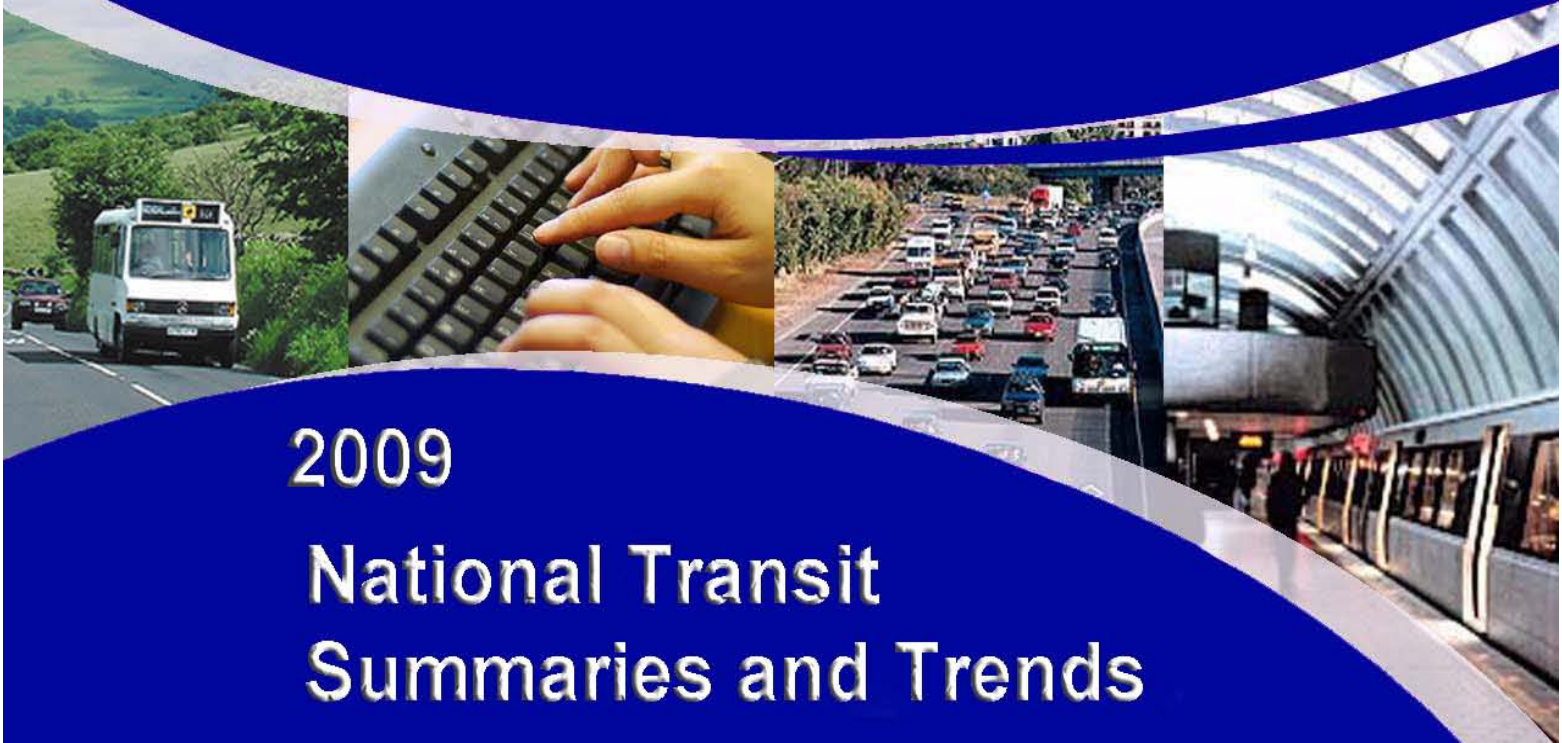
NTD

National Transit Database
Federal Transit Administration



2009
National Transit Summaries and Trends

National Transit Summaries and Trends
for the 2009 National Transit Database Report Year

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November 2010

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Introduction

General Information

Welcome to the National Transit Summaries and Trends (NTST), a portion of the Federal Transit Administration's (FTA) annual report. The goal of the NTST is to summarize transit data in an easy to read format. The 2009 NTST discusses data covering the period 2000 to 2009.

On an average weekday, the nation's transit systems carry approximately 33.8 million riders (unlinked passenger trips). There were 10.1 billion urban trips in 2009 and 110 million rural trips totaling over 10.4 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.

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 characterize 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, 2000 through 2009. 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 2005 constant dollars. The correction factors were obtained from the White House Office of Management and Budget.

(http://www.whitehouse.gov/sites/default/files/omb/budget/fy2011/assets/hist01z3.xls)

Web Information

For information about National Transit Database publications and training, see the FTA website at http://www.fta.dot.gov or visit the National Transit Database website at 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 26 percent from 1990 to 2009. During the same period, Federal assistance applied to transit increased by nearly 80 percent (constant 2005 dollars).

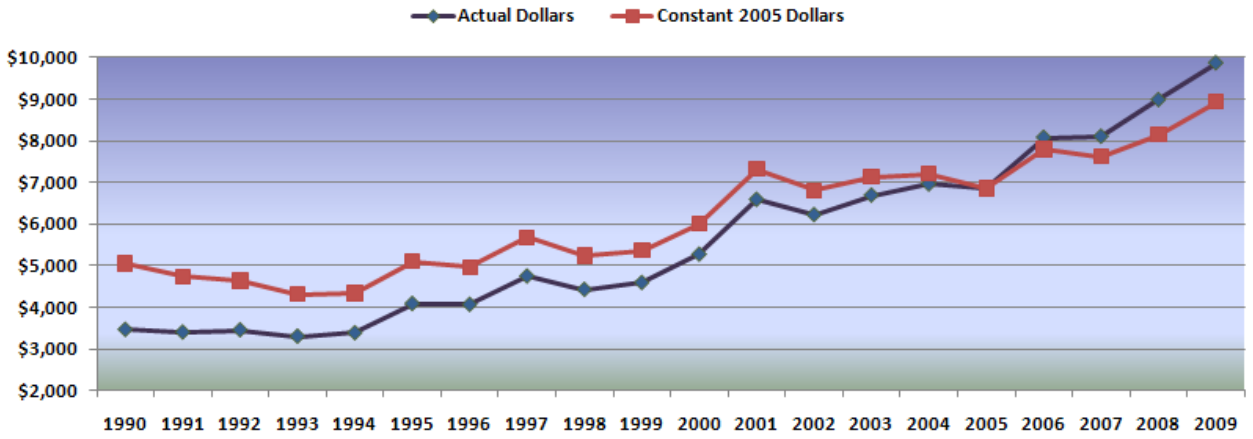


Figure 1: Federal Funds Applied to Transit 1990 – 2009

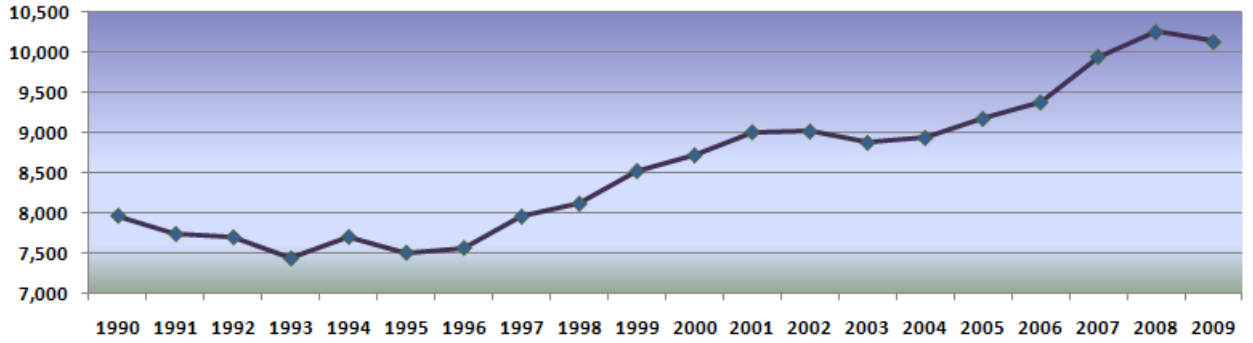


Figure 2: Unlinked Passenger Trips 1990 – 2009

(*) Note: Unlinked passenger trips were adjusted for all years prior to 2007 to correct a bias reported by a large heavy rail operator.

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 719 transit agencies reported data in 2009.

Comments

- The number of bus systems increased in the last 10 years (85 new systems).
- Demand response increased by nearly 17 percent (71 new systems) over the same period, reflecting the need to continue providing special transit service for elderly individuals and individuals with disabilities.
- Vanpool increased by 59 percent (25 new systems) during the 10 year period.

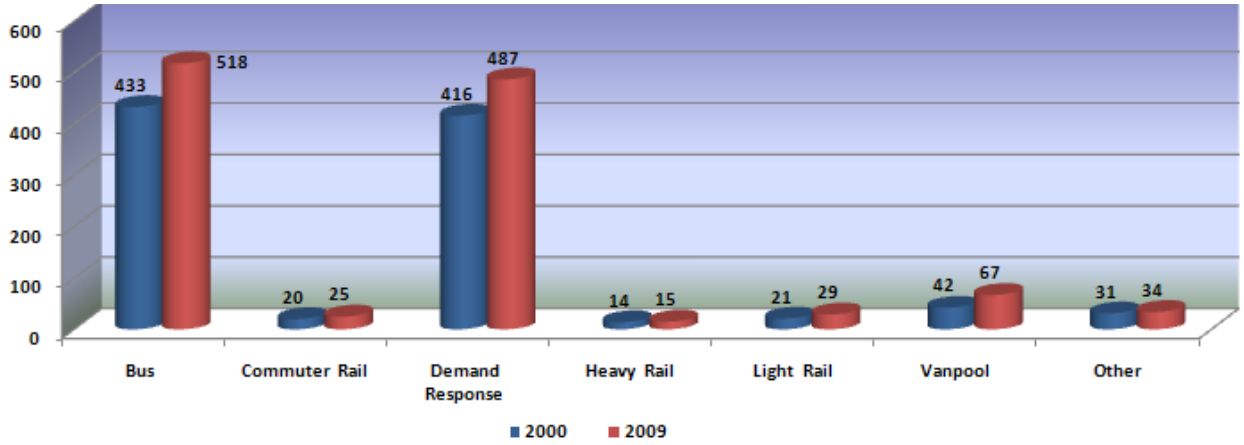


Figure 3: Number of Agencies Reporting by Mode 2000 – 2009

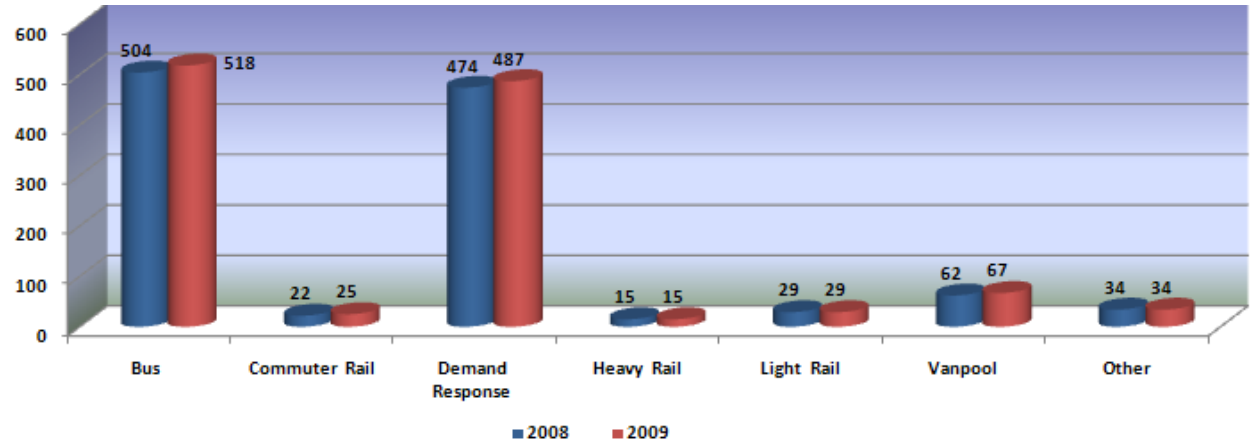


Figure 4: Number of Agencies Reporting by Mode 2008 – 2009

Table 1: Number of Agencies Reporting by Year by Mode between 2000 - 2009

Year	Bus *	Demand Response *	Vanpool *	Heavy Rail	Commuter Rail	Light Rail	Other Modes *
2000	433	416	42	14	20	21	31
2001	448	432	43	14	21	23	31
2002	456	423	42	14	19	23	31
2003	463	433	47	14	19	25	31
2004	471	441	43	14	19	27	31
2005	476	449	51	15	20	27	30
2006	491	464	52	15	20	27	28
2007	497	473	57	15	21	26	30
2008	504	474	62	15	22	29	34
2009	518	487	67	15	25	29	34
Actual Change	85	71	25	1	4	8	3

(*) 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 24.5 percent between 2000 and 2009 over all modes. Modes showing the most significant growth are those that had an increase in the number of systems in operation during the period.

- Light rail – 74.5 percent
- Demand response – 60.2 percent
- Vanpool – 176.0 percent
- Bus – 12 percent
- Commuter Rail – 25.8 percent.

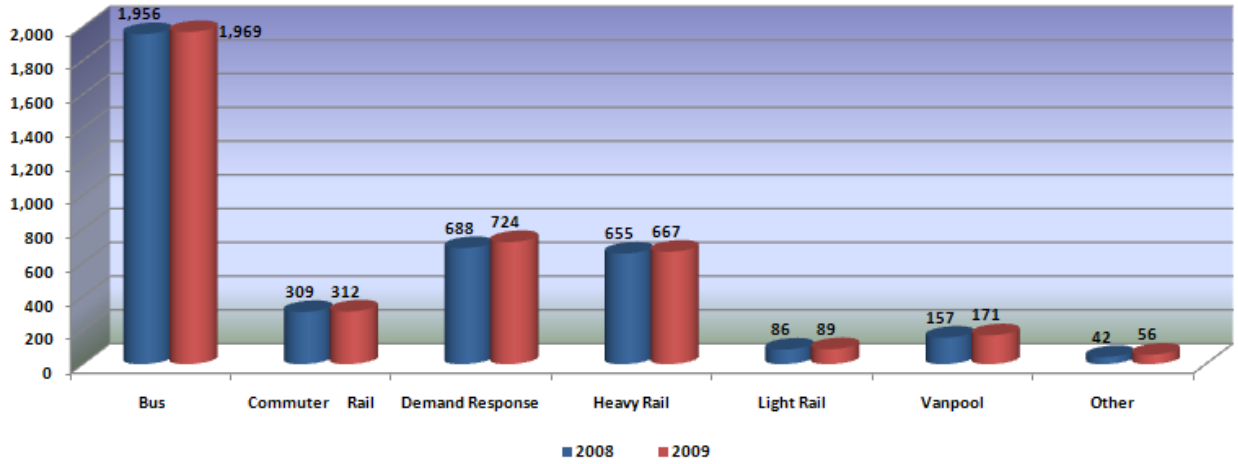


Figure 5: Vehicle Revenue Miles by Mode 2008 – 2009 (Millions)

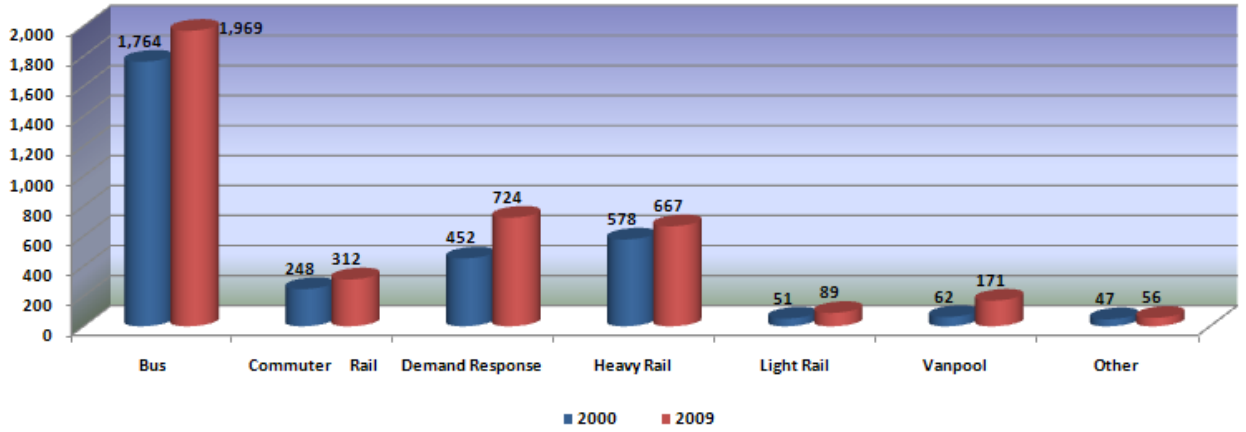


Figure 6: Vehicle Revenue Miles by Mode 2000 – 2009 (Millions)

Table 2: Vehicle Revenue Miles (Millions) 2000 - 2009			
Year	**Vehicle Revenue Miles (Millions)**	**Year**	**Vehicle Revenue Miles (Millions)**
2000	3,202	2005	3,602
2001	3,319	2006	3,671
2002	3,427	2007	3,769
2003	3,476	2008	3,894
2004	3,548	2009	3,987
		% Change	**24.5**

Unlinked Passenger Trips by Mode

Comments

Rider ship increased by over 18 percent from 2000 to 2009

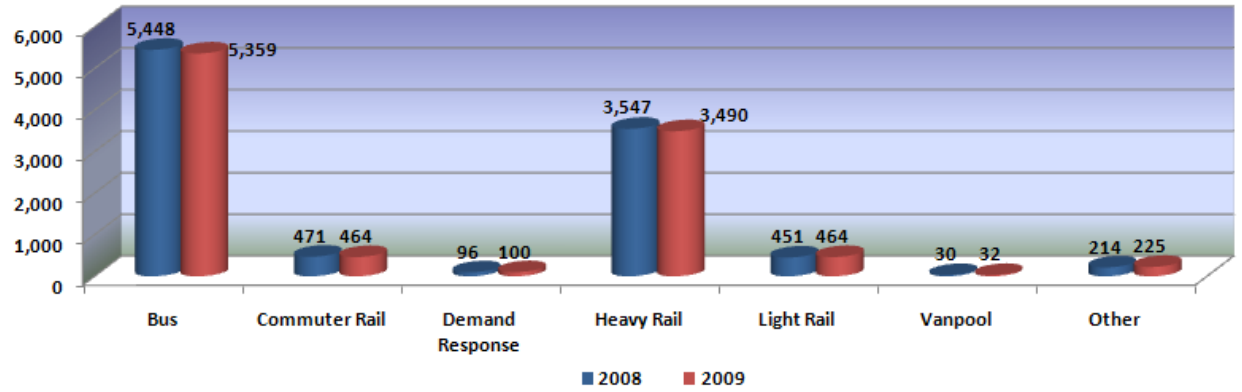


Figure 7: Unlinked Passenger Trips by Mode 2008 – 2009 (Millions)

(*) 2006 data adjusted to correct a bias reported by a large heavy rail operator.

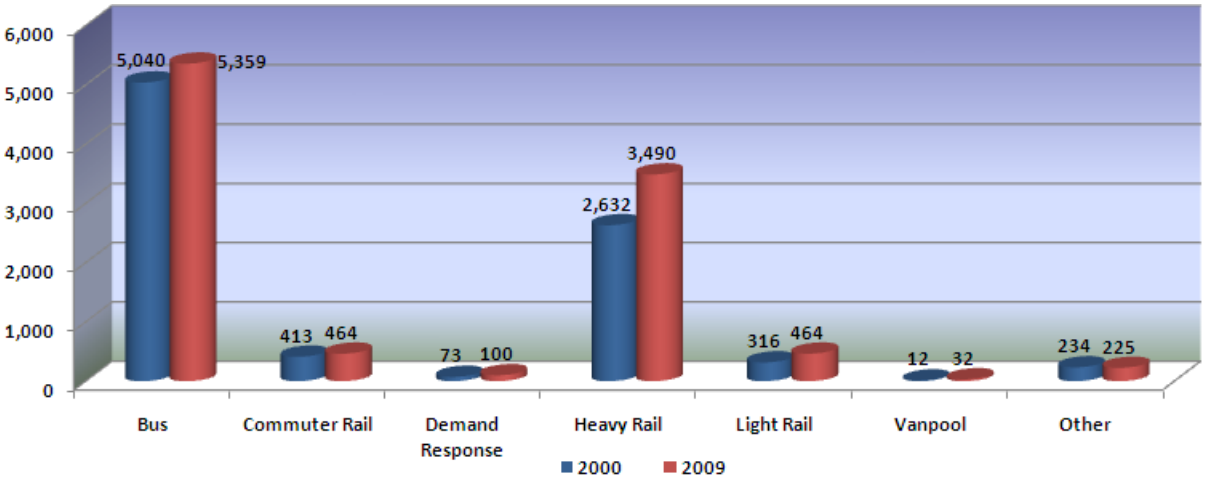


Figure 8: Unlinked Passenger Trips by Mode 2000 – 2009 (Millions)

Distribution of Vehicle Revenue Miles and Unlinked Passenger Trips by Mode

The share of vehicle revenue miles for demand response has increased from slightly more than 14.1 percent in 2000 to 18.1 percent in 2009 while the share of vehicle revenue miles for bus decreased from 55.1 percent to 49.4 percent.

At the same time, the share of unlinked passenger trips for demand response increased slightly to **1** percent, illustrating the low capacity nature of this service, while the share of unlinked passenger trips for bus decreased from 57.9 percent in 2000 to 52.9 percent in 2009.

