

49,180.8	374.0	21.0	1.0	66.2	5.9
118,109.9	43.4	17.5	-2.7	0.0	2.3
315,446.7	94.8	4.1	0.9	22.2	4.2
21,857.4	27.6	4.7	0.1	0.0	0.4
21,596.8	17.9	4.4	0.4	13.3	0.7
104,919.7	36.3	15.1	3.7	0.0	2.3
185,424.5	56.6	3.7	0.6	0.0	3.6
63,383.2	26.3	10.6	1.6	22.3	1.3
7,251.3	3.4	0.7	0.2	0.0	0.1
117,610.6	36.3	4.8	0.9	26.4	1.5
20,528.9	32.1	9.4	2.3	0.0	1.2
21,504.9	24.6	5.1	1.6	0.0	1.0
53,141.7	32.1	25.6	3.6	15.0	1.6
149,296.3	47.3	49.7	7.5	0.0	2.9
122,555.0	38.6	3.4	0.6	24.7	1.7
105,291.3	56.8	23.2	3.3	70.9	3.3
21,065.8	0.0	0.0	0.0	0.0	0.0
118,449.7	41.0	4.2	0.7	0.0	0.4
21,713.4	12.9	3.6	0.6	0.0	0.3
16,368.6	20.8	4.2	0.7	0.0	0.4
54,898.6	25.6	14.2	2.5	0.0	0.5
84,006.2	20.3	4.9	0.8	0.0	0.4
49,180.8	374.0	21.0	1.0	66.2	5.9
118,109.9	43.4	17.5	-2.7	0.0	2.3
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185,424.5	56.6	3.7	0.6	0.0	3.6
63,383.2	26.3	10.6	1.6	22.3	1.3
7,251.3	3.4	0.7	0.2	0.0	0.1
117,610.6	36.3	4.8	0.9	26.4	1.5
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53,141.7	32.1	25.6	3.6	15.0	1.6
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122,555.0	38.6	3.4	0.6	24.7	1.7
105,291.3	56.8	23.2	3.3	70.9	3.3
21,065.8	0.0	0.0	0.0	0.0	0.0
118,449.7	41.0	4.2	0.7	0.0	0.4
21,713.4	12.9	3.6	0.6	0.0	0.3
16,368.6	20.8	4.2	0.7	0.0	0.4
54,898.6	25.6	14.2	2.5	0.0	0.5
84,006.2	20.3	4.9	0.8	0.0	0.4



NTD



National Transit Database
Federal Transit Administration

2006 National Transit Summaries & Trends

**National Transit Summaries and Trends
for the
2006 National Transit Database Report Year**

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

CAUTION: Extensive efforts have been made to assure the quality of information contained in this report. It is impossible, however, to achieve complete accuracy and consistency of the reported data. In addition, the reported data do not include all relevant information generally necessary to explain apparent differences in performance (e.g., information related to work rules, topography, climate, and unusual events such as strikes and service start-ups). Users of this report, therefore, should be careful not to draw unwarranted conclusions based solely on the data contained herein.

Federal Transit Administration's Home Page

For information about National Transit Database publications and seminars see FTA's Home Page at:

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

or

visit the National Transit Database web site:

<http://www.NTDProgram.gov>

Table of Contents

Introduction	1
Introduces the transit modes discussed throughout the National Transit Summaries and Trends.	
Transit in the United States	3
National statistics and trends in ridership, miles of service and number of transit systems by mode.	
Rural Transit	14
Trends in operating costs by mode and measures of cost efficiency and effectiveness.	
Quality of Transit Service	22
National trends for safety, maintenance reliability and lift equipped bus fleet.	
Reliability	24
Trends in miles between major system failures.	
ADA Compliance – Bus	26
Trends in the percentage of buses that are ADA lift- or ramp-equipped.	
Funding Transit Operations	27
Funding sources used in transit, trends in recovery ratio and subsidy per passenger.	
Capital Investment in Transit	34
Funding sources used in capital projects and capital expenditures by mode.	
Bus Fleet	38
Trends in the average fleet age of the national bus fleet.	
Fixed Guideway Mileage	40
Trends in fixed guideway mileage for bus and rail systems.	
Alternative Fuel Usage	41
Trends in the percentage of the national bus fleet using alternative fuels and the share of fuel type used by non-electric transit vehicles.	
National Transit Profile	43
Aggregate data for capital, operating funding and expenses, and characteristics for all modes operated in the nation.	
Transit Data by 2000 U.S. Census Urbanized Area	45
Aggregate data grouped by urbanized area. Items include operating expense, vehicle revenue miles, fixed-guideway directional route miles, passenger miles as reflected in the 2006 apportionment and recovery ratio.	
Data Used to Compile Graphics	52
Data used to develop graphics for data not presented with graph.	

Introduction

General Information

Welcome to the National Transit Summaries and Trends (NTST), a portion of the Federal Transit Administration's (FTA) annual report. The goal of the NTST is to summarize transit data in an easy to read format. The 2006 NTST discusses data covering the period 1997 to 2006. A new section covering Rural Transit is included.

On an average weekday, the nation's transit systems carry over 30 million riders (unlinked passenger trips). There were 9.2 billion urban trips in 2006 and 127.1 million rural trips totaling 9.3 billion trips nationwide.

Transit Modes

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

Bus

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



Commuter Rail

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



Heavy Rail

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



2006 National Transit Summaries and Trends

Demand Response

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



Light Rail

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



Vanpool

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



These modes provided the most transit service and change over the time frame considered, 1997 through 2006. The remaining modes (aerial tramway, automated guideway, cable car, ferryboat, inclined plane, jitney, monorail, publico, trolleybus, Alaska railroad and other) are combined in the single category "other modes".

Rounding and Inflation

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

All dollar amounts were adjusted to 2000 constant dollars. The correction factors were obtained from the White House Office of Management and Budget.

(<http://www.whitehouse.gov/omb/budget/fy2008/sheets/hist0123.xls>)

Web Information

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

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

or visit the National Transit Database website at

<http://www.ntdprogram.gov>

Transit in the United States

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

Concepts

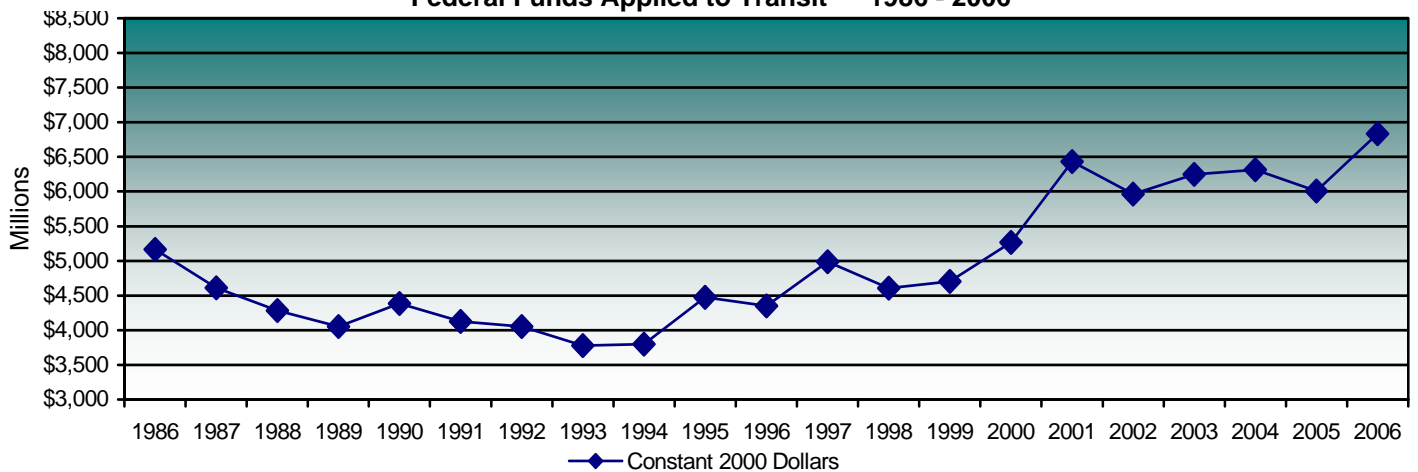
Federal funds applied to transit are Federal Transit Administration (FTA) Urbanized Area Formula Program funds (financial assistance used to offset operating costs and pay for capital projects) and other Federal funds.

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

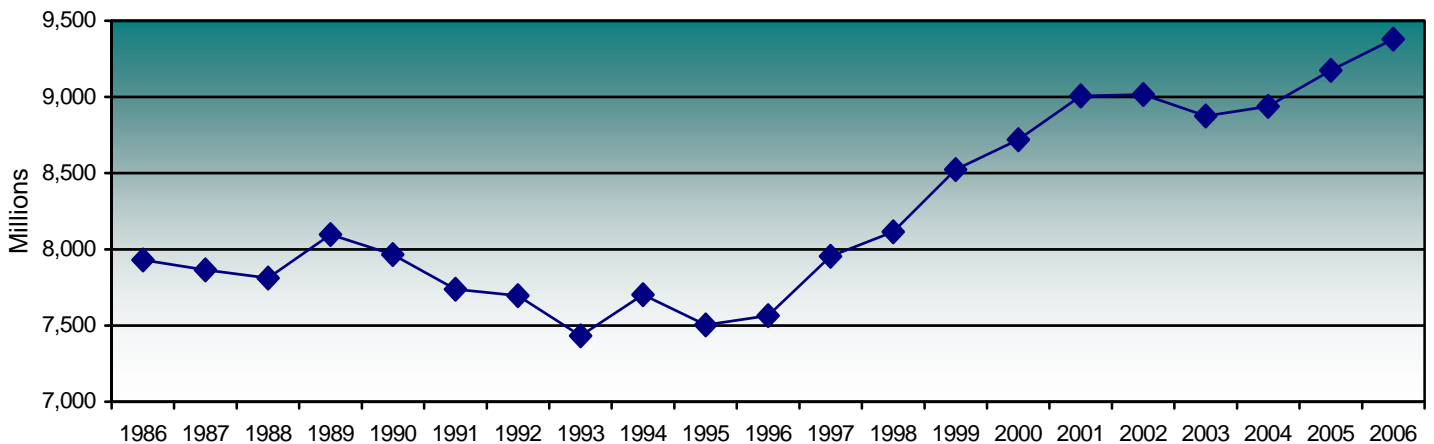
Comments

Ridership increased by 18.3 percent from 1986 to 2006. During the same period, Federal assistance applied to transit increased by nearly 32 percent.

Federal Funds Applied to Transit — 1986 - 2006



Unlinked Passenger Trips — 1986 - 2006



Number of Transit Agencies

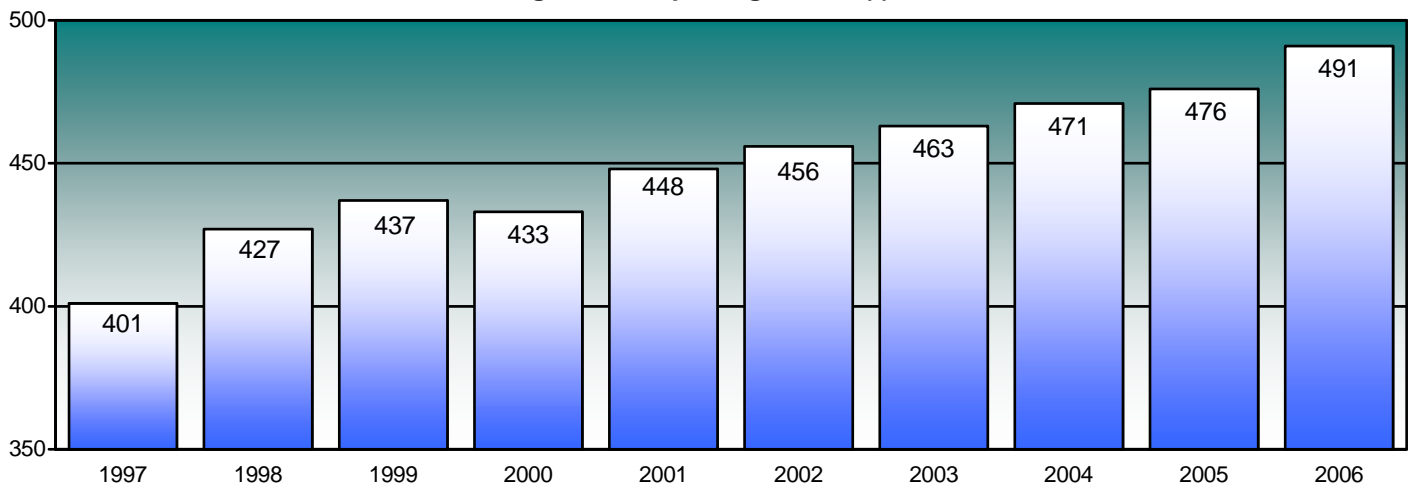
Concepts

Transit agencies that receive or benefit from Federal Transit Administration (FTA) Urbanized Area Formula Program funds (capital or operating) are required to report selected transit data to the National Transit Database (NTD) program. In addition, transit agencies not receiving FTA funds are encouraged to submit data, providing a more complete picture of public transit throughout the United States. These transit agencies report financial (capital and operating) data and non-financial operating statistics by transit mode. A total of 657 transit agencies reported data in 2006.

Comments

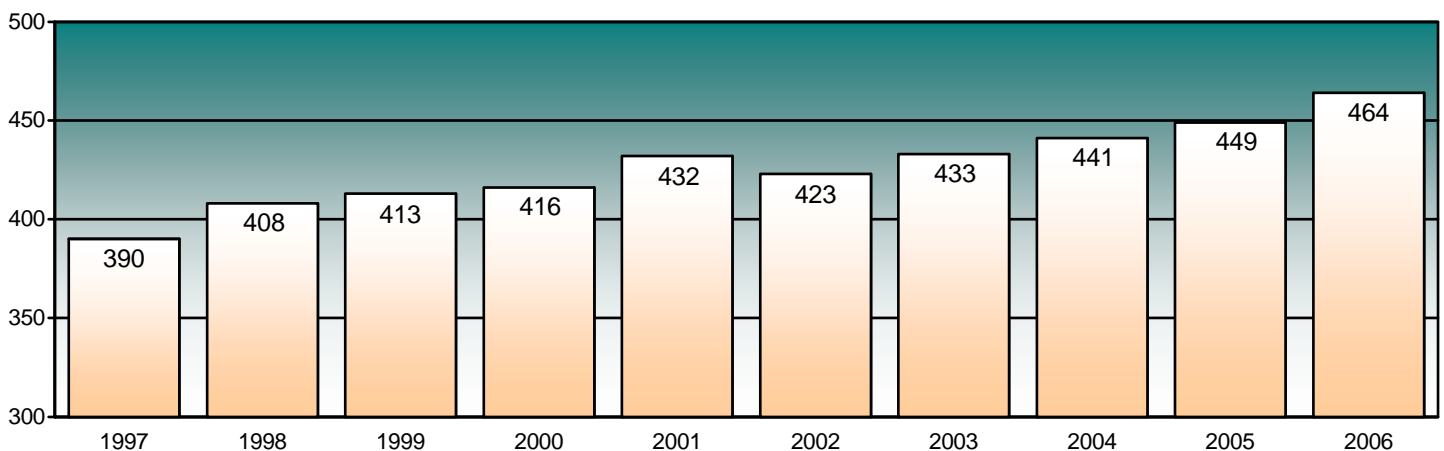
- The number of bus systems increased in the last 10 years (90 new systems).
- Demand response increased by nearly 19 percent (74 new systems) over the same period, reflecting the need to provide special transit service for the elderly individuals and individuals with disabilities.
- Vanpool nearly doubled the number of systems from 1997 to 2006.

Number of Agencies Reporting — Bus (*) 1997 - 2006



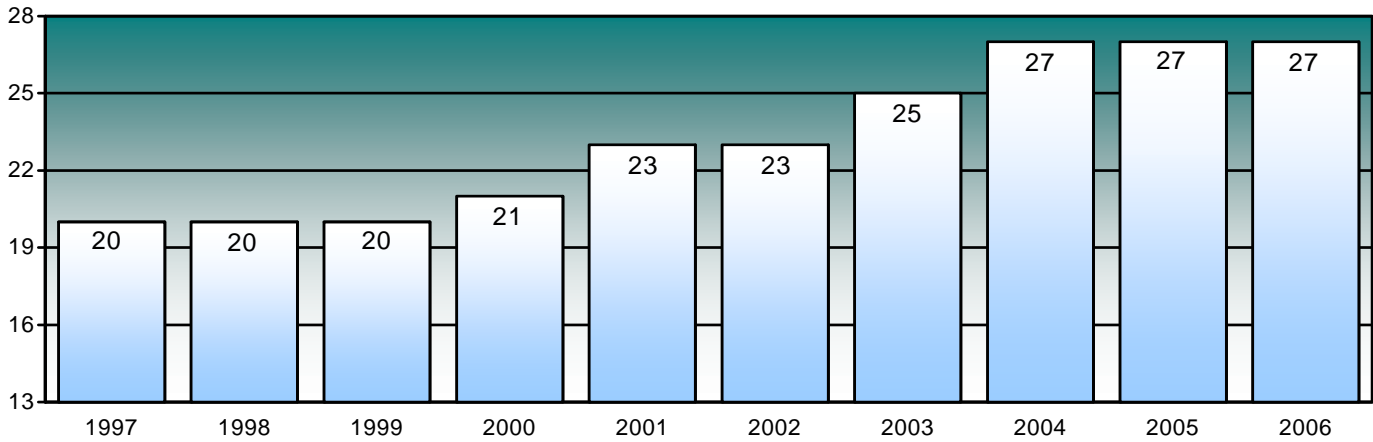
(*) Does not include agencies receiving nine or fewer vehicles waiver

Number of Agencies Reporting — Demand Response (*) 1997 - 2006

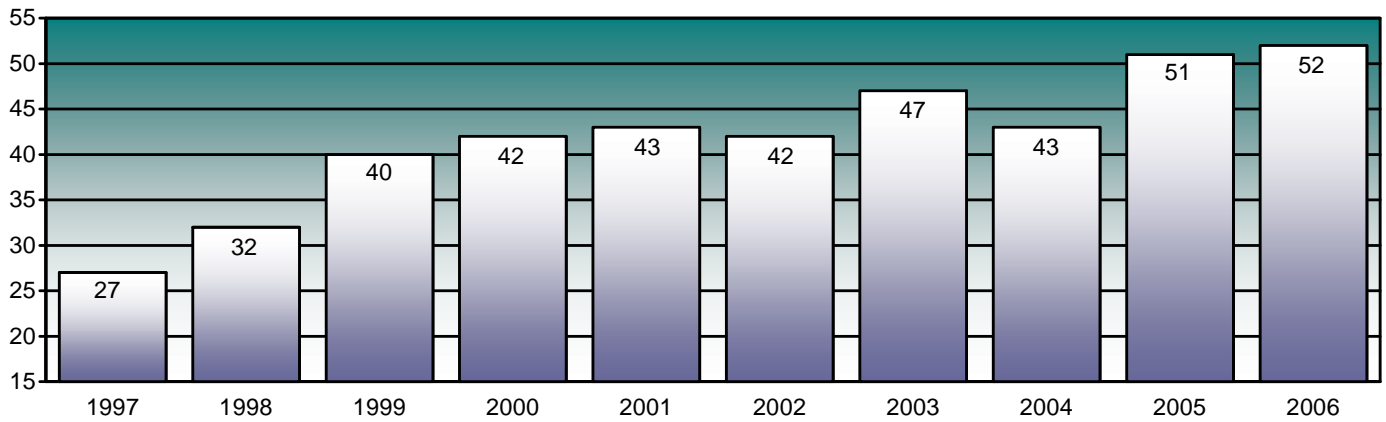


(*) Does not include agencies receiving nine or fewer vehicles waiver

Number of Agencies Reporting — Light Rail 1997 - 2006



Number of Agencies Reporting — Vanpool 1997 - 2006



Number of Agencies Reporting 1997 - 2006

Year	Bus *	Commuter Rail	Demand Response *	Heavy Rail	Light Rail	Vanpool *	Other Modes *
1997	401	16	390	14	20	27	26
1998	427	16	408	14	20	32	28
1999	437	18	413	14	20	40	33
2000	433	20	416	14	21	42	31
2001	448	21	432	14	23	43	31
2002	456	19	423	14	23	42	31
2003	463	19	433	14	25	47	31
2004	471	19	441	14	27	43	31
2005	476	20	449	15	27	51	30
2006	491	20	464	15	27	52	28
Actual Changes	90	4	74	1	7	25	2

(*) Data does not include agencies receiving nine or fewer vehicles waiver.

Vehicle Revenue Miles

Concepts

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

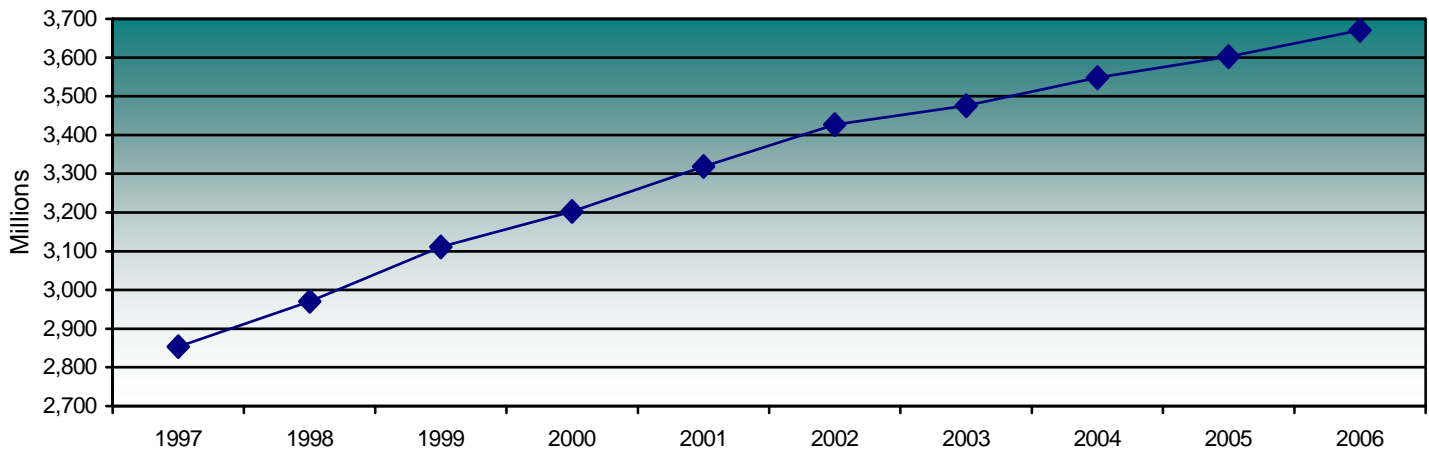
Deadhead travel is not included in vehicle revenue miles. Deadhead mileage consists of the miles a transit vehicle travels while not in revenue service (leaving or returning to the garage or yard or changing routes).

Comments

Vehicle revenue miles increased by nearly 30 percent between 1997 and 2006. Modes showing the most significant growth are those that had an increase in the number of systems in operation during the period.

- Light rail – 83 percent
- Demand response – 73 percent
- Vanpool – 176 percent

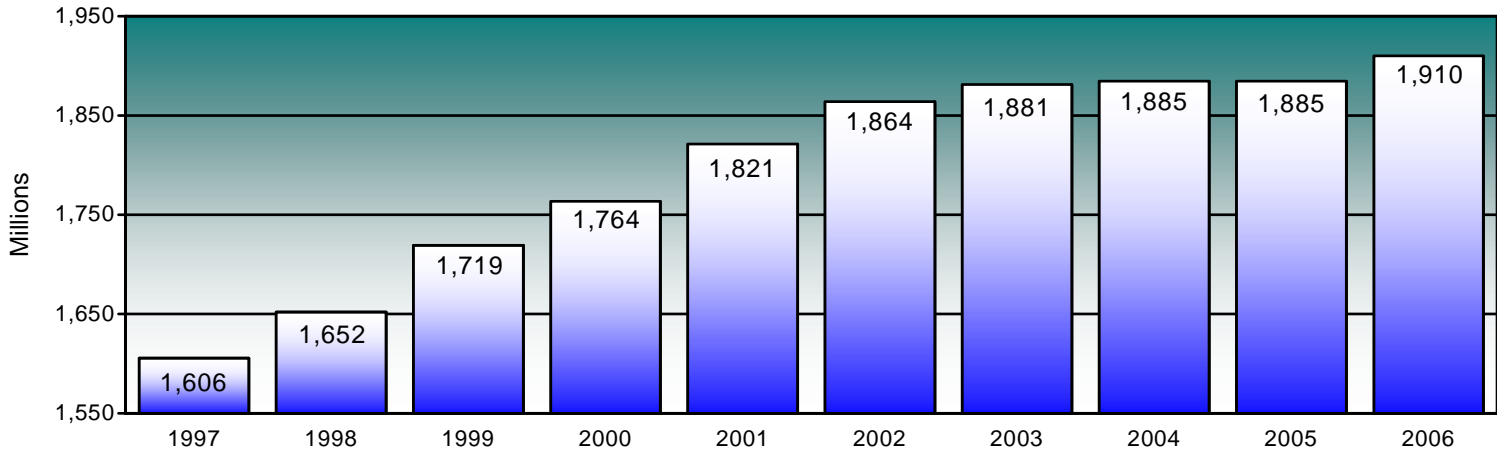
Vehicle Revenue Miles — 1997 - 2006



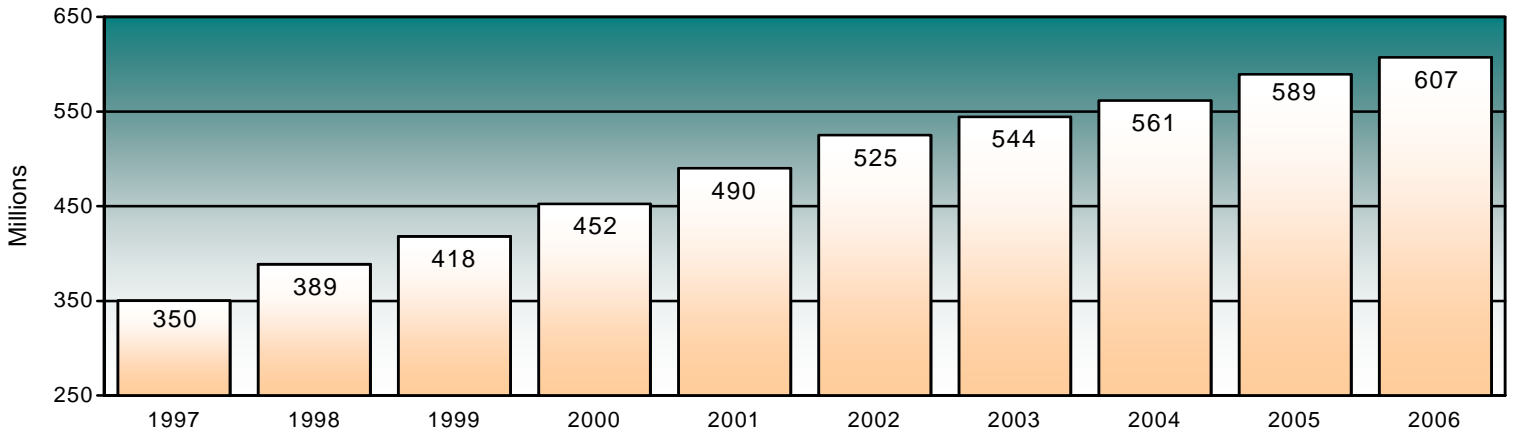
Vehicle Revenue Miles (Millions) 1997 - 2006

Year	Vehicle Revenue Miles (Millions)	Year	Vehicle Revenue Miles (Millions)
1997	2,853	2002	3,427
1998	2,970	2003	3,476
1999	3,111	2004	3,548
2000	3,202	2005	3,602
2001	3,319	2006	3,671
		% Change	28.6

