National Transit Database - NTD

- Established by Congress in 1974
- Primary national database for public transit
- Collects annual transit performance and financial data, monthly ridership, and safety and security data
- Summarizes data in various annual reports
National Transit Database - NTD

- Used to calculate Federal funding formulas
- Supports
  - Peer-group benchmarking
  - Analysis of investment needs
  - Research
- Urban and rural transit grantees of Federal funding are required to report
Internet Reporting Login

Welcome to The National Transit Database

Warning
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NTD Release 2006-003-08042006
NTD Reporters by Organization

Urban and Rural NTD Reporters by Organization Type (January 2010 – December 2010)

Urbanized Areas not Served by Public Transit

Ridership

Transit Ridership Versus Employment (January 2003 – January 2011)

Safety

Annual Transit Fatality Data (January 2000 – December 2010)

Funding Sources

Public Funding for Transit by Government Jurisdiction (January 2000 – December 2010)

Capital and Operating Funding for Transit by Funding Source (January 2008 to December 2010)

Uses of Federal Funds by UZAs Over 200k in Population (January 2010 – December 2010)

Uses of Federal Funds by UZAs Under 200k in Population (January 2010 – December 2010)

Transit Asset Data

Transit Active Fleet by Vehicle Type (January 2010 – December 2010)

Change in Fixed Route Bus Service Fuel Types (January 2002 – December 2010)

Transit Operating Cost and Fares

Operating Cost per Vehicle Hour by Mode (January 2010 – December 2010)

Change in Transit Agency Fringe Benefits Expenses (January 2000 – December 2010)

Transit Agencies Operating Costs per Revenue Hour versus Farebox Recovery Ratio (January 2010 – December 2010)

Average Fare and Costs per Trip for Top 50 Fixed-Route Bus Services

NTD Transit Agency Profile Summary

Summary of Profiles for Top 50 Reporting Agencies (2010 Report Year)

WMATA Transit Agency Profile (Fiscal Year 2010)
What Is Reported to the NTD?

- Sources of funds
- Capital and operating expenditures
- Amount of service provided
- Ridership
- Capital assets

Reports vary in detail by size of the transit system reporting
Urban Reporting Agencies (5307)

729 Reporting Agencies
450 UZAs
Rural Transit Reporting Agencies in South Dakota

Transit Currently Reported to NTD
Who Reports To The NTD?
2010

Urban NTD Reporters
(729 Total)

City or County, 48%
Transit Agency, 34%
Subsidiaries Reporting Separately, 2%
Merged Reports (81 Total), 1%
Non-Profit, 2%
Private For-Profit, 3%
University, 1%
State DOT or MPO, 5%
Other, 12%
2%

Rural NTD Reporters
(1580 Total)

City or County, 42%
Transit Agency, 8%
Tribal Subrecipients, 5%
Urban Recipients, 10%
Non-Profit, 27%
State DOT or MPO, 2%
University, 5%
Rural Transfers, 1%
Other, 0.5%
Private For-Profit, 4%
Urbanized Areas – UZA

- 466 UZAs
- 16 Have no fixed route bus service
- 450 UZAs reporting
Transit ridership is slowly recovering from lower employment and a crash in gas prices.

Higher Ridership Has Reduced the Fatality Rate per 100 Million PMT
Even as Total Fatalities Have Remained Relatively Constant

Non-Suicide/Homicide Fatalities per 100 Million PMT

Note: Exhibit includes data for CR, DR, HR, LR, and MB. Also, fatality totals include both directly operated (DO) and purchase transportation (PT) service types.

Total Public Funding for Transit by Government Jurisdiction

The Federal share of total transit funding has remained relatively constant over 10 years.

**Source:** National Transit Database Report Year 2010.
ARRA (American Recovery & Reinvestment Act of 2009) Raised Federal Funding for Capital Expenditures from 40% to 50%

Funding Source: Federal, State, Local

Source: National Transit Database Report Years
Large UZAs (over 200k Population)
Nearly Half of 5307 Funds Are Used for Preventive Maintenance Expenses

Federal Funding in Small UZAs (Under 200k Population)

58% of the Transit Fleet is in UZAs Over 1 Million


* Source for "Special Service Vehicles" is the FTA, Fiscal Year Trends Report on the Use of Section 5310 Elderly and Persons with Disabilities Program Funds, 2002.