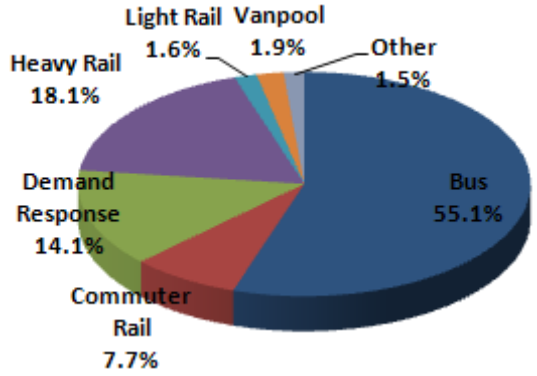


Figure 9: Distribution of Vehicle Revenue Miles – 2000

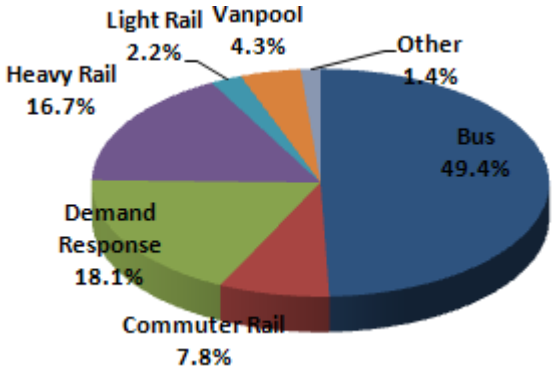


Figure 10: Distribution of Vehicle Revenue Miles – 2009

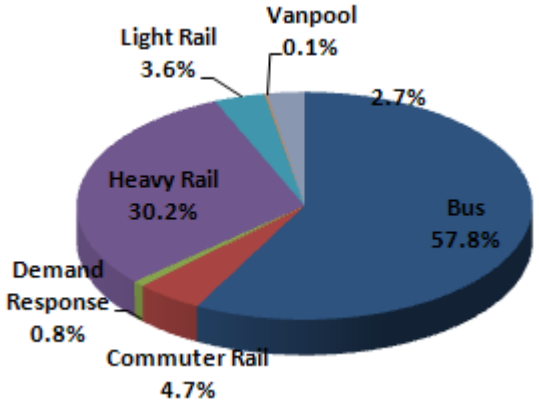


Figure 11: Distribution of Unlinked Passenger Trips – 2000

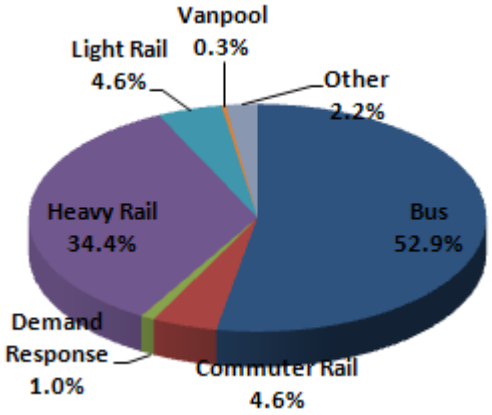


Figure 12: Distribution of Unlinked Passenger Trips – 2009

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:

- Large urbanized areas: population of more than 1 million (37 urbanized areas, 261 agencies or36 percent of all agencies reporting).
- Medium urbanized areas: population of more than 200,000 and less than 1 million (113 urbanized areas and 184 agencies or 26 percent of all agencies reporting).
- Small urbanized areas: population of less than 200,000 and more than 50,000 (316 urbanized areas, 274 agencies or 38 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 — 90 percent
- Passenger fares — 93 percent
- Unlinked passenger trips — 89 percent

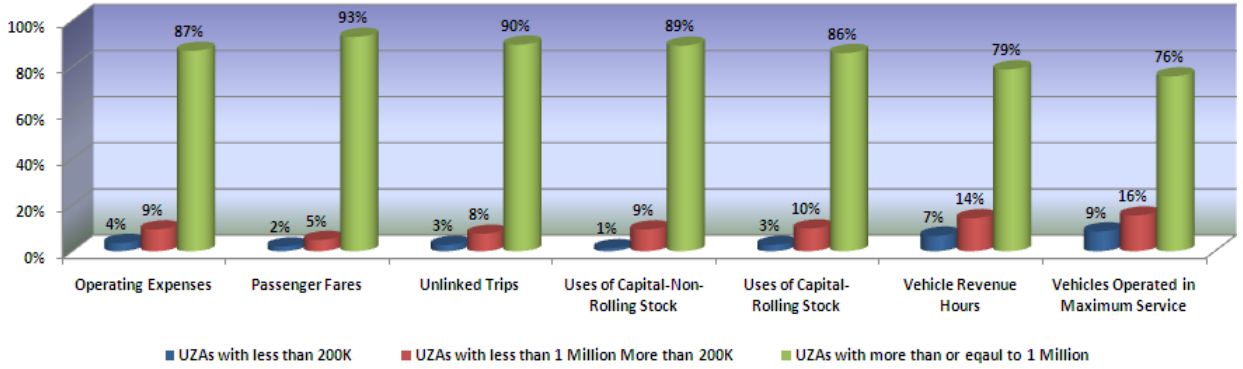


Figure 13: Relative Impact of the Data by UZA Size Group – 2009

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 2009 1,722 sub recipients (including 55 intercity bus subrecipients) submitted data to the NTD through their State Departments of Transportation.

Types of service in the Rural module correspond to the modes included in the Annual (urban, over 50,000 populations) module but bus is broken down into four categories (fixed route, deviated fixed route, fixed and deviated and private intercity bus service). For definitions of modes and types of service refer to the NTD Glossary available at www.ntdprogram.gov/ntdprogram/Glossary.htm.

Comments

- Due to the low population density of rural areas, types of service such as demand response and bus – deviated fixed route are the most common in rural transit and accounted for 89 percent of all rural service in 2009.

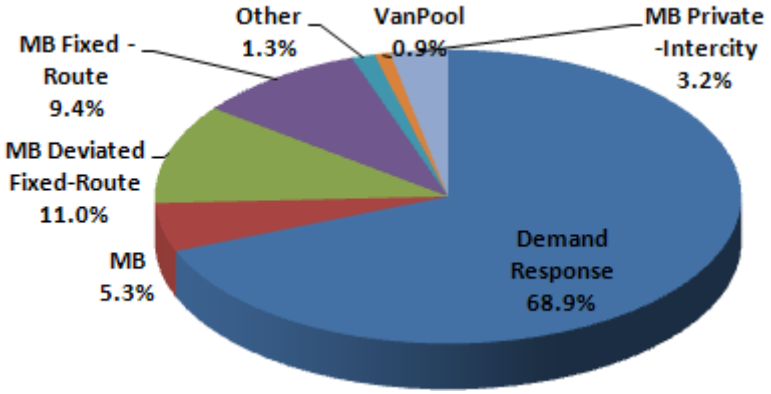


Figure 14: Types of Rural Service – 2009

Operating and Capital Funding - Rural

Concepts

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

FTA funding categories available for Rural Transit are:

- Section 5309 - FTA Capital Program
- Section 5310 - FTA Special Needs of Elderly Individuals and Individuals with Disabilities Program
- Section 5311 – FTA Non-Urbanized Area Program
- Section 5316 - FTA Job Access and Reverse Commute Program
- Section 5317 - FTA New Freedom Program
- Section 5320 - FTA Alternative Transportation in Parks and Public Lands Program

Comments

Rural transit operating budgets required 7 percent from federal, state and local assistance, and 26 percent from directly generated funds.

Rural transit capital budgets relied mostly on Federal assistance, accounting for nearly two-thirds of all capital applied.

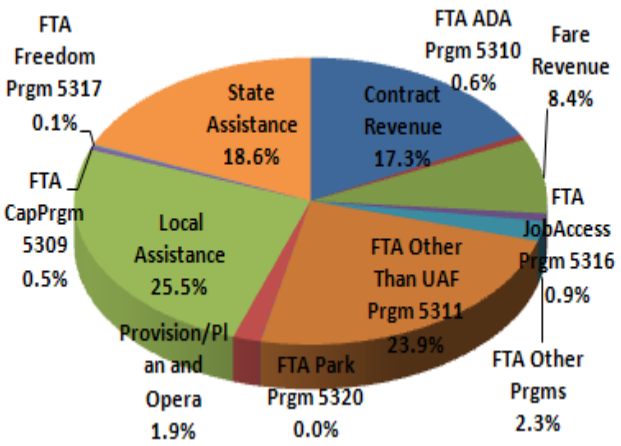


Figure 15: Sources of Operating Funding – 2009

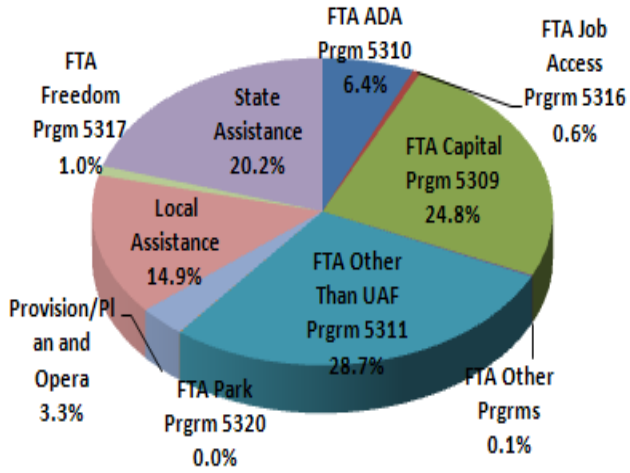


Figure 16: Sources of Capital Funding – 2009

Service Supplied and Consumed

Table 3: Rural Service Supplied and Consumed - 2009	
Fare Revenues (Millions)	96.0
Operating Expenses (Millions)	1,140.5
Unlinked Passenger Trips (Millions)	131.2
Vehicle Miles (Millions)	499.0
Vehicle Hours (Millions)	29.6
Operating Expenses per Vehicle Mile	2.3
Operating Expenses per Vehicle Hour	38.5
Operating Expenses per Unlinked Passenger Trip	8.69
Recovery Ratio (Fare Revenues per Operating Expense)	8%

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

Table 4: Rural Safety			
	Total Number of Subrecipients	Safety Incidents	Average Safety Incidents per Subrecipient
Major Incidents	1,382	483	.35
Major Injuries	1,382	372	.27
Fatalities	1,382	9	.0065

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 37.4 percent over the last 10 years.

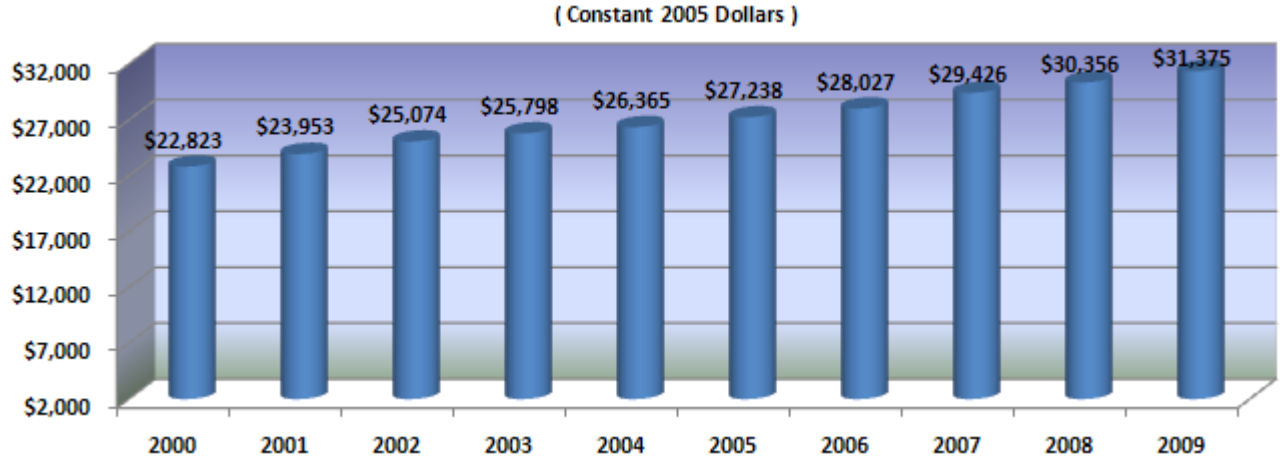


Figure 17: Total Operating Expenses 2000 - 2009

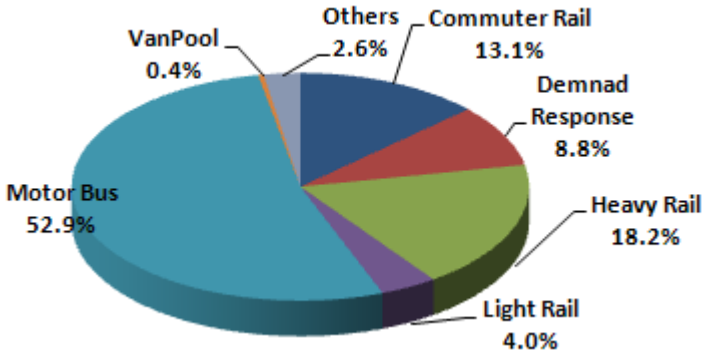


Figure 18: Total Operating Expense by Mode — 2009

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 fringe benefits account for over 76 percent of the total directly operated expenditures. Fifty-three percent of total expenditures are devoted to vehicle operations.

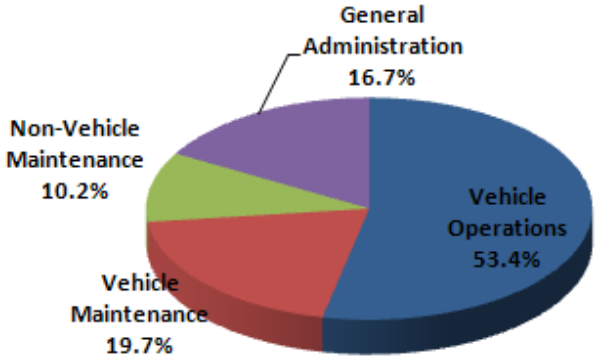


Figure 19: Operating Expense by Function - 2009

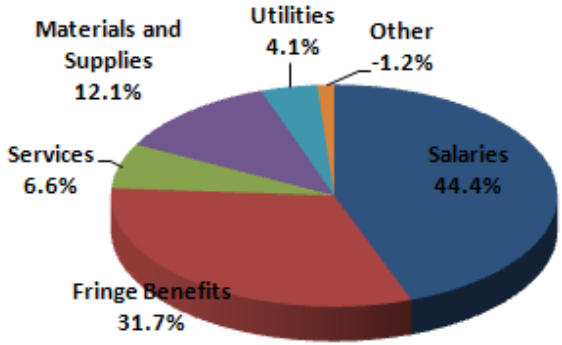


Figure 20: Operating Expense by Object Class - 2009

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 18 percent over the last 10 years. In addition, overall operating expense increased 37 percent during this same 10 year period.

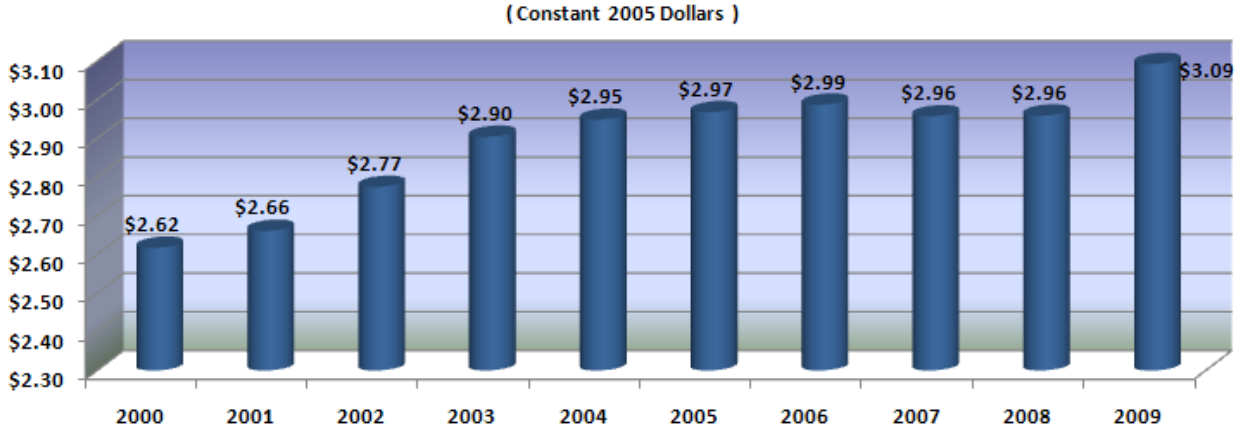


Figure 21: Operating Expense per Unlinked Passenger Trip 2000 – 2009

Table 5: Operating Expense per Unlinked Passenger Trip 2000– 2009 (Constant 2005 Dollars)			
Year	**Operating Expense (Millions)**	**Unlinked (*) Passenger Trips (Millions)**	**Operating Expense per Unlinked Passenger Trip**
2000	$22,823	8,720	$2.62
2001	$23,952	9,001	$2.66
2002	$25,021	9,018	$2.77
2003	$25,777	8,876	$2.90
2004	$26,350	8,937	$2.95
2005	$27,229	9,175	$2.97
2006	$28,018	9,379	$2.99
2007	$29,418	9,948	$2.96
2008	$30,348	10,257	$2.96
2009	$31,337	10,134	$3.09
% Change	37.3%	16.2%	18.1%

(*) Adjusted for all years prior to 2007 to correct a bias reported by a large heavy rail operator.

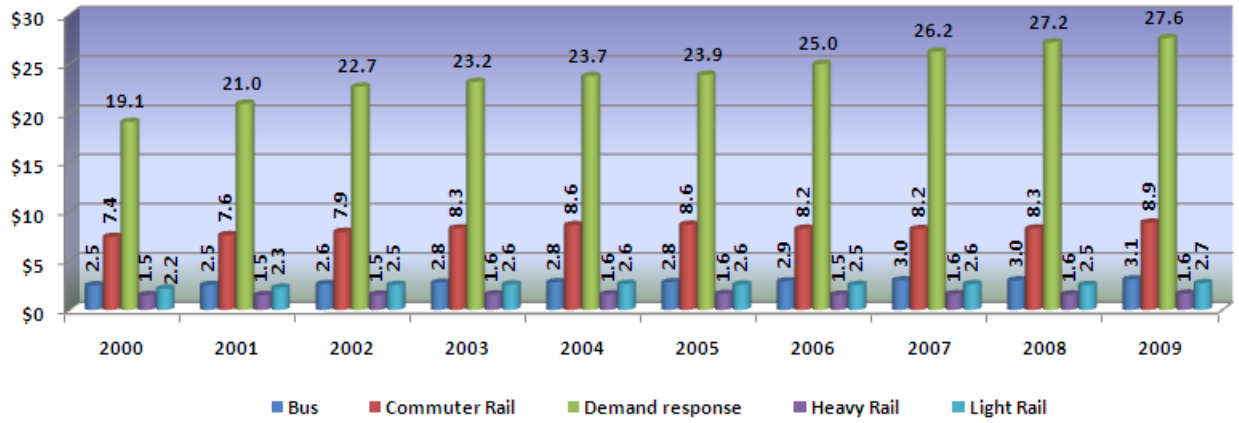


Figure 22: Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 2000 - 2009

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 11 percent over the last 10 years.

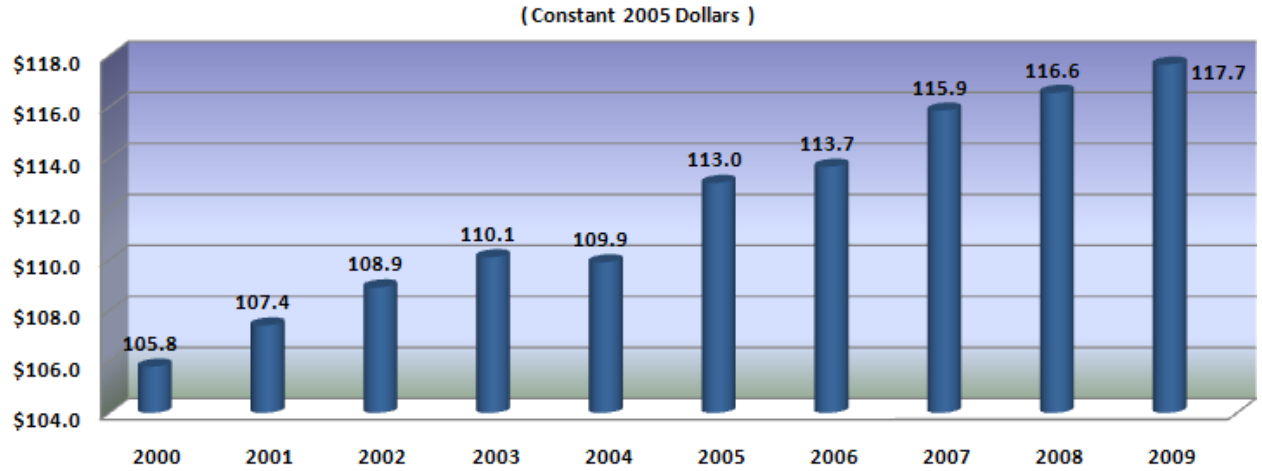


Figure 23: Total Operating Expense per Vehicle Revenue Hour 2000 – 2009

Table 6: Operating Expense per Vehicle Revenue Hour 2000 - 2009

Year	Operating Expense(Millions) (Constant 2005 Dollars)	Vehicle Revenue Hours (Millions)	Operating Expense per Vehicle Revenue Hour (Constant 2005 Dollars)
2000	$22,823	216	$105.8
2001	$23,953	223	$107.4
2002	$25,074	230	$108.9
2003	$25,798	234	$110.1
2004	$26,365	240	$109.9
2005	$27,238	241	$113.0
2006	$28,027	247	$113.7
2007	$29,426	254	$115.9
2008	$30,348	260	$116.6
2009	$31,368	267	$117.7
% Change	**37.4%**	**24%**	**11.2%**

Service Effectiveness

Concepts

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

Comments

Unlinked passenger trips per vehicle revenue hour decreased by 9.5 percent from 2000 to 2009. .