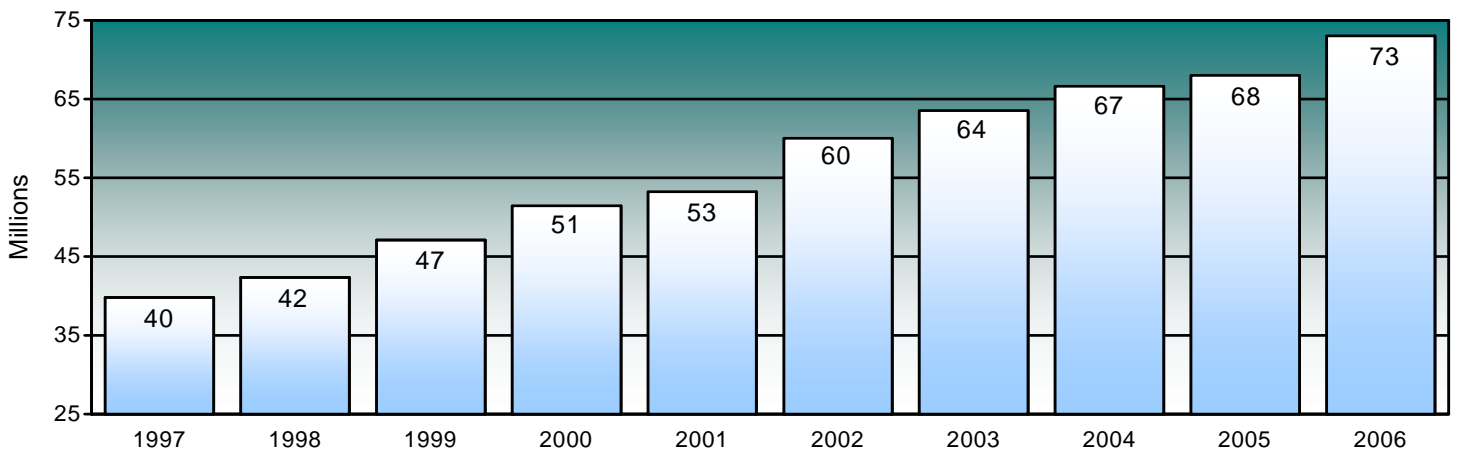
Vehicle Revenue Miles — Bus 1997 - 2006



Vehicle Revenue Miles — Demand Response 1997 - 2006

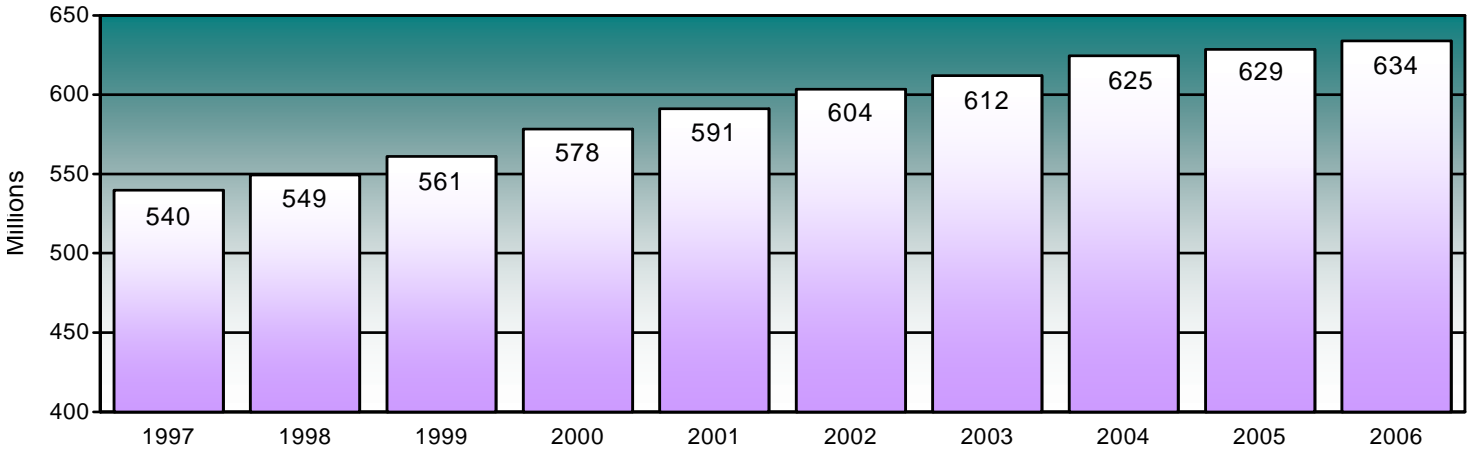


Vehicle Revenue Miles — Light Rail 1997 - 2006

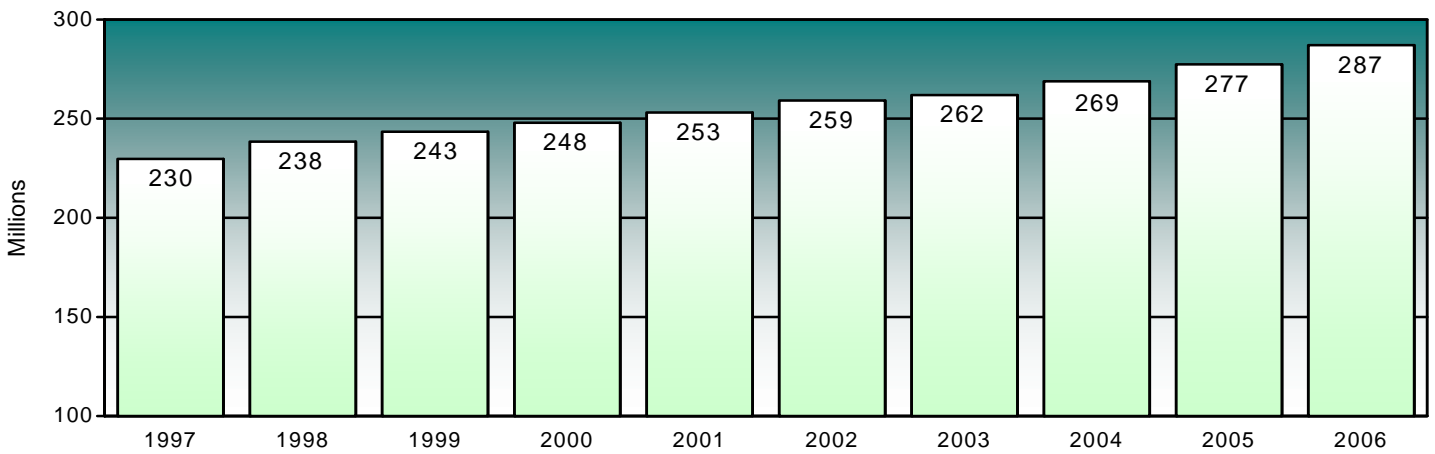


2006 National Transit Summaries and Trends

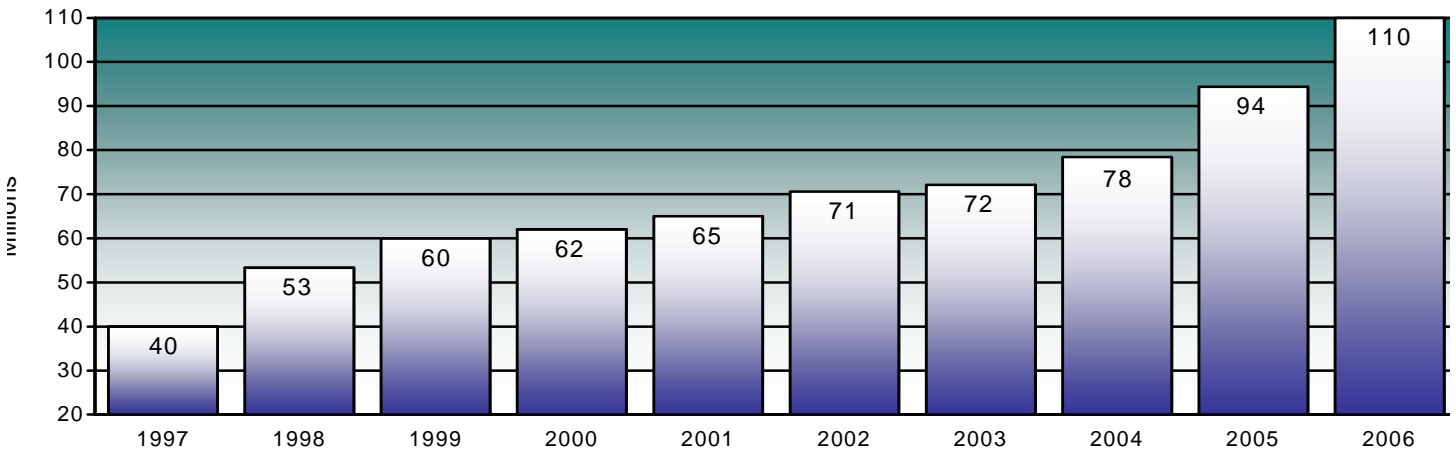
Vehicle Revenue Miles — Heavy Rail 1997 - 2006



Vehicle Revenue Miles — Commuter Rail 1997 - 2006



Vehicle Revenue Miles — Vanpool 1997 - 2006

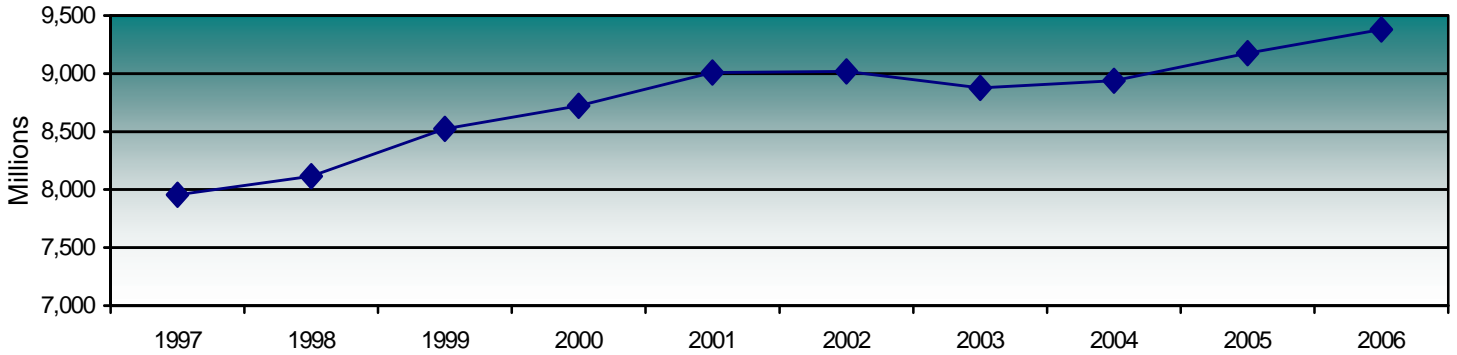


Unlinked Passenger Trips by Mode

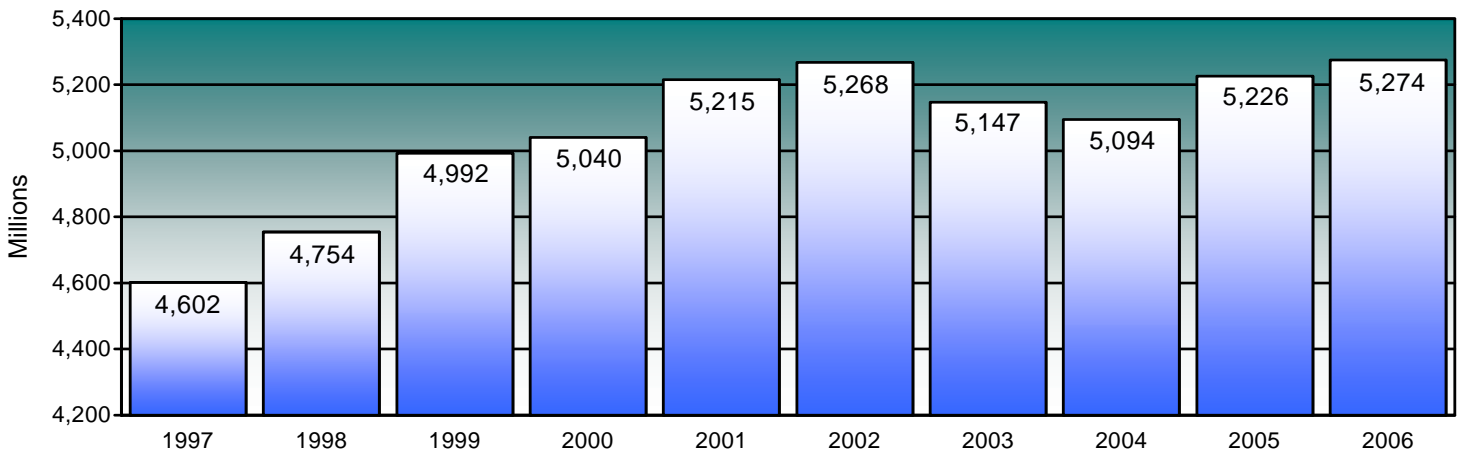
Comments

Ridership increased by over 18 percent from 1997 to 2006.

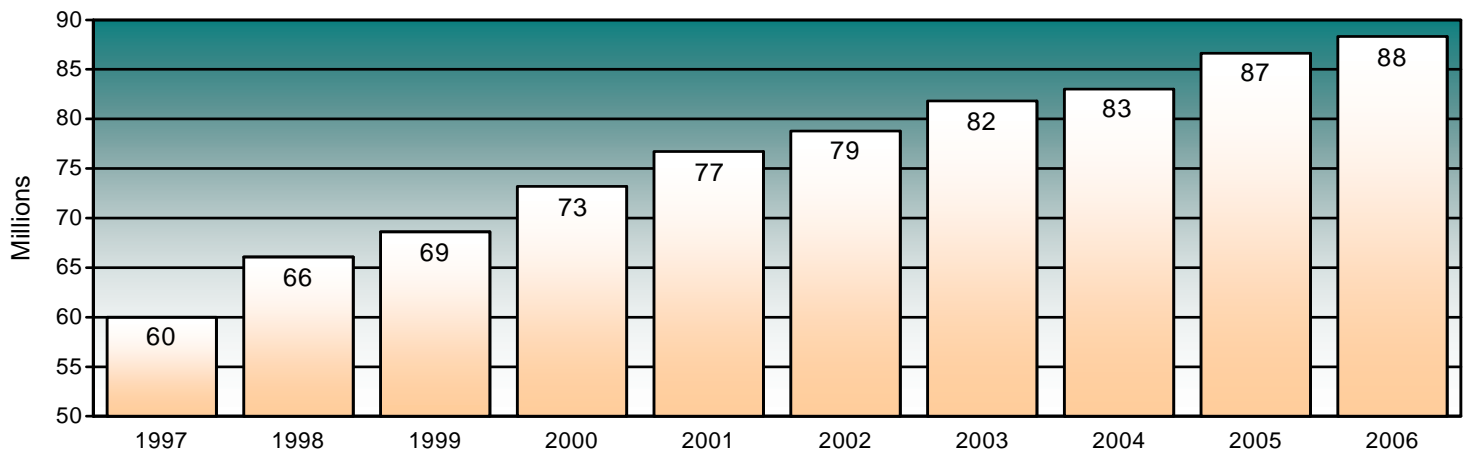
Unlinked Passenger Trips 1997 - 2006



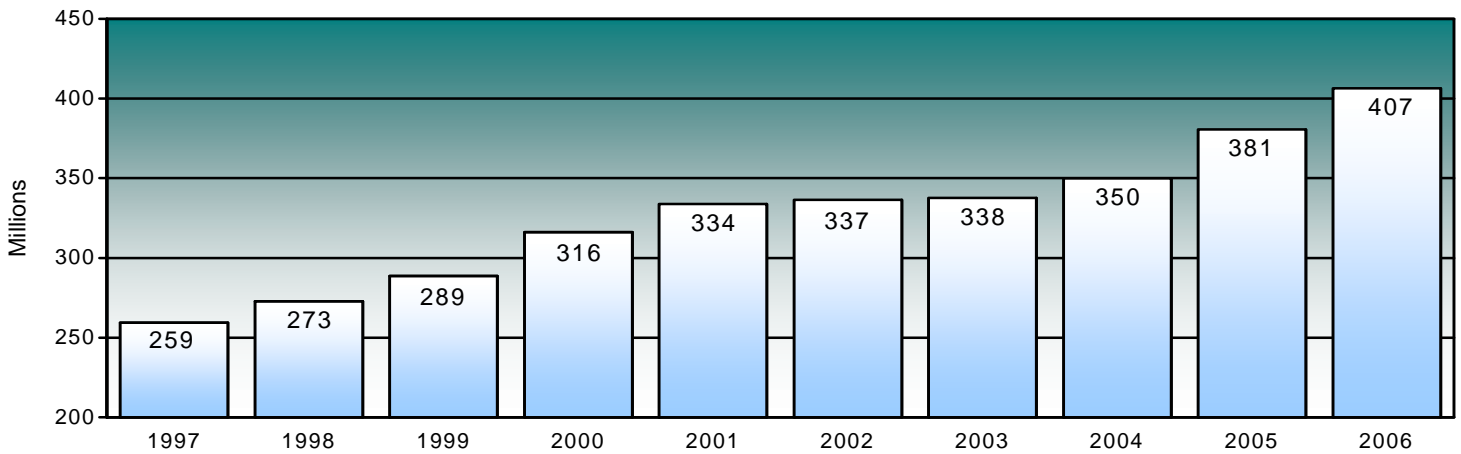
Unlinked Passenger Trips— Bus 1997 - 2006



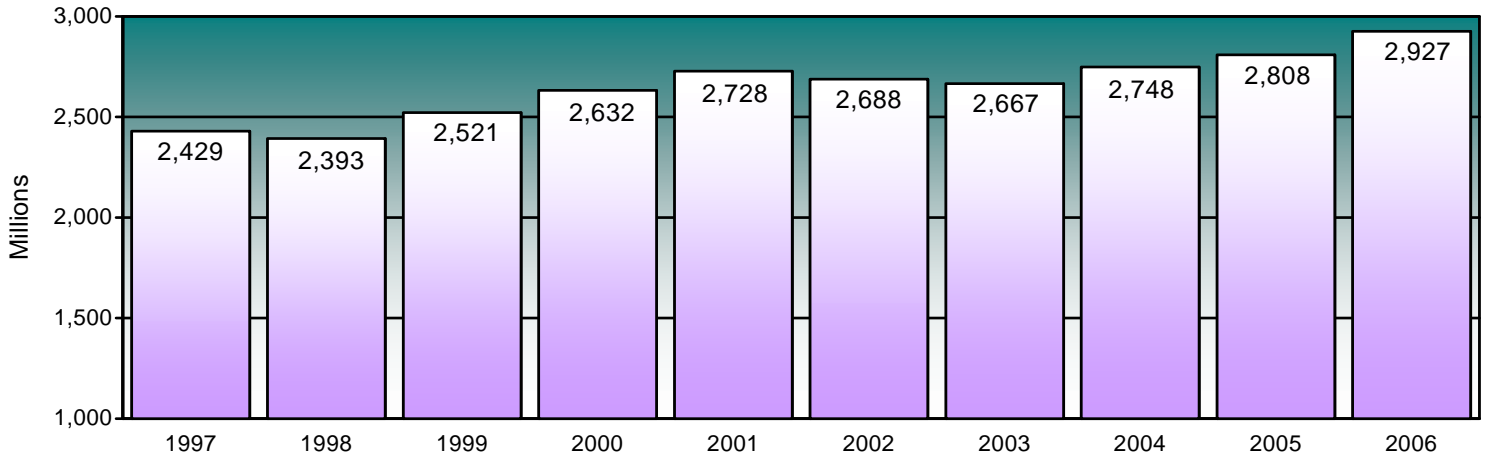
Unlinked Passenger Trips — Demand Response 1997 - 2006



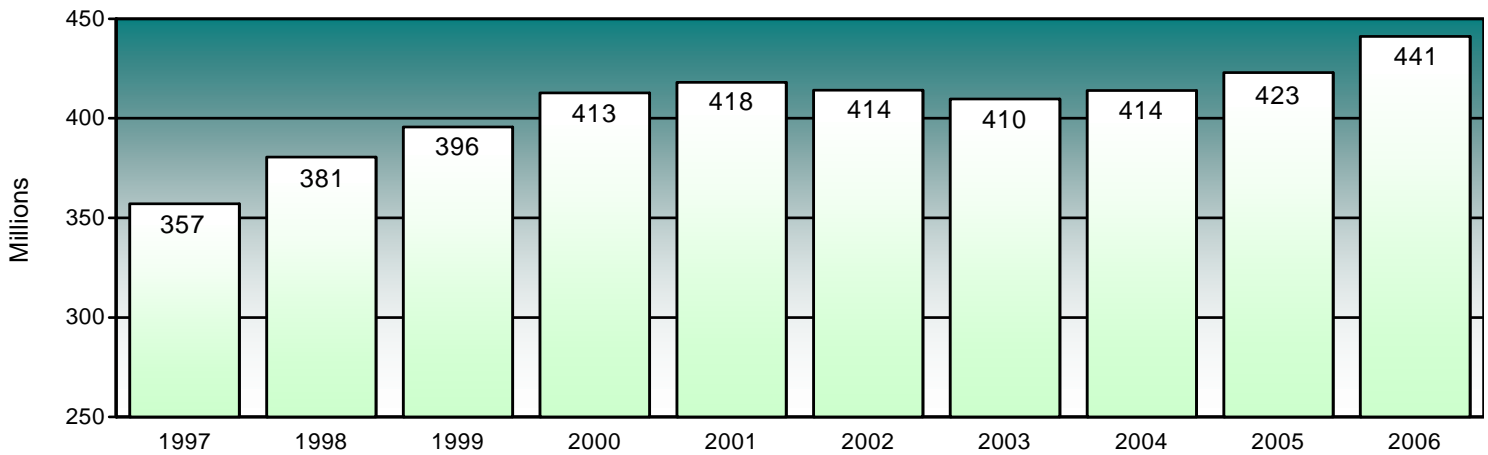
Unlinked Passenger Trips — Light Rail 1997 - 2006



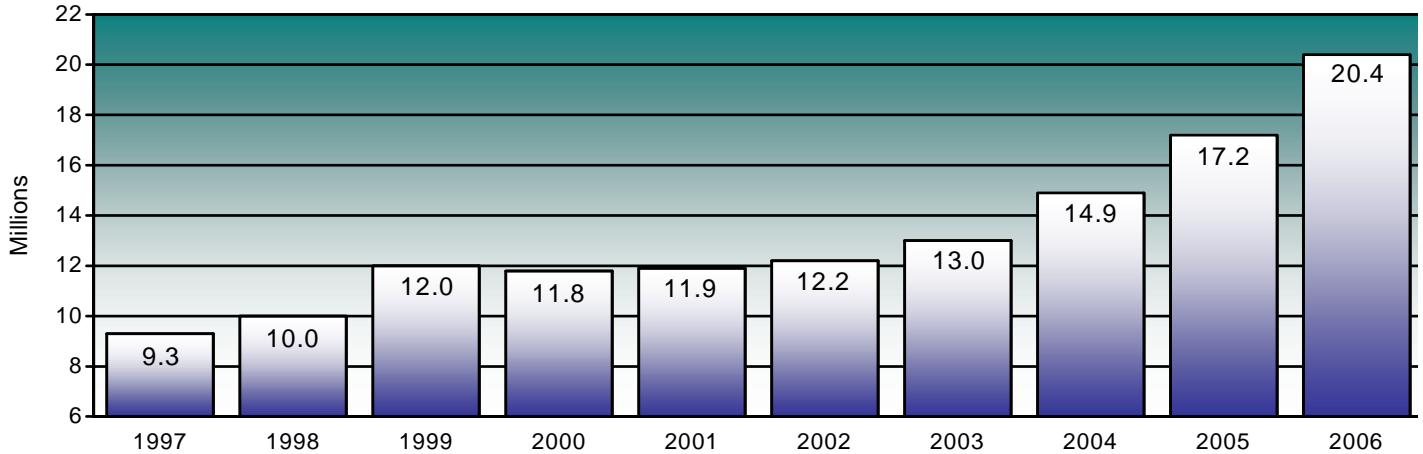
Unlinked Passenger Trips— Heavy Rail 1997 - 2006



Unlinked Passenger Trips — Commuter Rail 1997 - 2006



Unlinked Passenger Trips — Vanpool 1997 - 2006

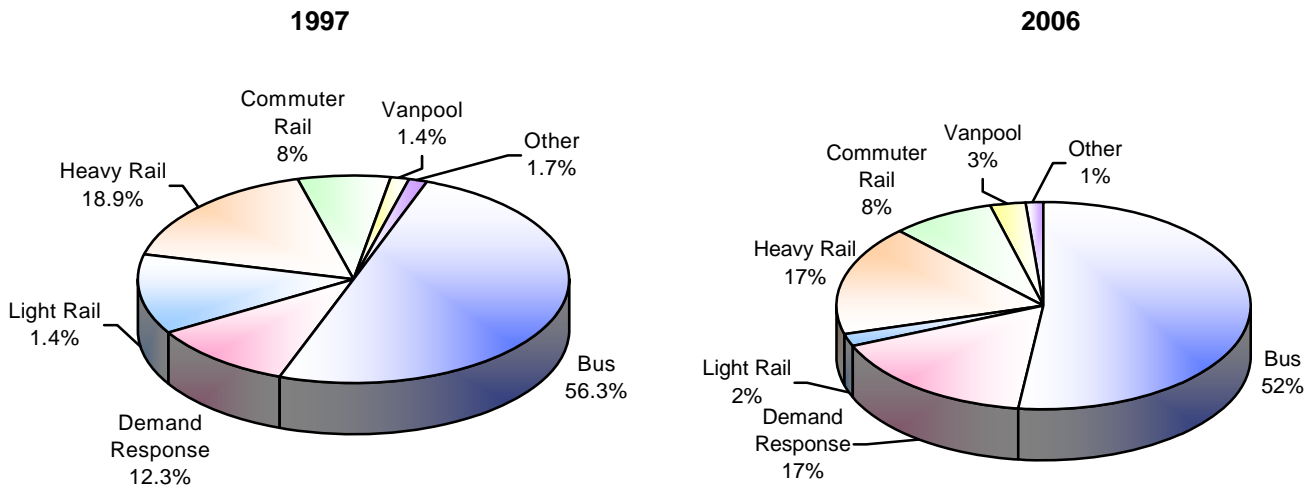


Distribution of Vehicle Revenue Miles and Unlinked Passenger Trips by Mode

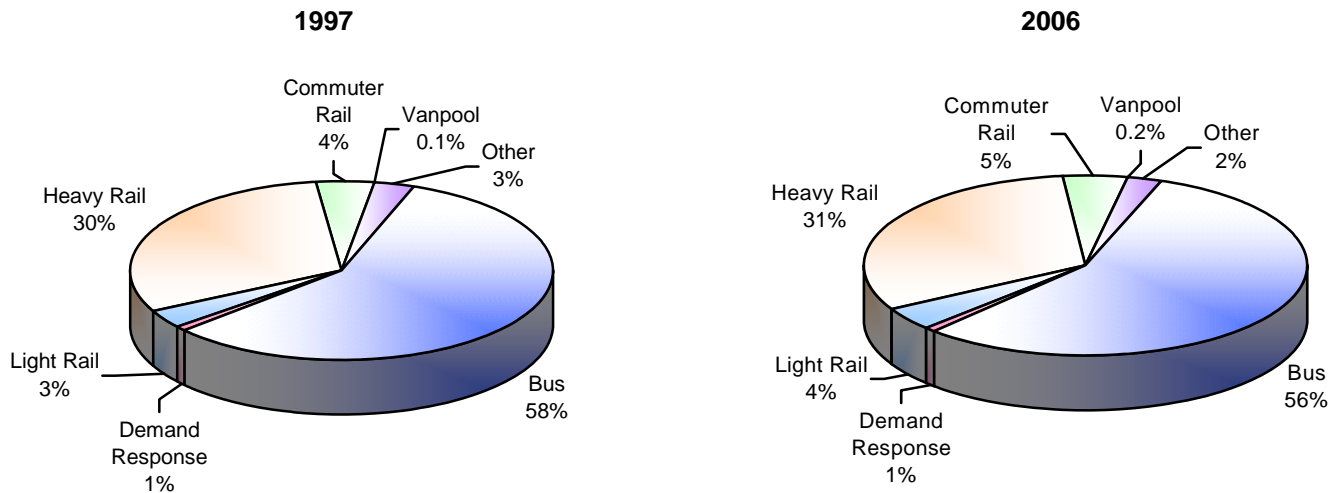
The share of vehicle revenue miles for demand response has steadily increased from slightly more than 12 percent in 1997 to 17 percent in 2006 while the share of vehicle revenue miles for bus decreased from 56 percent to 52 percent.