* "Other Regular Vehicles" includes automated guideway vehicles, automobiles, cable cars, ferryboats, inclined plane vehicles, jitneys, públicos, taxicabs, and trolleybuses.
Data set includes all motorbus vehicles in fixed route service as reported in Urban NTD 2002 to 2010 report years.

* Other includes Bunker fuel, Electric battery, Ethanol, Grain additive, Kerosene, Liquefied natural gas (LNG), Liquefied petroleum gas (LPG) and fuel types reported as "other" in the NTD.
Fixed-Route Bus Service Remains Cheaper Per Vehicle - Hour than Rail Services

Fringe benefits have increased faster than inflation for all modes.
Many rail systems have farebox recovery ratios between 20% and 40% and an operating cost per hour of between $200 and $350.
Average fares cover only 20% - 40% of a bus trip
### 2010 National Transit Profile Summary - All Agencies

#### General Information (Millions)
- **Service Consumption**
  - Service Consumption: 52,627.2
  - Annual Passenger Miles: 52,627.2
  - Annual Unlinked Trips: 9,959.7
  - Average Weekday Unlinked Trips (***): 32.7
  - Average Saturday/Sunday Unlinked Trips (***): 17.8
  - Average Sunday Unlinked Trips (***): 12.3

#### Service Supplied
- **Service Supplied**
  - Annual Vehicle Revenue Miles: 3,919.6
  - Annual Vehicle Revenue Hours: 260.5
  - Vehicles Operated in Maximum Service: 111,304
  - Vehicles Available for Maximum Service: 135,674

#### Financial Information (Millions)
- **Financial Information**
  - Fare Revenues Eearned: $12,173.8
  - Sources of Operating Funds Expended: $12,126.3

#### Summary Operating Expenses (Millions)
- **Summary Operating Expenses**
  - Salary, Wages, Benefits: 23,314.8
  - Materials and Supplies: 3,728.6
  - Total Operating Expenses: 35,071.4

#### Sources of Operating Funds Expended
- **Sources of Operating Funds Expended**
  - Reconciling Cash Expenditures: 2,875.2

### Vehicles Operated in Maximum Service and Uses of Capital Funds

<table>
<thead>
<tr>
<th>Mode</th>
<th>Directly Operated</th>
<th>Purchased</th>
<th>Revenue</th>
<th>Systems and</th>
<th>Facilities and</th>
<th>Other</th>
<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Public Bus</td>
<td>43,298</td>
<td>8,266</td>
<td>$2,373.4</td>
<td>$460.1</td>
<td>$1,095.4</td>
<td>$190.6</td>
<td>$4,195.9</td>
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<tr>
<td>Heavy Rail</td>
<td>9,158</td>
<td>40</td>
<td>$877.5</td>
<td>$2,637.2</td>
<td>$1,684.8</td>
<td>$446.9</td>
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<td>Commuter Rail</td>
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<td>$403.3</td>
<td>$1,943.0</td>
<td>$591.7</td>
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<td>$3,026.0</td>
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<tr>
<td>Demand Response</td>
<td>6,643</td>
<td>17,450</td>
<td>$228.6</td>
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<td>$6.2</td>
<td>$529.7</td>
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<td>4,353</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
<td>Light Rail</td>
<td>1,347</td>
<td>142</td>
<td>$326.5</td>
<td>$2,439.6</td>
<td>$441.1</td>
<td>$25.9</td>
<td>$3,234.4</td>
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<td>29</td>
<td>$128.3</td>
<td>$32.4</td>
<td>$62.3</td>
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<td>$202.9</td>
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<td>Trolleybus</td>
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<td>0.0</td>
<td>0.0</td>
<td>$0.5</td>
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<tr>
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<td>4,025</td>
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<td>38</td>
<td>0</td>
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<td>$0.4</td>
<td>1.6</td>
<td>0.3</td>
<td>$5.0</td>
</tr>
<tr>
<td>Public Dock</td>
<td>0</td>
<td>329</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
<td>Monorail</td>
<td>0</td>
<td>8</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<td>Inclined Plane</td>
<td>6</td>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<tr>
<td>Alaska Railroad</td>
<td>35</td>
<td></td>
<td>$17.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Total</td>
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<td>38,796</td>
<td>$4,346.9</td>
<td>$7,522.6</td>
<td>$3,920.6</td>
<td>$774.1</td>
<td>$16,564.3</td>
</tr>
</tbody>
</table>