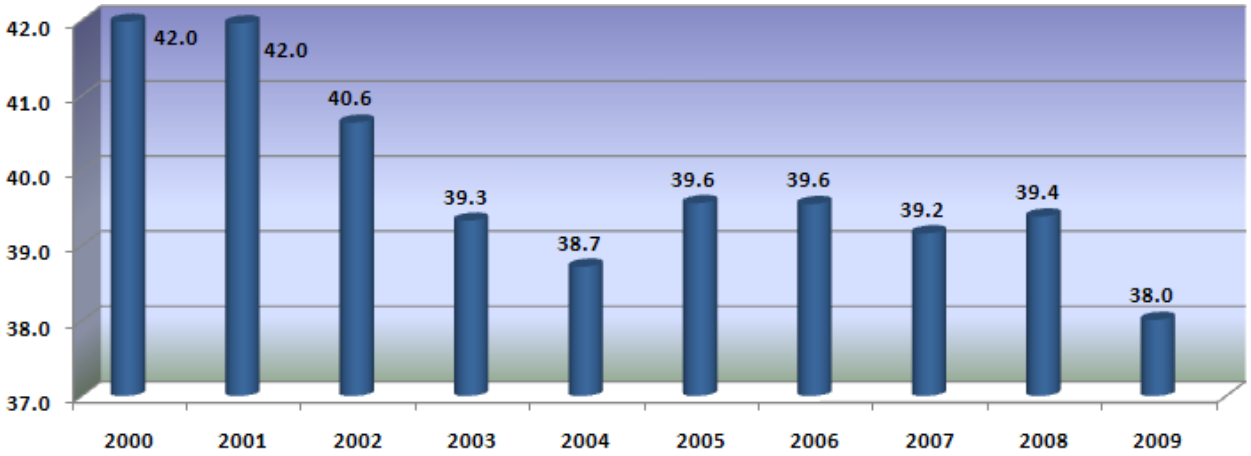


Figure 24: Unlinked Passenger Trip per Vehicle Revenue Hour 2000 – 2009

Table 7: Unlinked Passenger Trip per Vehicle Revenue Hour 2000 -2009

Year	Unlinked Passenger Trips (Millions) (*)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips per Vehicle Revenue Hour
2000	9,055	216	42.0
2001	9,356	223	42.0
2002	9,356	230	40.6
2003	9,216	234	39.3
2004	9,289	240	38.7
2005	9,536	241	39.6
2006	9,754	247	39.6
2007	9,948	254	39.2
2008	10,257	260	39.4
2009	10,134	267	38.0
% Change	**11.9%**	**23.6%**	**-9.5%**

(*) Adjusted for all years prior to 2007 to correct a bias reported by a large heavy rail operator.

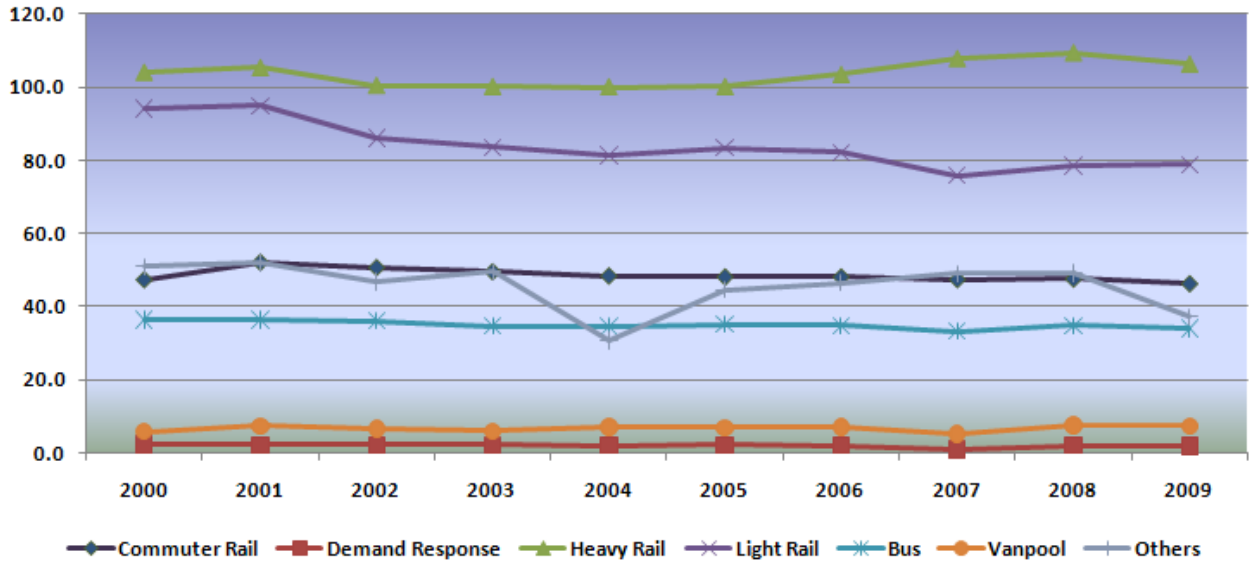


Figure 25: Unlinked Passenger Trips per Vehicle Revenue Hour by Mode 2000 - 2009

Load Factor

Concepts

Average load factor is the ratio of passenger miles traveled per vehicle revenue mile.

Comments

- Commuter Rail average load factor decreased slightly in the last 10 years, but in the last 3 the decrease was approximately .8 percent.
- Light Rail average load factor decreased slightly in the last 10 years and the last 3.
- Heavy Rail average load factor remained stable over the last 10 years and decreased slightly in the last 3.
- Bus average load factor remained stable in the last 10 years and the last 3.

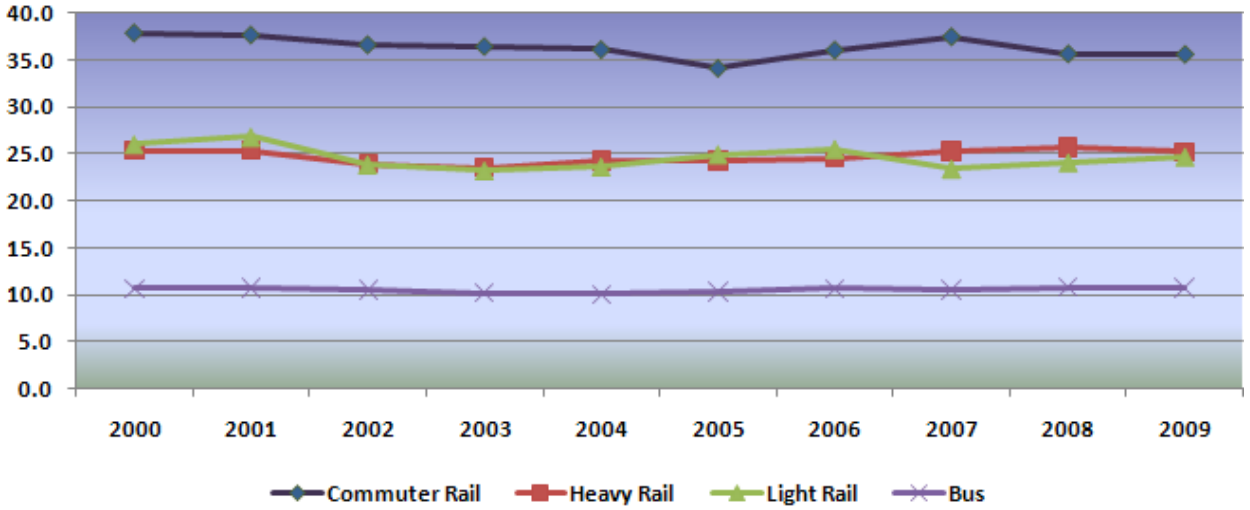


Figure 26: Load Factor by Mode 2000- 2009

Service Utilization

Concepts

Average service utilization is defined in the NTST as the ratio vehicle revenue miles per directional route miles.

Average service utilization is inversely proportional to average headway, i.e. the higher the average service utilization, the smaller the average headway and vice-versa.

The geographical expansion of transit service may contribute to reductions in average service utilization if the average headway of expanded areas is greater than the average headway before the expansion.

Comments

- Commuter Rail average service utilization increased 13.2 percent in the last 10 years and decreased approximately .8 percent in the last 3 years**. 5 new systems** were added in the last 10 years and four since 2008**.** These facts indicate an expansion in commuter rail markets combined with an increase in service frequency to meet a higher demand for service.
- Light Rail average service utilization decreased slightly in the last 10 years, and decreased approximately 2.41 percent in the last 3 years. 8 new systems were added in the last 10 years, and 3 in the last 3 years. As with commuter rail, new markets were added, and in the last 3 years there was an increase in service frequency.
- Heavy Rail average service utilization increased 11 percent in the last 10 years and 5.2 percent in the last 3. Only one system was added in the last 10 years, and no new systems were added in the last 3.
- Bus average service utilization decreased approximately 7.3 percent in the last 10 years and decreased 3.5 percent in the last 3. 85 bus systems were added as new NTD reporters in the last 10 years and 27 in the last 3 years.

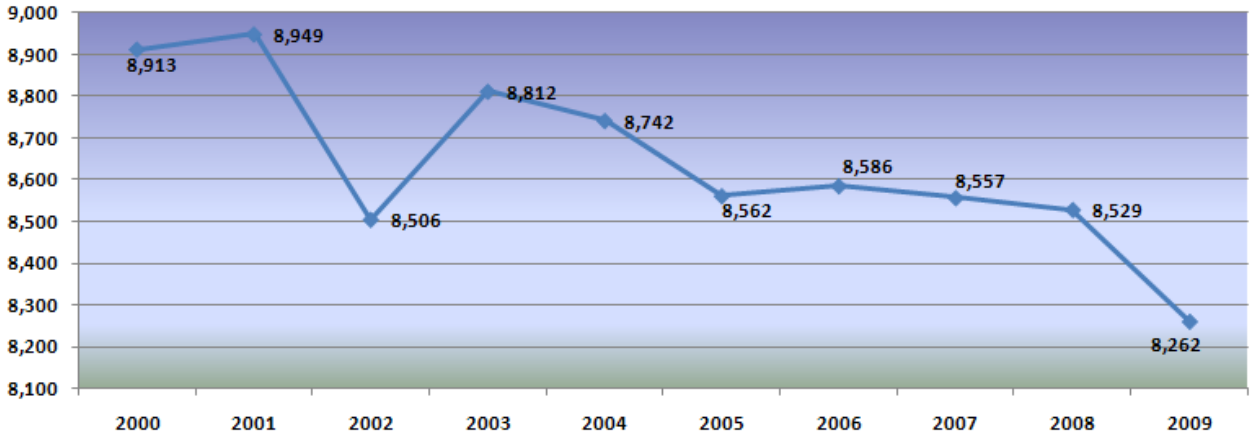


Figure 27: Motor Bus Service Utilization 2000 - 2009

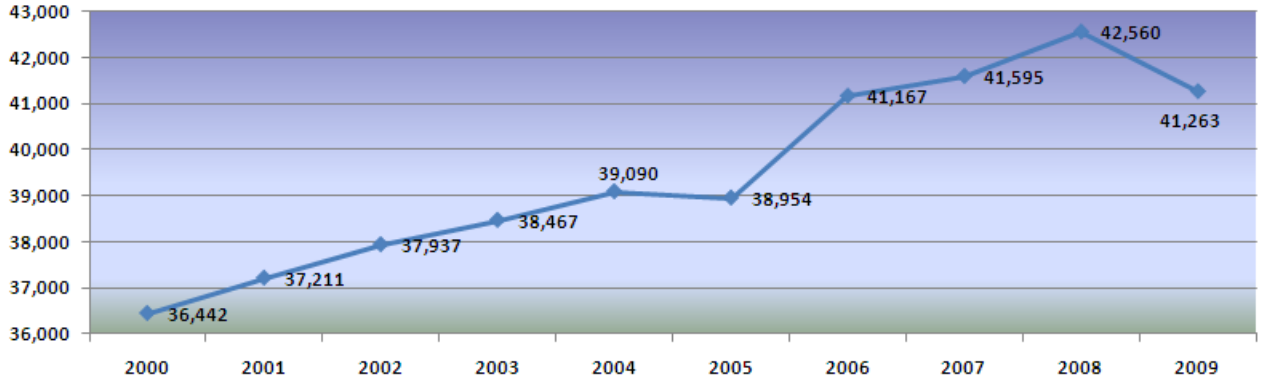


Figure 28: Commuter Rail Service Utilization 2000 – 2009

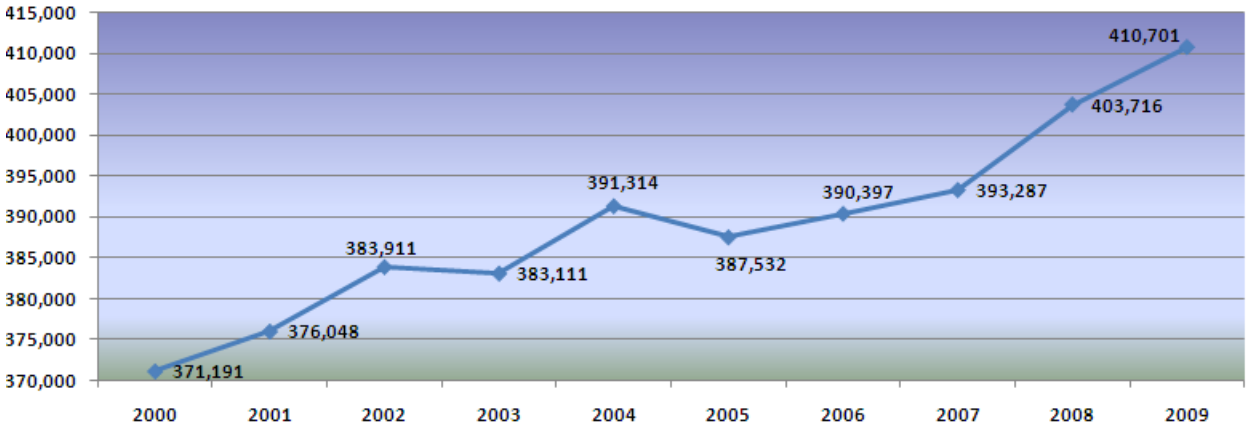


Figure 29: Heavy Rail Service Utilization 2000 - 2009

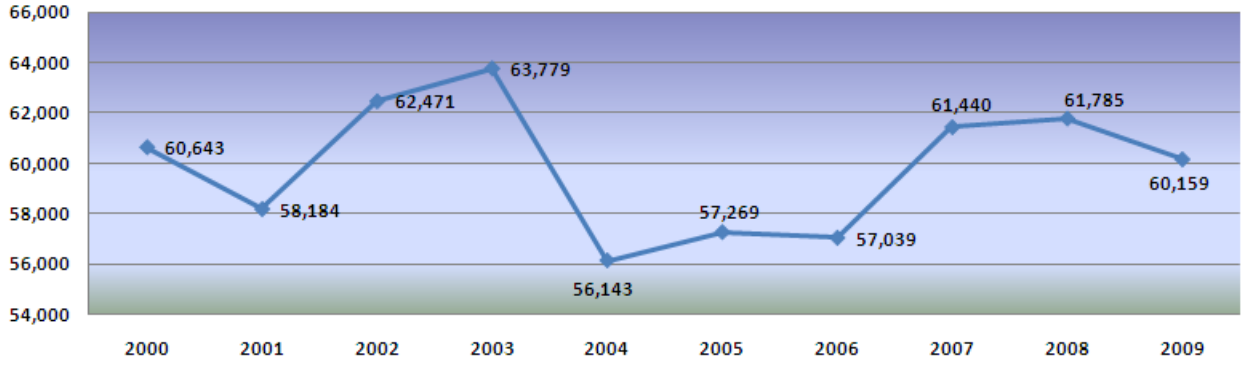


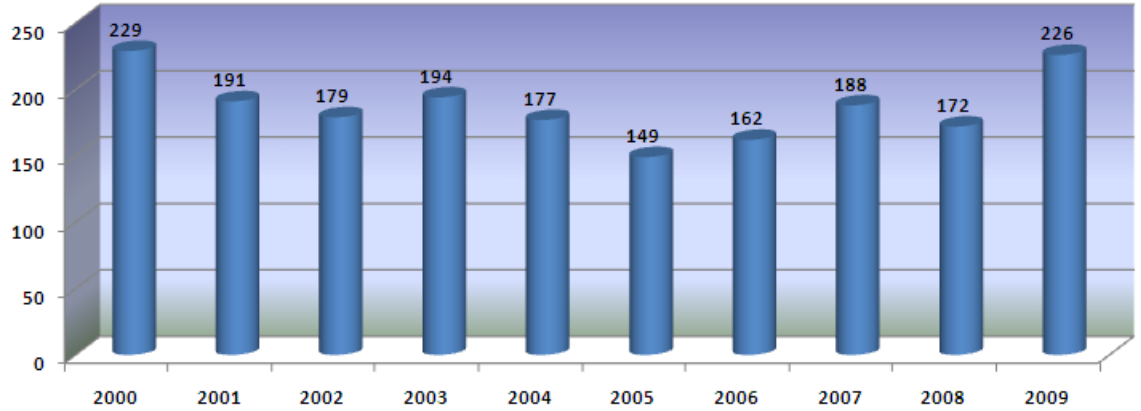
Figure 30: Light Rail Service Utilization 2000 - 2009

Quality of Transit Service

Fatalities

Concepts

A fatality is defined as a death confirmed within 30 days following a transit-related incident. Deaths in or on transit property that are a result of illness or other natural causes are not reportable to NTD and are excluded from this dataset. However, these totals do include suicides.



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

Figure 31: Total Fatalities (*) 2000 – 2009

Table 8: Total Fatalities - 2009			
Year	**Total Fatalities**	**Year**	**Total Fatalities**
2000	229	2005	149
2001	191	2006	162
2002	179	2007	188
2003	194	2008	172
2004	177	2009	226

Comments

- Transit agencies reported 0.53 fatalities per 100 million Passenger Miles in 2009. This is the highest rate since 2003 when the industry reported a fatality rate of 0.54.

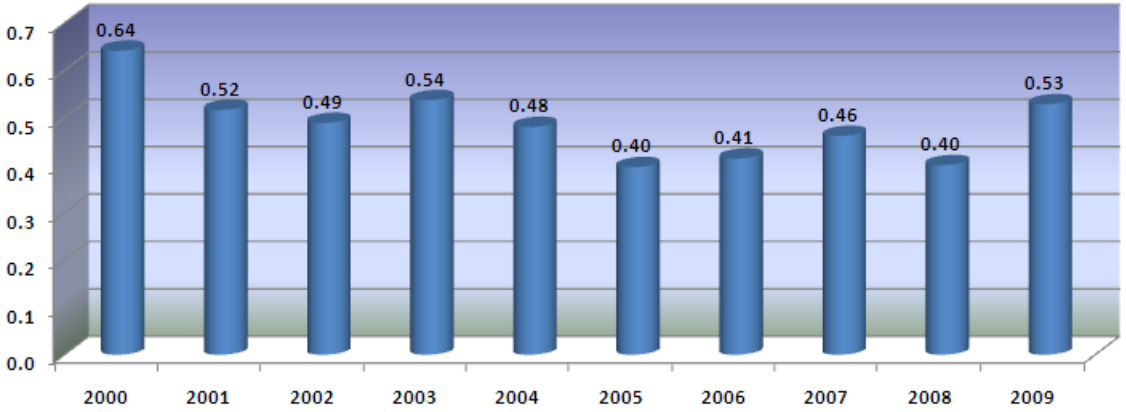


Figure 32: Fatalities per 100 Million Passenger Miles — 2000-2009

Distribution of Fatalities

Concepts

Fatalities are categorized according to nine categories of individuals:

- Passengers: A person who is on board a transit vehicle or who is boarding / alighting, including those using ramps and lifts.
- 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.
- Employees: An individual who is compensated by the transit agency.
- 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.
- Pedestrian: A person walking in a crosswalk, out of a crosswalk, crossing tracks, or walking along tracks and bicyclists.
- Other Vehicle Occupant: A driver or passenger in a privately-owned vehicle.
- Individuals Committing Suicide: Individuals intentionally killing themselves.
- Others: A person who is not included in the above categories – Many trespassing-related fatalities is reported under this category.

Comments

Most victims in transit-related accidents are non-passengers. Passenger fatalities account for 7.9 percent of all reportable fatalities in 2009.

Table 9: Number of Fatalities by Person Type – 2009	
Person Type	**Fatalities**
Passengers	18
Revenue Facility Occupants	30
Employees	11
Pedestrians	55
Other Vehicle Occupant	35
Individuals Committing Suicides	49
Others	28

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 2002 through 2009 are shown in the NTST. Major system failures have decreased 9.4 percent over the last 8 years. Vehicle Miles Between Major System Failures has improved 9.8 percent over the same period.

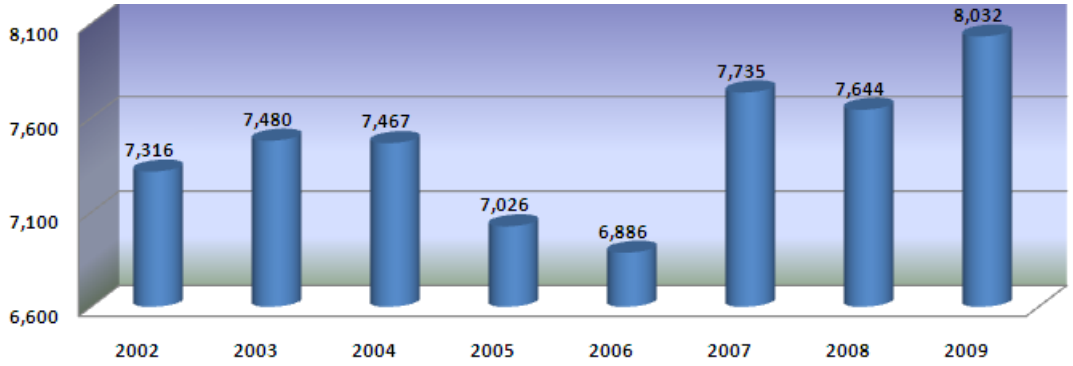


Figure 33: Miles between Major Mechanical System Failures — Bus 2002 – 2009

Table 10: Miles between Major Mechanical System Failures (Directly Operated Service) 2002 - 2009			
Year	**Major System Failures**	**Vehicle Miles (Millions)**	**Vehicle Miles Between Major System Failures**
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
2007	240,582	1,861	7,735
2008	247,933	1,895	7,644
2009	236,716	1,901	8,032
% Change	**-9.4%**	**-0.6%**	**9.8%**

ADA Compliance — Bus

ADA Lift- or Ramp-equipped

Concepts

The Americans 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
- Type “AB” 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 98.4 percent level of compliance. This is expected due to this class’ low average fleet age.

- Type bus compliance increased from 75.6 percent in 2000 to 98.5 percent in 2009.
- Type “B” bus compliance increased from 75.6 percent in 2000 to 99.1 percent in 2009.
- Type “C” bus compliance increased from 91.9 percent in 2000 to 98.4 percent in 2009.
- Type “AB” bus compliance increased from 82.4 percent in 2000 to 100 percent in 2009.