At the same time, the share of unlinked passenger trips for demand response remained below 1 percent, illustrating the low capacity nature of this service, while the share of unlinked passenger trips for bus decreased from 58 percent in 1997 to 56 percent in 2006.

Distribution of Vehicle Revenue Miles



Distribution of Unlinked Passenger Trips



Relative Impact on Data by UZA Size Group

Concepts

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

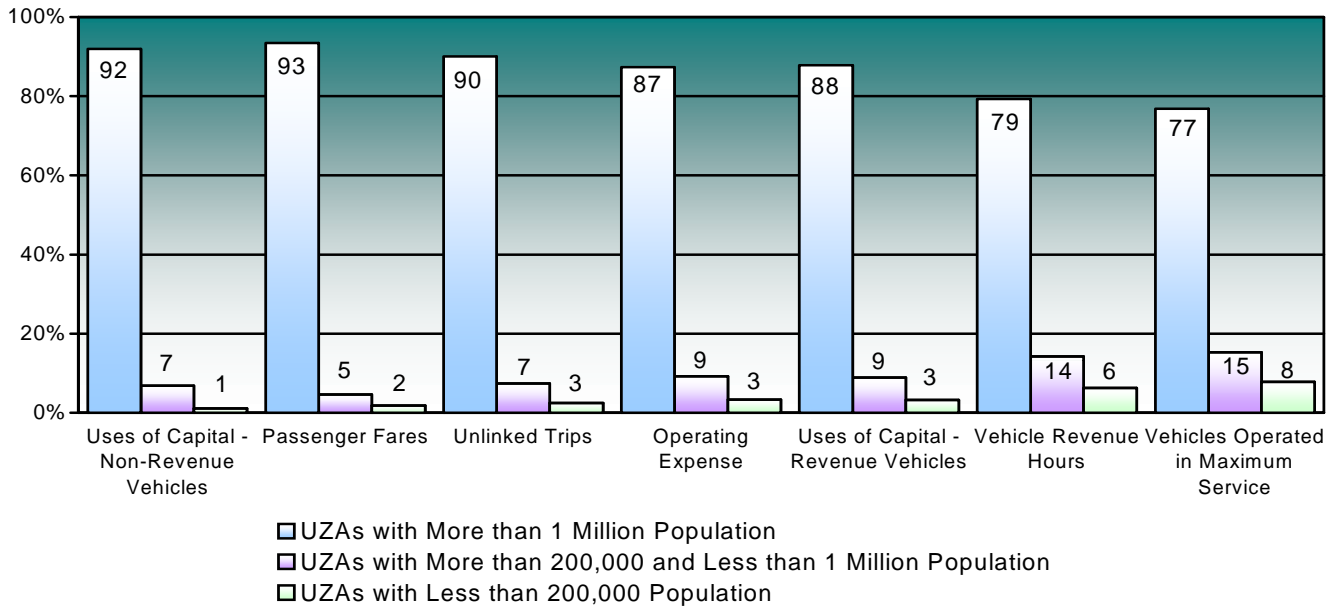
1. Large urbanized areas: population of more than 1 million (38 urbanized areas, 222 agencies or 34 percent of all agencies reporting).
2. Medium urbanized areas: population of more than 200,000 and less than 1 million (114 urbanized areas and 168 agencies or 25 percent of all agencies reporting).
3. Small urbanized areas: population of less than 200,000 and more than 50,000 (313 urbanized areas, 270 agencies or 41 percent of all agencies reporting).

Comments

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

- Capital investments in facilities and other categories — 92 percent
- Passenger fares — 93 percent
- Unlinked passenger trips — 90 percent

Relative Impact of the Data by UZA Size Group – 2006



Rural Transit

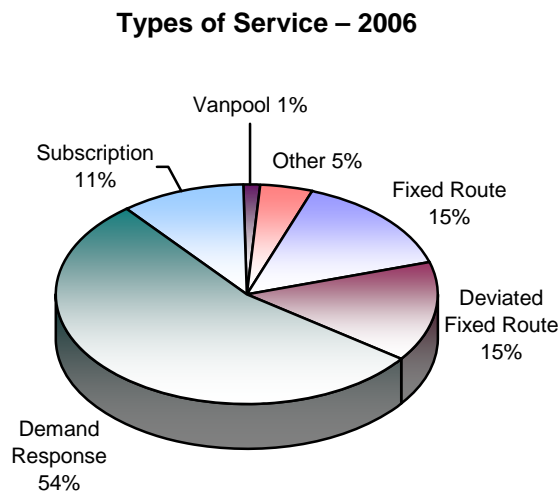
Concepts

Rural areas are, by US Census definition, areas with a population of less than 50,000. Because these areas may be quite large, rural areas usually have low population density. For report year 2006, 1,327 subrecipients submitted data to the NTD through their State Departments of Transportation incorporating data for 857 counties nationwide.

Types of service in the Rural module correspond to the modes included in the Annual (urban, over 50,000 population) module. For definitions of modes and types of service refer to the NTD Glossary available from www.NTDprogram.gov.

Comments

- Due to the low population density of rural areas, types of service such as demand response and subscription services are the most common in rural transit and accounted for 65 percent of all rural service in 2006.



Operating and Capital Funding

Concepts

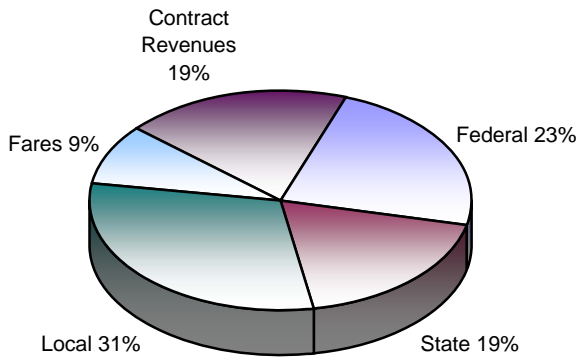
Sources of funds (operating and capital) include assistance (local, state and federal (5311 funds)) and funds generated by the service providers (fares and contract revenues).

Comments

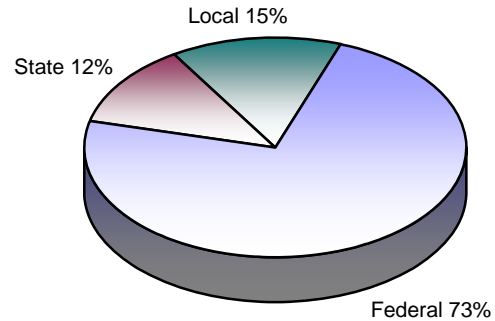
- Rural transit operating budgets required 72 percent from Federal, state and local assistance, and 28 percent from directly generated funds.
- Capital budgets relied mostly on Federal assistance, accounting for nearly three-fourths of all capital applied.

Rural Service – 2006

Sources of Operating Funding



Sources of Capital Funding



Service Supplied and Consumed

Concepts

2006 was the first report year for Rural, as such; trend analysis of key service supplied and consumed performance ratios cannot be carried out. For definitions of service supplied and consumed items refer to the NTD Glossary available from www.NTDprogram.gov.

Comments

- Rural performance measures are typical of service provided in low density areas such as low recovery ratios, and high cost per trip among others.

Service Supplied and Consumed — 2006

Fare Revenues (Millions)	\$83
Operating Expenses (Millions)	\$905
Unlinked Passenger Trips (Millions)	127
Vehicle Miles (Millions)	459
Vehicle Hours (Millions)	20
Operating Expenses per Vehicle Mile	\$2
Operating Expenses per Vehicle Hour	\$46
Operating Expenses per Unlinked Passenger Trip	\$7

2006 National Transit Summaries and Trends

Safety

Concepts

The concepts and definitions of safety incidents are the same as in Annual (urban) reporting. For definitions of major incidents, injuries and fatalities refer to the NTD Glossary available from www.NTDprogram.gov.

	Total Number of Subrecipients	Safety Incidents	Average Safety Incidents per Subrecipient
Injuries	1,327	175	.13
Fatalities		13	.01

Operating Costs and Performance Measures

Operating Expenses

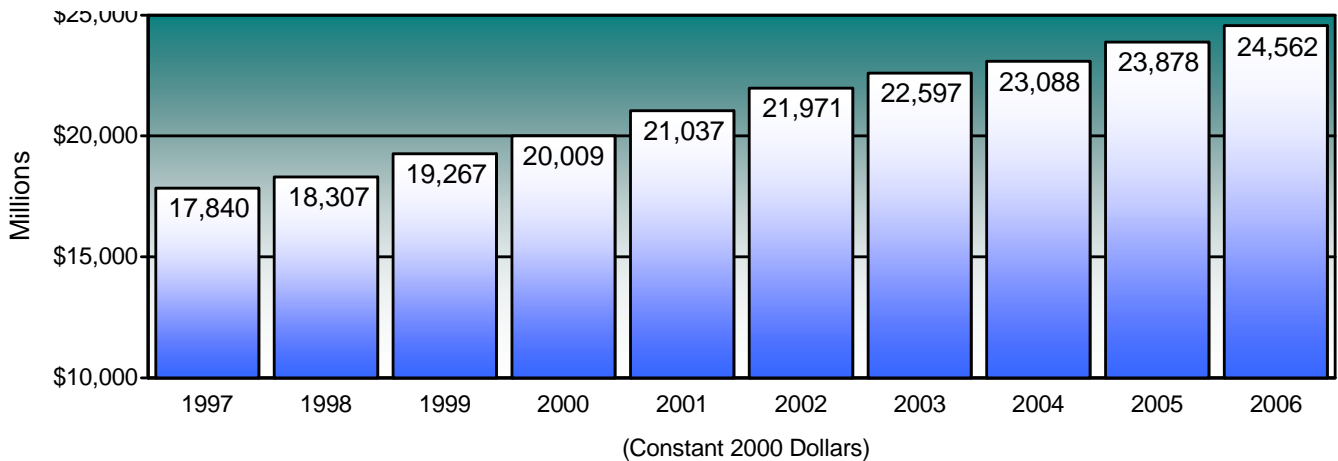
Concepts

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

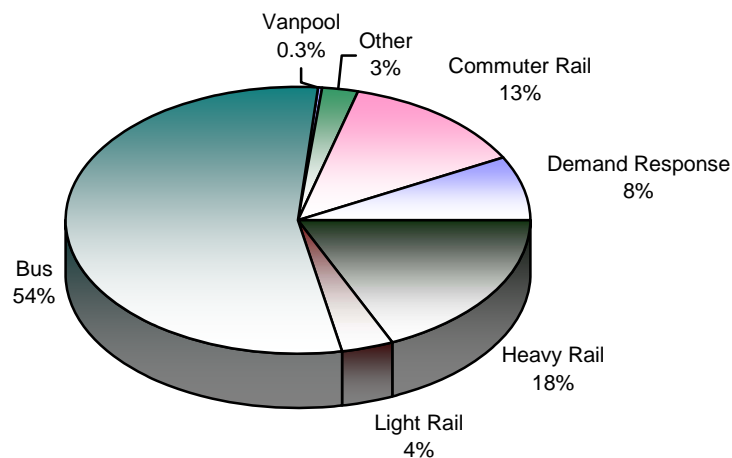
Comments

Operating expenses increased nearly 38 percent over the last 10 years. The modes showing the highest increases were light rail, demand response and vanpool. These increases reflect the addition of new systems during the same period.

Total Operating Expense — 1997 – 2006



Total Operating Expense by Mode — 2006



Operating Expense by Function and Object Class

Concepts

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

The four functions are:

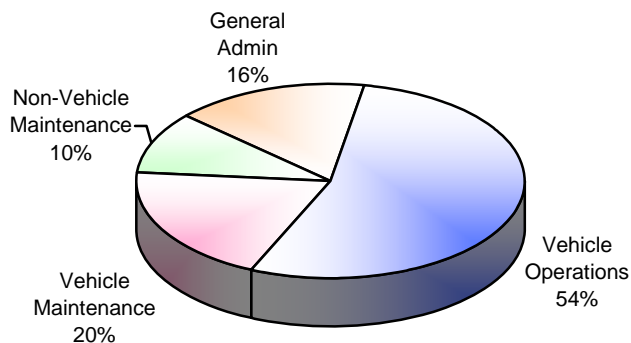
1. Vehicle operations
2. Vehicle maintenance
3. Non-vehicle maintenance
4. General administration.

Comments

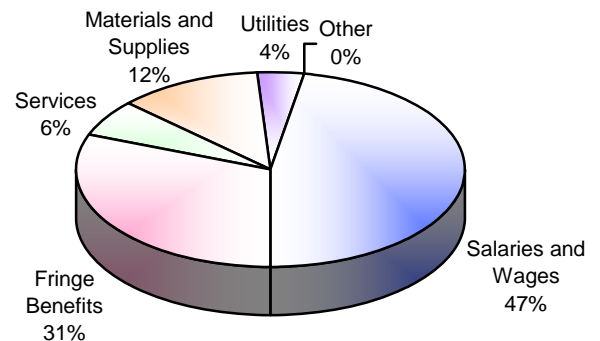
The transit industry is labor intensive. Salaries and wages and fringe benefits account for nearly 79.2 percent of the total directly operated expenditures. Fifty-three percent of total expenditures are devoted to vehicle operations.

Operating Expense — 2006

Operating Expense by Function



Operating Expense by Object Class — Directly Operated Service



Cost Effectiveness (Operating Expense per Unlinked Passenger Trip)

Concepts

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

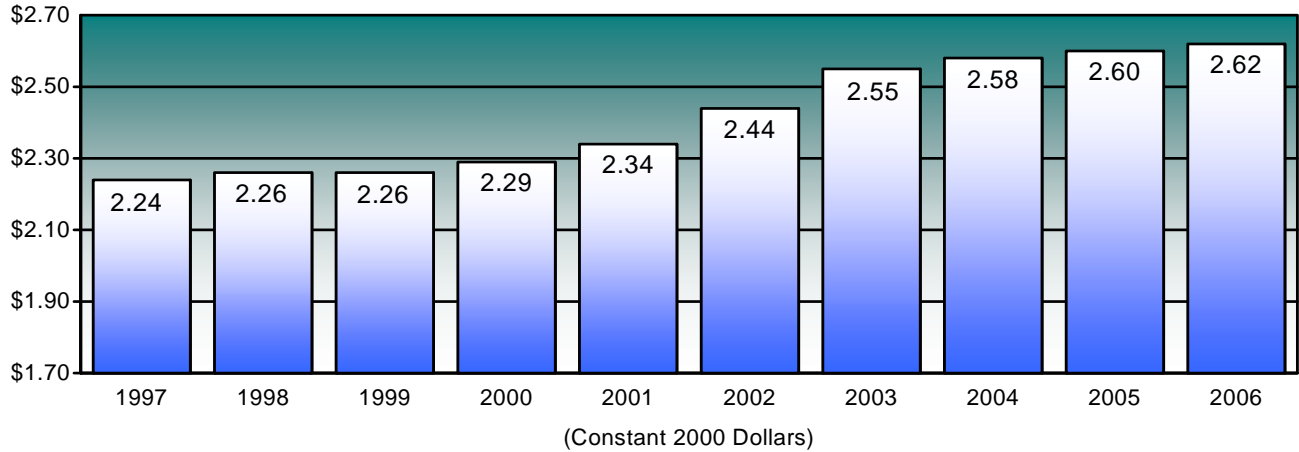
Service input is the quantity of resources expended to produce transit service, expressed in either monetary or non-monetary terms. Examples include operating cost (dollars expended for operations, maintenance and administration), employee hours (total operating, maintenance or administration), capital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

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

Comments

Overall, operating expense per unlinked passenger trip increased 17 percent over the last 10 years. With the exception of heavy rail, all modes had increases greater than inflation.

Operating Expense per Unlinked Passenger Trip 1997 - 2006

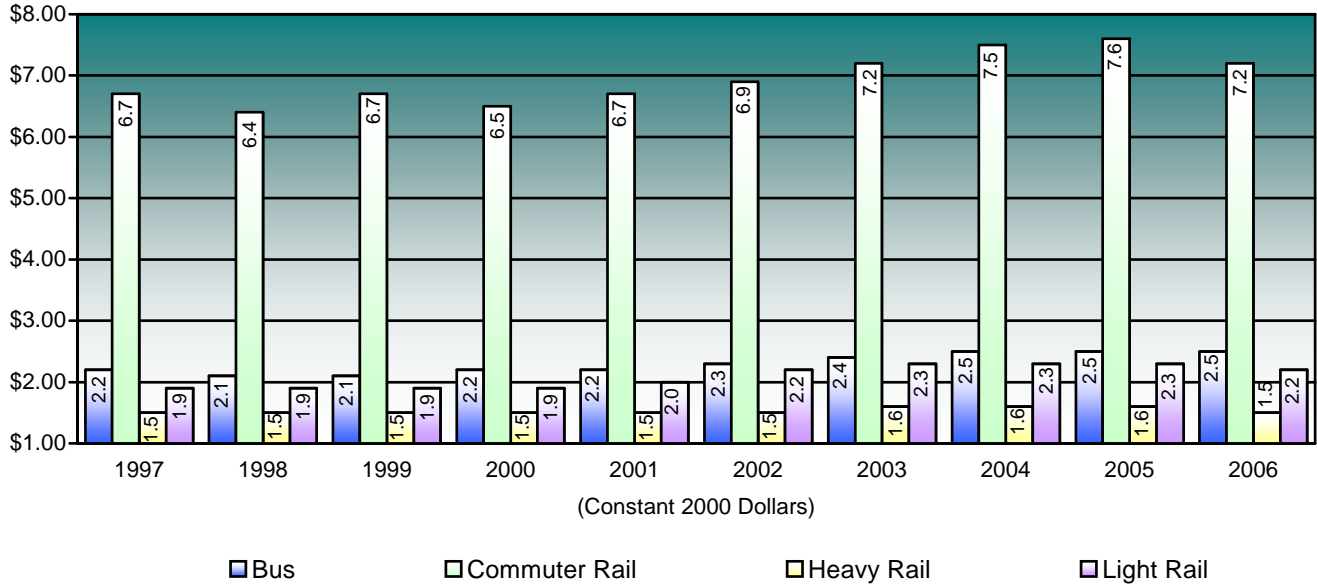


Operating Expense per Unlinked Passenger Trip 1997 – 2006
(Constant 2000 Dollars)

Year	Operating Expense (Millions)	Unlinked Passenger Trips (Millions)	Operating Expense per Unlinked Passenger Trip
1997	\$17,840	7,954	\$2.24
1998	\$18,307	8,115	\$2.26
1999	\$19,267	8,523	\$2.26
2000	\$20,009	8,720	\$2.29
2001	\$21,037	9,008	\$2.34
2002	\$21,971	9,017	\$2.44
2003	\$22,597	8,876	\$2.55
2004	\$23,088	8,937	\$2.58
2005	\$23,878	9,175	\$2.60
2006	\$24,561	9,379	\$2.62
% Change	38%	18%	17%

2006 National Transit Summaries and Trends

Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 1997 - 2006



Cost Efficiency (Operating Expense per Vehicle Revenue Hour)

Concepts

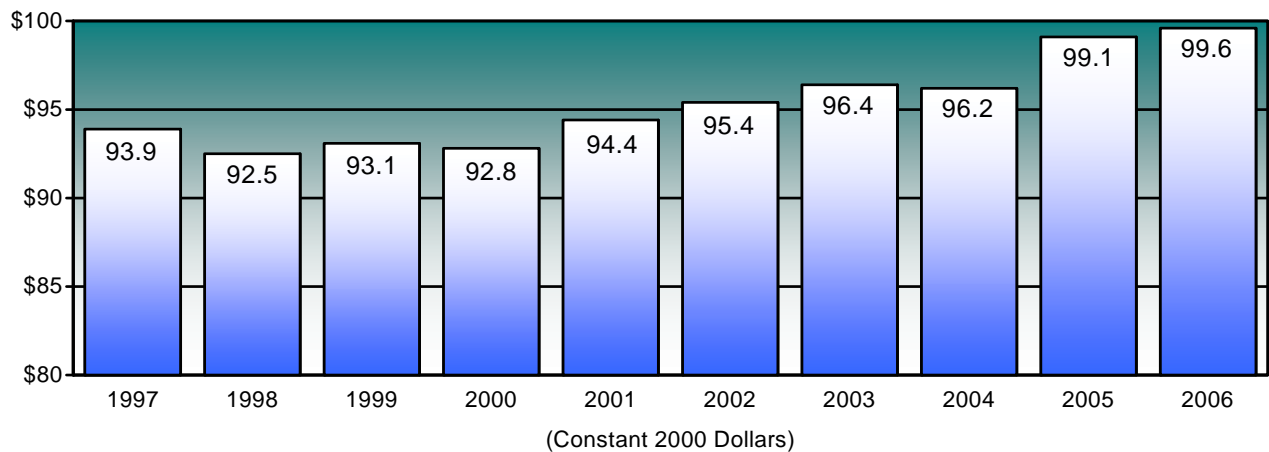
Cost efficiency is the relationship between service inputs and service outputs.

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

Comments

Overall, operating expense per vehicle revenue hour increased by approximately 6 percent over the last 10 years.

Total Operating Expense per Vehicle Revenue Hour 1997 - 2006



Operating Expense per Vehicle Revenue Hour 1997 - 2006

Year	Operating Expense (Millions) (Constant 2000 Dollars)	Vehicle Revenue Hours (Millions)	Operating Expense per Vehicle Revenue Hour (Constant 2000 Dollars)
1997	\$16,962	190	\$93.9
1998	\$17,580	198	\$92.5
1999	\$18,781	207	\$93.1
2000	\$20,009	216	\$92.8
2001	\$21,529	223	\$94.4
2002	\$22,905	230	\$95.4
2003	\$24,185	234	\$96.4
2004	\$25,427	240	\$96.2
2005	\$27,238	241	\$99.1
2006	\$29,025	247	\$99.6
% Change	71.1%	29.9%	6.0%

Service Effectiveness

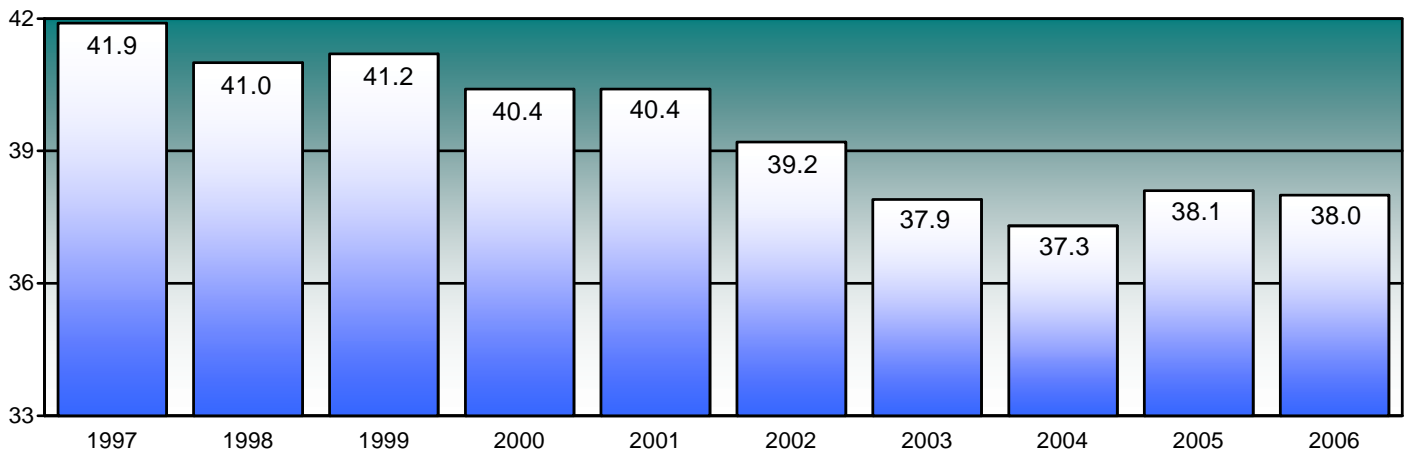
Concepts

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

Comments

Unlinked passenger trips per vehicle revenue hour decreased by 9 percent from 1997 to 2006. This was due to increased service supplied for bus mode in low density urbanized areas and increased demand for low capacity modes such as demand response and vanpool.

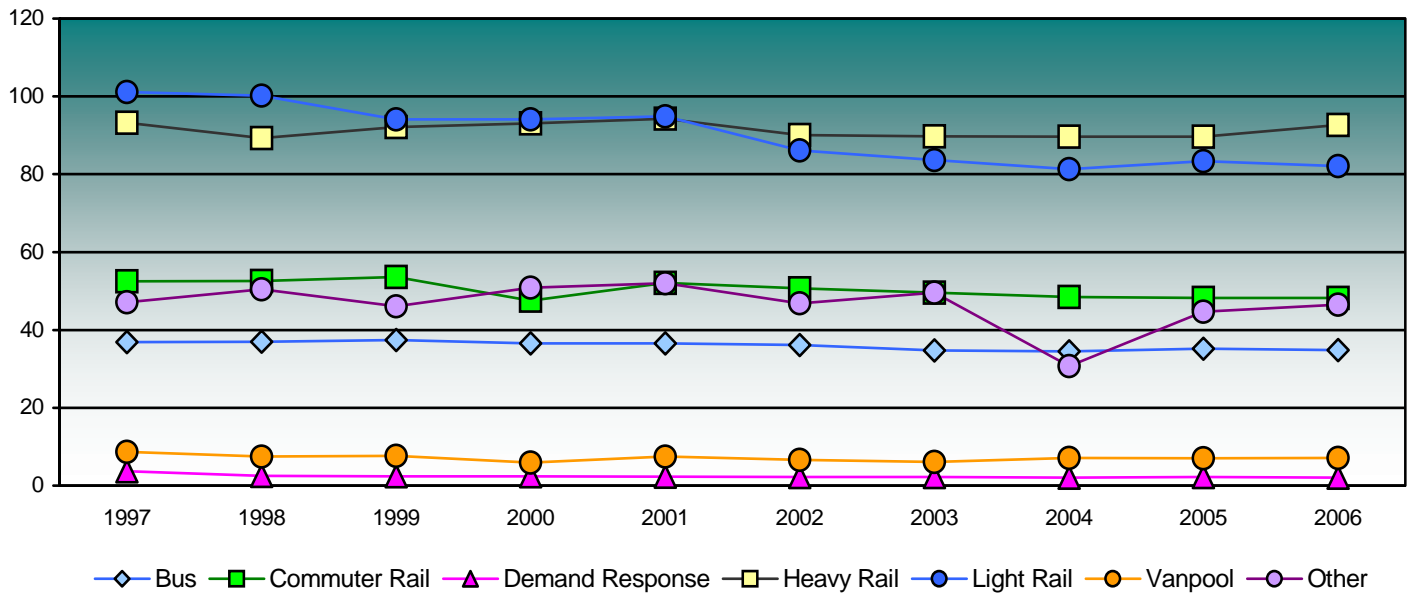
Unlinked Passenger Trip per Vehicle Revenue Hour 1997 - 2006



Unlinked Passenger Trip per Vehicle Revenue Hour 1997 - 2006

Year	Unlinked Passenger Trips (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips per Vehicle Revenue Hour
1997	7954	190	41.9
1998	8115	198	41.0
1999	8523	207	41.2
2000	8720	216	40.4
2001	9008	223	40.4
2002	9017	230	39.2
2003	8876	234	37.9
2004	8937	240	37.3
2005	9175	241	38.1
2006	9379	247	38.0
% Change	17.9%	29.9%	-9.2%

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1997 - 2006



Quality of Transit Service

Fatalities

Concepts

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

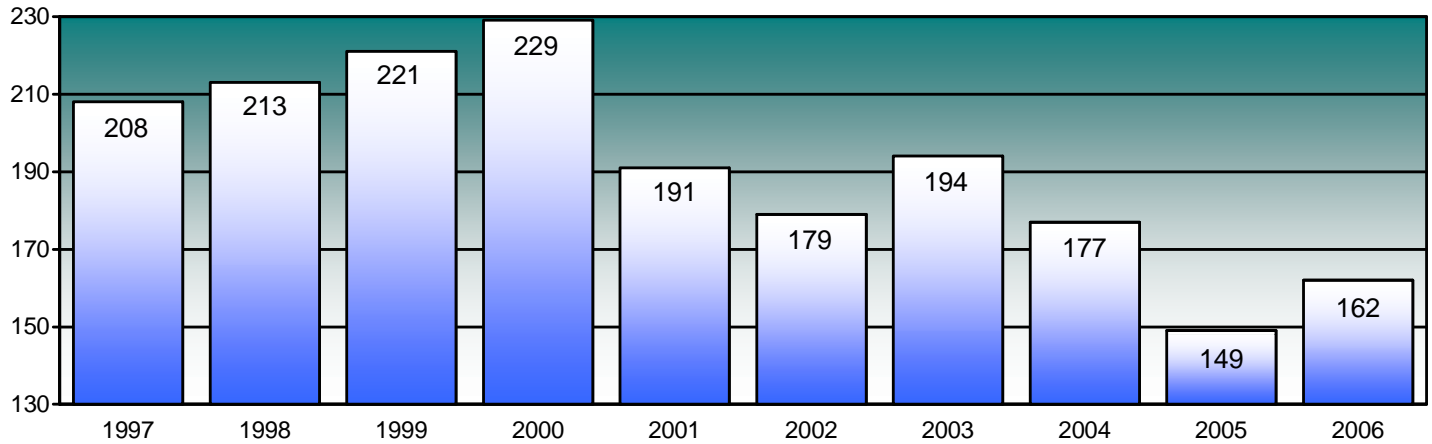
Individuals Involved

Fatalities are categorized according to six categories of individuals:

1. Passengers: A person who is on board a transit vehicle or who is boarding / alighting, including those using ramps and lifts.
2. Revenue facility occupants: A person who is inside the public passenger area of transit revenue facility. Employees, other workers or trespassers are not transit facility occupants.