### Operating Measures

#### Modal Characteristics

<table>
<thead>
<tr>
<th>Mode</th>
<th>Operating Expenses (Millions)</th>
<th>Fare Revenues (Millions)</th>
<th>Uses of Capital Funds (Millions)</th>
<th>Annual Passenger Miles</th>
<th>Annual Vehicle Revenue Hours</th>
<th>Annual Vehicle Revenue</th>
<th>Annual Unlinked Trips</th>
<th>Annual Unlinked Trips (Miles)</th>
<th>Average Route In Years</th>
<th>Peak to Base %</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>$18,399.2</td>
<td>$4,922.5</td>
<td>$5,119.5</td>
<td>20,569</td>
<td>21,971</td>
<td>13,191</td>
<td>153.5</td>
<td>51,064</td>
<td>7.3</td>
<td>1.5</td>
<td>23%</td>
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<tr>
<td>Heavy Rail</td>
<td>$6,369.7</td>
<td>$5,064.6</td>
<td>16,456</td>
<td>197,618</td>
<td>320</td>
<td>3,549.8</td>
<td>47.7</td>
<td>11,510</td>
<td>18.7</td>
<td>1.6</td>
<td>25%</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>$4,986.2</td>
<td>$3,232.8</td>
<td>10,773</td>
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<td>96</td>
<td>460.0</td>
<td>9.6</td>
<td>191</td>
<td>19.1</td>
<td>1.7</td>
<td>12%</td>
</tr>
<tr>
<td>Demand Response</td>
<td>$3,062.4</td>
<td>$239.7</td>
<td>$297.2</td>
<td>841.2</td>
<td>92.8</td>
<td>688.3</td>
<td>47.7</td>
<td>11,510</td>
<td>21.1</td>
<td>1.6</td>
<td>17%</td>
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<tr>
<td>Demand Response - Taxi</td>
<td>0</td>
<td>0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>Light Rail</td>
<td>$1,498.8</td>
<td>$421.7</td>
<td>$2,334.4</td>
<td>2,172.7</td>
<td>916</td>
<td>456.4</td>
<td>61.1</td>
<td>2,096</td>
<td>71.1</td>
<td>1.5</td>
<td>41%</td>
</tr>
<tr>
<td>Ferryboat</td>
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<td>$181.3</td>
<td>$202.9</td>
<td>382.2</td>
<td>3.3</td>
<td>61.9</td>
<td>0.1</td>
<td>21.3</td>
<td>64.2</td>
<td>2.7</td>
<td>38%</td>
</tr>
<tr>
<td>Trolleybus</td>
<td>$242.4</td>
<td>$80.1</td>
<td>$5.3</td>
<td>158.9</td>
<td>11.7</td>
<td>98.5</td>
<td>1.6</td>
<td>40.0</td>
<td>10.4</td>
<td>2.1</td>
<td>36%</td>
</tr>
<tr>
<td>Cable Car</td>
<td>$57.0</td>
<td>$25.6</td>
<td>$7.2</td>
<td>10.1</td>
<td>0.3</td>
<td>0.0</td>
<td>0.1</td>
<td>40</td>
<td>100.7</td>
<td>2.7</td>
<td>4%</td>
</tr>
<tr>
<td>Vanpool</td>
<td>$13,886.0</td>
<td>$123.3</td>
<td>1,086.7</td>
<td>181.0</td>
<td>3.9</td>
<td>4.1</td>
<td>0.1</td>
<td>121</td>
<td>113.0</td>
<td>3.3</td>
<td>14%</td>
</tr>
<tr>
<td>Automated Guideway</td>
<td>$39.9</td>
<td>$13.1</td>
<td>$7.3</td>
<td>2.0</td>
<td>0.1</td>
<td>0.1</td>
<td>0.1</td>
<td>53</td>
<td>113.0</td>
<td>3.3</td>
<td>14%</td>
</tr>
<tr>
<td>Public Dock</td>
<td>$58.0</td>
<td>$58.0</td>
<td>16.8</td>
<td>32.4</td>
<td>42.1</td>
<td>3.0</td>
<td>1.0</td>
<td>52</td>
<td>107.0</td>
<td>2.7</td>
<td>4%</td>
</tr>
<tr>
<td>Monorail</td>
<td>$2.7</td>
<td>$3.1</td>
<td>0.5</td>
<td>1.6</td>
<td>0.2</td>
<td>1.8</td>
<td>0.0</td>
<td>5</td>
<td>10.0</td>
<td>0.1</td>
<td>0%</td>
</tr>
<tr>
<td>Inclined Plane</td>
<td>$2.5</td>
<td>$3.7</td>
<td>0.4</td>
<td>0.5</td>
<td>0.8</td>
<td>0.1</td>
<td>0.1</td>
<td>30</td>
<td>113.0</td>
<td>3.3</td>
<td>14%</td>
</tr>
<tr>
<td>Alaska Railroad</td>
<td>$3.0</td>
<td>$1.3</td>
<td>$7.3</td>
<td>2.0</td>
<td>0.1</td>
<td>0.1</td>
<td>0.1</td>
<td>53</td>
<td>113.0</td>
<td>3.3</td>
<td>14%</td>
</tr>
<tr>
<td>Total</td>
<td>$11,034.3</td>
<td>$12,178.6</td>
<td>$16,564.3</td>
<td>52,627.2</td>
<td>3,919.6</td>
<td>9,959.7</td>
<td>260.5</td>
<td>113,043</td>
<td>171.0</td>
<td>32</td>
<td>100%</td>
</tr>
</tbody>
</table>