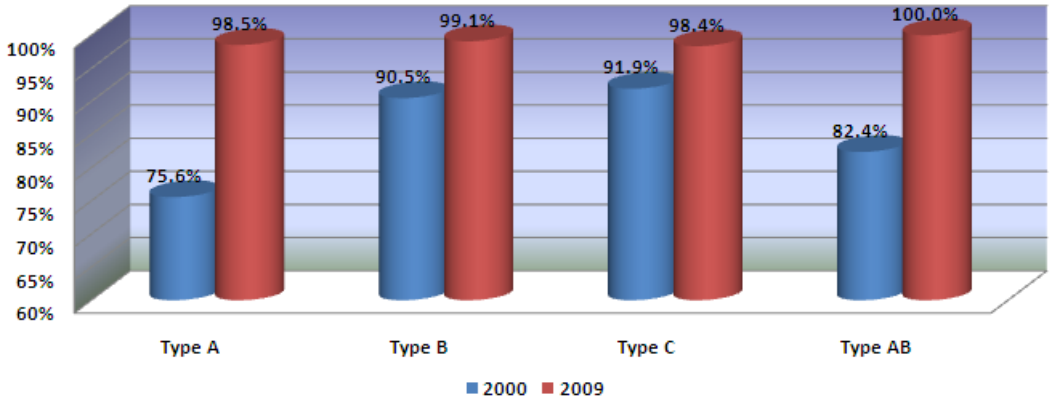


Figure 34: ADA Compliance - Bus

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 the financial assistance used to defray some of the operating costs of providing transit service.

Comments: Total Operating funds applied to transit operations increased 39 percent over the last 10 years

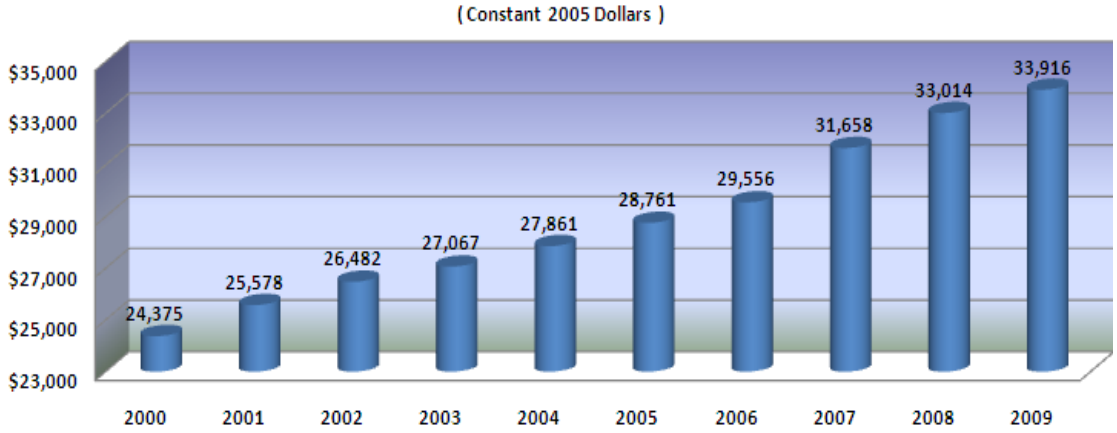


Figure 35: Total Operating Funds 2000– 2009

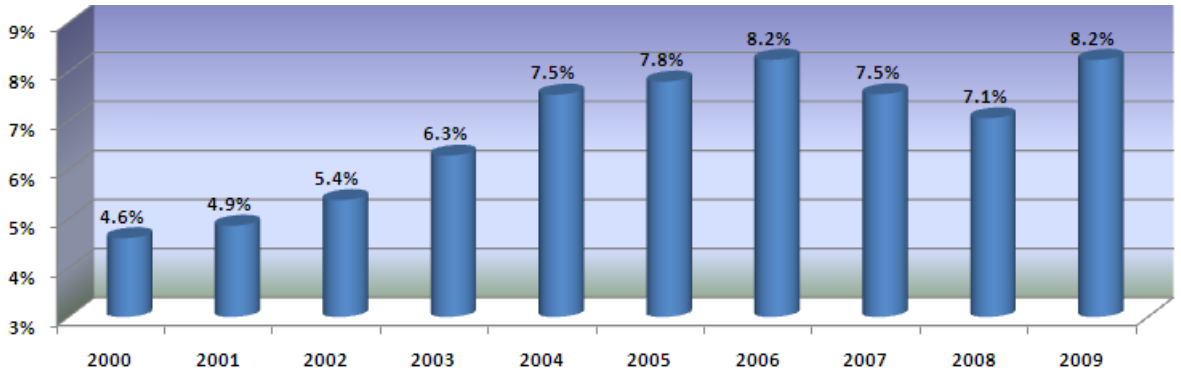


Figure 36: Federal Operating Assistance as a Percentage of Operating Funds 2000 - 2009

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

Figure 37: Total Federal Operating Assistance per Trip 2000 - 2009

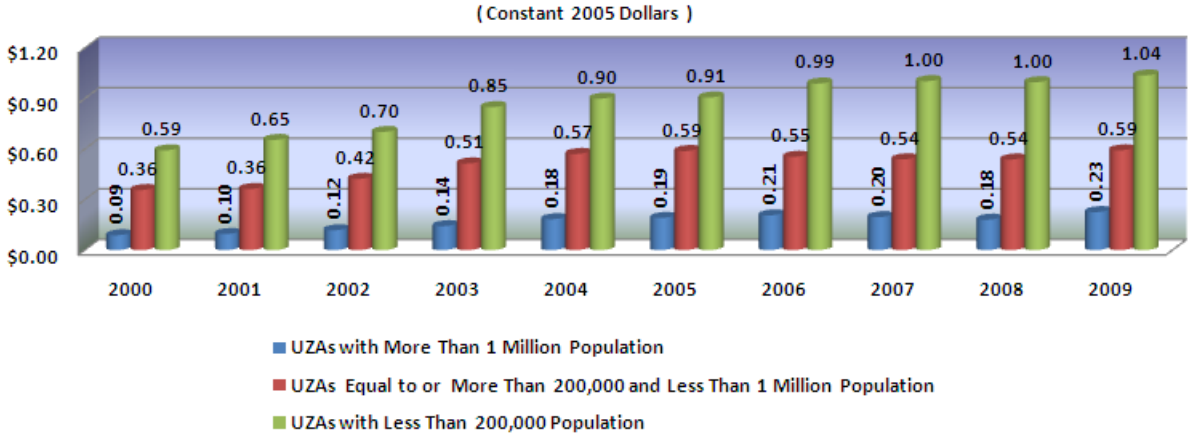


Figure 38: Federal Operating Assistance per Trip by Urbanized Area Size 2000 - 2009

Farebox Recovery Ratio (Fare Revenues per Operating Expense)

Concepts

Fare revenues are funds earned through 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.

Farebox recovery ratio is the proportion of the amount of revenue generated through fares by its paying customers as a percentage of the cost of its total operating expenses.

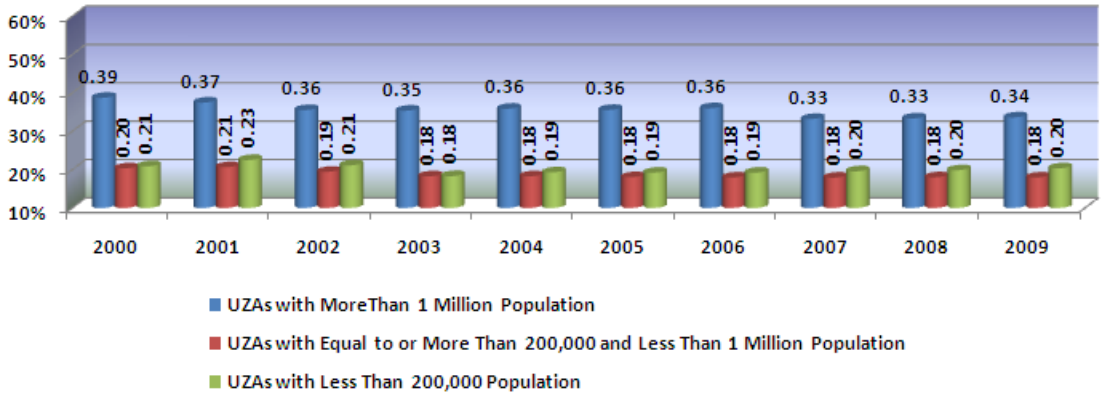


Figure 39: Farebox Recovery Ratio by Urbanized Area Size 2000 – 2009

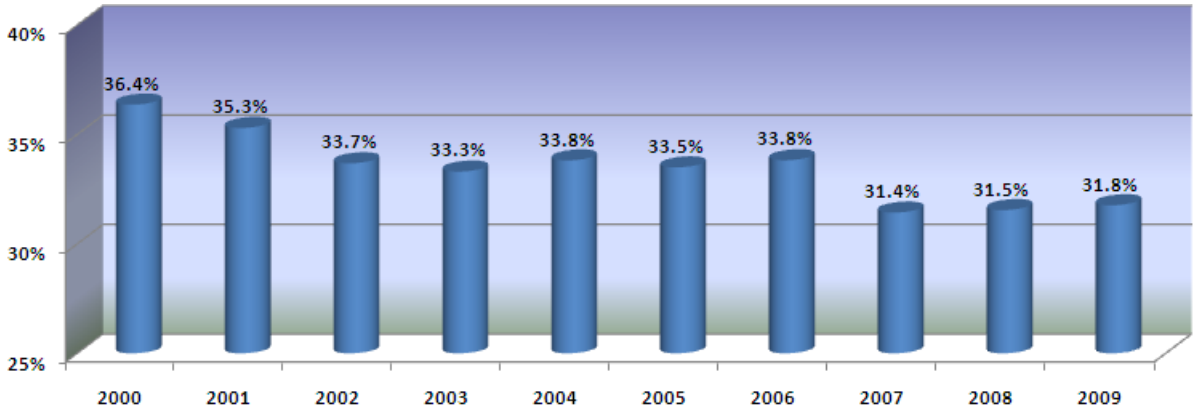


Figure 40: Recovery Ratio (*) 2000 - 2009

Comments

The Recovery ratio continues to show improvement in 2009 following the 2007 implementation of GASB (Government Accounting Standards Board) by many large transit agencies. GASB requires transit agencies to accrue the cost of other post-employment benefits over the career of an employee and to disclose the amount of any unfunded liability. This new requirement significantly increased operating costs and initially affected agency recovery ratios.

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 trip increased approximately 39 percent over the last 10 years.

Medium and small urbanized areas have a rate of increase greater than the rate of increase 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.

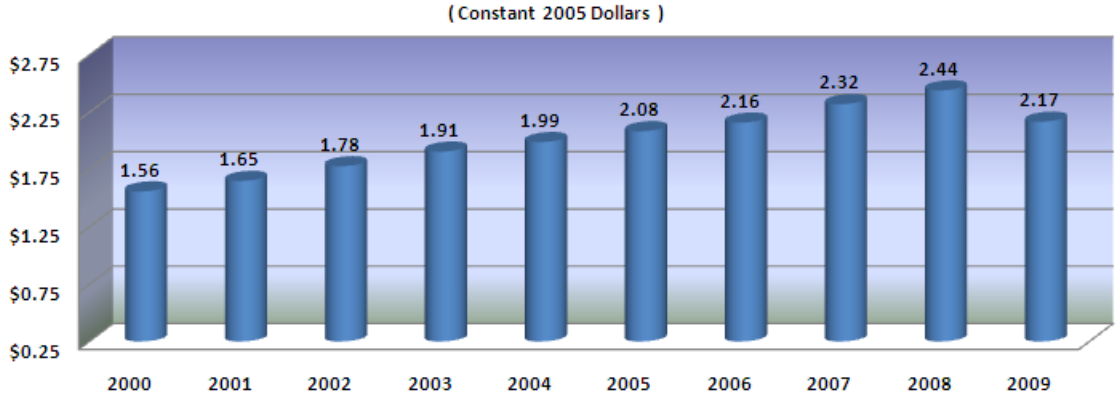


Figure 41: Total Operating Subsidy per Trip 2000 - 2009

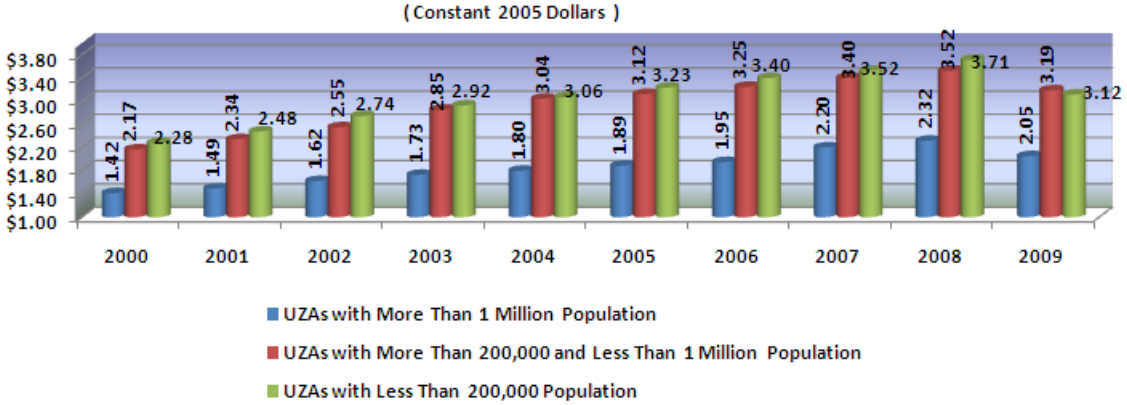


Figure 42: Total Subsidy per Trip by Urbanized Area Size 2000 - 2009

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, the share of fare revenues decreased significantly from 2000-2009. A decrease in the share of fare revenues was compensated for by increases in Federal, state and local assistance.

Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas. Fare revenues account for approximately 25 percent for these two areas.

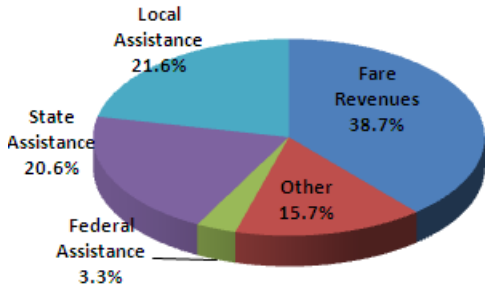


Figure 43: UZAs with More than 1 Million Population - 2000

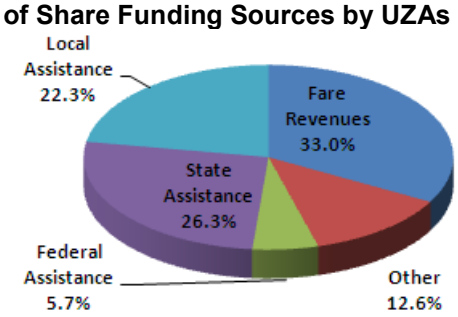


Figure 44: UZAs with More than 1 Million Population - 2009

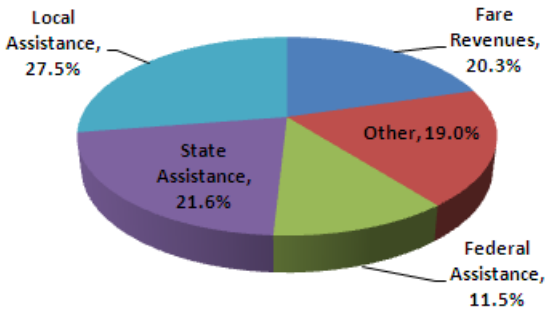


Figure 45: Equal to or More than 200,000 and Less than 1 Million Population - 2000

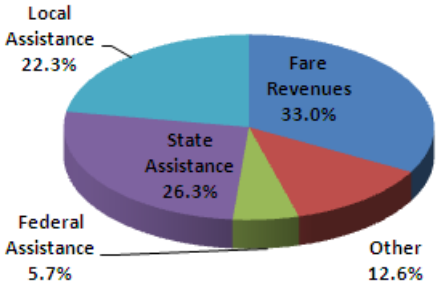


Figure 46: Equal to or More than 200,000 and Less than 1 Million Population - 2009

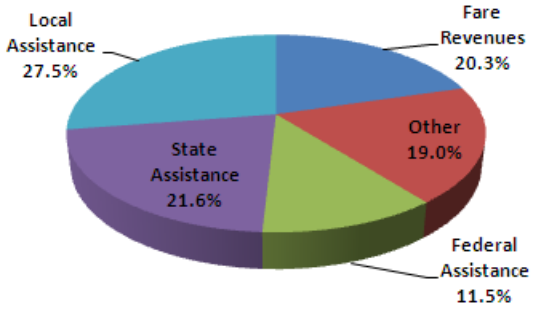


Figure 47: UZAs with Less than 200,000 Population - 2000

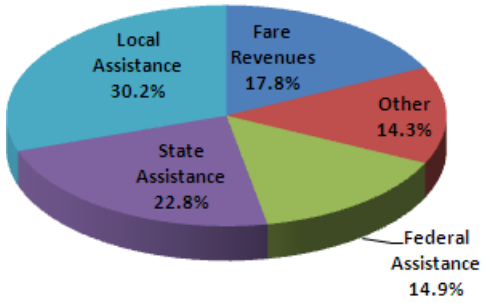


Figure 48: UZAs with Less than 200,000 Population - 2009

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 47 percent over the last 10 years. The role of the Federal government accounted on average for 42 percent of all capital invested in transit during the same period.

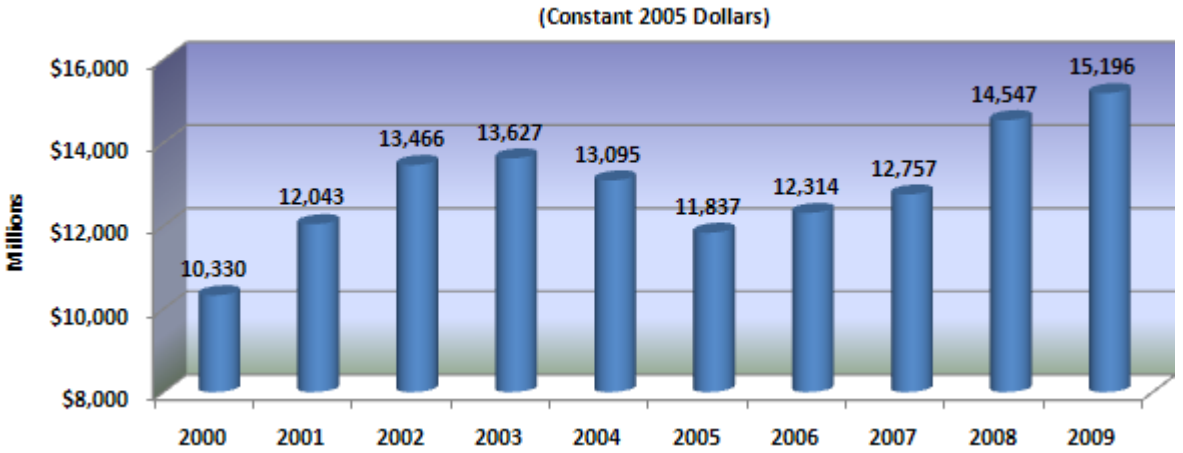


Figure 49: Total Capital Assistance — 2000 - 2009

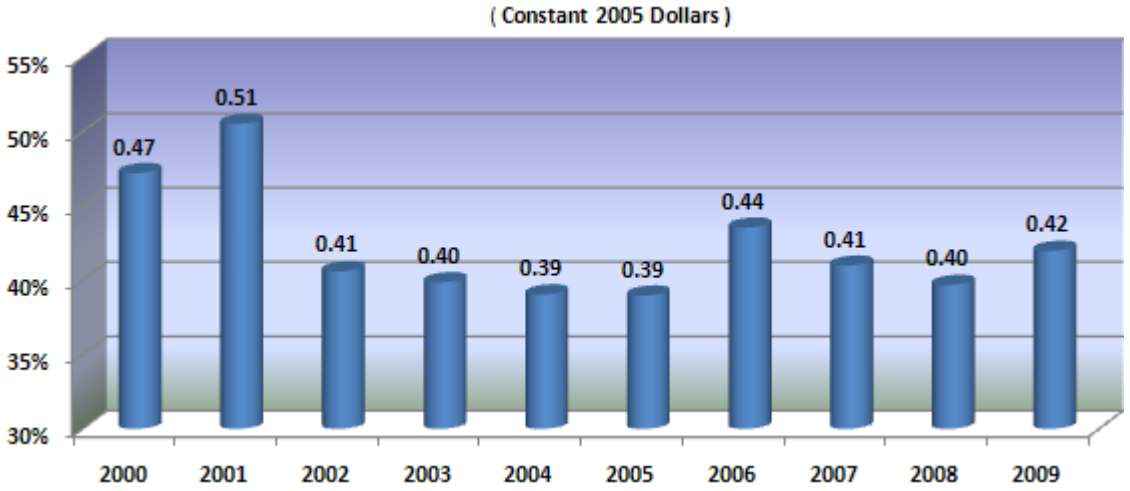


Figure 50: Percent of Federal Share of Total Capital Assistance 2000 - 2009

Sources of Capital Funding by UZA

Comments

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

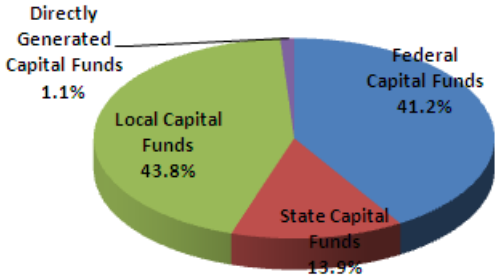


Figure 51: UZAs with more than 1 Million Population

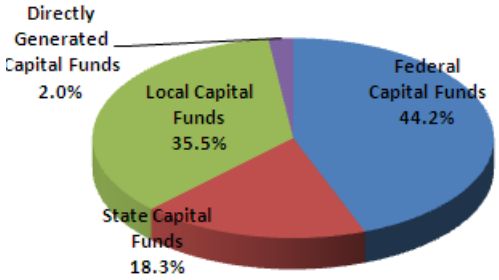


Figure 52: UZAs Equal to or More than 200,000 and Less than 1 Million Population

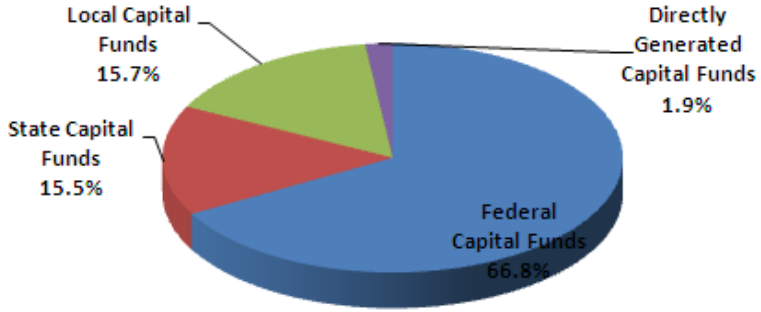


Figure 53: UZAs with Less than 200,000 Population

Capital Expenditures

Concepts

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.