3. Employees: An individual who is compensated by the transit agency.
4. Other workers: A person who is not employed by the transit agency or a purchased transportation (PT) provider contracted to provide specific services to the transit agency.
5. Trespassers: A person in an area of the transit property that is prohibited for public use.
6. Others: A person who is not a passenger, transit facility occupant, employee, other worker or trespasser.

Total Fatalities (*) 1997 - 2006

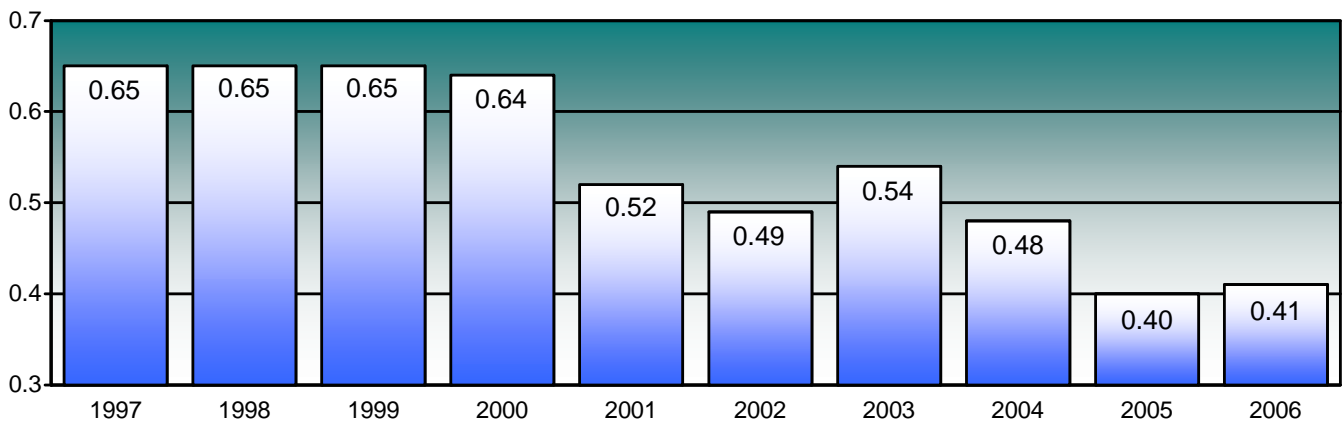


(*) Data excludes Commuter Rail and includes suicides. Data is reported by calendar year.

Total Fatalities 1997 - 2006

Year	Total Fatalities	Year	Total Fatalities
1997	208	2002	179
1998	213	2003	194
1999	221	2004	177
2000	229	2005	149
2001	191	2006	162

Fatalities per 100 Million Passenger Miles — 2006

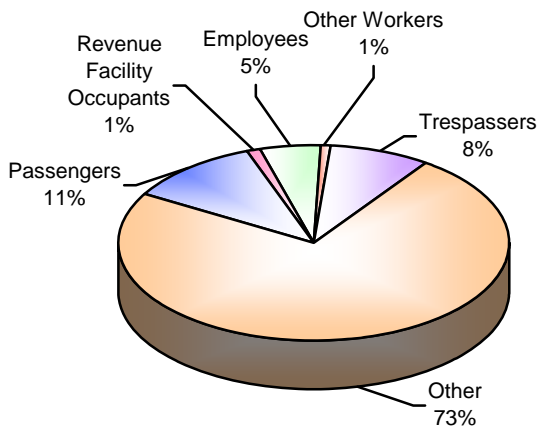


Distribution of Fatalities

Comments

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

Distribution of Fatalities — 2006



(*) Data does not include Commuter Rail

Number of Fatalities — 2006

Victim Type	Fatalities
Passengers	18
Revenue Facility Occupants	2
Employees	8
Other Workers	1
Trespassers	12
Others	109

Reliability

Miles between Major Mechanical System Failures — Bus

Concepts

These are failures of a mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns. Examples of major bus failures include breakdowns of air equipment, brakes, doors, engine cooling system, steering and front axle, rear axle and suspension and torque converters.

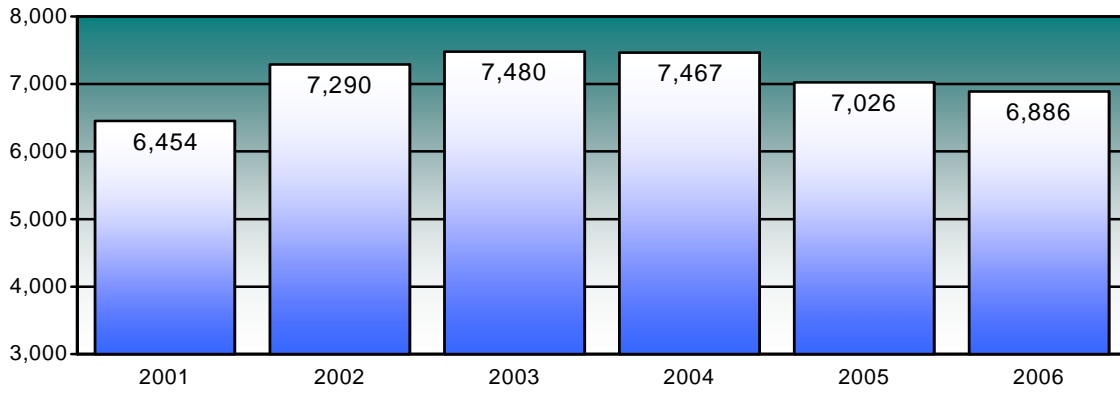
A number of factors affect the number of major mechanical system failures incurred by a transit agency including local operating conditions, types of vehicles operated, and effectiveness of the maintenance program. However, it is expected that the same types of major mechanical failures will be reported by different agencies. The differences among agencies may be in the numbers reported, not the types of major mechanical failures.

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

Comments

Due to changes in the definition of major and minor system failures over the years, only the years 2001 through 2006 are shown in the NTST.

Miles between Major Mechanical System Failures — Bus 2001 - 2006



Miles between Major Mechanical System Failures (Directly Operated Service) 2001 - 2006

Year	Major System Failures	Vehicle Miles (Millions)	Vehicle Miles Between Major System Failures
2001	296,480	1,913	6,454
2002	261,342	1,912	7,316
2003	248,968	1,862	7,480
2004	247,676	1,849	7,467
2005	261,793	1,839	7,026
2006	266,745	1,837	6,886
% Change	-10.0%	-4.0%	6.8%

ADA Compliance — Bus

ADA Lift- or Ramp-equipped

Concepts

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

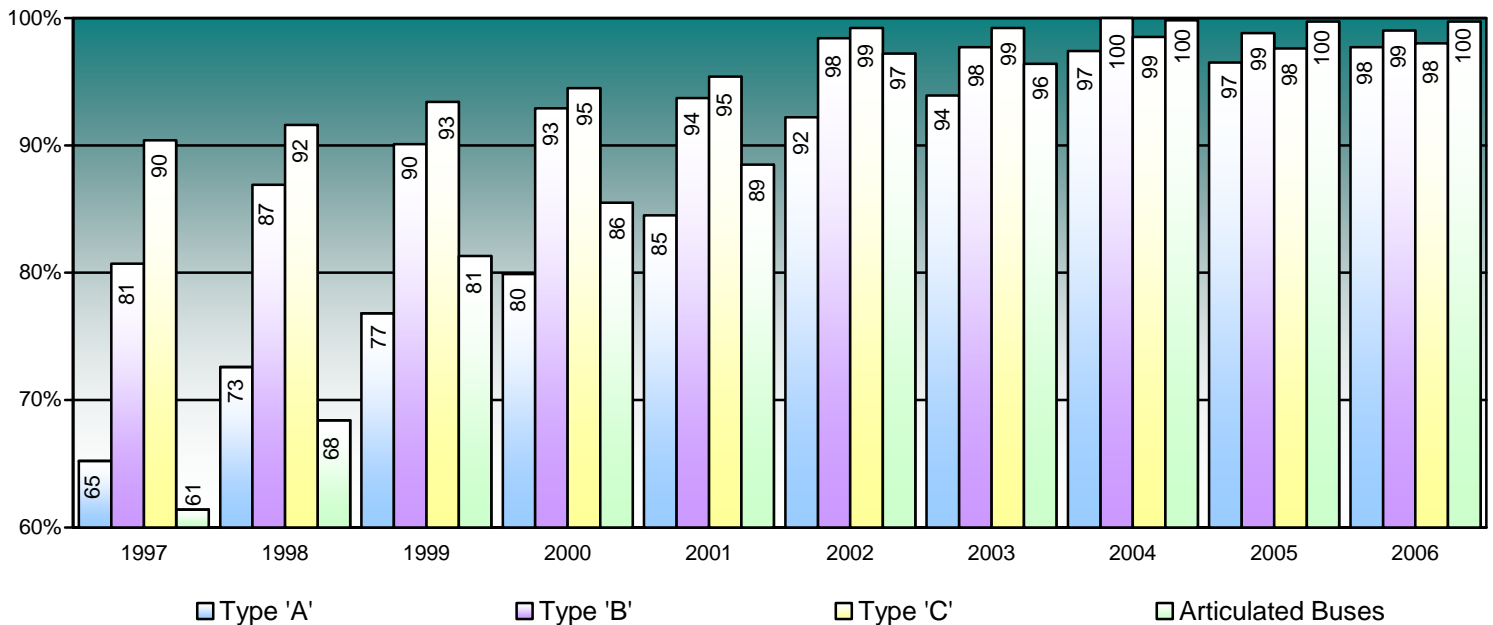
- Type “A” are equipped with more than 35 seats
- Type “B” are equipped with 25 - 35 seats
- Type “C” are equipped with less than 25 seats
- Articulated buses are extra-long buses that measure between 54 and 60 feet.

Comments

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

- Type “A” bus compliance increased from 65 percent in 1997 to 98 percent in 2006.
- Type “B” bus compliance increased from 81 percent in 1997 to 99 percent in 2006.
- Type “C” bus compliance increased from 90 percent in 1997 to 98 percent in 2006.
- Articulated bus compliance increased from 61 percent in 1997 to 100 percent in 2006.

ADA Lift- or Ramp-Equipped Buses 1997 - 2006



Funding Transit Operations

Operating Funding

Concepts

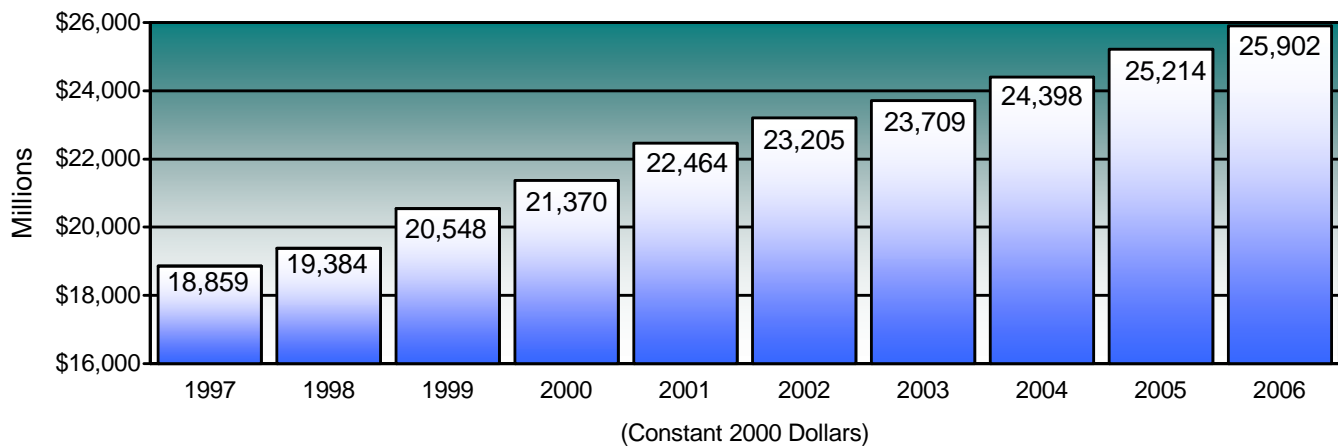
Operating funds are the funds transit agencies receive from Federal, state, local and directly generated sources that are applied to operating expenditures. These funds are applied in the year in which they resulted in liabilities for benefits received whether or not receipt of the funds actually took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

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

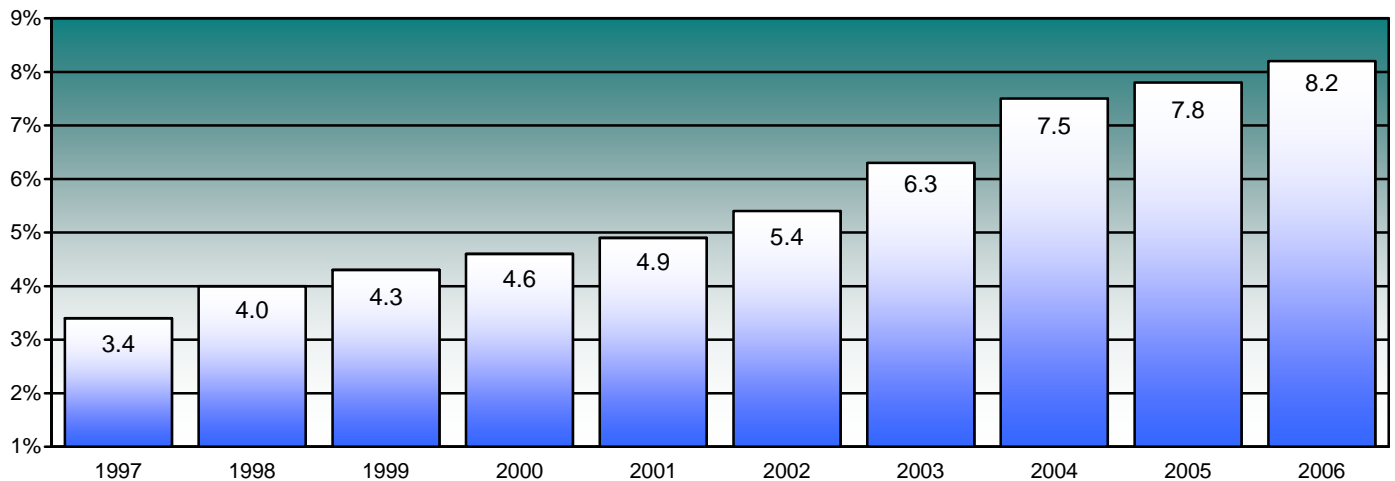
Comments

Operating funds applied to transit operations increased 37 percent.

Total Operating Funding 1997 - 2006

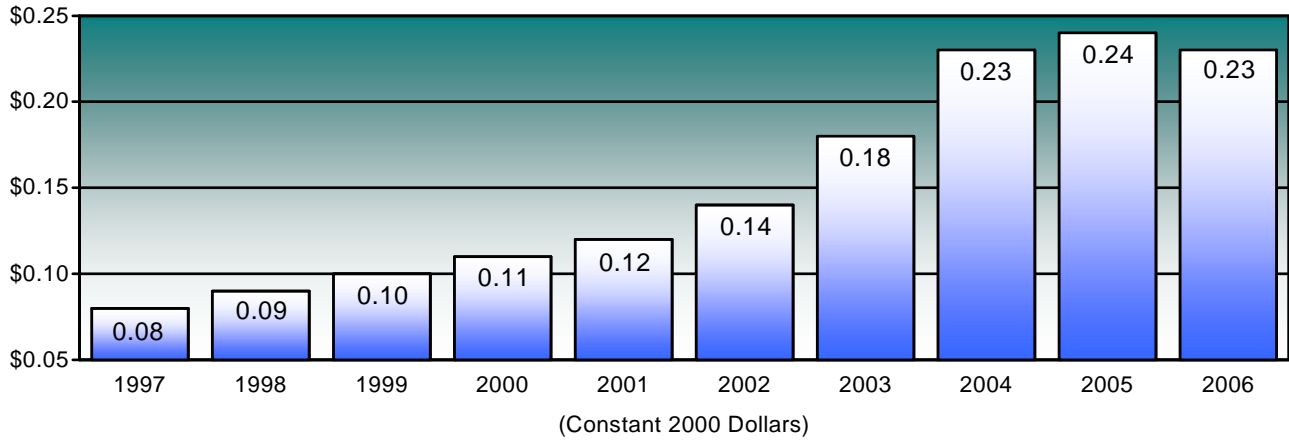


Federal Operating Assistance as a Percentage of Operating Funds 1997 - 2006

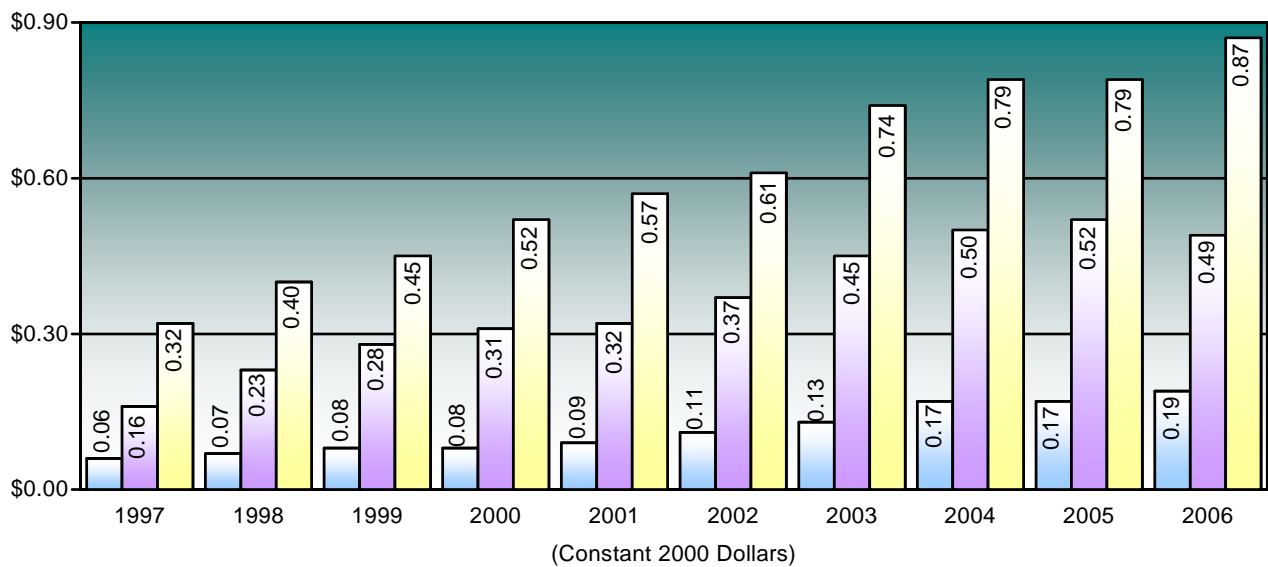


Federal Operating Assistance per Trip – Total and by Urbanized Area Size

Total Federal Operating Assistance per Trip 1997 - 2006

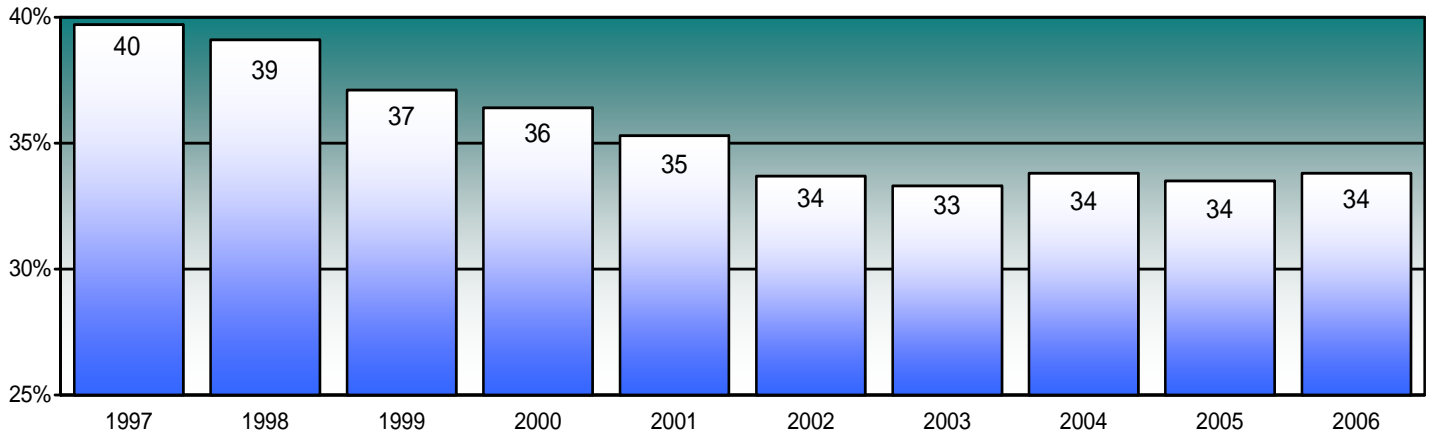


Federal Operating Assistance per Trip by Urbanized Area Size 1997 - 2006



- UZAs with More than 1 Million Population
- UZAs Equal to or More than 200,000 and Less than 1 Million Population
- UZAs with Less than 200,000 Population

Recovery Ratio 1997 - 2006



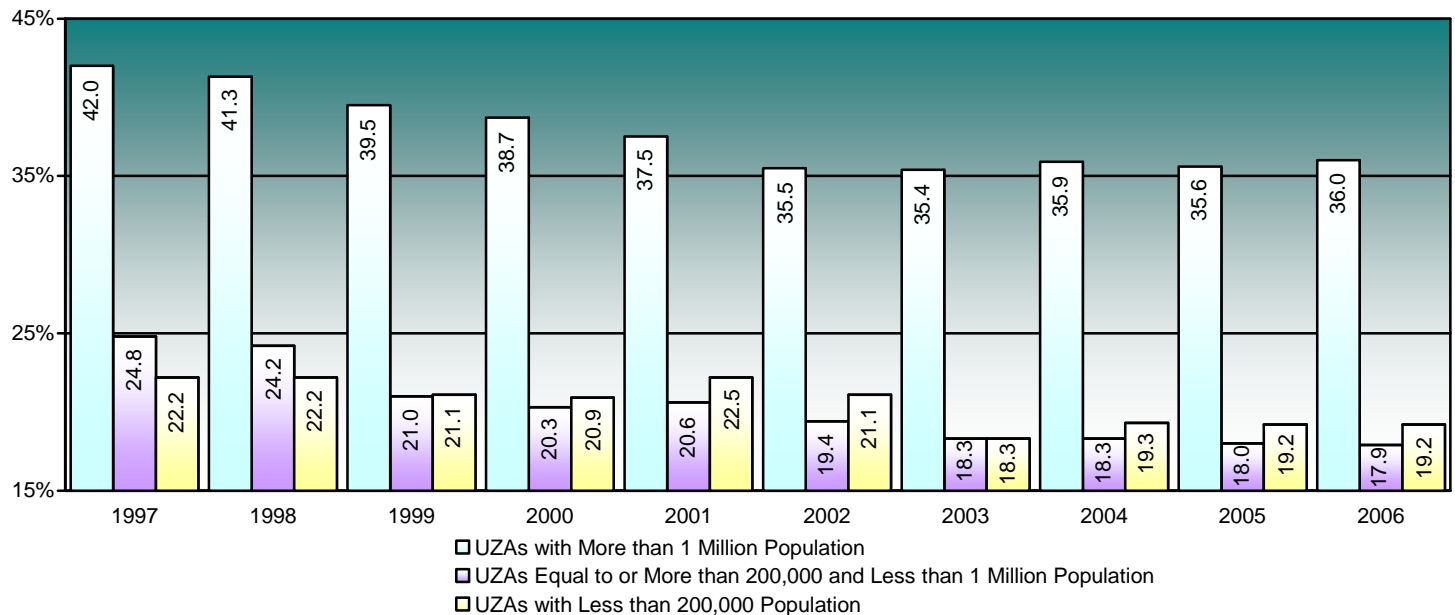
Farebox Recovery Ratio (Fare Revenues per Operating Expense)

Concepts

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

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

Farebox Recovery Ratio by Urbanized Area Size 1997 - 2006



Note: In previous editions of the NTST, recovery ratio was calculated based on operating expenses net of reconciling items. Beginning with the 2004 report year all operating funds applied are included for the 1997 - 2006 timeframe.

Subsidy per Trip

Concepts

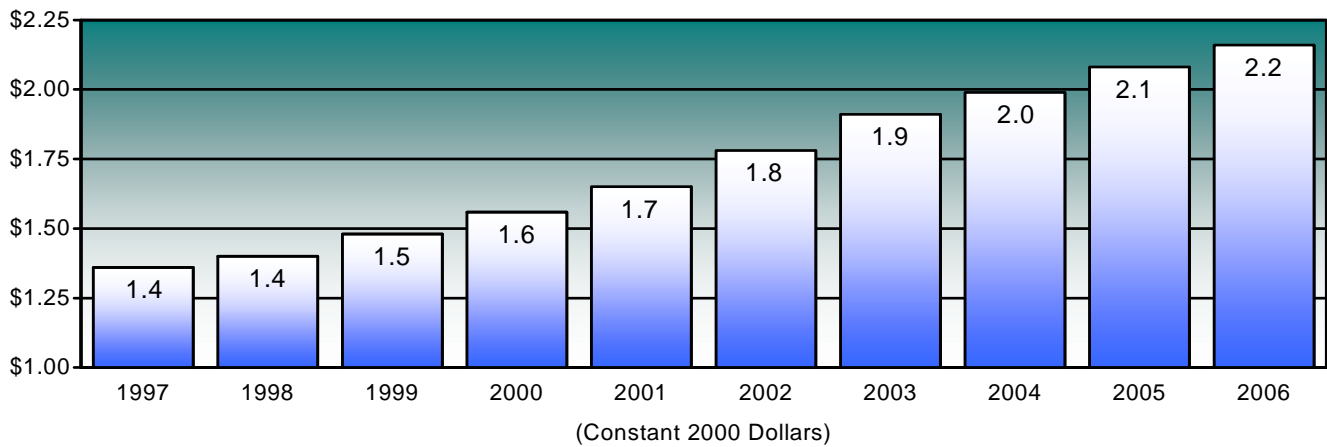
Subsidies are financial assistance received from Federal, state and local governments. Subsidies also include directly generated funds including: grants from private foundations, directly levied taxes and other funds dedicated to transit.