(*) Includes 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.

Average UPT values not available for DT Demand Response Taxi.
# Washington Metropolitan Area Transit Authority (WMATA)

## General Information
- **Urbanized Area (UZA) Statistics - 2000 Census**
  - Washington, DC-VA-MD
- **Square Miles**: 1,157
- **Population**: 3,933,920
- **Population Ranking out of 465 UZAs**: 8
- **Other UZAs Served**:
- **Service Area Statistics**
  - **Square Miles**: 662
  - **Population**: 5,317,169

## Vehicles Operated in Maximum Service and Uses of Capital Funds
<table>
<thead>
<tr>
<th>Mode</th>
<th>Directly Operated</th>
<th>Purchased Transportation</th>
<th>Revenue Vehicles</th>
<th>Systems and Facilities</th>
<th>Other</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>1,242</td>
<td>38</td>
<td>$137,864,596</td>
<td>$3,604,128</td>
<td>$41,629,643</td>
<td>$91,358</td>
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<tr>
<td>Heavy Rail</td>
<td>850</td>
<td>0</td>
<td>$21,012,695</td>
<td>$188,428,352</td>
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<tr>
<td>Demand Response</td>
<td>708</td>
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<td>$51,152,622</td>
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<td>$0</td>
<td>$51,152,622</td>
</tr>
<tr>
<td>Demand Response - Taxi</td>
<td>363</td>
<td>0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,092</td>
<td>1,109</td>
<td>$146,029,913</td>
<td>$87,395,913</td>
<td>$0</td>
<td>$443,971,407</td>
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</tbody>
</table>

## Sources of Operating Funds Expended
- **Fare Revenues**: 40%
- **Local Funds**: 27%
- **State Funds**: 17%
- **Federal Assistance**: 3%
- **Other Funds**: 13%

## Summary Operating Expenses
- **Salary, Wages, Benefits**: $1,002,368,170
- **Materials and Supplies**: $139,780,061
- **Purchased Transportation**: $104,032,391
- **Other Operating Expenses**: $196,740,741
- **Total Operating Expenses**: $1,442,921,263

## Reconciling Cash Expenditures
- $63,048,553

## Financial Information
- **Fare Revenues**: $600,669,889
- **Local Funds**: $411,355,909
- **State Funds**: $262,996,040
- **Federal Assistance**: $41,787,000
- **Other Funds**: $189,158,976

## Data Source: 2010 National Transit Database

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1. Excludes data for purchased transportation reported separately
2. Average UPT values not available for DT Demand Response Taxi
Questions?

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Federal Transit Administration
US Department of Transportation
john.giorgis@dot.gov