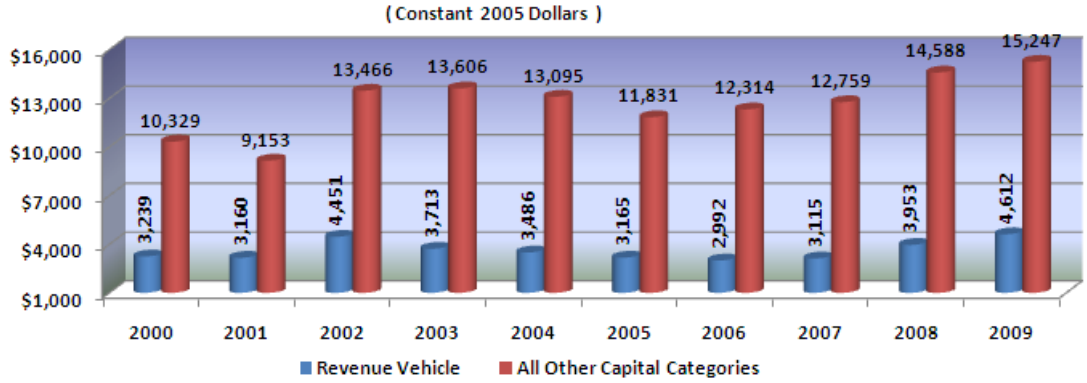


Figure 54: Capital Expenditures — 2000 - 2009

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.

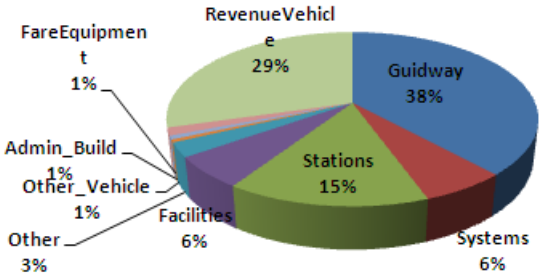


Figure 55: UZAs with more than 1 Million Population

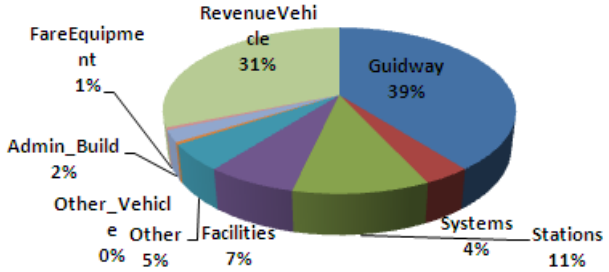


Figure 56: UZAs Equal to or More than 200,000 and Less than 1 Million Population

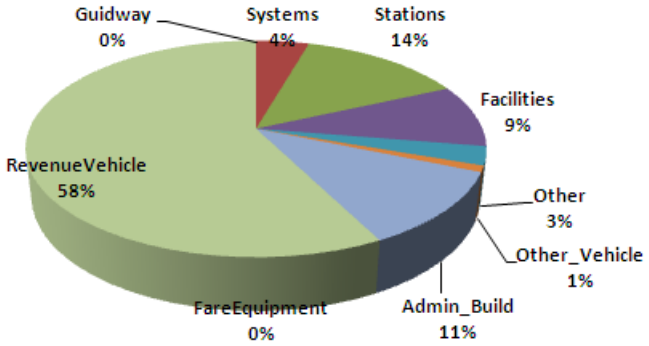


Figure 57: UZAs with Less than 200,000 Populations

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.

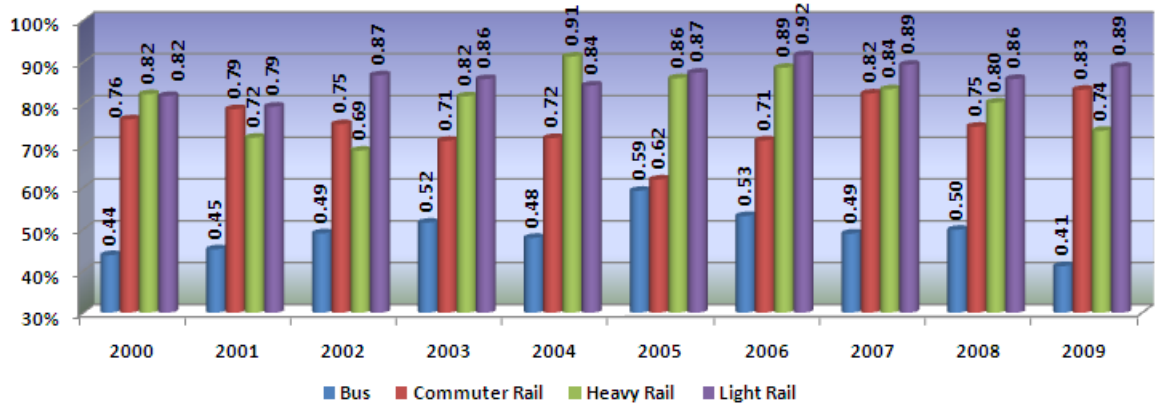


Figure 58: Percent of Uses of Capital Net of Revenue Vehicles Capital Expenditures 2000 — 2009

Fleet Characteristics

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.
- Type “AB” is extra long buses that measure between 54 and 60 feet.
- Ferryboat
- Heavy Rail
- Light Rail
- Commuter Rail (Passenger Cars)
- Vans

Comments

The average fleet age of type “C” buses have been stable over the last 10 years, while the average fleet age of large buses decreased 7 percent and medium size buses increased 8.8 percent in the same period.

The average fleet age of articulated buses decreased slightly in the last 10 years (from 6.9 years old in 2000 to 6.6 years old in 2009).

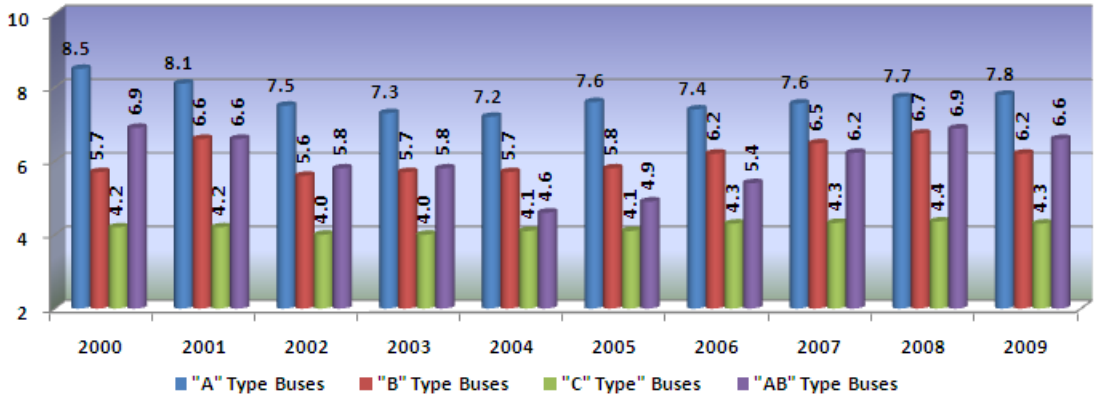


Figure 59: Average Fleet Age by Vehicle Type 2000 – 2009

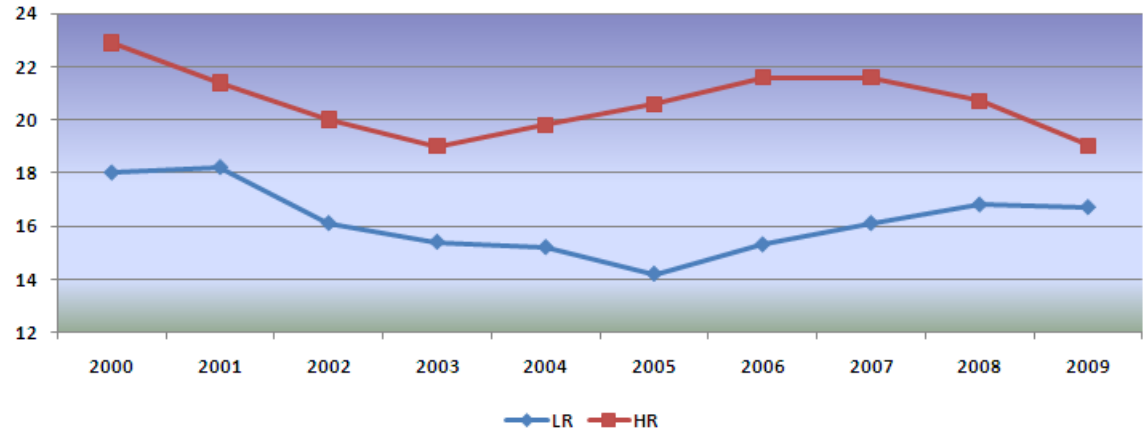


Figure 60: Average Fleet Age by Mode (Heavy Rail, Light Rail) 2000 - 2009

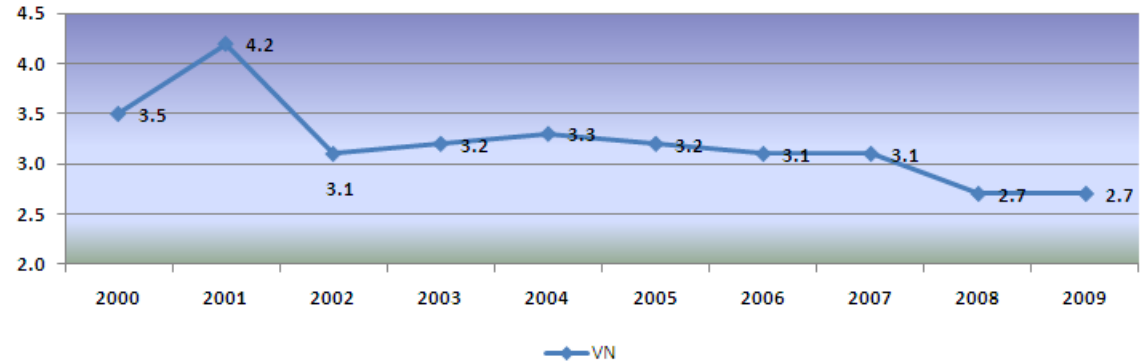


Figure 61: Average Vanpool Fleet Age Vanpool 2000 – 2009

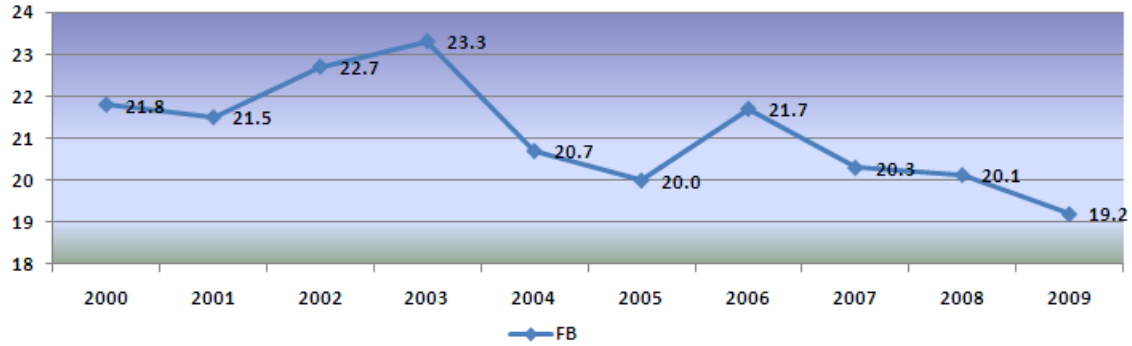


Figure 62: Average Ferryboat Fleet Age 2000– 2009

Age Distribution of Buses by Vehicle Type

Comments

The overall shares of the four bus types 5 years old or less decreased from 2000 to 2009.

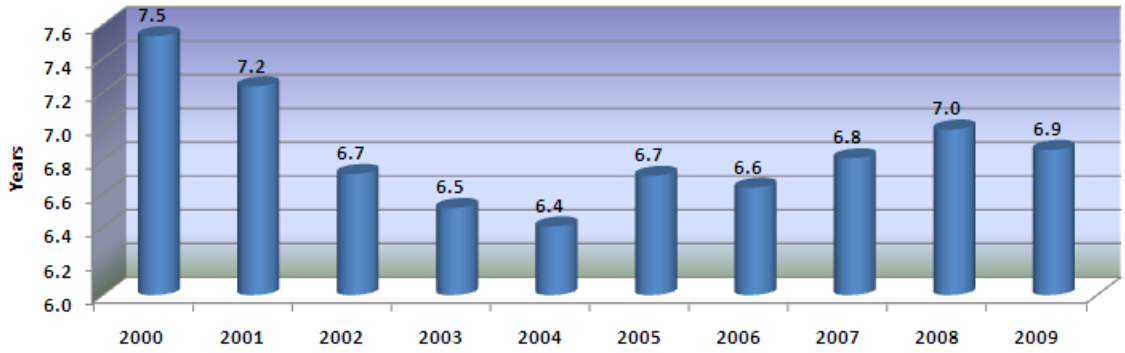


Figure 63: Average Bus Fleet Age 2000 - 2009

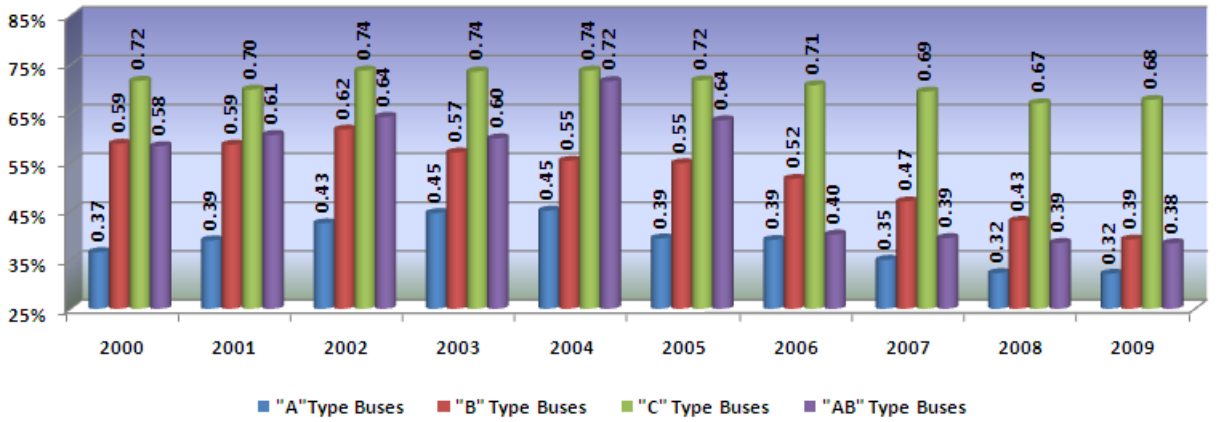


Figure 64: Percent of Bus Fleet 5 Years Old or Less by Vehicle Type 2000– 2009

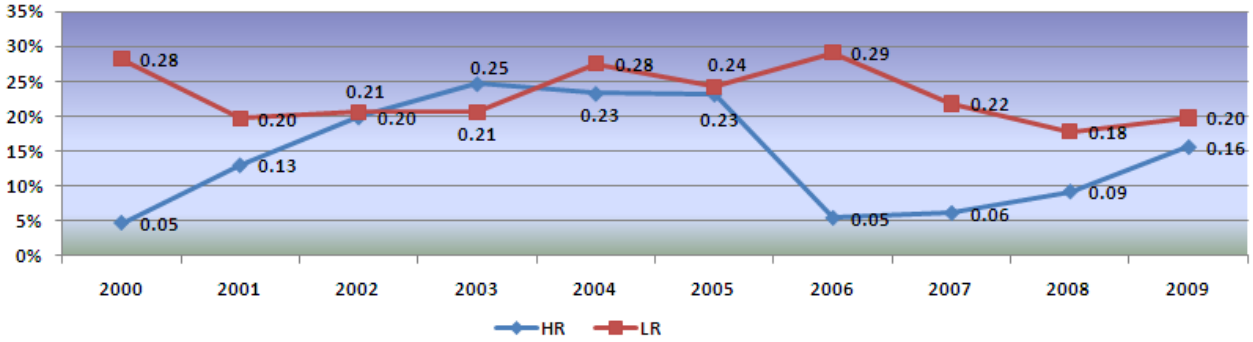


Figure 65: Percent of Rail Fleet 5 Years Old or Less 2000 - 2009

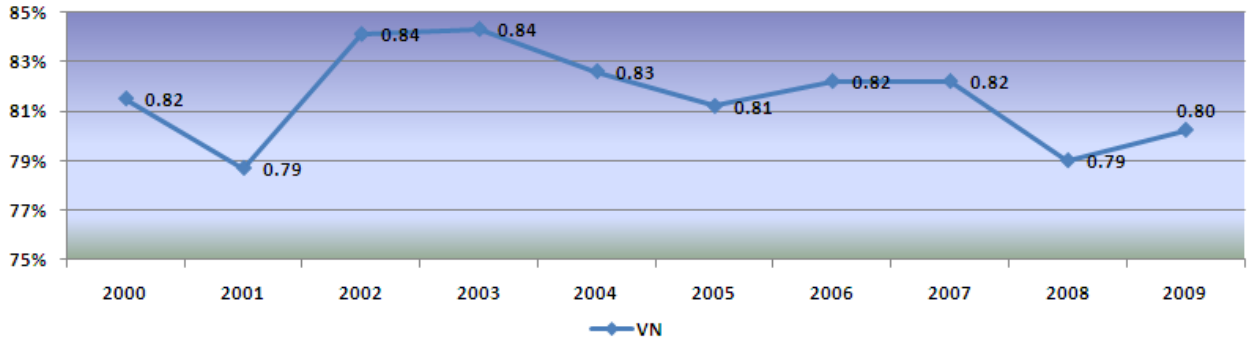


Figure 66: Percent of Vanpool Fleet 5 Years Old or Less 2000 - 2009

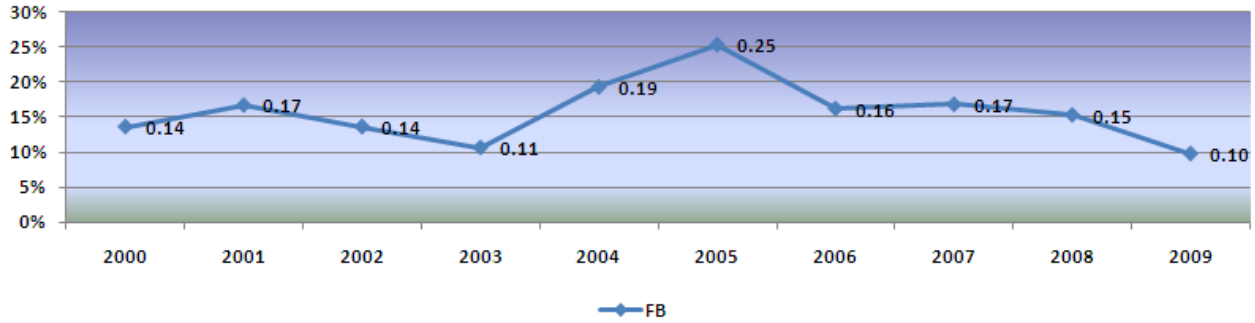


Figure 67: Percent of Ferryboat Fleet 5 Years Old or Less 2000 - 2009

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 51 percent while rail modes increased by nearly 23 percent.

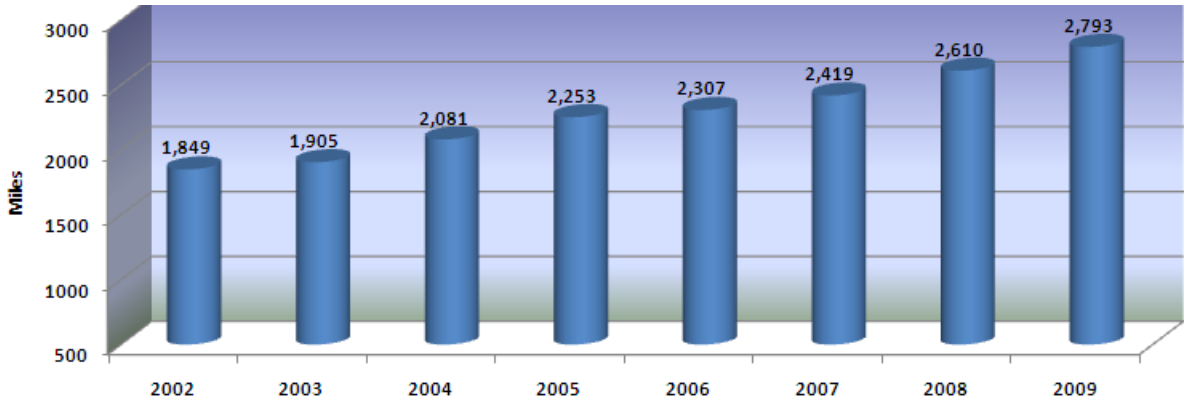


Figure 68: Fixed Guideway Mileage — Bus 2002 - 2009

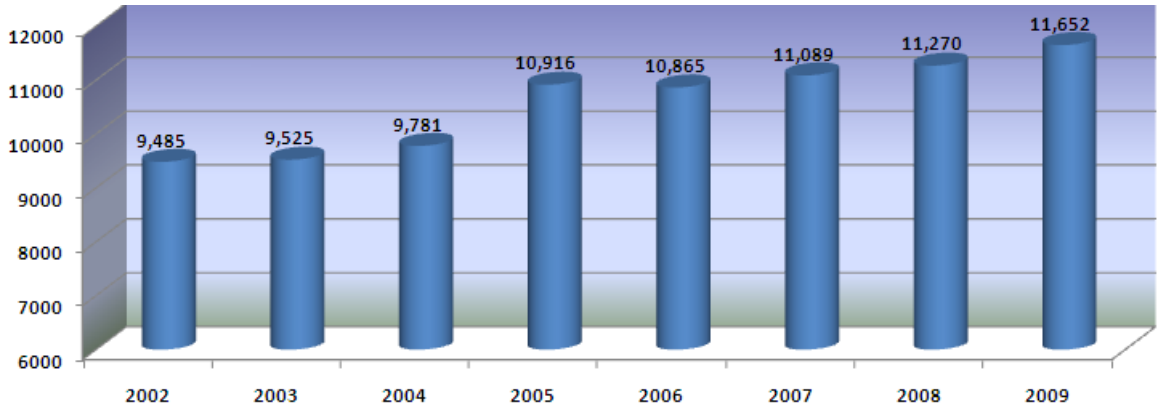


Figure 69: Fixed Guideway Mileage — Rail Modes 2002 - 2009

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 10.3 percent in 2000 to 26.6 percent in 2009.