Comments

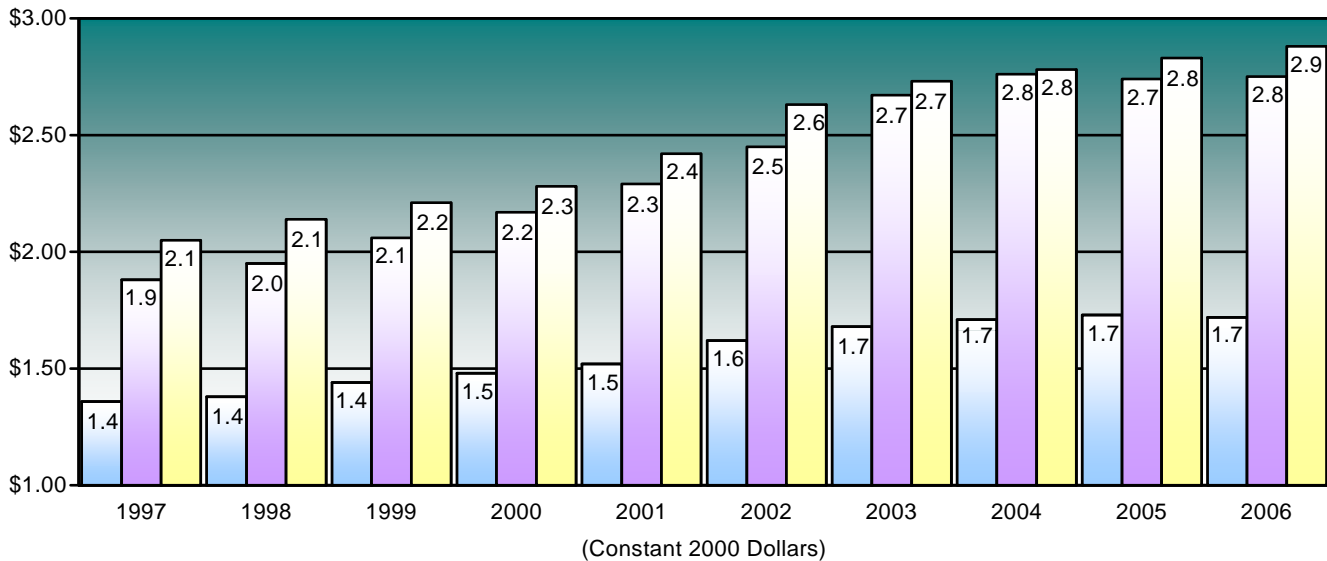
Subsidy per passenger increased approximately 61 percent over the last 10 years, while the total increase in inflation was 21.4 percent.

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

Total Operating Subsidy per Trip 1997 - 2006



Total Subsidy per Trip by Urbanized Area Size 1997 - 2006



- UZAs with More than 1 Million Population
- UZAs Equal to or More than 200,000 and Less than 1 Million Population
- UZAs with Less than 200,000 Population

Operating Funding Sources by UZA

Concepts

Operating funding sources include:

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

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

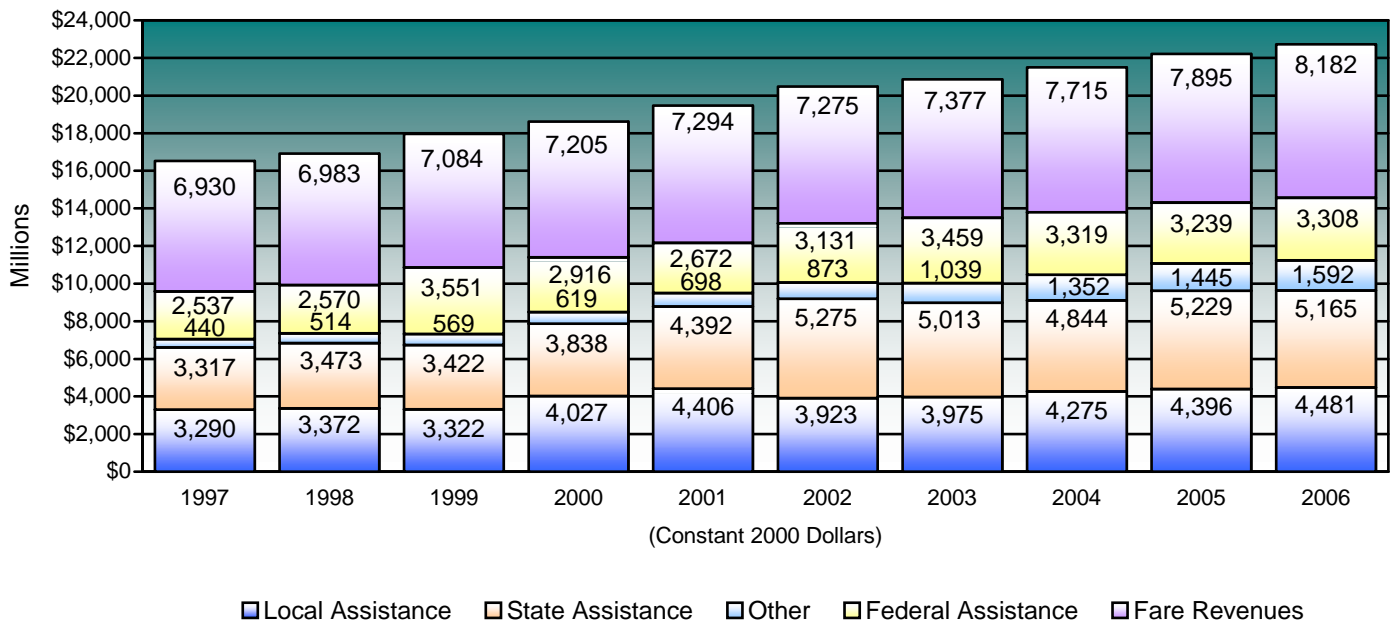
Comments

For large urbanized areas, state, local and other funding shares remained stable from 1997 to 2006. A decrease in the share of fare revenues was compensated for by an increase in the share of Federal assistance.

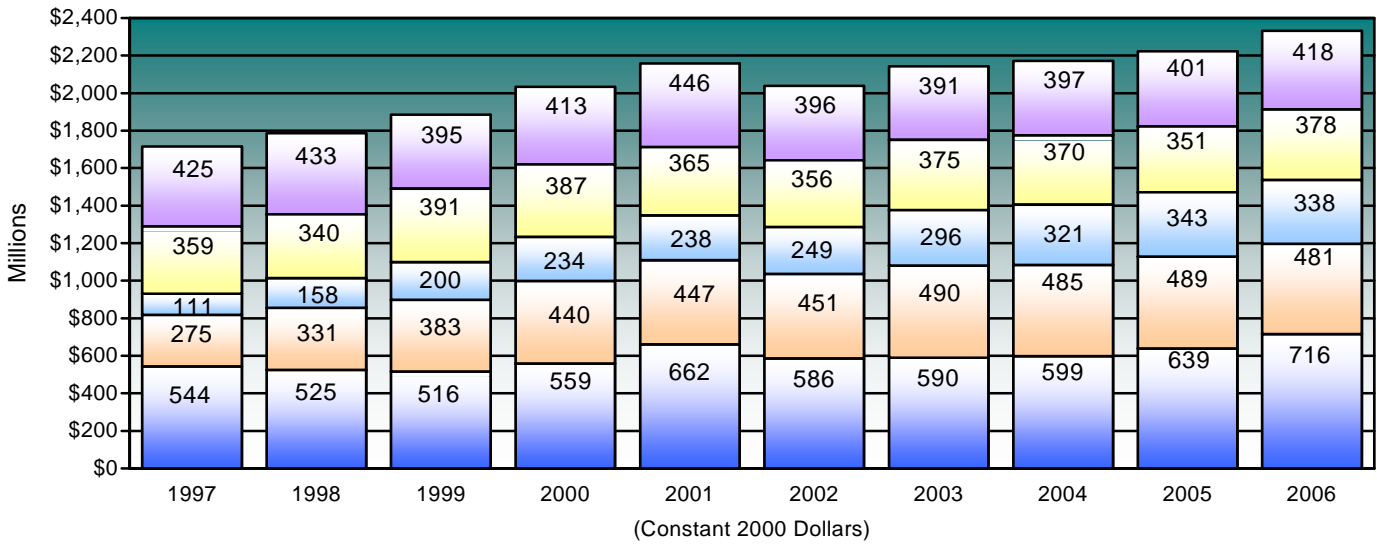
Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas. Fare revenues account for approximately 18 percent for these areas.

Operating Funding Sources by Urbanized Area Size 1997 - 2006

UZAs with More than 1 Million Population

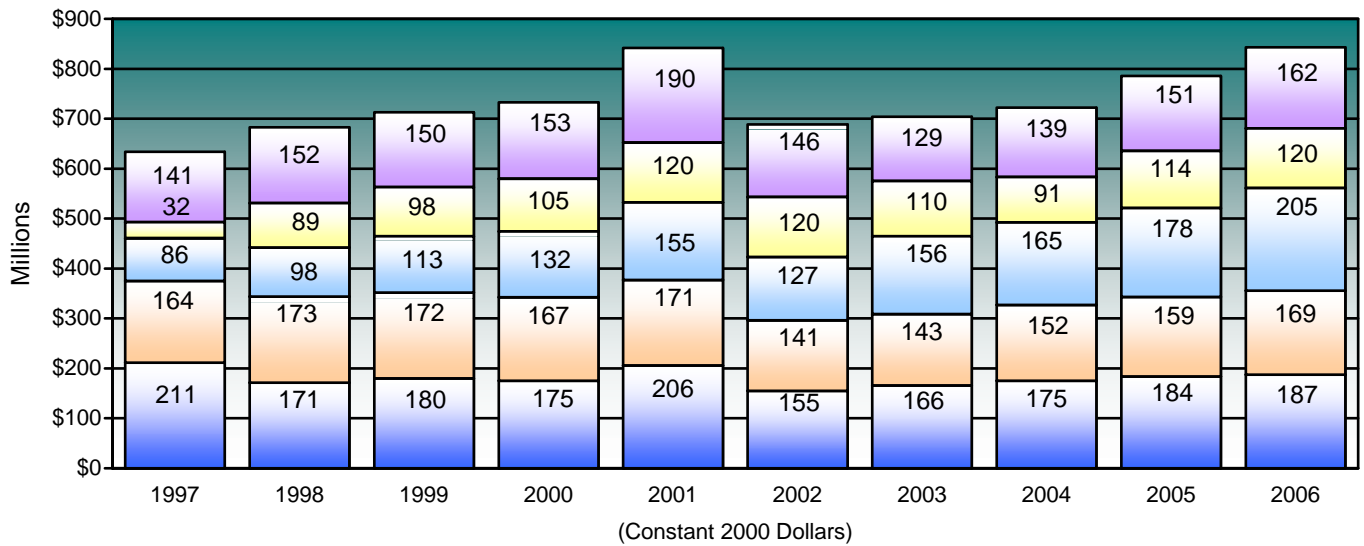


UZAs Equal to or More than 200,000 and Less than 1 Million Population



Local Assistance State Assistance Federal Assistance Other Fare Revenues

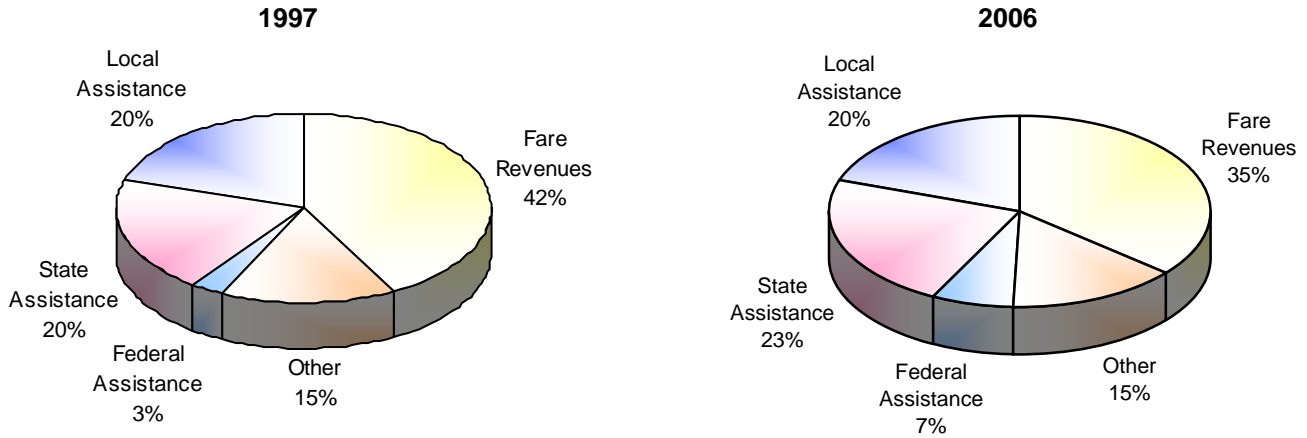
UZAs with Less than 200,000 Population



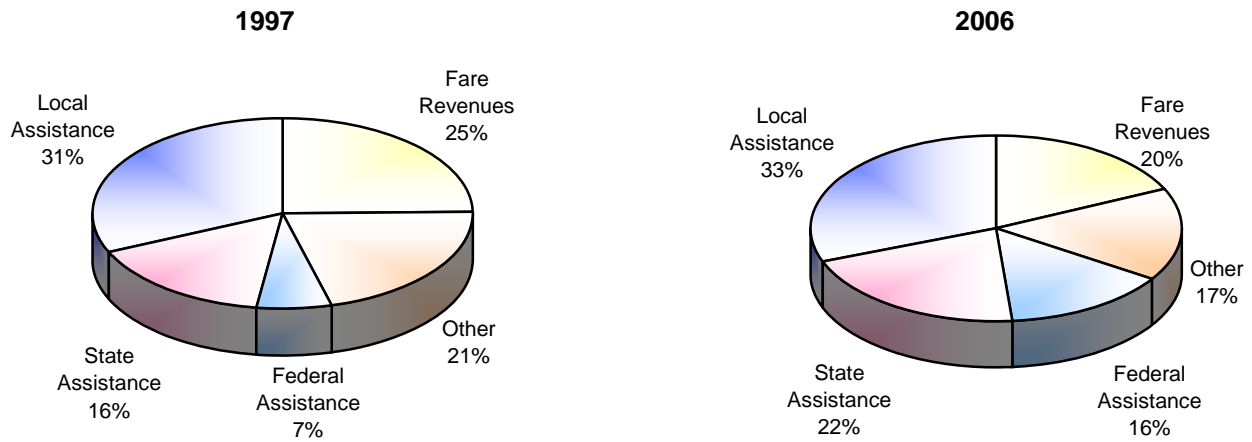
Local Assistance State Assistance Federal Assistance Other Fare Revenues

Comparison of Share Funding Sources by UZAs

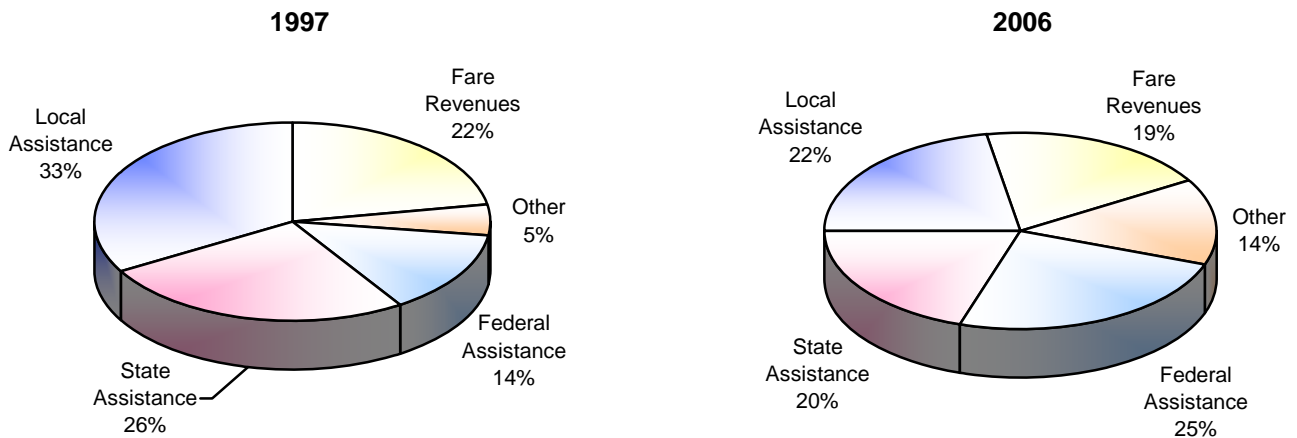
UZAs with More than 1 Million Population



UZAs Equal to or More than 200,000 and Less than 1 Million Population



UZAs with Less than 200,000 Population



Capital Investment in Transit

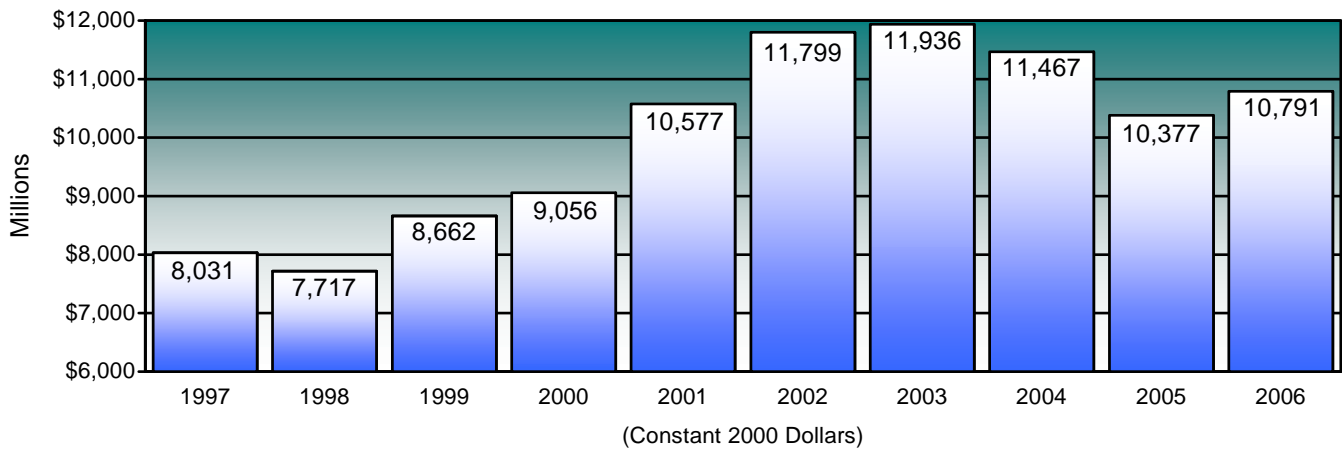
Concepts

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

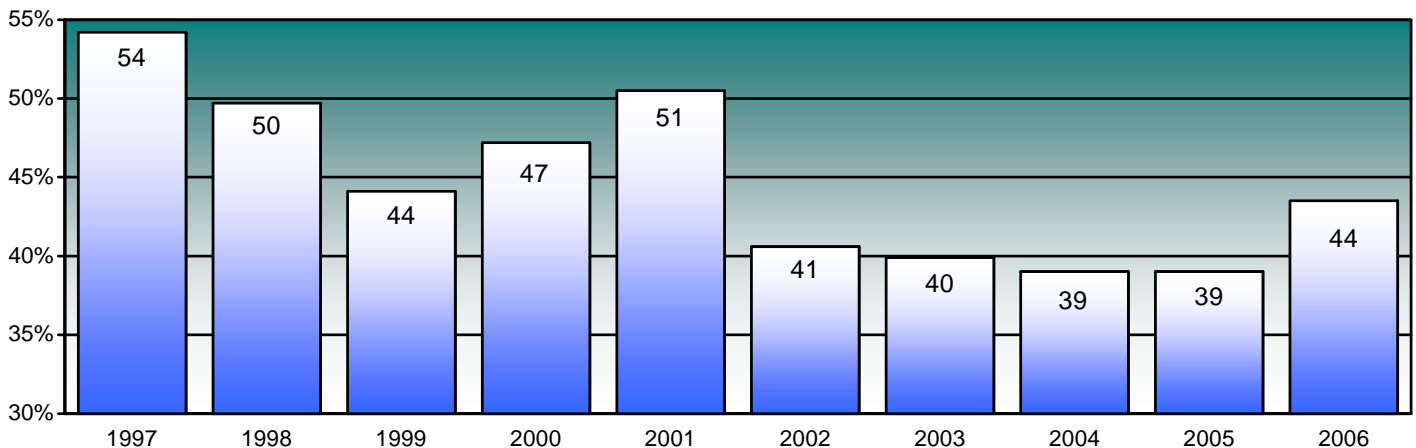
Comments

Capital investment increased by approximately 34 percent over the last 10 years. The role of the Federal government accounted on average for 44 percent of all capital invested in transit during the same period.

Total Capital Assistance — 1997 - 2006



Percent of Federal Share of Total Capital Assistance 1997 - 2006



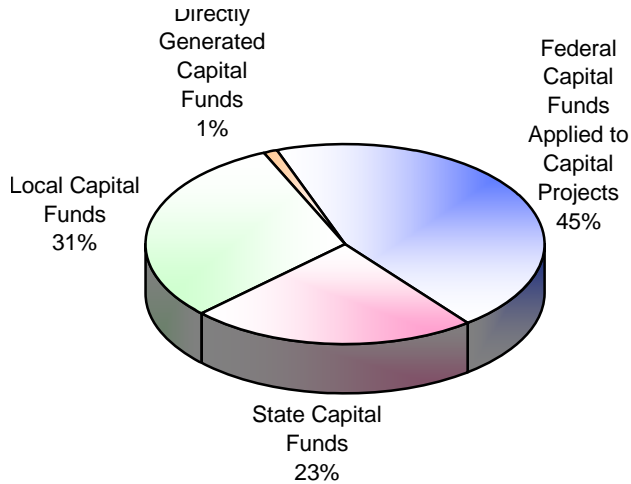
Sources of Capital Funding by UZA

Comments

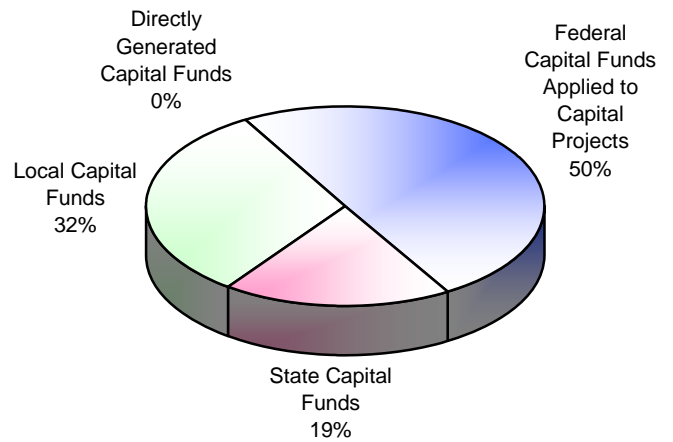
Most of capital invested in transit comes from Federal sources. Federal funds account for most of all capital invested in small and medium urbanized areas. Large urbanized areas rely primarily on Federal funds and directly levied taxes to pay for capital projects.

Sources of Capital Assistance by Urbanized Area Size

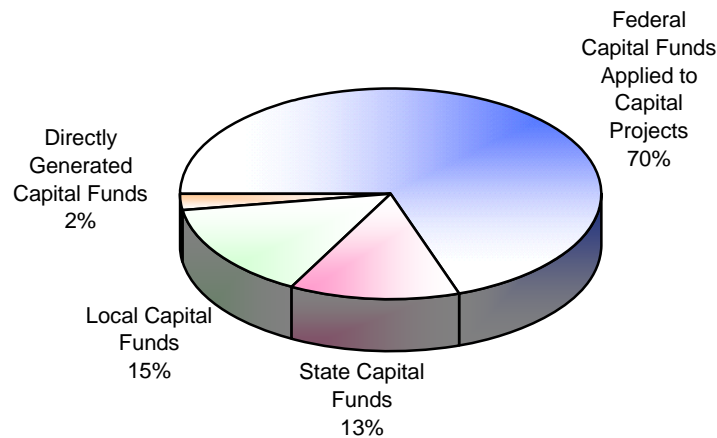
UZAs with more than 1 Million Population



UZAs Equal to or More than 200,000 and Less than 1 Million Population



UZAs with Less than 200,000 Population



Capital Expenditures

Concepts

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

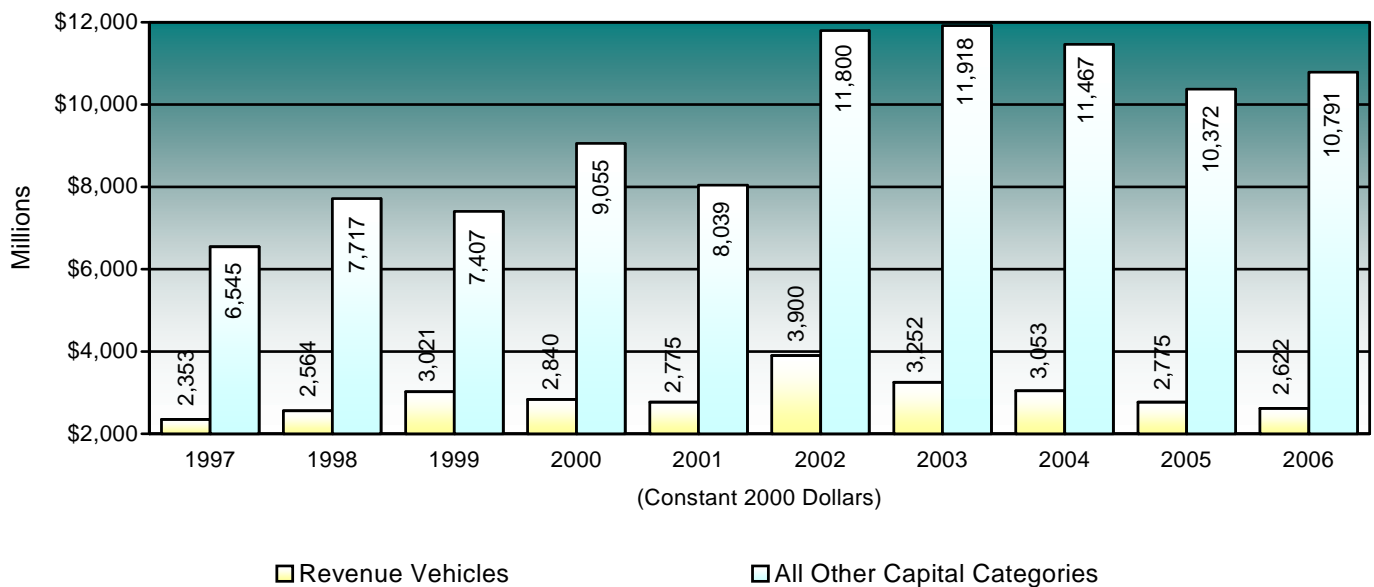
1. Rolling stock (revenue vehicles)
2. Facilities
3. Other capital projects.

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

Currently, Uses of Capital include the following categories:

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

Capital Expenditures — 1997 - 2006



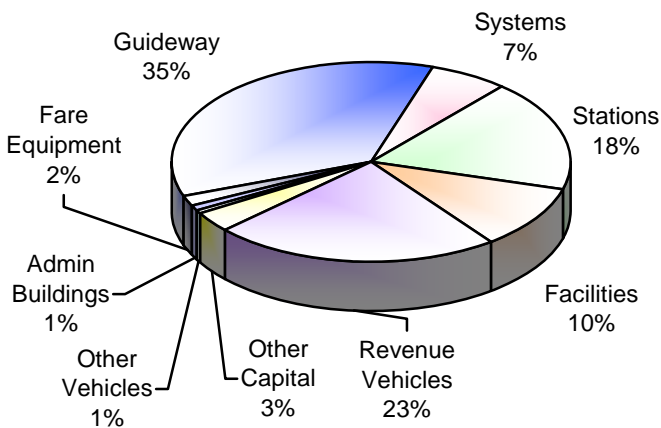
Uses of Capital by Urbanized Area Size

Comments

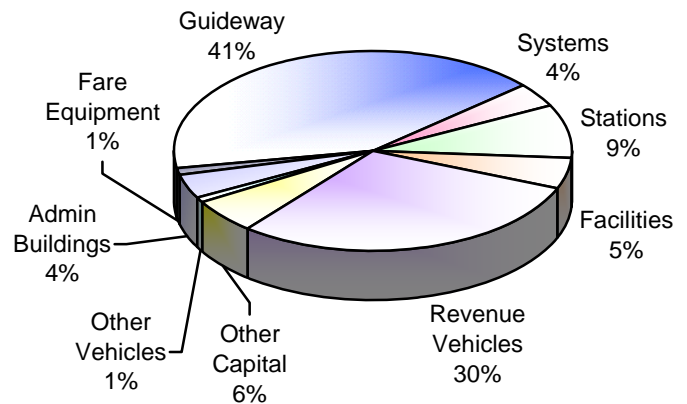
Large and medium-sized urbanized areas operate almost all rail systems in the nation, and guideway and facilities account for a significant portion of the overall capital costs.

