fare collection activities, or a person engaged in system security activities.

Vehicle Maintenance Employee is an operating employee who is an executive, professional, secretarial, or supervisory transit system person engaged in vehicle maintenance, a person performing inspection and maintenance, vehicle maintenance of vehicles, performing servicing functions for revenue and service vehicles, and repairing damage to vehicles resulting from vandalism or accidents.

Number of Employees is the number of actual persons directly working for a transit agency, regardless of whether the person is full-time or part-time. Persons employed by agencies contracting to the transit system are not counted.

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

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

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

ENERGY USE AND VEHICLE POWER DEFINITIONS:

Alternate Power is fuel or electricity generated from fuel that is substantially not petroleum.

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

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

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

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

FINANCIAL - CAPITAL EXPENSE DEFINITIONS:

Capital Expenses are expenses related to the purchase of equipment. Equipment means an article of non-expendable tangible personal property having a useful life of more than one year and an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes or \$5,000. Capital expenses do not include all expenses which are eligible uses for federal capital funding assistance; some of those expenses are included with operating expenses in the National Transit Database accounting system used herein.

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

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

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

FINANCIAL - OPERATING EXPENSE DEFINITIONS:

Operating Expenses are the expenses associated with the operation of the transit agency, and classified by function or activity and the goods and services purchased. It is the sum of either the functions or the object classes listed below.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FINANCIAL - PASSENGER FARE STRUCTURE DEFINITIONS:

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

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

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

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

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

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

FINANCIAL - REVENUE DEFINITIONS:

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

Federal Assistance is financial assistance from funds that are from the federal government at their original source that are used to assist in paying the operating or capital costs of providing transit service.

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

Local Assistance is financial assistance from local governments (below the state level) to help cover the operating and capital costs of providing transit service. Some local funds are collected in local or regional areas by the state government acting as the collection agency but are considered local assistance because the decision to collect funds is made locally.

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

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

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

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

MODE OF SERVICE DEFINITIONS:

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

Bus is a mode of transit service (also called **motor bus**) characterized by roadway vehicles powered by diesel, gasoline, battery or alternative fuel engines contained within the vehicle. Vehicles operate on streets and roadways in fixed-route or other regular service. Types of bus service include **local service**, where vehicles may stop every block or two along a route several miles long. When limited to a small geographic area or to short-distance trips, local service is often called **circulator**, **feeder**, **neighborhood**, **trolley**, or **shuttle service**. Other types of bus service are **express service**, **limited-stop service**, and **Bus rapid transit (BRT)**. Data for all of these types of bus service are included in the bus mode on these historical data tables. Disaggregated data are not available for any of the bus service categories.

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

Paratransit is a mode of transit service (also called **demand response** or **dial-a-ride**) characterized by the use of comprised of passenger automobiles, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. The vehicles do not operate over a fixed route or on a fixed schedule except, perhaps, on a temporary basis to satisfy a special need; and typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers. The following types of operations fall under the above definitions provided they are not on a scheduled fixed route basis: many origins-many destinations, many origins-one destination, one origin-many destinations, and one origin-one destination.

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

Light Rail is a mode of transit service (also called **streetcar**, **tramway**, or **trolley**) operating lightweight passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is not separated from other traffic for part or much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph; driven by an operator on board the vehicle; and may have either high platform loading or low level boarding using steps.

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

Vanpool: Ridesharing by prearrangement using vans or small buses providing round trip transportation

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

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

SERVICE CONSUMED DEFINITIONS:

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

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

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

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

SERVICE SUPPLIED DEFINITIONS:

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

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

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

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

Vehicle Revenue Miles are the miles traveled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the general public and there is an expectation of carrying passengers). Vehicles operated in fare-free service are considered in revenue service. Revenue service excludes school bus service and charter service. For conventionally scheduled services, vehicle revenue miles are comprised of running miles available to passengers only, "deadhead" miles are not included.

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

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

OTHER DEFINITIONS:

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

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