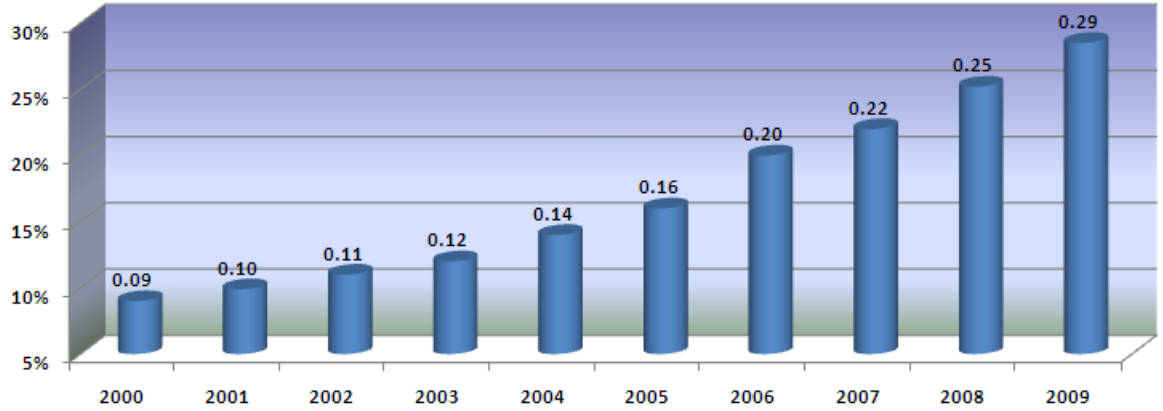


Figure 70: Percent of National Bus Fleet Using Alternative Fuels 2000-2009

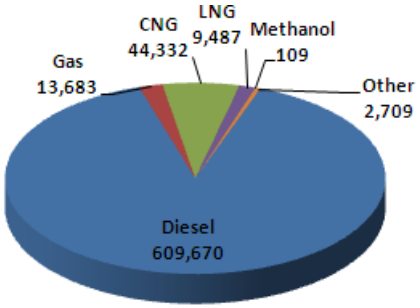


Figure 71: Percentage of Fuel Consumption for Non-Electric Modes 2000

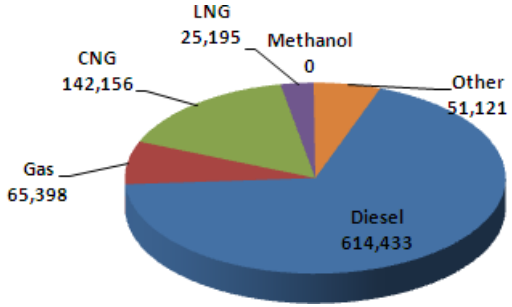


Figure 72: Percentage of Fuel Consumption for Non-Electric Modes 2009

2009 National Transit Profile

General Information (Millions)

Service Consumption

Annual Passenger Miles	53,898.4
Annual Unlinked Trips	10,134.3
Average Weekday Unlinked Trips	33.4
Average Saturday Unlinked Trips	18.1
Average Sunday Unlinked Trips	12.4

Service Supplied

Annual Vehicle Revenue Miles	3,987.8
Annual Vehicle Revenue Hours	266.6
Vehicles Operated in Maximum Service	111,994
Vehicles Available for Maximum Service	136,148

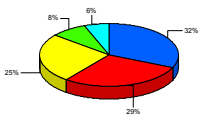
Financial Information (Millions)

Fare Revenues Earned	$11,860.8
Sources of Operating Funds Expended	
Fare Revenues (32 %)	$11,807.5
Local Funds (29%)	10,881.0
State Funds (25%)	9,487.3
Federal Assistance (8%) (***)	3,086.4
Other Funds (6%)	2,180.8
Total Operating Funds Expended	$37,443.0
Sources of Capital Funds Expended	
Local Funds (42%)	$7,122.9
State Funds (14%)	2,414.3
Federal Assistance (42%) (***)	7,096.2
Other Funds (1%)	197.7
Total Capital Funds Expended	$16,831.2

Summary of Operating Expenses (Millions)

Salary, Wages and Benefits	$22,994.4
Materials and Supplies	3,924.2
Purchased Transportation	4,322.9
Other Operating Expenses	3,396.6
Total Operating Expenses	$34,638.1
Reconciling Cash Expenditures	$2,686.1

Sources of Operating Funds Expended



Sources of Capital Funds Expended

Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	43,604	8,262	$2,245.2	$413.1	$991.1	$165.1	$3,814.4
Heavy Rail	9,194	40	$1,639.1	$2,959.5	$1,381.3	$220.9	$6,200.7
Commuter Rail	4,796	1,187	$443.2	$1,442.5	$642.9	$137.5	$2,666.0
Demand Response	6,234	21,476	$217.9	$20.8	$31.0	$12.0	$281.7
Light Rail	1,335	124	$401.8	$2,673.4	$515.6	$36.2	$3,627.0
Ferryboat	66	41	$87.9	$1.8	$56.6	$3.8	$150.0
Trolleybus	454	4	$14.3	$7.3	$0.3	$1.0	$22.9
Cable Car	27	0	$0.0	$2.9	$1.4	$0.1	$4.3
Vanpool	6,743	3,759	$22.3	$0.5	$0.8	$0.2	$23.8
Automated Guideway	38	0	$18.0	$11.6	$1.3	$1.1	$32.0
Publico	0	4,557	$0.0	$0.0	$0.0	$0.0	$0.0
Monorail	0	8	$1.6	$0.4	$0.0	$0.0	$2.0
Inclined Plane	6	2	$0.0	$0.0	$0.1	$0.1	$0.2
Alaska Railroad	37	0	$0.2	$6.0	$0.5	$0.5	$7.2
Total	72,534	39,460	$5,091.5	$7,539.6	$3,622.7	$578.4	$16,832.3

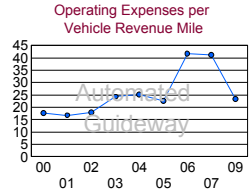
Performance Measures

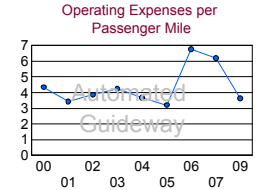
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	$9.3	$116.4	$0.9	$3.4	2.7	34.1
Heavy Rail	$9.5	$192.1	$0.4	$1.8	5.2	106.2
Commuter Rail	$14.5	$453.9	$0.4	$9.8	1.5	46.4
Demand Response	$4.2	$60.7	$3.5	$30.5	0.1	2.0
Light Rail	$15.7	$236.7	$0.6	$3.0	5.2	78.9
Ferryboat	$157.2	$1,426.3	$1.4	$8.4	18.7	169.7
Trolleybus	$18.3	$131.1	$1.4	$2.2	8.2	58.6
Cable Car	$162.2	$384.2	$5.7	$7.1	23.0	54.4
Vanpool	$0.8	$32.3	$0.1	$4.4	0.2	7.4
Automated Guideway	$23.4	$198.9	$3.6	$4.0	5.8	49.6
Publico	$1.4	$15.4	$0.3	$1.3	1.1	11.4
Monorail	$12.9	$125.7	$1.6	$1.5	8.7	85.2
Inclined Plane	$34.6	$103.0	$3.9	$1.3	26.9	80.0
Alaska Railroad	$28.5	$530.2	$1.5	$27.7	1.0	19.1

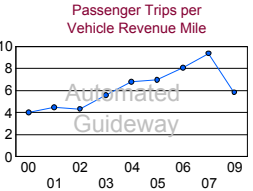
Modal Characteristics

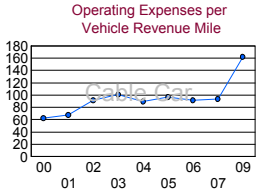
	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Passenger Miles (Millions)	Annual Vehicle Revenue Miles (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles (*)	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	$18,312.8	$4,893.5	$3,814.4	21,100.0	1,969.3	5,359.3	157.3	4,275.2	63,343	7.3	51,866	1.6	23%
Heavy Rail	$6,310.5	$3,801.0	$6,200.7	16,805.1	666.8	3,489.5	32.8	1,623.5	11,461	19.0	9,234	1.6	24%
Commuter Rail	$4,537.7	$2,176.4	$2,666.0	11,129.4	312.2	464.0	10.0	7,561.2	6,722	18.3	5,983	1.8	12%
Demand Response	$3,053.4	$238.2	$281.7	881.0	723.8	100.2	50.3	N/A	34,266	3.7	27,710	N/A	25%
Light Rail	$1,393.3	$392.5	$3,627.0	2,196.1	88.9	464.4	5.9	1,477.2	2,059	16.7	1,459	1.5	41%
Ferryboat	$500.2	$115.0	$150.0	364.7	3.2	59.5	0.4	696.7	143	19.3	107	0.0	34%
Trolleybus	$232.5	$68.1	$22.9	168.1	12.7	103.9	1.8	451.4	531	9.4	458	1.4	17%
Cable Car	$55.8	$24.7	$4.3	9.9	0.3	7.9	0.1	8.8	40	99.7	27	1.4	48%
Vanpool	$137.9	$89.3	$23.8	1,052.5	170.9	31.7	4.3	N/A	11,798	2.7	10,502	N/A	12%
Automated Guideway	$42.0	$1.2	$32.0	11.6	1.8	10.5	0.2	16.8	51	12.8	38	1.1	34%
Publico	$54.0	$53.1	$0.0	175.9	37.6	40.1	3.5	N/A	5,620	N/A	4,557	N/A	23%
Monorail	$2.6	$3.0	$2.0	1.6	0.2	1.7	0.0	1.8	8.0	47.0	8	1.0	0%
Inclined Plane	$2.1	$3.7	$0.2	0.5	0.1	1.6	0.0	2.8	8.0	79.5	8	1.0	0%
Alaska Railroad	$3.1	$1.4	$7.2	2.1	0.1	0.1	0.0	959.9	98.0	23.6	37	1.0	165%
Total	$34,638.1	$11,860.8	$16,832.3	53,898.4	3,987.8	10,134.3	266.6	17,075.3	136,148		111,994		

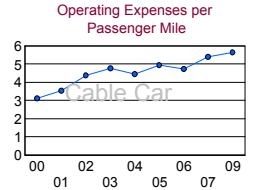
(*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).
(**) Includes Federal capital funds used to pay for operating expenses. (***) Includes capital funds used to pay for capital projects.

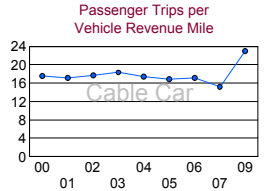

Operating Expenses per Vehicle Revenue Mile
Automated Guideway

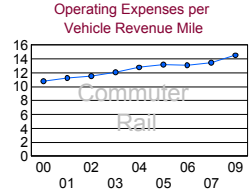

Operating Expenses per Passenger Mile
Automated Guideway

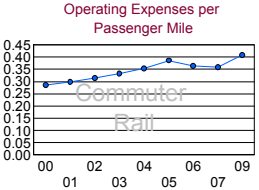

Passenger Trips per Vehicle Revenue Mile
Automated Guideway

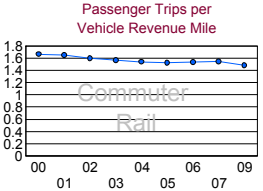

Operating Expenses per Vehicle Revenue Mile
Cable Car

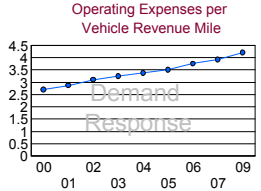

Operating Expenses per Passenger Mile
Cable Car

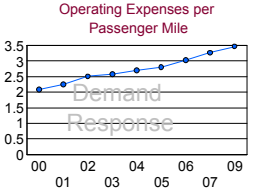

Passenger Trips per Vehicle Revenue Mile
Cable Car

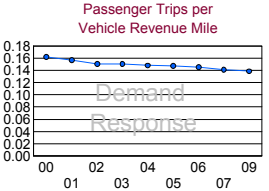

Operating Expenses per Vehicle Revenue Mile
Commuter Rail

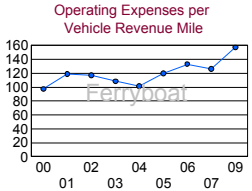

Operating Expenses per Passenger Mile
Commuter Rail

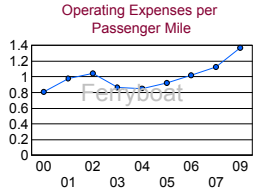

Passenger Trips per Vehicle Revenue Mile
Commuter Rail

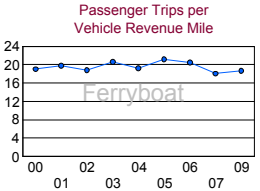

Operating Expenses per Vehicle Revenue Mile
Demand Response

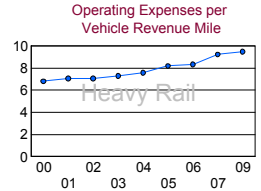

Operating Expenses per Passenger Mile
Demand Response

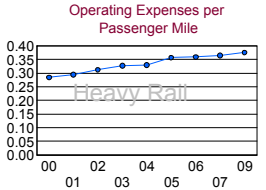

Passenger Trips per Vehicle Revenue Mile
Demand Response

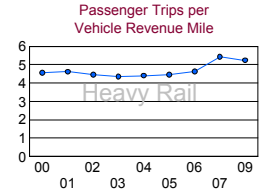

Operating Expenses per Vehicle Revenue Mile
Ferryboat

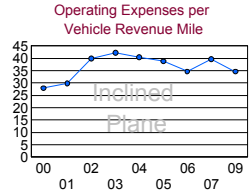

Operating Expenses per Passenger Mile
Ferryboat

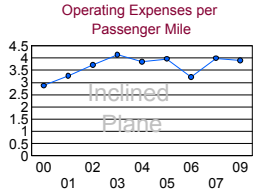

Passenger Trips per Vehicle Revenue Mile
Ferryboat

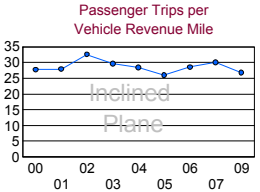

Operating Expenses per Vehicle Revenue Mile
Heavy Rail

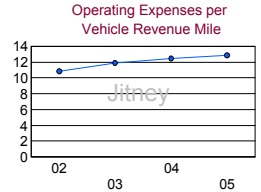

Operating Expenses per Passenger Mile
Heavy Rail

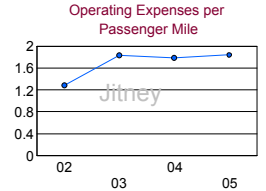

Passenger Trips per Vehicle Revenue Mile
Heavy Rail

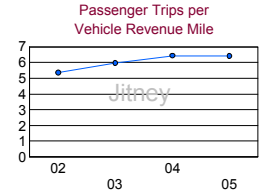

Operating Expenses per Vehicle Revenue Mile
Inclined Plane

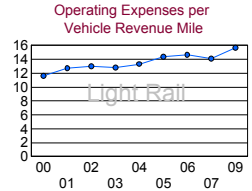

Operating Expenses per Passenger Mile
Inclined Plane

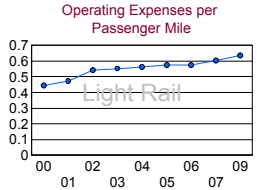

Passenger Trips per Vehicle Revenue Mile
Inclined Plane

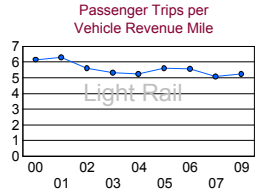

Operating Expenses per Vehicle Revenue Mile
Jitney

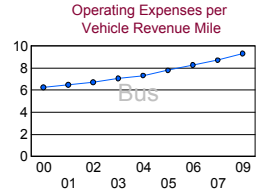

Operating Expenses per Passenger Mile
Jitney

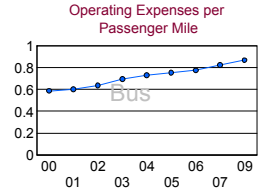

Passenger Trips per Vehicle Revenue Mile
Jitney

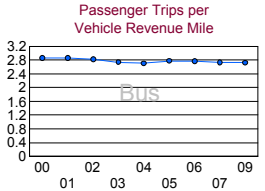

Operating Expenses per Vehicle Revenue Mile
Light Rail

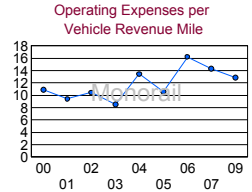

Operating Expenses per Passenger Mile
Light Rail

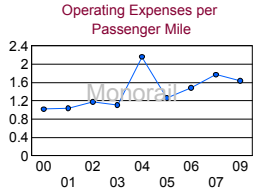

Passenger Trips per Vehicle Revenue Mile
Light Rail

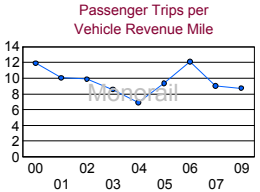

Operating Expenses per Vehicle Revenue Mile
Bus

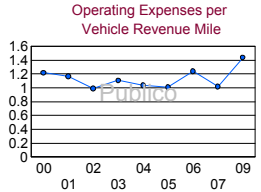

Operating Expenses per Passenger Mile
Bus

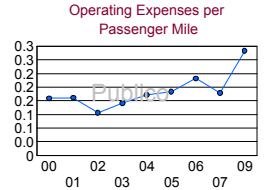

Passenger Trips per Vehicle Revenue Mile
Bus

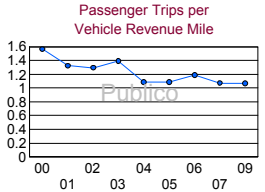

Operating Expenses per Vehicle Revenue Mile
Monorail

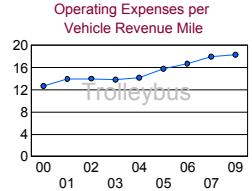

Operating Expenses per Passenger Mile
Monorail

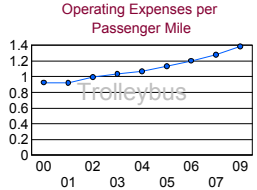

Passenger Trips per Vehicle Revenue Mile
Monorail

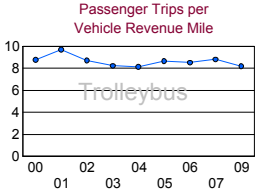

Operating Expenses per Vehicle Revenue Mile
Publico

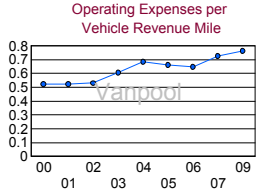

Operating Expenses per Passenger Mile
Publico


Passenger Trips per Vehicle Revenue Mile
Publico


Operating Expenses per Vehicle Revenue Mile
Trolleybus


Operating Expenses per Passenger Mile
Trolleybus


Passenger Trips per Vehicle Revenue Mile
Trolleybus


Operating Expenses per Vehicle Revenue Mile
Vanpool

Operating Expenses per Passenger Mile
Vanpool

Passenger Trips per Vehicle Revenue Mile
Vanpool

Data Used to Compile Graphics

Funds Applied to Transit 2000 – 2009 (Constant 2005 Dollars)		
Year	**Unlinked Passenger Trips – Adjusted (Millions)**	**Federal Funding (Millions)**
2000	9,055	$6,008
2001	9,356	$7,327
2002	9,356	$6,808
2003	9,216	$7,134
2004	9,289	$7,211
2005	9,536	$6,855
2006	9,754	$7,798
2007	9,948	$7,616
2008	10,257	$8,144
2009	10,134	$8,938
% Change	**11.9%**	**48.8%**

Vehicle Revenue Miles (Millions) by Mode 2000 - 2009								
Year	**Bus**	**Commuter Rail**	**Demand Response**	**Heavy Rail**	**Light Rail**	**Vanpool**	**Other Modes**	**Total**
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**
2007	1,932	297	645	638	82	128	46	**3,769**
2008	1,956	309	688	655	86	157	42	**3,895**
2009	1,969	312	724	667	89	171	56	**3,988**
% Change	**11.7%**	**26.0%**	**60.5%**	**15.3%**	**72.8%**	**176.9%**	**19.0%**	**24.5%**

Unlinked Passenger Trips (Million) by Mode 2000 - 2009

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes	Total
2000	5,040	413	73	2,968	316	12	234	**9,055**
2001	5,215	418	77	3,076	334	12	224	**9,356**
2002	5,268	414	79	3,027	337	12	220	**9,356**
2003	5,147	410	82	3,007	338	13	220	**9,216**
2004	5,094	414	83	3,100	350	15	233	**9,289**
2005	5,226	423	87	3,169	381	17	234	**9,546**
2006	5,274	441	88	3,302	407	20	222	**9,754**
2007	5,278	458	91	3,460	418	21	220	**9,948**
2008	5,448	471	96	3,547	451	30	214	**10,257**
2009	5,359	464	100	3,490	464	32	225	**10,134**
% Change	**6.3%**	**12.4%**	**36.9%**	**32.6%**	**46.8%**	**169.0%**	**-3.5%**	**16.2%**

Distribution of Vehicle Revenue Miles

Mode	2000 Vehicle Revenue Miles	%	2009 Vehicle Revenue Miles	%
Bus	1,764	55.1%	1,969	49.4%
Commuter Rail	248	7.7%	312	7.8%
Demand Response	452	14.1%	723	18.1%
Heavy Rail	578	18.1%	667	16.7%
Light Rail	51	1.6%	89	2.2%
Vanpool	62	1.9%	171	4.3%
Other	47	1.5%	56	1.4%
Total	**3,202**		**3,987**	

Distribution of Unlinked Passenger Trips

Mode	2000 Unlinked Passenger Trips (Adjusted)	%	2009 Unlinked Passenger Trips	%
Bus	5,040	57.8%	5,359	52.9%
Commuter Rail	413	4.7%	464	4.6%
Demand Response	73	0.8%	100	1.0%
Heavy Rail	2,632	30.2%.	3,490	34.4%
Light Rail	316	3.6%	464	4.6%
Vanpool	12	0.1%	32	0.3%
Other	234	2.7%	225	2.3%
Total	**8,720**		**10,134**	

Relative Impact of the Data by UZA Size Group 2009

Item	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%	9%	89%
Passenger Fares	2%	5%	93%
Unlinked Trips	3%	8%	90%
Operating Expense	4%	9%	87%
Uses of Capital — Revenue Vehicle	3%	10%	86%
Vehicle Revenue Hours	7%	14%	79%
Vehicles Operated in Maximum Service	9%	16%	76%

Total Operating Expenses (Millions) 2000 - 2009 (Constant 2005 Dollars)

Year	Total Operating Expense (Millions)
2000	$22,823
2001	$23,953
2002	$25,074
2003	$25,798
2004	$26,365
2005	$27,238
2006	$28,027
2007	$29,426
2008	$30,356
2009	$31,375
% Change	**37.5%**