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

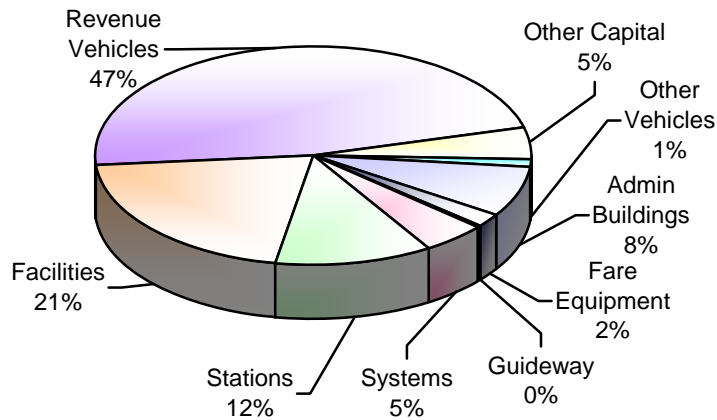
UZAs with more than 1 Million Population



UZAs Equal to or More than 200,000 and Less than 1 Million Population



UZAs with Less than 200,000 Population



2006 National Transit Summaries and Trends

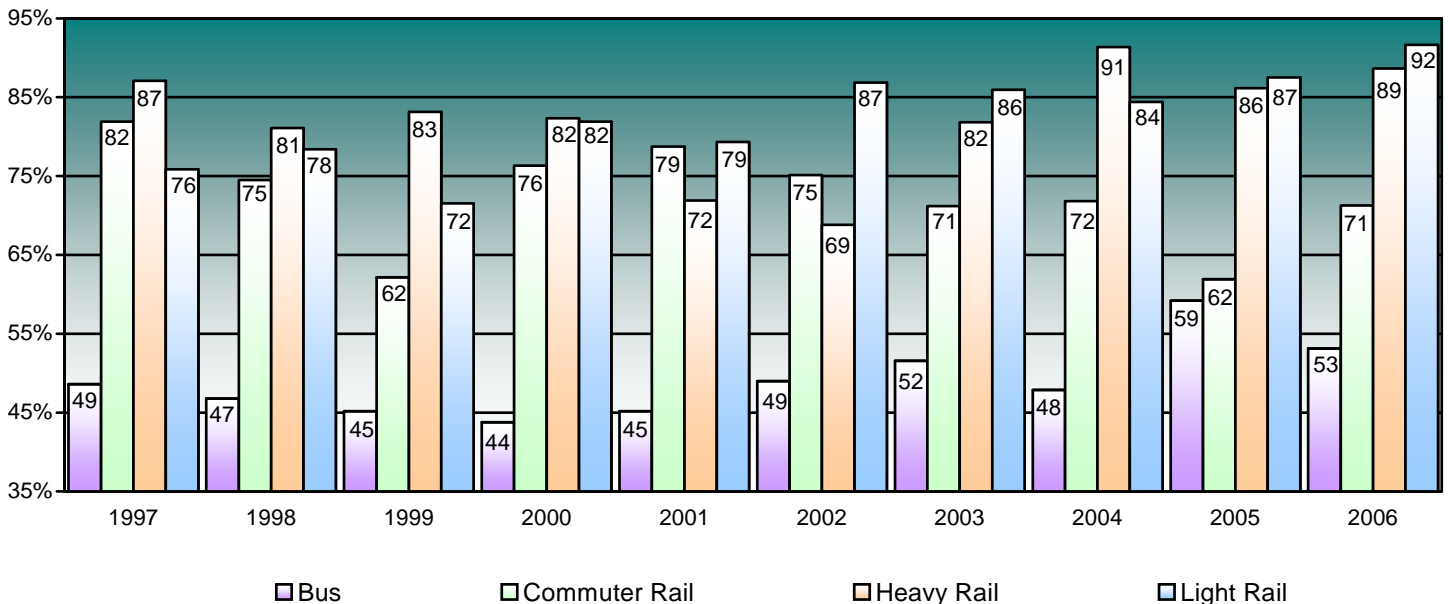
Distribution of Capital by Mode and Category

Comments

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

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

Percent of Uses of Capital Net of Revenue Vehicles Capital Expenditures 1997 — 2006



Bus Fleet

Average Fleet Age by Vehicle Type

Concepts

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

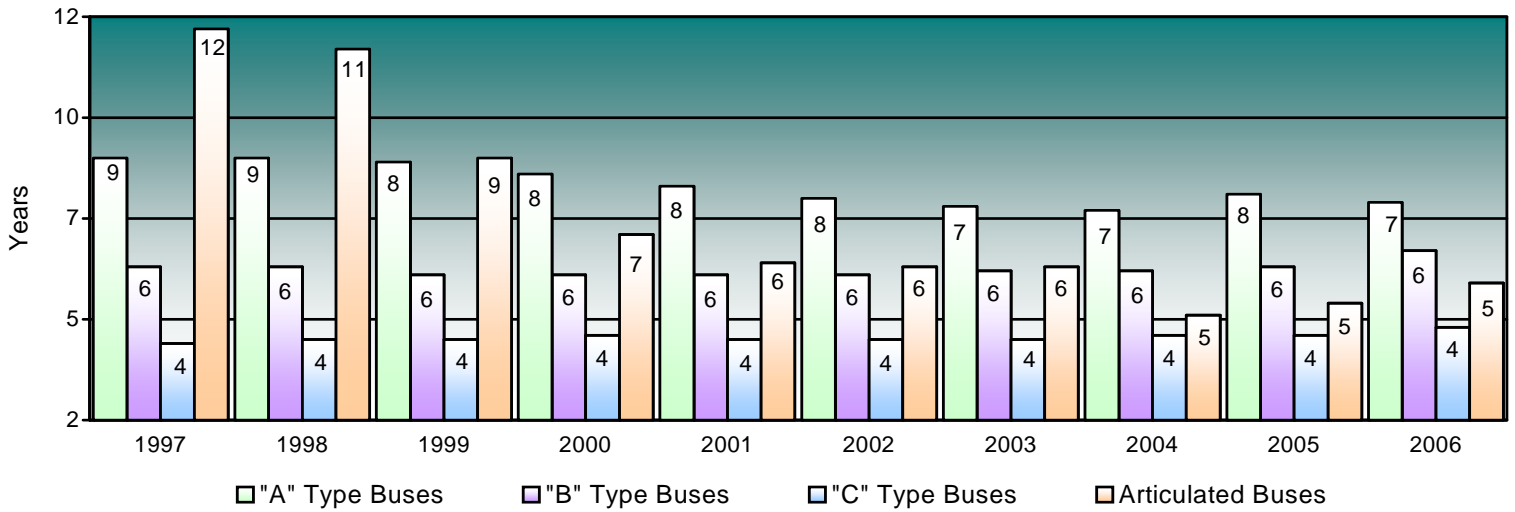
- Type “A” buses are equipped with more than 35 seats.
- Type “B” buses are equipped with 25 -35 seats.
- Type “C” buses are equipped with 25 seats.
- Articulated buses are extra long buses that measure between 54 and 60 feet.

Comments

The average fleet age of type “C” buses have been stable over the last 10 years, while the average fleet age of large and medium buses decreased 13 percent.

The average fleet age of articulated buses dropped significantly in the last 6 years (from 11.2 years old in 1998 to 5.4 years old in 2006).

Average Fleet Age by Vehicle Type 1997 - 2006

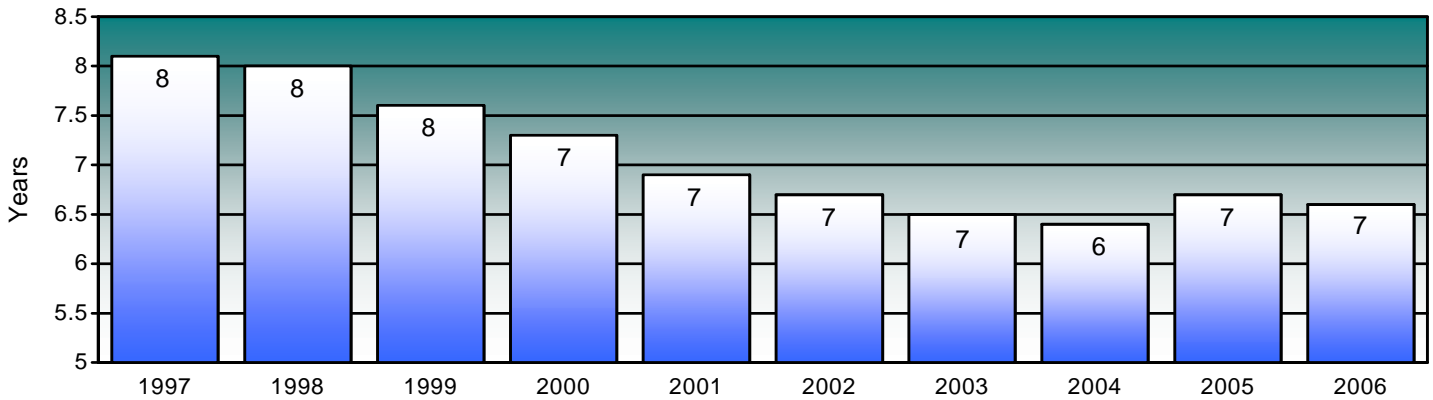


Age Distribution of Buses by Vehicle Type

Comments

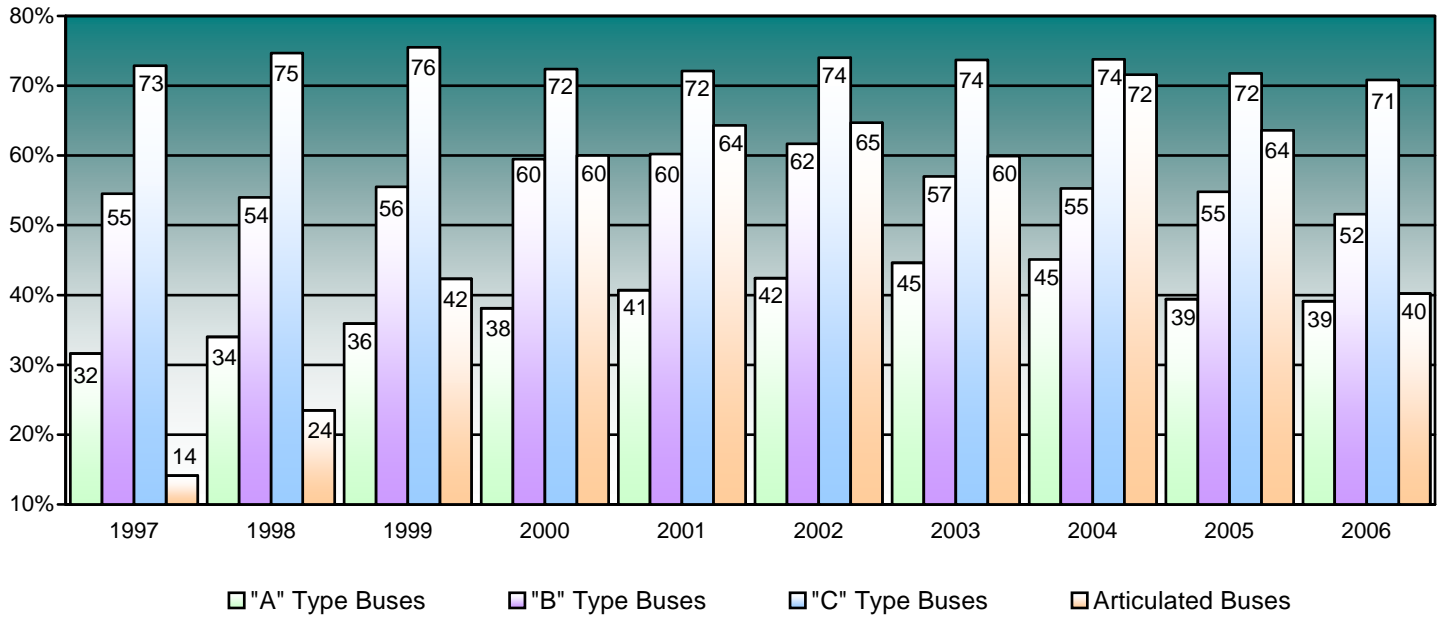
The share of articulated buses 5 years old or less increased from 23.5 percent in 1998 to 40 percent in 2006.

Average Bus Fleet Age 1997 - 2006



2006 National Transit Summaries and Trends

Percent of Bus Fleet 5 Years Old or Less by Vehicle Type 1997 - 2006



Fixed Guideway Mileage

Concepts

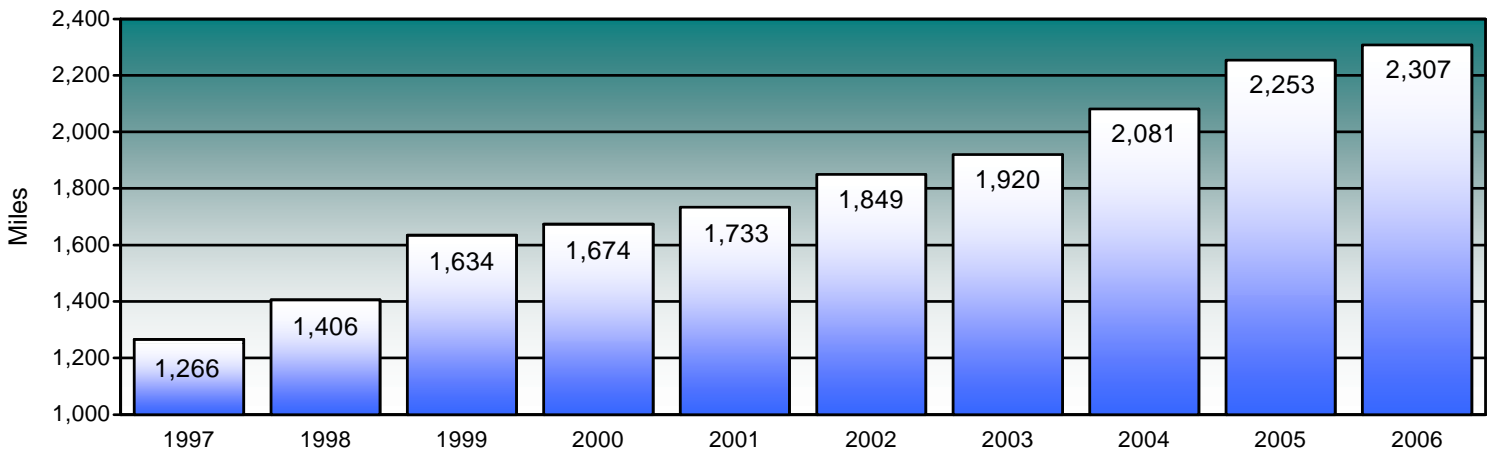
Fixed guideway directional route miles are the miles in each direction that transit vehicles travel while in revenue service on fixed guideways (high occupancy vehicle lanes, transit malls, busways, or rail track).

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

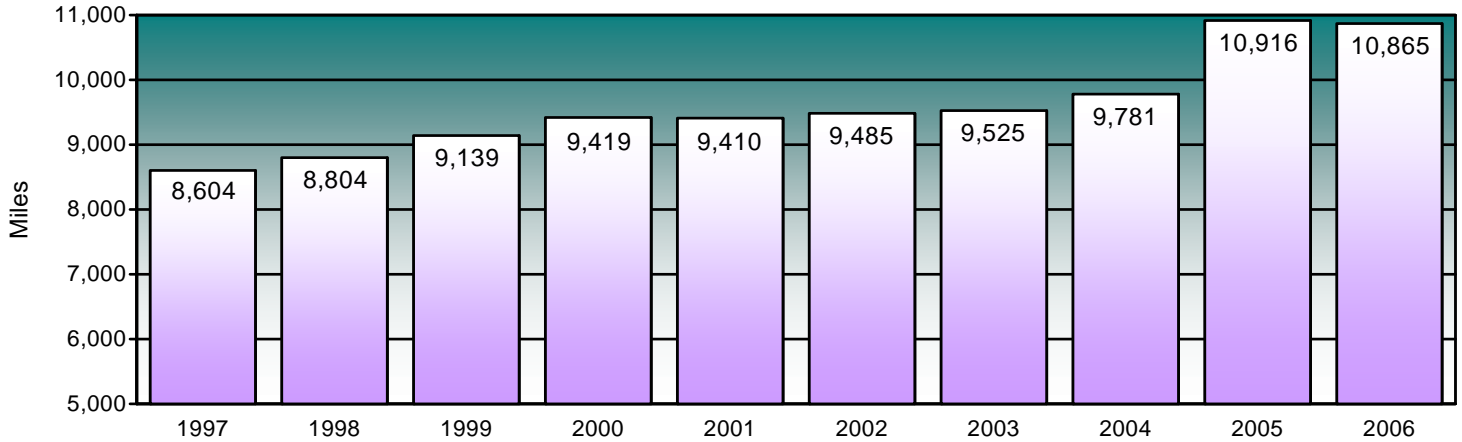
Comments

Bus fixed guideway directional route miles increased by nearly 82 percent over the period, while rail modes increased 26 percent.

Fixed Guideway Mileage — Bus 1997 - 2006



Fixed Guideway Mileage — Rail Modes 1997 - 2006



Alternative Fuel Usage

Concepts

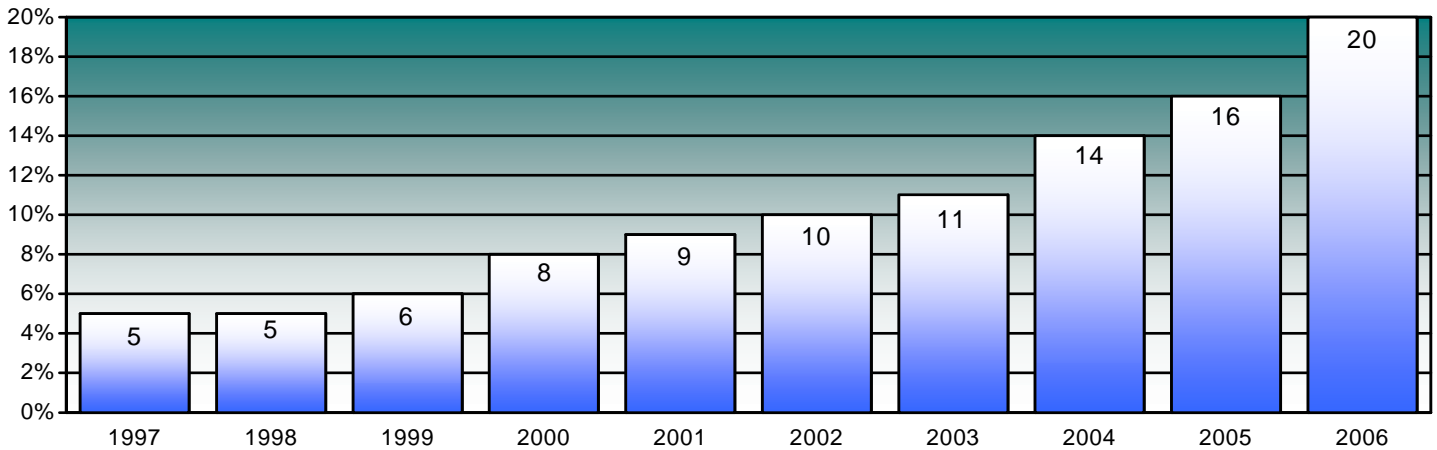
Alternative fuels are not diesel or gasoline. They include compressed natural gas (CNG), electric, battery, ethanol, methanol, liquefied petroleum gas, liquefied natural gas (LNG), kerosene, bio-diesel, grain substitute and other fuels.

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

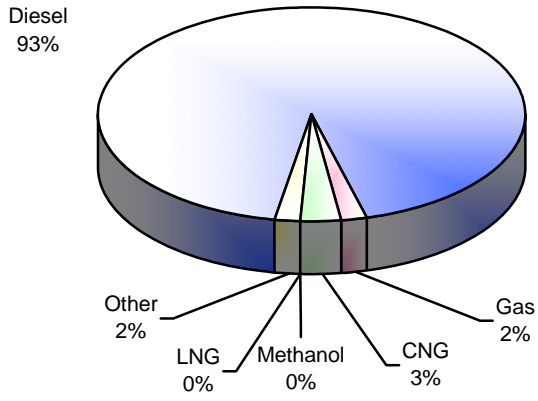
Comments

The share of the national bus fleet using alternative fuels rose from 3.5 percent in 1997 to 20 percent in 2006.

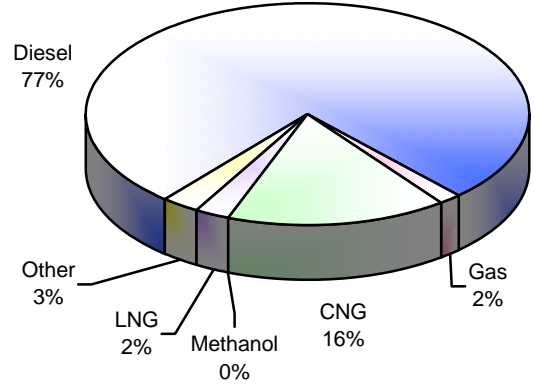
Percent of National Bus Fleet Using Alternative Fuels 1997 - 2006



Percentage of Fuel Consumption for Non-Electric Modes — 1997



Percentage of Fuel Consumption for Non-Electric Modes — 2006



2006 National Transit Profile

General Information (Millions)

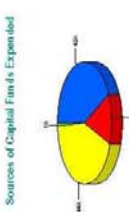
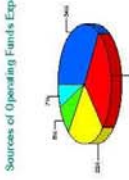
Financial Information (Millions)

Summary of Operating Expenses (Millions)

Service Consumption
 Annual Passenger Miles
 Annual Unlinked Trips
 Average Weekly Unlinked Trips
 Average Saturday Unlinked Trips
 Average Sunday Unlinked Trips

Fare Revenues Earned
 Sources of Operating Funds Expended
 Local Funds (34%)
 State Funds (29%)
 Federal Assistance (42%)
 Other Funds (7%)

Salary, Wages and Benefits
 Materials and Supplies
 Purchased Transportation
 Other Operating Expenses
Total Operating Expenses



Service Supplied
 Annual Vehicle Revenue Miles
 Annual Vehicle Revenue Hours
 Vehicles Operated in Maximum Service
 Vehicles Available for Maximum Service

Sources of Capital Funds Expended
 Local Funds (42%)
 State Funds (13%)
 Federal Assistance (44%)
 Other Funds (1%)

Reconciling Cash Expenditures

Vehicles Operated in Maximum Service and Uses of Capital Funds

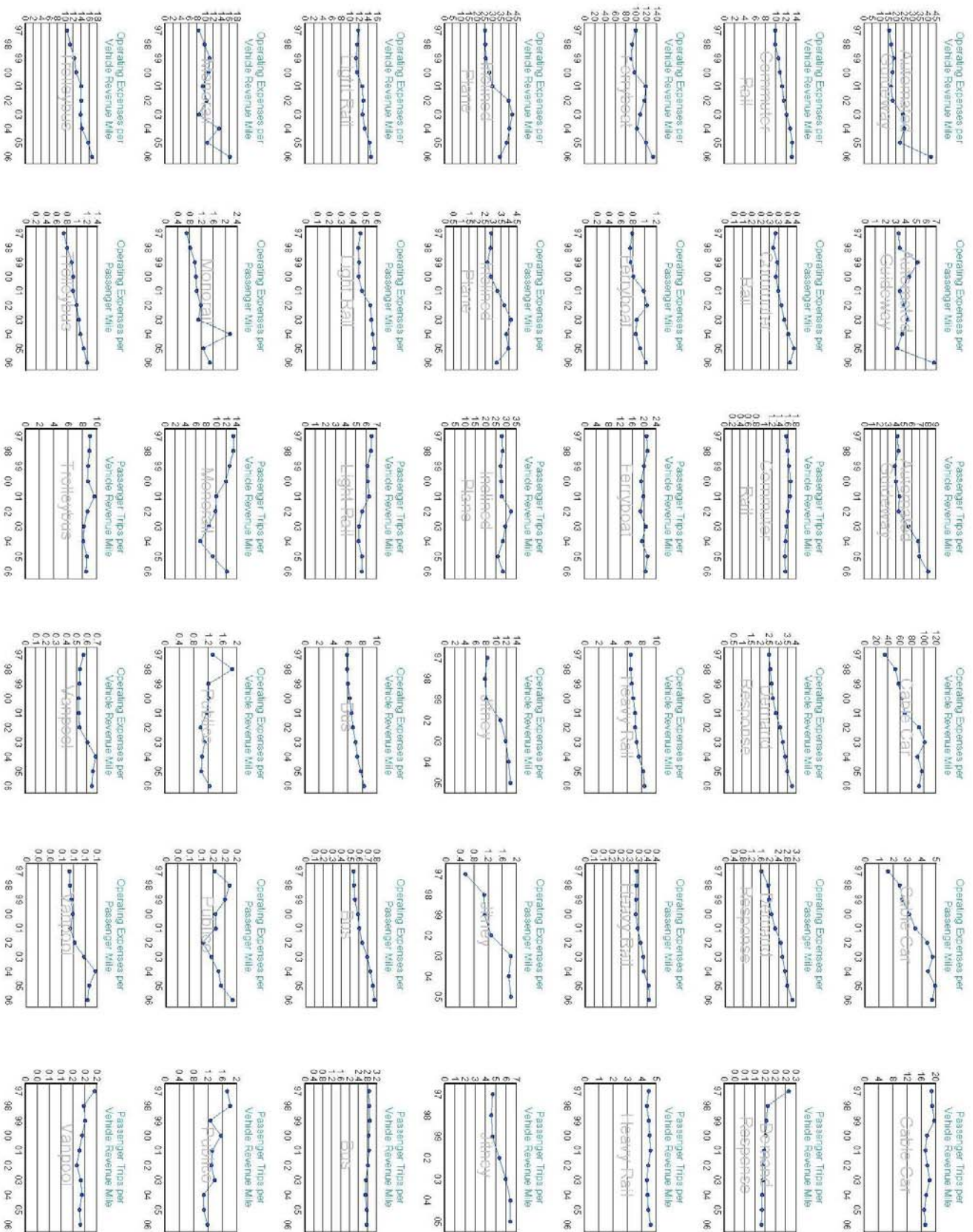
	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Performance Measures					
						Operating Expenses (Millions)	Operating Expense per Vehicle Revenue Mile	Operating Expense per Passenger Mile	Operating Expense per Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Revenue Mile
Bus	42,955	8,523	\$1,484.1	\$87.4	\$828.4	\$8.3	\$104.2	\$3.0	\$3.0	2.8	34.8
Heavy Rail	8,913	40	\$419.3	\$1,649.9	\$1,471.6	\$6.3	\$167.2	\$1.8	\$1.8	4.6	92.6
Commuter Rail	4,689	681	\$712.3	\$1,112.1	\$536.0	\$13.1	\$411.3	\$5.5	\$5.5	1.5	49.2
Demand Response	5,947	17,996	\$105.8	\$14.6	\$26.2	\$6.9	\$54.9	\$25.9	\$25.9	0.1	2.1
Light Rail	1,211	58	\$250.7	\$2,117.7	\$980.9	\$50.2	\$2,999.6	\$2.6	\$2.6	5.6	82.1
Ferryboat	58	36	\$50.0	\$1.4	\$73.6	\$11.1	\$136.2	\$6.5	\$6.5	20.4	181.3
Trolleybus	416	0	\$9.3	\$12.3	\$20.8	\$1.3	\$43.8	\$2.0	\$2.0	8.5	63.3
Cable Car	26	0	\$1.9	\$1.0	\$0.0	\$0.1	\$2.9	\$5.3	\$5.3	17.2	55.4
Vanpool	5,319	1,793	\$28.2	\$0.3	\$0.8	\$0.7	\$30.2	\$3.6	\$3.6	0.2	7.1
Automated Guideway	35	36	\$34.4	\$0.4	\$2.9	\$0.5	\$8.2	\$5.2	\$5.2	8.1	95.1
Public	0	2,974	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$1.5	1.2	15.0
Monorail	0	8	\$0.6	\$0.0	\$0.0	\$0.0	\$0.6	\$1.3	\$1.3	12.1	109.2
Inclined Plane	6	2	\$0.0	\$0.1	\$0.0	\$0.1	\$0.2	\$1.2	\$1.2	28.5	80.3
Alaska Railroad	57	0	\$1.1	\$6.5	\$0.5	\$0.2	\$8.3	\$24.1	\$24.1	1.0	18.4
Total	69,532	32,147	\$3,097.7	\$5,502.8	\$3,641.9	\$509.7	\$12,752.1				

Modal Characteristics

	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Passenger Miles (Millions)	Annual Vehicle Revenue Miles (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles (*)	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$15,796.5	\$6,002.8	\$3,167.0	20,390.2	1,909.9	5,274.2	151.6	3,423.5	64,025	6.9	51,478	1.6	25%
Heavy Rail	\$5,287.5	\$3,217.8	\$3,692.4	14,721.5	633.8	2,926.9	31.6	1,623.5	11,052	21.6	8,953	1.7	23%
Commuter Rail	\$3,764.9	\$1,862.2	\$2,479.2	10,356.9	287.0	441.1	9.2	6,971.8	6,300	17.3	5,370	1.7	17%
Demand Response	\$2,285.9	\$221.5	\$153.5	753.3	607.1	88.3	41.6	N/A	29,406	3.6	23,843	N/A	24%
Light Rail	\$1,070.1	\$293.5	\$2,999.6	1,865.7	730.0	406.5	5.0	1,280.0	1,801	15.7	1,269	1.6	42%
Ferryboat	\$366.9	\$70.7	\$136.2	359.9	2.6	56.2	0.3	116.0	116	21.7	94	1.8	23%
Trolleybus	\$196.9	\$59.9	\$43.8	163.9	11.8	100.1	1.6	423.8	609	9.0	416	1.4	46%
Cable Car	\$39.9	\$20.2	\$2.9	8.4	0.4	7.5	0.1	8.8	40	96.8	26	1.4	54%
Vanpool	\$76.9	\$43.8	\$0.2	689.1	110.4	20.4	2.9	N/A	7,974	2.4	7,112	N/A	12%
Automated Guideway	\$94.2	\$40.6	\$86.2	13.9	2.3	16.2	0.2	18.0	87	9.7	71	1.1	23%
Public	\$39.7	\$39.0	\$0.0	170.3	32.0	38.0	2.5	N/A	4,118	44.0	2,974	N/A	38%
Monorail	\$0.3	\$0.4	\$0.6	0.2	0.0	0.2	0.0	1.8	8.0	44.0	8	1.0	0%
Inclined Plane	\$1.9	\$2.9	\$0.3	0.6	0.1	1.5	0.0	2.8	8.0	76.5	8	1.0	0%
Alaska Railroad	\$2.9	\$1.3	\$8.3	2.3	0.1	0.1	0.0	958.0	103.0	26.0	57	1.0	81%
Total	\$29,024.6	\$11,876.6	\$12,752.1	49,504.2	3,670.7	9,379.4	246.6	16,331.8	125,647	26.0	101,679	1.0	81%

(*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).
 (**) Includes Federal capital funds used to pay for operating expenses. (***) Includes capital funds used to pay for capital projects.

2006 National Transit Summaries and Trends



Transit Data by 2000 U.S. Census Urbanized Area*

UZA	UZA Name	UZA Population	State	Directional Route Miles**	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Unlinked Passenger Trips (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
1	New York-Newark, NY-NJ-CT	17,799,861	NY	17,270	869.6	19,831.6	3,556.9	\$9,269.7	54.6%
2	Los Angeles-Long Beach-Santa Ana, CA	11,789,487	CA	12,234	228.4	3,160.8	700.4	\$1,815.0	24.9%
3	Chicago, IL-IN	8,307,904	IL	7,322	233.8	3,943.2	610.7	\$2,059.6	36.3%
4	Philadelphia, PA-NJ-DE-MD	5,149,079	PA	4,708	101.7	1,591.0	342.0	\$979.0	37.3%
5	Miami, FL	4,919,036	FL	5,254	105.1	845.0	162.7	\$649.8	20.1%
6	Dallas-Fort Worth-Arlington, TX	4,145,659	TX	1,943	54.5	501.7	86.0	\$390.1	12.0%
7	Boston, MA-NH-RI	4,032,484	MA	4,325	94.9	1,796.2	386.7	\$975.5	35.6%
8	Washington, DC-VA-MD	3,933,920	DC	6,660	146.9	2,371.6	461.0	\$1,384.6	40.3%
9	Detroit, MI	3,903,377	MI	2,934	32.4	298.7	51.3	\$293.9	12.3%
10	Houston, TX	3,822,509	TX	3,846	61.0	605.2	102.5	\$317.0	17.8%
11	Atlanta, GA	3,499,840	GA	3,193	60.4	889.4	148.5	\$347.8	30.8%
12	San Francisco-Oakland, CA	3,228,605	CA	4,913	143.6	2,377.1	420.2	\$1,440.7	36.1%
13	Phoenix-Mesa, AZ	2,907,049	AZ	2,740	40.4	282.6	64.3	\$198.0	21.4%
14	Seattle, WA	2,712,205	WA	4,647	94.5	1,106.9	168.6	\$874.8	18.8%
15	San Diego, CA	2,674,436	CA	5,096	54.4	568.3	96.1	\$264.2	35.6%
16	Minneapolis-St. Paul, MN	2,388,593	MN	4,126	45.2	402.6	85.2	\$306.4	28.3%
17	St. Louis, MO-IL	2,077,662	MO	2,914	32.6	280.4	52.3	\$193.0	20.9%
18	Baltimore, MD	2,076,354	MD	2,962	45.6	694.4	108.5	\$432.5	27.4%
19	Tampa-St. Petersburg, FL	2,062,339	FL	2,154	21.5	127.3	24.9	\$100.8	16.9%
20	Denver-Aurora, CO	1,984,889	CO	5,049	54.0	472.6	86.6	\$320.1	21.2%
21	Cleveland, OH	1,786,647	OH	2,213	29.5	297.4	70.2	\$230.5	18.3%
22	Pittsburgh, PA	1,753,136	PA	3,545	44.0	319.3	71.7	\$344.0	24.1%

2006 National Transit Summaries and Trends

UZA	UZA Name	UZA Population	State	Directional Route Miles**	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Unlinked Passenger Trips (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
23	Portland, OR-WA	1,583,138	OR	1,972	41.4	469.8	107.5	\$330.8	22.8%
24	San Jose, CA	1,538,312	CA	1,683	25.1	172.7	40.9	\$282.5	13.2%
25	Riverside-San Bernardino, CA	1,506,816	CA	2,461	22.2	122.8	22.7	\$110.4	14.1%
26	Cincinnati, OH-KY-IN	1,503,262	OH	1,686	17.6	152.4	29.3	\$100.4	28.5%
27	Virginia Beach, VA	1,394,439	VA	1,771	14.7	109.1	24.0	\$62.1	24.6%
28	Sacramento, CA	1,393,498	CA	3,017	19.6	164.5	34.7	\$163.3	18.3%
29	Kansas City, MO-KS	1,361,744	MO	1,378	13.1	64.4	15.2	\$76.2	13.3%
30	San Antonio, TX	1,327,554	TX	1,876	26.7	175.9	42.7	\$118.7	14.7%
31	Las Vegas, NV	1,314,357	NV	1,455	23.7	229.4	67.7	\$189.5	36.8%
32	Milwaukee, WI	1,308,913	WI	1,949	25.6	155.1	50.7	\$158.5	31.4%
33	Indianapolis, IN	1,218,919	IN	737	8.9	51.1	10.0	\$43.1	19.3%
34	Providence, RI-MA	1,174,548	RI	2,164	15.1	108.3	21.2	\$95.1	27.9%
35	Orlando, FL	1,157,431	FL	1,344	20.8	162.8	25.3	\$86.8	22.1%
36	Columbus, OH	1,133,193	OH	889	9.3	61.2	15.0	\$67.4	19.6%
37	New Orleans, LA	1,009,283	LA	184	5.1	39.4	10.7	\$92.8	3.7%
38	Buffalo, NY	976,703	NY	1,352	10.6	80.2	23.8	\$100.5	24.4%
39	Memphis, TN-MS-AR	972,091	TN	1,872	8.7	61.3	11.7	\$45.9	19.8%
40	Austin, TX	901,920	TX	1,727	17.6	131.5	35.4	\$128.1	4.3%
41	Bridgeport-Stamford, CT-NY	888,890	CT	839	5.7	29.0	10.1	\$34.6	30.5%
42	Salt Lake City, UT	887,650	UT	1,713	30.2	299.3	38.6	\$136.8	17.5%
43	Jacksonville, FL	882,295	FL	757	16.3	68.3	11.7	\$81.7	25.8%
44	Louisville, KY-IN	863,582	KY	1,752	11.8	56.7	15.0	\$58.5	12.3%
45	Hartford, CT	851,535	CT	1,522	17.3	111.1	16.3	\$70.2	28.9%
46	Richmond, VA	818,836	VA	598	8.2	50.3	14.3	\$37.0	23.3%

2006 National Transit Summaries and Trends

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47	Charlotte, NC-SC	758,927	NC	1,782	15.1	106.8	21.2	\$78.1	16.1%
48	Nashville-Davidson, TN	749,935	TN	808	6.1	38.2	7.9	\$34.7	24.4%
49	Oklahoma City, OK	747,003	OK	807	3.7	15.0	2.9	\$17.1	14.3%
50	Tucson, AZ	720,425	AZ	582	9.9	65.7	17.8	\$52.8	16.4%
51	Honolulu, HI	718,182	HI	922	25.4	338.8	71.7	\$161.9	26.4%
52	Dayton, OH	703,444	OH	1,154	11.4	48.8	12.9	\$61.2	16.9%
53	Rochester, NY	694,396	NY	1,045	7.1	43.1	12.6	\$54.0	22.5%
54	El Paso, TX-NM	674,801	TX	616	8.7	60.2	12.4	\$40.6	17.1%
55	Birmingham, AL	663,615	AL	786	3.9	19.2	3.7	\$20.4	12.0%
56	Omaha, NE-IA	626,623	NE	662	4.3	12.8	3.9	\$19.2	21.3%
57	Albuquerque, NM	598,191	NM	501	6.5	30.4	8.8	\$35.7	10.7%
58	Allentown-Bethlehem, PA-NJ	576,408	PA	452	6.4	25.7	5.6	\$22.0	13.7%
59	Springfield, MA-CT	573,610	MA	599	6.8	30.8	9.9	\$31.1	17.2%
60	Akron, OH	570,215	OH	617	5.6	25.8	7.0	\$34.5	10.7%
61	Sarasota-Bradenton, FL	559,229	FL	615	4.5	19.2	3.9	\$20.4	7.6%
62	Albany, NY	558,947	NY	1,208	7.8	44.9	12.9	\$55.0	16.1%
63	Tulsa, OK	558,329	OK	677	4.2	14.9	2.7	\$16.1	13.0%
64	Fresno, CA	554,923	CA	422	5.2	32.8	11.9	\$35.5	21.0%
65	Concord, CA	552,624	CA	768	6.5	30.4	6.4	\$39.4	15.4%
66	Raleigh, NC	541,527	NC	328	3.4	18.0	5.9	\$18.2	23.7%
67	Grand Rapids, MI	539,080	MI	374	6.3	30.8	7.5	\$28.6	14.2%
69	New Haven, CT	533,015	CT						
70	McAllen, TX	531,314	TX	668	4.7	27.0	8.8	\$30.8	22.5%
71	Toledo, OH-MI	523,144	OH	195	0.3	0.4	0.1	\$1.2	11.3%

2006 National Transit Summaries and Trends

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72	Baton Rouge, LA	503,008	LA	617	4.7	26.4	6.2	\$27.5	20.8%
73	Colorado Springs, CO	479,019	CO	218	4.8	17.2	4.6	\$23.4	19.7%
74	Worcester, MA-CT	466,122	MA	902	4.9	24.9	3.5	\$20.8	14.8%
75	Charleston-North Charleston, SC	429,882	SC	328	3.0	9.6	3.4	\$18.2	14.7%
76	Wichita, KS	423,410	KS	382	3.1	14.6	2.8	\$14.2	15.6%
77	Columbia, SC	422,301	SC		3.4	11.2	2.3	\$10.4	17.2%
78	Knoxville, TN	420,537	TN	431	2.4	13.5	2.5	\$10.4	22.9%
80	Youngstown, OH-PA	419,830	OH	396	3.2	12.7	3.4	\$14.3	7.6%
81	Syracuse, NY	417,933	NY						
82	Bakersfield, CA	417,437	CA	417	1.9	7.6	1.7	\$9.7	11.5%
83	Palm Bay-Melbourne, FL	402,267	FL	1,337	5.5	35.1	10.5	\$38.9	22.1%
84	Scranton, PA	396,125	PA	334	3.9	28.1	6.6	\$18.4	21.5%
85	Des Moines, IA	393,289	IA	351	3.7	21.9	1.5	\$9.0	19.9%
86	Flint, MI	385,237	MI	631	2.1	18.9	4.6	\$11.5	14.0%
87	Harrisburg, PA	370,505	PA	475	4.4	28.6	4.5	\$15.3	36.8%
88	Little Rock, AR	365,096	AR	295	7.5	23.4	5.3	\$23.1	11.6%
89	Poughkeepsie-Newburgh, NY	351,982	NY	1,966	3.9	31.4	1.9	\$14.9	22.9%
90	Chattanooga, TN-GA	343,509	TN	197	2.4	11.8	3.1	\$12.8	26.5%
91	Oxnard, CA	337,591	CA	590	3.7	14.4	4.2	\$16.1	21.0%
92	Augusta-Richmond County, GA-SC	335,630	GA	263	0.8	4.7	1.0	\$3.5	17.6%
93	Spokane, WA-ID	334,858	WA	539	8.7	38.8	9.1	\$45.6	7.4%
94	Cape Coral, FL	329,757	FL	417	4.3	17.7	3.1	\$17.0	13.0%
95	Madison, WI	329,533	WI	410	6.4	42.0	12.3	\$42.3	19.4%
96	Pensacola, FL-AL	323,783	FL	310	1.9	6.0	1.2	\$8.2	17.5%

2006 National Transit Summaries and Trends

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97	Lancaster, PA	323,554	PA	396	3.1	11.8	2.3	\$12.1	17.6%
98	Mobile, AL	317,605	AL	228	1.9	5.9	0.9	\$7.1	12.6%
99	Stockton, CA	313,392	CA	1,816	4.6	58.7	4.7	\$40.8	18.9%
100	Modesto, CA	310,945	CA	210	2.2	12.7	3.7	\$10.9	21.5%
101	Reno, NV	303,689	NV	367	4.9	31.1	9.0	\$30.3	24.4%
103	Greenville, SC	303,680	SC						
104	Lansing, MI	302,194	MI	194	0.8	3.9	0.9	\$3.4	16.9%
105	Denton-Lewisville, TX	300,032	TX	369	5.8	30.7	10.1	\$31.8	13.2%
106	Winston-Salem, NC	299,823	NC	199	1.1	3.5	1.5	\$7.5	24.6%
107	Corpus Christi, TX	299,290	TX	194	2.0	6.3	3.0	\$9.8	24.3%
108	Jackson, MS	293,925	MS	578	4.0	21.2	5.5	\$18.8	7.4%
109	Durham, NC	292,637	NC	268	1.2	1.5	0.8	\$6.1	6.3%
110	Fort Wayne, IN	287,796	IN	993	8.4	56.8	11.7	\$36.4	27.1%
111	Santa Rosa, CA	285,408	CA	589	3.4	21.3	4.0	\$20.0	16.6%
112	Ann Arbor, MI	283,904	MI	258	4.8	32.0	11.2	\$27.3	17.0%
113	South Bend, IN-MI	276,498	IN	329	2.1	12.3	3.5	\$9.8	15.6%
114	Fayetteville, NC	276,368	NC	190	1.2	4.6	1.5	\$4.1	11.6%
115	Shreveport, LA	275,213	LA	462	2.6	16.1	3.2	\$10.1	21.2%
116	Boise City, ID	272,625	ID	314	1.5	5.0	1.1	\$7.3	9.7%
117	Port St. Lucie, FL	270,774	FL	88	1.1	1.9	0.3	\$4.5	2.4%
118	Davenport, IA-IL	270,626	IA	454	3.3	12.6	3.6	\$16.7	9.1%
119	Rockford, IL	270,414	IL	236	1.7	5.5	1.5	\$9.2	10.9%
120	Trenton, NJ	268,472	NJ						
121	Greensboro, NC	268,472	NC	321	3.4	13.2	3.3	\$13.9	10.9%

2006 National Transit Summaries and Trends

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122	Canton, OH	267,884	OH	329	3.8	9.3	2.2	\$14.8	7.5%
123	Lancaster-Palmdale, CA	266,595	CA	971	3.2	40.4	3.1	\$11.6	30.7%
124	Daytona Beach-Port Orange, FL	263,532	FL	600	5.9	22.2	3.5	\$18.1	23.1%
125	Indio-Cathedral City-Palm Springs, CA	255,353	CA	509	2.4	22.0	3.6	\$18.5	15.4%
126	Lexington-Fayette, KY	254,856	KY	189	2.3	12.6	3.9	\$12.1	13.9%
127	Peoria, IL	250,994	IL	103	2.4	14.0	2.6	\$13.9	12.2%
128	Barnstable Town, MA	247,172	MA	429	3.4	6.0	0.7	\$9.1	34.4%
129	Columbus, GA-AL	243,667	GA	180	1.1	4.1	1.0	\$4.1	19.7%
130	Reading, PA	242,324	PA	555	2.4	8.6	2.8	\$11.6	20.9%
131	Columbus, GA-AL	229,810	GA						
132	Reading, PA	227,180	PA						
133	Temecula-Murrieta, CA	226,848	CA						
134	Lincoln, NE	240,264	NE	383	1.7	5.3	1.8	\$8.5	15.5%
135	Anchorage, AK	229,810	AK	1,263	4.0	25.8	4.4	\$25.6	23.1%
136	Eugene, OR	224,049	OR	827	4.1	40.5	9.5	\$29.5	18.1%
137	Asheville, NC	221,570	NC	260	1.0	4.8	1.2	\$3.8	19.7%
138	Bonita Springs-Naples, FL	221,251	FL	206	1.6	2.2	1.1	\$5.4	14.4%
139	Antioch, CA	217,591	CA	465	2.9	17.0	2.5	\$14.8	14.3%
140	Springfield, MO	215,004	MO	181	1.4	7.9	2.5	\$8.1	19.0%
141	Huntsville, AL	213,253	AL	187	1.0	2.2	0.4	\$2.5	10.5%
142	Evansville, IN-KY	211,989	IN	201	1.3	0.0	0.0	\$5.5	18.8%
143	Thousand Oaks, CA	210,990	CA	126	0.6	1.6	0.2	\$1.8	10.6%
144	Savannah, GA	208,886	GA	238	3.0	12.7	4.0	\$13.9	26.9%
145	Salem, OR	207,229	OR	277	3.9	18.5	5.9	\$22.7	10.7%

2006 National Transit Summaries and Trends

UZA	UZA Name	UZA Population	State	Directional Route Miles**	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Unlinked Passenger Trips (Millions)	Operating Expense (Millions)	Recovery Ratio (Fare Revenues per Operating Funds Expended)
146	Fort Collins, CO	206,757	CO	150	1.7	5.8	1.7	\$7.8	13.7%
147	Gulfport-Biloxi, MS	205,754	MS	137	0.9	1.9	0.4	\$3.4	9.7%
148	Tallahassee, FL	204,260	FL	216	2.1	0.0	4.4	\$10.5	27.8%
149	Lubbock, TX	202,225	TX	160	2.0	10.2	3.4	\$8.0	37.4%
150	Victorville-Hesperia-Apple Valley, CA	200,436	CA	364	2.0	10.6	1.0	\$6.9	13.4%
500	San Juan, PR	2,216,616	PR	405	43.8	305.7	71.1	\$173.0	35.8%
501	Aguadilla-Isabella-San Sebastioan, PR	299,086	PR						
UZAs Over 200,000 Population				195,290	3,442.6	48,435.5	9,142.5	\$28,031.9	36.3%
UZAs under 200,000 Population and Non-UZAs				42,270	228.1	1,068.7	236.9	992.7	19.3%
National Total				237,559	3,670.7	49,504.2	9,379.4	\$29,024.6	35.7%

(*) Not all UZAs over 200,000 population report as primary UZAs. These UZAs do not show any data.

(**) Total Directional Route Mileage (fixed guideway or mixed-traffic).

Data Used to Compile Graphics

Funds Applied to Transit 1997 - 2006 (Constant 2000 Dollars)

Year	Unlinked Passenger Trips (Millions)	Federal Funding (Millions)
1997	7,954	\$4,987
1998	8,115	\$4,604
1999	8,523	\$4,705
2000	8,720	\$5,267
2001	9,008	\$6,435
2002	9,017	\$5,965
2003	8,876	\$6,249
2004	8,937	\$6,315
2005	9,175	\$6,009
2006	9,379	\$6,834
% Change	17.9%	37%

Vehicle Revenue Miles (Millions) by Mode 1997 - 2006

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes	Total
1997	1,606	230	350	540	40	40	48	2,853
1998	1,653	238	389	549	42	53	46	2,971
1999	1,719	243	418	561	47	60	62	3,111
2000	1,764	248	452	578	51	62	47	3,202
2001	1,821	253	490	591	53	66	45	3,319
2002	1,864	259	525	604	60	71	45	3,427
2003	1,881	262	544	612	64	72	41	3,476
2004	1,885	269	561	625	67	78	64	3,548
2005	1,885	277	589	629	68	94	60	3,602
2006	1,910	287	607	634	73	110	50	3,671
% Change	18.9%	25.0%	73.4%	17.4%	83.4%	175.8%	2.2%	28.6%

Unlinked Passenger Trips (Million) by Mode 1997 - 2006

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes	Total
1997	4,602	357	60	2,429	259	9	237	7,954
1998	4,754	381	66	2,393	273	10	238	8,115
1999	4,992	396	69	2,521	289	12	245	8,523
2000	5,040	413	73	2,632	316	12	234	8,720
2001	5,215	418	77	2,728	334	12	224	9,008
2002	5,268	414	79	2,688	337	12	220	9,017
2003	5,147	410	82	2,667	338	13	220	8,876
2004	5,094	414	83	2,748	350	15	233	8,937
2005	5,226	423	87	2,808	381	17	234	9,175
2006	5,274	441	88	2,927	407	20	222	9,379
% Change	14.1%	23.1%	57.8%	38.1%	52.6%	181.9%	-1.6%	22.3%

Distribution of Vehicle Revenue Miles

Mode	1997 Vehicle Revenue Miles		2006 Vehicle Revenue Miles	
	Revenue Miles	%	Revenue Miles	%
Bus	1,606	66.9%	1,910	52.0%
Commuter Rail	230	10.1%	287	7.8%
Demand Response	350	21.3%	607	16.5%
Heavy Rail	540	22.2%	634	17.3%
Light Rail	40	2.6%	73	2.0%
Vanpool	40	3.9%	110	3.0%
Other	48	1.7%	50	1.3%
Total	2,853		3,671	

Distribution of Unlinked Passenger Trips

Mode	1997 Unlinked Passenger Trips		2006 Unlinked Passenger Trips	
	Passenger Trips	%	Passenger Trips	%
Bus	4,602	57.9%	5,274	56.2%
Commuter Rail	357	4.5%	441	4.7%
Demand Response	60	0.8%	88	0.9%
Heavy Rail	2,429	30.5%	2,927	31.2%
Light Rail	259	3.3%	407	4.3%
Vanpool	9	0.1%	20	0.2%
Other	237	3.0%	222	2.4%
Total	7,954		9,379	

Relative Impact of the Data by UZA Size Group 2006

Item	UZAs Equal to or More than 200,000 and Less than 1 Million Population		
	UZAs with Less than 200,000 Population	UZAs Equal to or More than 200,000 and Less than 1 Million Population	UZAs with More than 1 Million Population
Uses of Capital — Non-Revenue Vehicle	1%	7%	92%
Passenger Fares	2%	5%	93%
Unlinked Trips	3%	7%	90%
Operating Expense	3%	9%	87%
Uses of Capital — Revenue Vehicle	3%	9%	88%
Vehicle Revenue Hours	6%	14%	79%
Vehicles Operated in Maximum Service	8%	15%	77%

2006 National Transit Summaries and Trends

Total Operating Expenses (Millions) 1997 — 2006 (Constant 2000 Dollars)

Year	Total Operating Expense (Millions)
1997	\$17,840
1998	\$18,307
1999	\$19,267
2000	\$20,009
2001	\$21,037
2002	\$21,971
2003	\$22,597
2004	\$23,088
2005	\$23,878
2006	\$24,562
% Change	37.7%

Operating Expenses by Function and Object Class Function 2006

	Operating Expense (Actual Dollars) (Millions of Dollars)	%
Vehicle Operations	\$15,627	53.8%
Vehicle Maintenance	\$5,724	19.7%
Non-Vehicle Maintenance	\$2,994	10.3%
General Administration	\$4,680	16.1%
Total	\$29,024.6	

Total Operating Expenses (Millions) by Mode 1997 – 2006 (Constant 2000 Dollars)

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes	Total
1997	\$9,422	\$2,275	\$873	\$3,474	\$471	\$23	\$427	\$17,840
1998	\$9,713	\$2,355	\$995	\$3,5330	\$493	\$28	\$467	\$18,307
1999	\$10,146	\$2,570	\$1,097	\$3,693	\$536	\$32	\$505	\$19,267
2000	\$11,026	\$2,679	\$1,225	\$3,931	\$597	\$32	\$518	\$20,009
2001	\$11,813	\$2,852	\$1,410	\$4,180	\$676	\$34	\$562	\$21,037
2002	\$12,613	\$2,995	\$1,636	\$4,267	\$778	\$39	\$605	\$21,971
2003	\$13,316	\$3,173	\$1,779	\$4,446	\$815	\$46	\$611	\$22,597
2004	\$13,790	\$3,436	\$1,902	\$4,734	\$887	\$57	\$620	\$23,088
2005	\$14,666	\$3,657	\$2,071	\$5,145	\$978	\$66	\$655	\$23,878
2006	\$15,796	\$3,765	\$2,286	\$5,287	\$1,070	\$77	\$743	\$24,562
% Change	68%	66%	162%	52%	127%	238%	74%	38%

Object Class — Directly Operated Service 2006

	Operating Expense (Actual Dollars) (Millions of Dollars)	%
Salaries	\$11,726	47.0%
Fringe Benefits	\$7,795	31.3%
Services	\$1,530	6.1%
Materials and Supplies	\$3,097	12.4%
Utilities	\$989	4.0%
Other	-\$205	-0.8%
Total — Directly Operated	\$24,932	
Purchased Transportation (*)	\$4,093	
Total	\$29,025	

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

Operating Expenses per Unlinked Passenger Trip by Mode 1997 - 2006 (Constant 2000 Dollars)

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes
1997	\$2.2	\$6.7	\$10.4	\$1.5	\$1.9	\$2.4	\$1.8
1998	\$2.1	\$6.4	\$15.7	\$1.5	\$1.9	\$2.7	\$2.0
1999	\$2.1	\$6.7	\$16.5	\$1.5	\$1.9	\$2.6	\$2.1
2000	\$2.2	\$6.5	\$16.7	\$1.5	\$1.9	\$2.7	\$2.2
2001	\$2.2	\$6.7	\$18.4	\$1.5	\$2.0	\$2.9	\$2.5
2002	\$2.3	\$6.9	\$19.9	\$1.5	\$2.2	\$3.2	\$2.8
2003	\$2.4	\$7.2	\$20.3	\$1.6	\$2.3	\$3.4	\$2.8
2004	\$2.5	\$7.5	\$20.8	\$1.6	\$2.3	\$3.6	\$2.7
2005	\$2.5	\$7.6	\$20.9	\$1.6	\$2.3	\$3.8	\$2.8
2006	\$2.5	\$7.2	\$21.9	\$1.5	\$2.2	\$3.8	\$2.8
% Change	17.7%	7.8%	110.7%	1.7%	16.5%	25.3%	51.9%