Operating Expenses by Function and Object Class Function 2009

	Operating Expense (Actual Dollars – Millions)	%
Vehicle Operations	$18,480.6	53.4%
Vehicle Maintenance	$6,831.4	19.7%
Non-Vehicle Maintenance	$3,526.1	10.2%
General Administration	$5,800	16.7%
Total	**$34,368.1**	

Total Operating Expenses (Millions) by Mode 2000 – 2009

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes	Total
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	$21,528
2002	$12,613	$2,995	$1,636	$4,267	$778	$39	$605	$22,933
2003	$13,316	$3,173	$1,779	$4,446	$815	$46	$611	$24,185
2004	$13,790	$3,436	$1,902	$4,734	$887	$57	$620	$25,427
2005	$14,666	$3,657	$2,071	$5,145	$978	$66	$655	$27,238
2006	$15,796	$3,765	$2,286	$5,287	$1,070	$77	$743	$29,025
2007	$16,812	$4,001	$2,5389	$5,888	$1,163	$101	$800	$31,304
2008	$17,963	$4,294	$2,861	$6,128	$1,259	$121	$853	$33,479
2009	$18,312	$4,538	$3,053	$6,311	$1,393	$138	$892	$34,638
% Change	**66%**	**67.1%**	**149%**	**61%**	**134%**	**383%**	**72.2%**	**73.1%**

Total Operating Expense by Object Class — Directly Operated Service 2009

	Operating Expense (Actual Dollars) (Millions of Dollars)	%
Salaries	$12,911	45.5%
Fringe Benefits	$9,209	32.4%
Services	$1,912	6.7%
Materials and Supplies	$3,506	12.4%
Utilities	$1,198	4.2%
Other	-$352	-1.2%
Total — Directly Operated	$28,384.5	
Purchased Transportation (*)	$6,253.6	
Total	$34,638	

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

Operating Expenses per Unlinked Passenger Trip by Mode 2000 - 2009 (Constant 2005 Dollars)							
Year	Bus	Commuter Rail	Demand Response	Heavy Rail (Adjusted)	Light Rail	Vanpool	Other Modes
2000	$2.5	$7.4	$19.1	$1.5	$2.2	$3.1	$2.5
2001	$2.5	$7.6	$21.0	$1.7	$1.5	$2.3	$2.8
2002	$2.6	$7.9	$22.7	$1.5	$2.5	$3.5	$3.0
2003	$2.8	$8.3	$23.2	$1.6	$2.6	$3.6	$3.0
2004	$2.80	$8.6	$23.7	$1.8	$1.6	$2.6	$3.7
2005	$2.81	$8.6	$23.9	$1.8	$1.6	$2.6	$3.8
2006	$2.89	$8.2	$25.0	$1.7	$1.5	$2.5	$3.7
2007	$2.99	$8.2	$26.2	$1.6	$1.6	$2.6	$3.9
2008	$2.99	$8.3	$27.2	$1.6	$1.6	$2.5	$3.4
2009	$3.1	$8.9	$27.6	$1.6	$2.7	$3.7	$3.6
% Change	**24.0%**	**19.7%**	**44.6%**	**8.4%**	**26.3 %**	**19.5%**	**41.7%**

Operating Expenses per Vehicle Revenue Hour by Mode 2000 - 2009 (Constant 2005 Dollars)							
Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other Modes
2000	$91.1	$351.5	$45.6	$158.6	$202.5	$18.5	$128.8
2001	$92.1	$395.7	$46.3	$160.7	$213.9	$24.1	$145.2
2002	$94.4	$399.8	$50.0	$156.8	$218.5	$23.5	$140.8
2003	$95.9	$409.4	$50.7	$159.5	$215.3	$22.1	$146.7
2004	$96.6	$417.9	$50.7	$160.0	$213.7	$26.7	$84.8
2005	$98.7	$416.5	$51.7	$164.1	$214.3	$26.6	$125.3
2006	$100.6	$397.2	$53.0	$161.5	$208.6	$25.8	$150.4
2007	$102.6	$398.4	$52.4	$174.0	$200.8	$26.5	$167.7
2008	$104.1	$393.7	$54.6	$171.3	$198.7	$25.8	$178.1
2009	$105.5	$411.1	$55.0	$174.0	$214.4	$27.7	$133.9
% Change	**15.8%**	**17.0%**	**20.6%**	**9.7%**	**5.8%**	**49.9%**	**3.9%**

Unlinked Passenger Trips per Vehicle Revenue Hour by Mode 2000 - 2009							
Year	**Bus**	**Commuter Rail**	**Demand Response**	**Heavy Rail**	**Light Rail**	**Vanpool**	**Other Modes**
2000	36.5	47.5	2.4	104.0	94.1	5.9	50.9
2001	36.5	52.1	2.3	105.3	94.9	7.5	52.0
2002	36.1	50.7	2.2	100.4	86.1	6.6	46.8
2003	34.7	49.6	2.2	100.1	83.6	6.1	49.6
2004	34.5	48.5	2.1	100.0	81.3	7.1	30.7
2005	35.2	48.2	2.2	100.1	83.4	7.0	44.7
2006	34.8	48.2	2.1	103.4	82.1	7.1	46.5
2007	33.3	47.5	1.0	107.8	75.9	5.3	49.0
2008	34.8	47.7	2.0	109.3	78.6	7.5	49.2
2009	34.1	46.4	2.0	106.2	78.9	7.4	37.3
% Change	**-6.6%**	**-2.3%**	**-17.0%**	**2.1%**	**-16.2%**	**25.9%**	**-26.7%**

Distribution of Fatalities 2009		
	Number of Fatalities	**%**
Employees	11	4.9%
Other	118	52.2%
Other workers	0	0.0%
Passengers	18	8.0%
Revenue Facility Occupants	30	13.3%
Individuals attempting / committing suicide	49	21.7%
Total	**172**	
(*) Does not include Commuter Rail		

ADA Lift– or Ramp– Equipped Buses Total 2000 - 2009			
Year	**Buses**	**ADA-Lift or Ramp-Equipped**	**ADA-Lift or Ramp-Equipped (%)**
2000	69,976	55,892	79.9%
2009	75,527	74,516	98.7%

Federal Operating Assistance as a Percent of Operating Funds 2000 – 2009 (Constant 2005 Dollars)			
Year	**Federal Operating Assistance**	**Total Operating Funding (Millions)**	**Federal Operating Assistance (%)**
2000	$1,122.8	$24,375.5	4.6%
2001	$1,243.1	$25,577.9	4.9%
2002	$1,425.5	$26,481.9	5.4%
2003	$1,702.5	$27,067.3	6.3%
2004	$2,098.9	$27,861.5	7.5%
2005	$2,243.1	$28,761.0	7.8%
2006	$2,436.6	$29,556.2	8.2%
2007	$2,388.0	$31,657.7	7.5%
2008	$2,328.1	$33,014.3	7.1%
2009	$2,795.3	$33,915.8	8.2%
% Change	**148.9%**	**39.1%**	

ADA Lift– or Ramp– Equipped Buses 2000 - 2009						
	–A" Type Buses			**–B" Type Buses**		
Year	**Buses**	**ADA-Lift or Ramp-Equipped**	**ADA-Lift or Ramp-Equipped (%)**	**Buses**	**ADA-Lift or Ramp-Equipped**	**ADA-Lift or Ramp-Equipped (%)**
2000	49,693	37,553	75.6%	7,674	6,946	90.5%
2009	44,820	44,162	98.5%	12,084	11,974	99.1%
% Change	**-9.8%**	**17.6%**		**57.5%**	**72.4%**	

ADA Lift– or Ramp– Equipped Buses 2000 - 2009 (Continued)						
–€" Type Buses				Articulated Buses		
Year	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)	Buses	ADA-Lift or Ramp-Equipped	ADA-Lift or Ramp-Equipped (%)
2000	10,531	9,681	91.9%	2,078	1,712	82.4%
2009	14,856	14,613	98.4%	3,767	3,767	100.0%
% Change	**41.1%**	**50.9%**		**81.3%**	**120.0%**	

Federal Operating Assistance per Unlinked Passenger Trip by UZA 2000			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Unlinked Passenger Trip
2000	$151	254.6	$0.59
2001	$176	269.7	$0.65
2002	$145	206.6	$0.70
2003	$179	210.5	$0.85
2004	$189	209.6	$0.90
2005	$203	224.5	$0.91
2006	$234	236.9	$0.99
2007	$249	248.6	$1.00
2008	$260	261.0	$1.00
2009	$291	280.5	$1.04
% Change	**93.0%**	**10.2%**	**75.1%**

Federal Operating Assistance per Unlinked Passenger Trip by UZA 2000 (Continued)

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

Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Unlinked Passenger Trip
2000	$266	747.1	$0.36
2001	$271	747.7	$0.36
2002	$284	671.3	$0.42
2003	$338	656.8	$0.51
2004	$367	642.7	$0.57
2005	$392	665.7	$0.59
2006	$386	696.5	$0.55
2007	$383	710.4	$0.54
2008	$404	750.6	$0.54
2009	$455	768.3	$0.59
% Change	**70.8%**	**2.8%**	**66.1%**

Federal Operating Assistance per Unlinked Passenger Trip by UZA 2000 (Continued)			
UZAs with More than 1 Million Population			
Year	**Federal Operating Assistance (Millions)**	**Unlinked Passenger Trips (Millions) Adjusted**	**Federal Operating Assistance per Unlinked Passenger Trip**
2000	$706	8,054	$0.09
2001	$795	8,339	$0.10
2002	$996	8,479	$0.12
2003	$1,186	8,349	$0.14
2004	$1,543	8,437	$0.18
2005	$1,648	8,646	$0.19
2006	$1,816	8,821	$0.21
2007	$1,756	8,989	$0.20
2008	$1,664	9,243	$0.18
2009	$2,049	9,085	$0.23
% Change	**190.4%**	**12.8%**	**157.4%**

Recovery Ratio 2000 — 2009 (Constant 2005 Dollars)			
Year	**Fare Revenues (Millions)**	**Total Operating Expense (Millions)**	**Recovery Ratio (%)**
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%
2007	$10,586	$33,678	31.4%
2008	$11,374	$36,055	31.5%
2009	$11,780	$37,083	31.8%
% Change	**51.6%**	**73.5%**	

Federal Operating Assistance per Unlinked Passenger Trip by UZA Size 2000 - 2009 (Constant 2005 Dollars)			
Year	**UZAs Over 1 Million**	**UZAs Equal to or More than 200,000 and Less than 1 Million Population**	**UZAs Under 200,000**
2000	$0.09	$0.36	$0.59
2001	$0.10	$0.36	$0.65
2002	$0.12	$0.42	$0.70
2003	$0.14	$0.51	$0.85
2004	$0.18	$0.57	$0.90
2005	$0.19	$0.59	$0.91
2006	$0.21	$0.55	$0.99
2007	$0.20	$0.54	$1.00
2008	$0.18	$0.54	$1.00
2009	$0.23	$0.59	$1.04
% Change	**157.4%**	**66.1%**	75.1%

Recovery Ratio by UZA 2000 - 2009 (Constant 2005 Dollars)			
UZAs with More than 1 Million Population			
Year	**Fare Revenues (Millions)**	**Operating Expenses (Millions)**	**Recovery Ratio (%)**
2000	$8,219	$21,222	38.7%
2001	$8,306	$22,161	37.5%
2002	$8,302	$23,368	35.5%
2003	$8,422	$23,819	35.4%
2004	$8,810	$24,557	35.9%
2005	$9,006	$25,328	35.5%
2006	$9,336	$25,934	36.0%
2007	$9,256	$27,868	33.2%
2008	$9,582	$28,735	33.3%
2009	$9,909	$29,484	33.6%
% Change	**20.9%**	**38.9%**	
UZAs Equal to or More than 200,000 and Less than 1 Million Population			

Recovery Ratio by UZA 2000 - 2009 (Constant 2005 Dollars) (Continued)			
UZAs with More than 200,000 and Less than 1 Million Population			
Year	**Fare Revenues (Millions)**	**Operating Expenses (Millions)**	**Recovery Ratio (%)**
2000	$471	$2,318	20.3%
2001	$507	$2,458	20.6%
2002	$452	$2,327	19.4%
2003	$446	$2,445	18.3%
2004	$453	$2,480	18.3%
2005	$457	$2,535	18.0%
2006	$477	$2,660	17.9%
2007	$495	$2,766	17.9%
2008	$521	$2,898	18.0%
2009	$543	$3,027	17.9%
% Change	**15.1%**	**30.6%**	

Recovery Ratio by UZA 2000 - 2009 (Constant 2005 Dollars) (Continued)			
UZAs with Less than 200,000 Population			
Year	**Fare Revenues (Millions)**	**Operating Expenses (Millions)**	**Recovery Ratio (%)**
2000	$175	$836	20.9%
2001	$216	$959	22.5%
2002	$166	$787	21.1%
2003	$147	$804	18.3%
2004	$159	$825	19.3%
2005	$172	$898	19.2%
2006	$185	$962	19.2%
2007	$200	$1,024	19.6%
2008	$210	$1,057	19.8%
2009	$219	$1,079	20.3%
% Change	**25.7%**	**29.1%**	

Subsidy per Trip by UZA 2000 - 2009 (Constant 2005 Dollars)			
UZAs with More than 1 Million Population			
Year	**Subsidy (Millions)**	**Passengers (Millions)**	**Subsidy per Passenger**
2000	$13,003	9,186	$1.42
2001	$13,856	9,277	$1.49
2002	$15,066	9,281	$1.62
2003	$15,396	8,906	$1.73
2004	$15,747	8,748	$1.80
2005	$16,322	8,646	$1.89
2006	$16,598	8,518	$1.95
2007	$18,612	8,450	$2.20
2008	$19,422	8,381	$2.32
2009	$16,887	8,229	$2.05
% Change	29.9%	-10.5%	45%

Subsidy per Trip by UZA 2000 - 2009 (Constant 2005 Dollars) (Continued)			
UZAs Equal to or More than 200,000 and Less than 1 Million Population			
Year	**Subsidy (Millions)**	**Passengers (Millions)**	**Subsidy per Passenger**
2000	$1,846	852	$2.17
2001	$1,950	832	$2.34
2002	$1,875	735	$2.55
2003	$1,999	701	$2.85
2004	$2,027	666	$3.04
2005	$2,078	666	$3.12
2006	$2,184	673	$3.25
2007	$2,271	668	$3.40
2008	$2,399	681	$3.52
2009	$2,217	696	$3.19
% Change	**20.1%**	**-18.3%**	**47.0%**

Subsidy per Trip by UZA 2000 – 2009 (Constant 2005 Dollars) (Continued)			
UZAs with Less than 200,000 Population			
Year	**Subsidy (Millions)**	**Passengers (Millions)**	**Subsidy per Passenger**
2000	$661	290	$2.28
2001	$743	300	$2.48
2002	$620	226	$2.74
2003	$657	225	$2.92
2004	$666	217	$3.06
2005	$726	224	$3.23
2006	$777	229	$3.40
2007	$823	234	$3.52
2008	$879	237	$3.71
2009	$792	254	$3.12
% Change	**19.7%**	**-12.5%**	**36.8%**

Funding Sources by Urbanized Area Size 2000 - 2009 (Constant 2005 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)**
2000	$8,219	$3,326	$706	$4,378	$4,593	$21,222
2001	$8,306	$3,043	$795	$5,000	$5,017	$22,161
2002	$8,302	$3,574	$996	$6,019	$4,477	$23,368
2003	$8,422	$3,949	$1,186	$5,723	$4,538	$23,819
2004	$8,810	$3,790	$1,543	$5,531	$4,882	$24,557
2005	$9,006	$3,695	$1,648	$5,964	$5,015	$25,328
2006	$9,336	$3,774	$1,816	$5,894	$5,113	$25,934
2007	$9,256	$3,890	$1,756	$6,634	$6,332	$27,868
2008	$9,583	$3,661	$1,664	$7,620	$6,477	$29,006
2009	$9,909	$3,475	$2,049	$7,666	$6,484	$29,583
% Change	**20.6%**	**4.5%**	**190.4%**	**75.1%**	**41.2%**	**39.4%**

Funding Sources by Urbanized Area Size 2000-2009 (Constant 2005 Dollars) (Continued)						
UZAs Equal to or More than 200,000and Less than 1 Million Population						
Year	**Fare Revenues (Millions)**	**Other (Millions)**	**Federal Assistance (Millions)**	**State Assistance (Millions)**	**Local Assistance (Millions)**	**Total (Millions)**
2000	$471	$441	$266	$502	$637	$2,318
2001	$507	$415	$271	$509	$754	$2,458
2002	$452	$407	$284	$515	$669	$2,327
2003	$446	$428	$338	$559	$673	$2,445
2004	$453	$423	$367	$553	$684	$2,480
2005	$457	$400	$392	$557	$729	$2,535
2006	$477	$431	$386	$549	$817	$2,660
2007	$495	$395	$383	$626	$867	$2,766
2008	$521	$412	$404	$674	$909	$2,920
2009	$543	$434	$455	$694	$920	$3,047
% Change	**15.1%**	**-1.5%**	**70.8%**	**38.3%**	**44.5%**	**31.4%**

Funding Sources by Urbanized Area Size 2000 - 2009 (Constant 2005 Dollars) (Continued)

UZAs with Less than 200,000 Population

Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
2000	$175	$120	$151	$191	$200	$836
2001	$216	$137	$176	$195	$235	$959
2002	$166	$137	$145	$161	$177	$787
2003	$147	$126	$179	$163	$189	$804
2004	$159	$103	$189	$174	$200	$825
2005	$172	$131	$203	$181	$210	$898
2006	$185	$136	$234	$193	$214	$962
2007	$200	$152	$249	$202	$221	$1,024
2008	$210	$150	$260	$233	$236	$1,088
2009	$219	$137	$291	$234	$235	$1,116
% Change	**25.7%**	**14.1%**	**93.0%**	**22.7%**	**17.7%**	**33.6%**

Operating Funding Sources by UZA (Constant 2005 Dollars)

UZAs with More than 1 Million Population

	2000		2009	
	Millions	%	Millions	%
Fare Revenues	$8,218	38.7%	$9,584	33.%
Other	$3,326	15.7%	$3,661	12.6%
Federal Assistance	$706	3.2%	$1,664	5.7
State Assistance	$4,378	20.6%	$7,620	26.3%
Local Assistance	$4,592	21.6%	$6,477	22.3%
Total	**$21,222**		**$29,006**	

Operating Funding Sources by UZA (Constant 2005 Dollars) (Continued)

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

	2000		2009	
	Millions	%	Millions	%
Fare Revenues	$471	20.3%	$543	17.8%
Other	$441	19.0%	$435	14.3%
Federal Assistance	$266	11.5%	$455	14.9%
State Assistance	$501	21.6%	$694	23.8%
Local Assistance	$613	27.5%	$920	30.2%
Total	**$2,318**		**$3,047**	

Operating Funding Sources by UZA (Constant 2005 Dollars) (Continued)

UZAs with Less than 200,000 Population

	2000		2009	
	Millions	%	Millions	%
Fare Revenues	$174.5	20.9%	$219.3	19.7%
Other	$120.2	14.4%	$137.1	12.3%
Federal Assistance	$150.8	18.0%	$290.9	26.1%
State Assistance	$190.6	22.8%	$233.8	21.0%
Local Assistance	$199.6	23.9%	$234.8	21.0%
Total	**$835.6**		**$1,116.0**	

Sources of Capital by Urbanized Area Size 2009

UZAs with More than 1 Million Population

	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	$6,101	41.2%
State Capital Funds	$2,066	14.5%
Local Capital Funds	$6,497	45.8%
Directly Generated Capital Funds	$159	1.1%
Total Capital Assistance	$14,823	

Sources of Capital by Urbanized Area Size 2009 (Continued)		
UZAs Equal to or More than 200,000and Less than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	$708	44.2%
State Capital Funds	$292	19.6%
Local Capital Funds	$570	38.1%
Directly Generated Capital Funds	$32	2.1%
Total Capital Assistance	$1,602	

Sources of Capital by Urbanized Area Size 2009 (Continued)		
UZAs with Less than 200,000 Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	$239	66.8%
State Capital Funds	$55	16.5%
Local Capital Funds	$56	16.7%
Directly Generated Capital Funds	$7	2.0%
Total Capital Assistance	$357	

Capital Expenditures (Millions) 2000 – 2009 (Constant 2005 Dollars)			
Year	Revenue Vehicles (Millions)	Other Capital (Millions)	Total (Millions)
2000	$3,239	$10,329	$13,568
2001	$3,160	$9,153	$12,313
2002	$4,451	$13,466	$17,917
2003	$3,713	$13,606	$17,319
2004	$3,486	$13,095	$16,581
2005	$3,165	$11,831	$14,996
2006	$2,992	$12,314	$15,305
2007	$3,115	$12,759	$15,874
2008	$3,953	$14,588	$18,540
2009	$4,612	$15,247	$19,858
% Change	**42.4%**	**47.6%**	**46.4%**

Uses of Capital by Urbanized Area Size – 2009 (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	5,668	635	0
Systems	936	58	16
Stations	2,203	170	51
Facilities	875	112	34
Revenue Vehicles	397	82	10
Other Capital	78	7	3
Non-Vehicle Revenues	100	37	41
Administration Buildings	214	8	0
Fare Equipment	4,379	502	211
Total	**14,851**	**1,612**	**367**

Average Fleet Age (Years) by Vehicle Type 2000-2009

Year	"A" Type Buses	"B" Type Buses	"C" Type Buses	Articulated Buses	Average Bus Fleet Age
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
2007	6.2	6.5	4.3	6.2	6.8
2008	7.7	6.7	4.4	6.9	7.0
2009	7.8	6.2	4.3	6.6	6.9
% Change	**-8.2%**	**8.8%**	**2.4%**	**2.4%**	**-4.3%**

Average Fleet Age (Years) of Rail Modes, Ferryboat and Vanpools		
Heavy Rail		
Year	**Fleet**	**Average Fleet Age**
2000	10,401	22.9
2001	11,013	21.4
2002	10,946	20.0
2003	10,886	19.0
2004	10,965	19.8
2005	11,083	20.6
2006	11,083	21.6
2007	11,312	21.6
2008	11,367	20.7
2009	11,418	19.0
% Change	**9.8%**	**-16.9%**

Light Rail		
Year	**Fleet**	**Average Fleet Age**
2000	1,580	18.0
2001	1,575	18.2
2002	1,457	16.1
2003	1,529	15.4
2004	1,665	15.2
2005	1,662	14.2
2006	1,802	15.3
2007	1,830	16.1
2008	1,919	16.4
2009	2,045	16.4
% Change	**29.4%**	**-7.2%**

Ferryboat		
Year	**Fleet**	**Average Fleet Age**
2000	103	21.8
2001	108	21.5
2002	103	22.7
2003	104	23.3
2004	119	20.7
2005	114	20.0
2006	111	21.7
2007	131	20.3
2008	144	20.1
2009	144	19.2
% Change	**39.8%**	**-11.9%**

Vanpool		
Year	**Fleet**	**Average Fleet Age**
2000	15,061	3.5
2001	16,838	4.2
2002	16,272	3.1
2003	16,788	3.2
2004	16,969	3.3
2005	18,528	3.2
2006	20,098	3.1
2007	22,564	3.1
2008	23,727	2.7
2009	25,222	2.7
% Change	**60.8%**	**0.0%**

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Distribution of Buses by Vehicle Type 2000-2009

	"A" Type Buses		"B" Type Buses		"C" Type Buses		Articulated Buses		
Year	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	Total
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	64.8%	10,958	15.8%	11,090	16.0%	2,294	5.4%	**69,436**
2007	45,680	64.4%	11,262	16.0%	11,695	16.5%	2,267	3.2%	**70,904**
2008	46,023	63.9%	11,481	16.0%	12,125	16.8%	2,340	3.3%	**71,969**
2009	44,355	61.5%	11,481	15.9%	12,527	17.4%	3,757	5.3%	**72,120**
% Change	**-5.7%**		**54.0%**		**37.0%**		**16.9%**		**10.2%**

Age Distribution of Buses by Vehicle Type 2000-2009

"A" Type Buses			"B" Type Buses		
Year	Active Buses	5 Years Old or Less	Year	Active Buses	5 Years Old or Less
2000	49,693	38.1%	2000	7,674	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%
2007	45,680	35.0%	2007	11,262	47.0%
2008	46,023	32.3%	2008	11,481	43.0%
2009	44,355	32.2%	2009	11,481	39.2%
% Change	**-10.7%**		**% Change**	**49.6%**	

Age Distribution of Buses by Vehicle Type 2000-2009 (Continued)

–€” Type buses				Articulated Buses		
Year	Active Buses	5 Years Old or Less		Year	Active Buses	5 Years Old or Less
2000	9,520	72.4%		2000	2,078	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%
2007	11,694	69.5%		2007	2,267	39.5%
2008	12,125	67.1%		2008	2,340	38.5%
2009	12,527	67.8%		2009	3,757	38.4%
% Change	**27.4%**			**% Change**	**12.6%**	

Age Distribution of Rail Modes, Ferryboat and Vanpools

Heavy Rail			
Year	Fleet Less than 5 Years Old	Percent of Total	Total Fleet
2000	489	4.7%	10,401
2001	1,435	13.0%	11,013
2002	2,177	19.9%	10,946
2003	2,694	24.7%	10,886
2004	2,558	23.3%	10,965
2005	2,566	23.2%	11,083
2006	604	5.4%	11,083
2007	686	6.1%	11,312
2008	1,046	9.2%	11,367
2009	1,783	15.6%	11,418
%Change	**264.6%**		**9.8%**

Light Rail			
Year	Fleet Less than 5 Years old	Percent of Total	Total Fleet
2000	445	28.2%	1,580
2001	310	19.7%	1,575
2002	300	20.6%	1,457
2003	315	20.6%	1,529
2004	458	27.5%	1,665
2005	403	24.2%	1,662
2006	524	29.1%	1,802
2007	399	21.8%	1,830
2008	341	17.8%	1,919
2009	404	19.8%	2,045
%Change	-9.2%		29.4%

Ferryboat			
Year	Fleet Less than 5 Years Old	Percent of Total	Total Fleet
2000	14	13.6%	103
2001	18	16.7%	108
2002	14	13.6%	103
2003	11	10.6%	104
2004	23	19.3%	119
2005	29	25.4%	114
2006	18	16.2%	111
2007	22	16.8%	131
2008	22	15.3%	144
2009	14	9.7%	144
%Change	**0.0%**		**39.8%**

Vanpool			
Year	Fleet Less than 5 Years Old	Percent of Total	Total Fleet
2000	12,282	81.5%	15,061
2001	13,251	78.7%	16,838
2002	13,685	84.1%	16,272
2003	14,157	84.3%	16,788
2004	14,022	82.6%	16,969
2005	15,052	81.2%	18,528
2006	16,530	82.2%	20,105
2007	18,543	82.2%	22,564
2008	18,746	79.0%	23,727
2009	20,188	80.2%	25,160
%Change	**64.4%**		**67.1%**

Fixed Guideway Mileage 2000-2009		
Year	Bus	Rail Modes
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
2007	2,419	11,089
2008	2,610	11,270
2009	2,793	11,650
% Change	**51.1%**	**22.9%**

Percent of National Bus Fleet Using Alternative Fuels 2000-2009

Year	Total Fleet	Alternative Fuel Fleet	Alternative Fuel Fleet (%)
2000	59,898	5,367	9.0%
2001	61,218	6,086	9.9%
2002	68,521	7,297	11.0%
2003	68,596	8,174	12.0%
2004	68,779	9,420	14.0%
2005	69,495	11,119	16.0%
2006	70,227	13,828	20.0%
2007	72,286	15,555	22.0%
2008	73,503	18,489	25,2%
2009	74,365	21,200	28.5%
% Change	**24.2%**	**295.0%**	

Percentage of Fuel Consumption for Non Electric Modes 2000-2009

	2000		2009	
Alternative Fuel	**Gallons (000s)**	**%**	**Gallons (000s)**	**%**
Diesel	609,670	89.6%	614,433	68.3%
Gas	13,683	2.0%	65,398	7.0%
CNG	44,332	6.1%	142,156	15.8%
Methanol	9,487	1.3%	25,195	2.8%
LNG	109	0.0%	0	0.0%
Other	2,709	1.0%	51,121	5.0%
Total	**679,991**		**898,303**	

Transit Data by 2000 U.S. Census Urbanized Area

UZA	UZA NAME	POPULATION	PRIMARY STATE	Directional Route Miles*	Vehicle Revenue Miles (Millons)	Vehicle Revenue Hours (Millons)	Passenger Miles (Millons)	Unlinked Passenger Trips (Millons)	Operating Expenses (Millons)	Recovery Ratio (Fare Revenues Per Operating Expense)
1	New York-Newark, NY-NJ-CT	17,799,861	NY	20,646	888	58	20,472	3,933	$10,736.2	50.9%
2	Los Angeles-Long Beach-Santa Ana, CA	11,789,487	CA	12,091	249	18	3,359	699	$2,038.3	27.2%
3	Chicago, IL-IN	8,307,904	IL	7,614	244	16	3,913	630	$2,115.4	38.0%
4	Philadelphia, PA-NJ-DE-MD	5,149,079	PA	4,743	121	9	1,924	395	$1,295.4	34.5%
5	Miami, FL	4,919,036	FL	4,858	99	7	932	160	$742.9	19.2%
6	Dallas-Fort Worth-Arlington, TX	4,145,659	TX	2,209	57	4	450	74	$452.5	11.7%
7	Boston, MA-NH-RI	4,032,484	MA	4,689	103	7	1,869	373	$1,182.2	39.7%
8	Washington, DC-VA-MD	3,933,920	DC	9,845	176	11	2,831	504	$1,809.6	38.1%
9	Detroit, MI	3,903,377	MI	2,625	32	2	299	54	$272.4	15.4%
10	Houston, TX	3,822,509	TX	4,321	67	4	594	89	$390.6	19.4%
11	Atlanta, GA	3,499,840	GA	2,936	75	4	992	169	$448.2	26.9%
12	San Francisco-Oakland, CA	3,228,605	CA	4,889	133	9	2,126	409	$1,590.7	38.7%
13	Phoenix-Mesa, AZ	2,907,049	AZ	4,594	49	3	374	78	$303.4	15.8%
14	Seattle, WA	2,712,205	WA	5,537	103	7	1,174	182	$993.2	24.3%
15	San Diego, CA	2,674,436	CA	3,018	54	3	637	107	$299.5	38.4%
16	Minneapolis-St. Paul, MN	2,388,593	MN	4,625	47	3	431	90	$360.0	28.2%
17	St. Louis, MO-IL	2,077,662	MO	1,916	35	2	319	55	$217.2	22.6%
18	Baltimore, MD	2,076,354	MD	2,695	43	3	543	116	$450.6	28.1%
19	Tampa-St. Petersburg, FL	2,062,339	FL	2,130	21	1	137	27	$125.8	20.2%
20	Denver-Aurora, CO	1,984,889	CO	4,574	54	4	495	90	$355.1	27.7%
21	Cleveland, OH	1,786,647	OH	2,121	27	2	194	47	$245.6	21.1%
22	Pittsburgh, PA	1,753,136	PA	3,460	40	3	330	70	$359.5	25.4%
23	Portland, OR-WA	1,583,138	OR	2,059	44	3	510	115	$405.3	24.8%
24	San Jose, CA	1,538,312	CA	1,420	30	2	332	52	$323.2	12.1%
25	Riverside-San Bernardino, CA	1,506,816	CA	2,464	19	1	143	20	$115.4	19.6%
26	Cincinnati, OH-KY-IN	1,503,262	OH	1,727	18	1	130	27	$115.1	29.8%
27	Virginia Beach, VA	1,394,439	VA	1,783	17	1	109	19	$79.5	22.6%
28	Sacramento, CA	1,393,498	CA	3,053	19	1	187	39	$170.4	23.3%
29	Kansas City, MO-KS	1,361,744	MO	1,504	14	1	70	16	$83.7	15.5%
30	San Antonio, TX	1,327,554	TX	2,147	29	2	186	43	$136.5	17.1%
31	Las Vegas, NV	1,314,357	NV	1,386	25	2	213	67	$177.1	31.3%
32	Milwaukee, WI	1,308,913	WI	1,831	25	2	164	50	$176.8	27.0%
33	Indianapolis, IN	1,218,919	IN	844	10	1	37	8	$55.5	18.4%
34	Providence, RI-MA	1,174,548	RI	1,959	16	1	131	23	$118.5	24.2%
35	Orlando, FL	1,157,431	FL	1,296	20	1	137	22	$94.2	23.2%
36	Columbus, OH	1,133,193	OH	1,081	11	1	68	17	$81.0	17.1%
37	New Orleans, LA	1,009,283	LA	708	7	1	54	20	$97.9	15.4%
38	Buffalo, NY	976,703	NY	1,494	13	1	102	28	$124.2	23.2%
39	Memphis, TN-MS-AR	972,091	TN	1,930	9	1	60	12	$52.7	18.3%
40	Austin, TX	901,920	TX	1,185	20	1	184	39	$144.9	9.8%
41	Bridgeport-Stamford, CT-NY	888,890	CT	761	11	1	193	17	$109.3	11.4%
42	Salt Lake City, UT	887,650	UT	2,129	19	1	155	28	$120.7	28.3%
43	Jacksonville, FL	882,295	FL	645	12	1	58	11	$80.9	23.2%
44	Louisville, KY-IN	863,582	KY	1,754	12	1	64	16	$65.9	16.8%
45	Hartford, CT	851,535	CT	1,768	12	1	81	15	$74.8	28.6%
46	Richmond, VA	818,836	VA	707	9	1	54	14	$48.2	24.5%
47	Charlotte, NC-SC	758,927	NC	1,313	17	1	136	26	$101.6	21.1%
48	Nashville-Davidson, TN	749,935	TN	778	8	0	65	11	$49.8	24.2%
49	Oklahoma City, OK	747,003	OK	991	3	0	15	3	$21.3	10.0%
50	Tucson, AZ	720,425	AZ	674	11	1	86	22	$62.0	17.4%
51	Honolulu, HI	718,182	HI	987	27	2	421	77	$198.5	23.2%
52	Dayton, OH	703,444	OH	878	10	1	44	11	$59.4	18.6%
53	Rochester, NY	694,396	NY	952	7	1	62	17	$62.5	21.0%
54	El Paso, TX-NM	674,801	TX	620	9	1	64	12	$46.5	18.7%

UZA	UZA NAME	POPULATION	PRIMARY STATE	Directional Route Miles*	Vehicle Revenue Miles (Millons)	Vehicle Revenue Hours (Millons)	Passenger Miles (Millons)	Unlinked Passenger Trips (Millons)	Operating Expenses (Millons)	Recovery Ratio (Fare Revenues Per Operating Expense)
55	Birmingham, AL	663,615	AL	755	5	0	20	3	$24.3	10.5%
56	Omaha, NE-IA	626,623	NE	632	5	0	18	4	$24.9	16.6%
57	Albuquerque, NM	598,191	NM	865	8	1	78	12	$58.0	12.7%
58	Allentown-Bethlehem, PA-NJ	576,408	PA	469	6	0	29	6	$28.3	14.8%
59	Springfield, MA-CT	573,610	MA	752	7	1	37	12	$37.2	17.5%
60	Akron, OH	570,215	OH	708	5	0	23	6	$36.5	11.1%
61	Sarasota-Bradenton, FL	559,229	FL	709	6	0	24	4	$27.9	8.1%
62	Albany, NY	558,947	NY	1,572	9	1	55	15	$77.6	16.9%
63	Tulsa, OK	558,329	OK	830	5	0	17	3	$18.0	14.1%
64	Fresno, CA	554,923	CA	437	6	0	37	14	$42.9	22.1%
65	Concord, CA	552,624	CA	827	23	1	371	33	$159.7	4.8%
66	Raleigh, NC	541,527	NC	403	8	1	43	8	$38.6	7.8%
67	Grand Rapids, MI	539,080	MI	391	7	1	39	9	$35.2	15.2%
68	Mission Viejo, CA	533,015	CA	0	6	0	48	9	$43.4	0.0%
69	New Haven, CT	531,314	CT	366	11	1	199	15	$121.2	6.3%
70	McAllen, TX	523,144	TX	293	0	0	1	0	$1.0	24.4%
71	Toledo, OH-MI	503,008	OH	436	5	0	29	7	$28.0	22.1%
72	Baton Rouge, LA	479,019	LA	186	3	0	17	4	$13.8	23.4%
73	Colorado Springs, CO	466,122	CO	626	5	0	22	3	$21.1	19.7%
74	Worcester, MA-CT	429,882	MA	409	3	0	36	5	$27.3	10.4%
75	Charleston-North Charleston, SC	423,410	SC	455	4	0	16	4	$16.8	18.2%
76	Wichita, KS	422,301	KS	274	4	0	12	3	$13.1	17.0%
77	Columbia, SC	420,537	SC	380	2	0	11	2	$10.8	18.5%
78	Knoxville, TN	419,830	TN	364	4	0	16	4	$18.2	7.8%
79	Ogden-Layton, UT	417,933	UT	0	8	0	60	5	$41.5	0.0%
80	Youngstown, OH-PA	417,437	OH	430	2	0	7	2	$10.2	9.4%
81	Syracuse, NY	402,267	NY	1,336	5	0	40	13	$43.7	23.1%
82	Bakersfield, CA	396,125	CA	383	4	0	27	8	$21.0	22.9%
83	Palm Bay-Melbourne, FL	393,289	FL	373	3	0	13	2	$9.5	19.2%
84	Scranton, PA	385,237	PA	700	2	0	16	4	$13.2	15.0%
85	Des Moines, IA	370,505	IA	537	6	0	36	5	$21.7	39.0%
86	Flint, MI	365,096	MI	3,904	8	0	28	6	$24.6	18.1%
87	Harrisburg, PA	362,782	PA	603	4	0	19	3	$20.8	20.0%
88	Little Rock, AR	360,331	AR	312	3	0	14	3	$13.8	14.2%
89	Poughkeepsie-Newburgh, NY	351,982	NY	1,998	13	0	245	7	$78.0	5.1%
90	Chattanooga, TN-GA	343,509	TN	218	3	0	11	3	$15.3	25.8%
91	Oxnard, CA	337,591	CA	718	4	0	29	5	$21.9	17.9%
92	Augusta-Richmond County, GA-SC	335,630	GA	132	1	0	3	1	$3.8	17.6%
93	Spokane, WA-ID	334,858	WA	551	9	1	52	12	$53.8	14.6%
94	Cape Coral, FL	329,757	FL	416	4	0	15	3	$16.4	16.6%
95	Madison, WI	329,533	WI	411	7	0	49	14	$47.9	21.6%
96	Pensacola, FL-AL	323,783	FL	311	2	0	6	1	$7.7	16.4%
97	Lancaster, PA	323,554	PA	392	5	0	35	3	$23.8	10.1%
98	Mobile, AL	317,605	AL	228	2	0	7	1	$8.6	12.1%
99	Stockton, CA	313,392	CA	2,784	4	0	43	5	$36.9	27.4%
100	Modesto, CA	310,945	CA	210	2	0	12	4	$12.4	22.2%
101	Reno, NV	303,689	NV	322	5	0	29	9	$33.9	22.5%
102	Provo-Orem, UT	303,680	UT	0	4	0	20	3	$18.9	0.0%
103	Greenville, SC	302,194	SC	156	1	0	3	1	$2.8	17.4%
104	Lansing, MI	300,032	MI	398	6	0	38	11	$34.6	22.4%
105	Denton-Lewisville, TX	299,823	TX	300	2	0	7	2	$8.5	30.6%
106	Winston-Salem, NC	299,290	NC	179	2	0	8	3	$12.0	21.7%
107	Corpus Christi, TX	293,925	TX	542	4	0	23	5	$21.1	7.5%
108	Jackson, MS	292,637	MS	284	1	0	4	1	$5.7	6.2%
109	Durham, NC	287,796	NC	993	8	1	50	14	$40.2	31.7%

UZA	UZA NAME	POPULATION	PRIMARY STATE	Directional Route Miles*	Vehicle Revenue Miles (Millons)	Vehicle Revenue Hours (Millons)	Passenger Miles (Millons)	Unlinked Passenger Trips (Millons)	Operating Expenses (Millons)	Recovery Ratio (Fare Revenues Per Operating Expense)
110	Fort Wayne, IN	287,759	IN	319	2	0	6	2	$11.5	10.9%
111	Santa Rosa, CA	285,408	CA	660	4	0	24	5	$26.0	15.6%
112	Ann Arbor, MI	283,904	MI	330	5	0	35	12	$28.9	17.7%
113	South Bend, IN-MI	276,498	IN	260	2	0	10	3	$10.5	11.5%
114	Fayetteville, NC	276,368	NC	158	1	0	4	1	$5.3	11.5%
115	Shreveport, LA	275,213	LA	445	3	0	15	3	$12.0	21.3%
116	Boise City, ID	272,625	ID	314	1	0	5	1	$6.4	15.0%
117	Port St. Lucie, FL	270,774	FL	121	1	0	2	0	$4.8	3.0%
118	Davenport, IA-IL	270,626	IA	501	4	0	14	4	$20.5	8.1%
119	Rockford, IL	270,414	IL	243	2	0	9	2	$12.6	9.6%
120	Trenton, NJ	268,472	NJ	0	6	0	127	14	$85.7	0.0%
121	Greensboro, NC	267,884	NC	1,361	6	0	26	5	$26.0	13.1%
122	Canton, OH	266,595	OH	453	3	0	11	2	$14.7	10.5%
123	Lancaster-Palmdale, CA	263,532	CA	979	4	0	58	3	$26.6	17.3%
124	Daytona Beach-Port Orange, FL	255,353	FL	564	4	0	17	3	$13.2	23.2%
125	Indio-Cathedral City-Palm Springs, CA	254,856	CA	285	3	0	21	4	$21.8	12.3%
126	Lexington-Fayette, KY	250,994	KY	231	3	0	20	6	$18.0	13.1%
127	Peoria, IL	247,172	IL	102	2	0	15	3	$17.8	13.3%
128	Barnstable Town, MA	243,667	MA	449	4	0	13	1	$13.8	6.0%
129	Columbus, GA-AL	242,324	GA	183	1	0	4	1	$3.9	24.6%
130	Reading, PA	240,264	PA	423	3	0	10	3	$14.2	21.7%
131	Temecula-Murrieta, CA	229,810	CA	0	3	0	10	1	$9.1	0.0%
132	Atlantic City, NJ	227,180	NJ	0	9	1	124	16	$86.3	0.0%
133	Round Lake Beach-McHenry-Grayslake, IL-WI	226,848	IL	0	2	0	71	3	$23.5	0.0%
134	Lincoln, NE	226,582	NE	358	2	0	5	2	$9.2	13.8%
135	Anchorage, AK	225,744	AK	1,230	5	0	31	5	$29.6	22.7%
136	Eugene, OR	224,049	OR	800	5	0	45	12	$37.0	18.8%
137	Asheville, NC	221,570	NC	262	1	0	8	2	$5.1	15.8%
138	Bonita Springs-Naples, FL	221,251	FL	364	3	0	11	1	$8.8	12.3%
139	Antioch, CA	217,591	CA	475	6	0	74	7	$37.5	6.8%
140	Springfield, MO	215,004	MO	171	1	0	6	1	$7.6	11.7%
141	Huntsville, AL	213,253	AL	190	1	0	2	0	$3.0	12.8%
142	Evansville, IN-KY	211,989	IN	199	1	0	3	2	$6.5	20.3%
143	Thousand Oaks, CA	210,990	CA	112	1	0	10	1	$7.7	3.0%
144	Savannah, GA	208,886	GA	238	3	0	13	4	$16.3	18.7%
145	Salem, OR	207,229	OR	304	6	0	23	5	$30.0	12.1%
146	Fort Collins, CO	206,757	CO	207	2	0	8	2	$9.2	20.6%
147	Gulfport-Biloxi, MS	205,754	MS	181	1	0	7	1	$4.6	24.8%
148	Tallahassee, FL	204,260	FL	233	2	0	13	4	$12.2	32.4%
149	Lubbock, TX	202,225	TX	167	2	0	8	3	$9.8	38.6%
150	Victorville-Hesperia-Apple Valley, CA	200,436	CA	452	2	0	9	1	$8.8	17.4%
500	San Juan, PR	2,216,616	PR	641	31	3	241	57	$203.3	38.9%
501	Aguadilla-Isabela-San Sebastian, PR	299,086	PR	0	4	0	10	2	$2.8	0.0%
	UZA over 200,000 Population	166,216,015		209,189	3,663	245	52,040	9,801	$33,047.9	
	UZA under 200,000 Population and Non-Uzas	26,659,943		42,037	325	22	1,858	332	$1,580.9	
	National Total	192,875,958		251,226	3,988	267	53,898	10,134	$34,628.7	

(*) Directional Route Miles are not the total physical mileage of all routes.