Operating Expenses per Vehicle Revenue Hour by Mode 1997 - 2006 (Constant 2000 Dollars)

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes
1997	\$79.5	\$351.8	\$38.6	\$140.0	\$190.7	\$22.3	\$89.2
1997	\$78.8	\$338.8	\$39.1	\$137.1	\$188.5	\$21.1	\$102.6
1998	\$71.3	\$310.1	\$34.2	\$126.7	\$172.8	\$19.8	\$90.7
1999	\$79.8	\$308.1	\$40.0	\$139.1	\$177.6	\$16.2	\$112.9
2000	\$80.9	\$347.5	\$40.6	\$141.1	\$187.9	\$21.1	\$127.6
2001	\$82.7	\$350.3	\$43.8	\$137.4	\$191.4	\$20.6	\$123.4
2002	\$84.0	\$358.6	\$44.4	\$139.7	\$188.6	\$19.4	\$128.5
2003	\$84.6	\$366.0	\$44.4	\$140.1	\$187.1	\$23.4	\$74.2
2004	\$86.5	\$365.1	\$45.3	\$143.9	\$187.9	\$23.3	\$109.9
2006	\$88.2	\$348.1	\$46.5	\$141.5	\$182.8	\$22.6	\$131.8
% Change	10.9%	-1.1%	20.5%	1.1%	-4.1%	1.2%	47.8%

2006 National Transit Summaries and Trends

Unlinked Passenger Trips per Vehicle Revenue Hour by Mode 1997 - 2006

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes
1997	35.9	52.5	2.7	92.2	100	7.7	46.1
1998	36.0	52.6	1.5	88.3	99.2	6.5	49.4
1999	36.4	53.6	1.4	91.1	93.1	6.6	45.1
2000	35.5	47.5	1.4	92.1	93.1	4.9	49.9
2001	35.5	52.1	1.3	93.3	93.9	6.5	51.0
2002	35.1	50.7	1.2	89.1	85.1	5.6	45.8
2003	33.7	49.6	1.2	88.7	82.6	5.1	48.6
2004	33.5	48.5	1.1	88.6	80.3	6.1	29.7
2005	34.2	48.2	1.2	88.6	82.4	6.0	43.7
2006	33.8	48.2	1.1	91.6	81.1	6.1	45.5
% Change	-6.0%	-8.4%	-58.5%	-0.7%	-19%	-21%	-1.3%

Distribution of Fatalities 2006

	Number of Fatalities	%
Passengers	18	11.1%
Revenue Facility Occupants	2	1.2%
Employees	8	4.9%
Other Workers	1	0.6%
Trespassers	12	7.4%
Other	109	67.3%
Suicides	12	7.4%
Total	162	

(*) Does not include Commuter Rail

ADA Lift- or Ramp- Equipped Buses Total 1997 - 2006

Year	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1997	58,975	40,932	69.4%
1998	60,830	46,278	76.1%
1999	63,618	51,213	80.5%
2000	65,324	54,585	83.6%
2001	67,379	58,785	87.2%
2002	68,418	64,407	91.4%
2003	68,596	65,375	95.3%
2004	68,789	67,454	98.1%
2005	69,504	67,049	96.5%
2006	70,227	68,880	98.1%

Federal Operating Assistance as a Percent of Operating Funds 1997 – 2006 (Constant 2000 Dollars)

Year	Federal Operating Assistance	Total Operating Funding (Millions)	Federal Operating Assistance (*) (%)
1997	\$636	\$18,859	3.4%
1998	\$772	\$19,384	4.0%
1999	\$883	\$20,548	4.3%
2000	\$984	\$21,370	4.6%
2001	\$1,092	\$22,464	4.9%
2002	\$1,249	\$23,205	5.4%
2003	\$1,491	\$23,709	6.3%
2004	\$1,838	\$24,398	7.5%
2005	\$1,966	\$25,214	7.8%
2006	\$2,135	\$25,902	8.2%
% Change	235.9%	37.3%	

ADA Lift– or Ramp– Equipped Buses 1997 - 2006

Year	"A" Type Buses			"B" Type Buses		
	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1997	45,502	29,684	65.2%	5,136	4,143	80.7%
1998	46,188	33,512	72.6%	5,929	5,150	86.9%
1999	46,891	36,029	76.8%	6,613	5,959	90.1%
2000	47,017	37,581	79.9%	7,455	6,926	92.9%
2001	47,925	40,501	84.5%	7,830	7,337	93.7%
2002	47,764	44,035	92.2%	8,693	8,550	98.4%
2003	46,608	43,780	93.9%	9,346	9,127	97.7%
2004	45,919	44,739	97.4%	10,031	10,031	100.0%
2005	45,524	43,479	95.5%	10,631	10,499	98.8%
2006	45,403	44,385	97.7%	10,993	10,891	99.1%
% Change	-0.0%	49.5%		114.0%	262.8%	

Year	"C" Type Buses			Articulated Buses		
	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
1997	6,853	6,194	90.4%	1,484	911	61.4%
1998	7,147	6,545	91.6%	1,566	1,071	68.4%
1999	8,265	7,722	93.4%	1,849	1,503	81.3%
2000	8,850	8,366	94.5%	2,002	1,712	85.5%
2001	9,622	9,176	95.4%	2,002	1,771	88.5%
2002	9,822	9,743	99.2%	2,139	2,079	97.2%
2003	10,084	10,002	99.2%	2,558	2,466	96.4%
2004	10,248	10,098	98.5%	2,591	2,586	99.8%
2005	11,118	10,846	97.6%	2,231	2,225	99.7%
2006	11,537	11,315	98.1%	2,294	2,289	99.8%
% Change	68.3%	82.7%		54.6%	151.3%	

2006 National Transit Summaries and Trends

Federal Operating Assistance per Unlinked Passenger Trip by UZA 1997 - 2006 (Constant 2000 Dollars)

UZAs with Less than 200,000 Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Unlinked Passenger Trip
1997	\$86	268.6	\$0.32
1998	\$99	248.3	\$0.40
1999	\$113	253.9	\$0.45
2000	\$132	254.6	\$0.52
2001	\$155	269.7	\$0.57
2002	\$127	206.6	\$0.61
2003	\$156	210.5	\$0.74
2004	\$165	209.6	\$0.79
2005	\$178	224.5	\$0.79
2006	\$205	236.9	\$0.87
% Change	140.1%	-11.8%	172.3%

UZAs with More than 200,000 and Less than 1 Million Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Unlinked Passenger Trip
1997	\$111	683.9	\$0.16
1998	\$158	694.0	\$0.23
1999	\$200	722.8	\$0.28
2000	\$234	747.1	\$0.31
2001	\$238	747.7	\$0.32
2002	\$249	671.3	\$0.37
2003	\$296	656.8	\$0.45
2004	\$321	642.7	\$0.50
2005	\$343	665.7	\$0.52
2006	\$338	696.5	\$0.49
% Change	205.6%	1.8%	200.1%

UZAs with More than 1 Million Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Unlinked Passenger Trip
1997	\$440	7,030	\$0.06
1998	\$514	7,173	\$0.07
1999	\$569	7,545	\$0.08
2000	\$619	7,718	\$0.08
2001	\$698	7,990	\$0.09
2002	\$873	8,140	\$0.11
2003	\$1,039	8,009	\$0.13
2004	\$1,352	8,085	\$0.17
2005	\$1,445	8,285	\$0.17
2006	\$1,592	8,446	\$0.19
% Change	262.1%	20.1%	201.4%

Recovery Ratio 1997 — 2006 (Constant 2000 Dollars)

Year	Fare Revenues (Millions)	Total Operating Expense (Millions)	Recovery Ratio (%)
1997	\$7,127	\$17,931	39.7%
1998	\$7,277	\$18,614	39.1%
1999	\$7,438	\$20,030	37.1%
2000	\$7,772	\$21,370	36.4%
2001	\$8,115	\$22,989	35.3%
2002	\$8,149	\$24,191	33.7%
2003	\$8,452	\$25,376	33.3%
2004	\$9,086	\$26,870	33.8%
2005	\$9,635	\$28,761	33.5%
2006	\$10,353	\$30,608	33.8%
% Change	45.3%	70.7%	

Operating Assistance per Unlinked Passenger Trip by UZA Size 1997 - 2006 (Constant 2000 Dollars)

Year	UZAs Over 1 Million	UZAs Equal to or More than 200,000 and Less than 1 Million Population	UZAs Under 200,000	Total
1997	\$0.06	\$0.16	\$0.32	\$0.08
1998	\$0.07	\$0.23	\$0.40	\$0.09
1999	\$0.08	\$0.28	\$0.45	\$0.10
2000	\$0.08	\$0.31	\$0.52	\$0.11
2001	\$0.09	\$0.32	\$0.57	\$0.12
2002	\$0.11	\$0.37	\$0.61	\$0.14
2003	\$0.13	\$0.45	\$0.74	\$0.18
2004	\$0.17	\$0.50	\$0.79	\$0.23
2005	\$0.17	\$0.52	\$0.79	\$0.24
2006	\$0.19	\$0.49	\$0.87	\$0.23
% Change	201.4%	200.1%	172.3%	200.6%

2006 National Transit Summaries and Trends

Recovery Ratio by UZA 1997 - 2006 (Constant 2000 Dollars)

UZAs with More than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1997	\$6,930	\$16,513	42.0%
1997	\$6,983	\$16,914	41.3%
1998	\$7,084	\$17,949	39.5%
1999	\$7,205	\$18,605	38.7%
2000	\$7,294	\$19,463	37.5%
2001	\$7,275	\$20,477	35.5%
2002	\$7,377	\$20,863	35.4%
2003	\$7,715	\$21,504	35.9%
2004	\$7,895	\$22,204	35.6%
2006	\$8,182	\$22,727	36.0%
% Change	18.1%	37.6%	

UZAs Equal to or More than 200,000 and Less than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1997	\$425	\$1,714	24.8%
1997	\$433	\$1,787	24.2%
1998	\$395	\$1,885	21.0%
1999	\$413	\$2,032	20.3%
2000	\$446	\$2,158	20.6%
2001	\$396	\$2,039	19.4%
2002	\$391	\$2,141	18.3%
2003	\$397	\$2,171	18.3%
2004	\$401	\$2,222	18.0%
2006	\$418	\$2,331	17.9%
% Change	-1.8%	36.0%	

Recovery Ratio by UZA 1997 - 2006 (continued)

UZAs with Less than 200,000 Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1997	\$141	\$633	22.2%
1997	\$152	\$683	22.2%
1998	\$150	\$714	21.0%
1999	\$153	\$733	20.9%
2000	\$190	\$842	22.5%
2001	\$146	\$689	21.1%
2002	\$129	\$704	18.3%
2003	\$139	\$723	19.3%
2004	\$151	\$787	19.2%
2006	\$162	\$843	19.2%
% Change	15.1%	33.2%	

Subsidy per Passenger 1997 - 2006

Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1997	\$11,364	\$8,366	\$1.36
1998	\$11,807	\$8,451	\$1.40
1999	\$12,918	\$8,744	\$1.48
2000	\$13,598	\$8,720	\$1.56
2001	\$14,534	\$8,802	\$1.65
2002	\$15,388	\$8,650	\$1.78
2003	\$15,812	\$8,293	\$1.91
2004	\$16,148	\$8,115	\$1.99
2005	\$16,767	\$8,043	\$2.08
2006	\$17,141	\$7,937	\$2.16
% Change	50.8%	-5.1%	59.0%

Subsidy per Passenger by UZA 1997 - 2006 (Constant 2000 Dollars)

UZAs with More than 1 Million Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1997	\$9,583	7,030	\$1.36
1998	\$9,931	7,173	\$1.38
1999	\$10,865	7,545	\$1.44
2000	\$11,400	7,718	\$1.48
2001	\$12,169	7,990	\$1.52
2002	\$13,202	8,140	\$1.62
2003	\$13,486	8,009	\$1.68
2004	\$13,789	8,085	\$1.71
2005	\$14,309	8,285	\$1.73
2006	\$14,546	8,446	\$1.72
% Change	51.8%	20.1%	26.3%

UZAs Equal to or More than 200,000 and Less than 1 Million Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1997	\$1,288	684	\$1.88
1998	\$1,354	694	\$1.95
1999	\$1,490	723	\$2.06
2000	\$1,619	747	\$2.17
2001	\$1,713	748	\$2.29
2002	\$1,643	671	\$2.45
2003	\$1,751	657	\$2.67
2004	\$1,775	643	\$2.76
2005	\$1,822	666	\$2.74
2006	\$1,914	696	\$2.75
% Change	48.5%	1.8%	45.9%

Subsidy per Passenger by UZA 1997 - 2006 (Continued)

UZAs with Less than 200,000 Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1997	\$492	240	\$2.05
1998	\$531	248	\$2.14
1999	\$564	256	\$2.21
2000	\$580	255	\$2.28
2001	\$653	270	\$2.42
2002	\$544	207	\$2.63
2003	\$575	211	\$2.73
2004	\$583	210	\$2.78
2005	\$636	224	\$2.83
2006	\$681	237	\$2.88
% Change	38.4%	-1.3%	40.2%

2006 National Transit Summaries and Trends

Funding Sources by Urbanized Area Size 1997 - 2006 (Constant 2000 Dollars)

UZAs with More than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1997	\$6,930	\$2,537	\$440	\$3,317	\$3,290	\$16,513
1998	\$6,983	\$2,570	\$514	\$3,473	\$3,372	\$16,914
1999	\$7,084	\$3,551	\$569	\$3,422	\$3,322	\$17,949
2000	\$7,205	\$2,916	\$619	\$3,838	\$4,027	\$18,605
2001	\$7,294	\$2,672	\$698	\$4,392	\$4,406	\$19,463
2002	\$7,275	\$3,131	\$873	\$5,275	\$3,923	\$20,477
2003	\$7,377	\$3,459	\$1,039	\$5,013	\$3,975	\$20,863
2004	\$7,715	\$3,319	\$1,352	\$4,844	\$4,275	\$21,504
2005	\$7,895	\$3,239	\$1,445	\$5,229	\$4,396	\$22,204
2006	\$8,182	\$3,308	\$1,592	\$5,165	\$4,481	\$22,727
% Change	18.1%	30.4%	262.1%	55.7%	36.2%	37.6%

UZAs Equal to or More than 200,000 and Less than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1997	\$425	\$359	\$111	\$275	\$544	\$1,714
1998	\$433	\$340	\$158	\$331	\$525	\$1,787
1999	\$395	\$391	\$200	\$383	\$516	\$1,885
2000	\$413	\$387	\$234	\$440	\$559	\$2,032
2001	\$446	\$365	\$238	\$447	\$662	\$2,158
2002	\$396	\$356	\$249	\$451	\$586	\$2,039
2003	\$391	\$375	\$296	\$490	\$590	\$2,141
2004	\$397	\$370	\$321	\$485	\$599	\$2,171
2005	\$401	\$351	\$343	\$489	\$639	\$2,222
2006	\$418	\$378	\$338	\$481	\$716	\$2,331
% Change	-1.8%	5.4%	205.6%	75.2%	31.5%	36.0%

UZAs with Less than 200,000 Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1997	\$141	\$32	\$86	\$164	\$211	\$633
1998	\$152	\$89	\$99	\$173	\$171	\$683
1999	\$150	\$98	\$113	\$172	\$180	\$714
2000	\$153	\$105	\$132	\$167	\$175	\$733
2001	\$190	\$120	\$155	\$171	\$206	\$842
2002	\$146	\$120	\$127	\$141	\$155	\$689
2003	\$129	\$110	\$156	\$143	\$166	\$704
2004	\$139	\$91	\$165	\$152	\$175	\$723
2005	\$151	\$114	\$178	\$159	\$184	\$787
2006	\$162	\$120	\$205	\$169	\$187	\$843
% Change	15.1%	277.5%	140.1%	2.9%	-11.1%	33.2%

Operating Funding Sources by UZA (Constant 2000 Dollars)

UZAs with More than 1 Million Population				
	1997		2006	
	Millions	%	Millions	%
Fare Revenues	\$6,589	42.0%	\$9,668	36.0%
Other	\$2,412	15.4%	\$3,909	14.6%
Federal Assistance	\$418	2.7%	\$1,881	7.0%
State Assistance	\$3,153	20.1%	\$6,104	22.7%
Local Assistance	\$3,128	19.9%	\$5,295	19.7%
Total	\$15,700		\$26,857	

UZAs Equal to or More than 200,000 and Less than 1 Million Population				
	1997		2006	
	Millions	%	Millions	%
Fare Revenues	\$404	24.8%	\$494	19.5%
Other	\$341	20.9%	\$447	17.6%
Federal Assistance	\$105	6.5%	\$400	15.8%
State Assistance	\$261	16.0%	\$569	22.4%
Local Assistance	\$518	31.8%	\$846	33.4%
Total	\$1,629		\$2,535	

UZAs with Less than 200,000 Population				
	1997		2006	
	Millions	%	Millions	%
Fare Revenues	\$134	22.2%	\$191	19.2%
Other	\$30	5.0%	\$141	14.2%
Federal Assistance	\$81	13.5%	\$243	24.4%
State Assistance	\$156	26.0%	\$200	20.1%
Local Assistance	\$200	33.3%	\$222	22.2%
Total	\$602		\$997	

Sources of Capital by Urbanized Area Size 2006

UZAs with More than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$5,002	43.1%
State Capital Funds	\$1,563	13.5%
Local Capital Funds	\$4,931	42.5%
Directly Generated Capital Funds	\$101	0.9%
Total Capital Assistance	\$11,597	

2006 National Transit Summaries and Trends

UZAs Equal to or More than 200,000 and Less than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$421	51.5%
State Capital Funds	\$89	10.9%
Local Capital Funds	\$297	36.6%
Directly Generated Capital Funds	\$11	1.3%
Total Capital Assistance	\$449	

UZAs with Less than 200,000 Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$59	70%
State Capital Funds	\$11	13%
Local Capital Funds	\$12	15%
Directly Generated Capital Funds	\$8	2.4%
Total Capital Assistance	\$85	

Capital Expenditures (Millions) 1997 – 2006 (Constant 2000 Dollars)

Year	Revenue Vehicles (Millions)	Other Capital (Millions)	Total (Millions)
1997	\$2,353	\$6,545	\$8,898
1998	\$2,564	\$7,717	\$10,281
1999	\$3,021	\$7,407	\$10,428
2000	\$2,840	\$9,055	\$11,895
2001	\$2,775	\$8,039	\$10,814
2002	\$3,900	\$11,800	\$15,700
2003	\$3,252	\$11,918	\$15,170
2004	\$3,053	\$11,467	\$14,520
2005	\$2,775	\$10,372	\$13,147
2006	\$2,622	\$10,791	\$13,413
% Change	11.4%	64.9%	50.7%

Uses of Capital by Urbanized Area Size - 2006 (Millions)

	UZAs with More than 1 Million Population	UZAs Equal to or More than 200,000 and Less than 1 Million Population	UZAs with Less than 200,000 Population
Guideway	\$3,478	\$329	\$0
Systems	\$635	\$30	\$9
Stations	\$1,764	\$70	\$22
Facilities	\$1,012	\$40	\$38
Revenue Vehicles	\$2301	\$235	\$86
Other Capital	\$317	\$45	\$9
Non-Vehicle Revenues	\$53	\$5	\$2
Administration Buildings	\$90	\$32	\$14
Fare Equipment	\$164	\$9	\$3
Total	\$9,813	\$796	\$182

Percent of Non-Revenue Vehicles by Mode 1997 – 2006 (Constant 2000 Dollars)

Bus				
Year	Revenue Vehicle (Millions)	Non-Revenue Vehicle (Millions)	Share of Non-Revenue Vehicles (%)	Total (Millions)
1997	\$1,089	\$1,030	48.6%	\$2,118
1998	\$1,209	\$1,062	46.8%	\$2,272
1999	\$1,473	\$1,215	45.2%	\$2,687
2000	\$1,549	\$1,206	43.8%	\$2,756
2001	\$1,789	\$1,474	45.2%	\$3,263
2002	\$1,612	\$1,548	49.0%	\$3,161
2003	\$1,462	\$1,557	51.6%	\$3,019
2004	\$1,834	\$1,686	47.9%	\$3,520
2005	\$1,297	\$1,882	59.2%	\$3,180
2006	\$1,754	\$1,989	53.1%	\$3,742
% Change	61%	93%		44.9%

Commuter Rail				
Year	Revenue Vehicle (Millions)	Non-Revenue Vehicle (Millions)	Share of Non-Revenue Vehicles (%)	Total (Millions)
1997	\$273	\$1,234	81.9%	\$1,507
1998	\$343	\$1,003	74.5%	\$1,347
1999	\$497	\$816	62.2%	\$1,313
2000	\$352	\$1,133	76.3%	\$1,485
2001	\$495	\$1,834	78.7%	\$2,329
2002	\$615	\$1,857	75.1%	\$2,472
2003	\$762	\$1,882	71.2%	\$2,644
2004	\$800	\$2,038	71.8%	\$2,838
2005	\$1,078	\$1,751	61.9%	\$2,829
2006	\$842	\$2,088	71.3%	\$2,930
% Change	145%	108%		46.8%

2006 National Transit Summaries and Trends

Percent of Non-Revenue Vehicles by Mode 1997 - 2006 (continued)

Heavy Rail				
Year	Revenue Vehicle (Millions)	Non-Revenue Vehicle (Millions)	Share of Non-Revenue Vehicles (%)	Total (Millions)
1997	\$284	\$1,906	87.0%	\$2,189
1998	\$427	\$1,831	81.1%	\$2,257
1999	\$437	\$2,153	83.1%	\$2,590
2000	\$496	\$2,307	82.3%	\$2,803
2001	\$1,008	\$2,581	71.9%	\$3,588
2002	\$1,484	\$3,274	68.8%	\$4,758
2003	\$864	\$3,885	81.8%	\$4,749
2004	\$363	\$3,817	91.3%	\$4,180
2005	\$545	\$3,387	86.1%	\$3,932
2006	\$496	\$3,868	88.6%	\$4,363
% Change	74.6%	103%		54.7%

Light Rail				
Year	Revenue Vehicle (Millions)	Non-Revenue Vehicle (Millions)	Share of Non-Revenue Vehicles (%)	Total (Millions)
1997	\$176	\$551	75.8%	\$726
1998	\$200	\$726	78.4%	\$925
1999	\$223	\$559	71.5%	\$782
2000	\$163	\$735	81.9%	\$898
2001	\$243	\$932	79.3%	\$1,175
2002	\$236	\$1,560	86.9%	\$1,797
2003	\$350	\$2,138	85.9%	\$2,489
2004	\$419	\$2,269	84.4%	\$2,689
2005	\$356	\$2,483	87.5%	\$2,839
2006	\$296	\$3,248	91.6%	\$3,545
% Change	68%	489%		193.9%

Average Fleet Age (Years) by Vehicle Type 1997 - 2006

Year	"A" Type Buses	"B" Type Buses	"C" Type Buses	Articulated Buses	Average Bus Fleet Age
1997	8.5	5.8	3.9	11.7	8.1
1998	8.5	5.8	4.0	11.2	8.0
1999	8.4	5.6	4.0	8.5	7.6
2000	8.1	5.6	4.1	6.6	7.3
2001	7.8	5.6	4.0	5.9	6.9
2002	7.5	5.6	4.0	5.8	6.7
2003	7.3	5.7	4.0	5.8	6.5
2004	7.2	5.7	4.1	4.6	6.4
2005	7.6	5.8	4.1	4.9	6.7
2006	7.4	6.2	4.3	5.4	6.6
% Change	-12.9%	6.9%	10.3%	-54.0%	-28.4%

Distribution of Buses by Vehicle Type 1997 - 2006

Year	"A" Type Buses		"B" Type Buses		"C" Type Buses		Articulated Buses		Total
	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	
1997	45,502	77.2%	5,136	8.7%	6,853	11.6%	1,484	2.5%	58,975
1998	46,188	75.9%	5,929	9.7%	7,147	11.7%	1,566	2.6%	60,830
1999	46,891	73.7%	6,613	10.4%	8,265	13.0%	1,849	2.9%	63,618
2000	47,017	72.0%	7,455	11.4%	8,850	13.5%	2,002	3.1%	65,324
2001	47,925	71.1%	7,830	11.6%	9,622	14.3%	2,002	3.0%	67,379
2002	47,764	69.8%	8,693	12.7%	9,822	14.4%	2,139	3.1%	68,418
2003	46,608	67.9%	9,346	13.6%	10,084	14.7%	2,558	3.7%	68,596
2004	45,600	67.2%	9,974	14.7%	9,706	14.3%	2,591	3.8%	67,871
2005	45,524	65.5%	10,631	15.3%	11,118	16.0%	2,231	3.2%	69,504
2006	45,010	7.4%	10,958	6.2%	11,090	4.3%	2,294	5.4%	69,436
% Change	-0.1%		151.1%		85.4%		43.8%		21.2%

Age Distribution of Buses by Vehicle Type 1997 - 2006

"A" Type Buses			"B" Type Buses		
Year	Active Buses	5 Years Old or Less	Year	Active Buses	5 Years Old or Less
1997	45,502	31.6%	1997	5,136	54.5%
1998	46,188	34.0%	1998	5,929	54.0%
1999	46,891	35.9%	1999	6,613	55.5%
2000	47,017	38.1%	2000	7,455	59.5%
2001	47,925	40.7%	2001	7,830	60.2%
2002	47,650	42.4%	2002	8,616	61.7%
2003	46,216	44.6%	2003	9,292	57.0%
2004	45,600	45.1%	2004	9,974	55.3%
2005	45,524	39.4%	2005	10,631	54.8%
2006	45,010	39.1%	2006	10,958	51.6%
% Change	-0.1%		% Change	113%	

2006 National Transit Summaries and Trends

Age Distribution of Buses by Vehicle Type 1997 - 2006 (Continued)

"C" Type buses			Articulated Buses		
Year	Active Buses	5 Years Old or Less	Year	Active Buses	5 Years Old or Less
1996	6,076	71.4%	1996	1,551	15.3%
1997	6,934	72.9%	1997	1,484	14.1%
1998	7,206	74.7%	1998	1,566	23.5%
1999	8,265	75.5%	1999	1,849	42.3%
2000	8,850	72.4%	2000	2,002	60.0%
2001	9,622	72.1%	2001	2,002	64.3%
2002	9,440	74.0%	2002	2,139	64.7%
2003	9,587	73.7%	2003	2,558	59.9%
2004	9,706	73.8%	2004	2,591	71.6%
2005	11,118	71.8%	2005	2,231	63.6%
2006	11,090	70.8%	2006	2,294	40.2%
% Change		83.0%	% Change		48%

Fixed Guideway Mileage 1997 - 2006

Year	Bus	Rail Modes	
1997	1,266	8,604	
1998	1,406	8,804	
1999	1,634	9,139	
2000	1,674	9,419	
2001	1,733	9,410	
2002	1,849	9,485	
2003	1,920	9,525	
2004	2,081	9,781	
2005	2,253	10,916	
2006	2,307	10,865	
% Change		78%	27%

Percent of National Bus Fleet Using Alternative Fuels 1997 - 2006

Year	Total Fleet	Alternative Fuel Fleet	Alternative Fuel Fleet (%)
1997	58,975	2,776	4.7%
1998	60,830	3,038	5.0%
1999	63,618	3,898	6.1%
2000	65,324	4,931	7.5%
2001	67,379	5,797	8.6%
2002	68,418	6,986	10.2%
2003	68,596	7,824	11.4%
2004	68,779	9,420	13.7%
2005	69,495	11,119	16.0%
2006	70,217	13,828	19.7%
% Change		19%	398%

Percentage of Fuel Consumption for Non - Electric Modes

Alternative Fuel	1997		2006	
	Gallons (000s)	%	Gallons (000s)	%
Diesel	539,169	93%	528,236	77%
Gas	10,493	2%	11,655	2%
CNG	19,339	3%	110,643	16%
Methanol	948	0%	0	0%
LNG	0	0%	15,607	2%
Other	10,466	2%	19,644	3%
Total	580,415		685,785	

