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1990 Transit Fact Book

APTA

TRANSIT FACT BOOK

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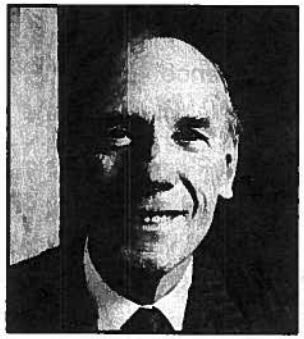

Chairman's Message

I am pleased to present this issue of the APTA **Transit Fact Book**. The **Transit Fact Book** for many years has been a standard statistical reference of trends in transit finance and operations. The association recognizes the importance of this information and is committed to continue to obtain, record, and compile transit statistics and serve as the central repository for transit data.

The trends highlighted in this edition of the **Transit Fact Book** show the steady growth and improvement in public transit during the past decades. As we look ahead, the continuing commitment to quality services will strengthen further the role of public transit in North America.

Daniel T. Scannell
Chairman

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Transit Fact Book

TECHNICAL NOTES

The American Public Transit Association (APTA) is the recognized source for statistical data and information about transit in the United States. APTA obtains data from member transit systems in the United States and uses these figures to estimate trends for all United States transit systems. The **Transit Fact Book** also contains data for Canadian transit systems provided by the Canadian Urban Transit Association (CUTA).

The **Transit Fact Book** was first published by an APTA predecessor organization in 1942.

APTA is an international organization of transit systems and related organizations in the United States, Canada, and other countries. APTA members serve the public interest by providing safe, efficient, and economical transit services, and by improving those services to meet national energy, environmental, and financial concerns. Over ninety percent of persons using urban public transit in the United States are carried by APTA members.

APTA members total over 900 and include motor bus and rapid transit systems, organizations responsible for planning, designing, constructing, financing, and operating transit systems, business organizations which supply products and services to transit, academic institutions, and state associations and departments of transportation.

Formed on a cooperative, nonprofit basis, APTA's objectives are:

- to represent the public interest in improving transit for all persons
- to represent the interests, common policies, requirements, and purposes of the operators of public transit
- to provide a medium for exchange of experiences, discussion, and comparative study of public transit affairs
- to promote research and investigation to the end of improving public transit
- to aid members in dealing with special issues

- to encourage cooperation among its members, their employees, and the general public
- to encourage compliance with the letter and spirit of equal opportunity principles
- to collect, compile, and make available to members data and information relative to public transit
- to assist in the training, education, and professional development of all persons involved in public transit
- to engage in any other activities which will serve the members and promote public transit

APTA is organized to function on behalf of all of transit's diversified interests. It is governed by a Board of Directors with voting control and authority vested in transit policy board members, transit operating officials, and associate members who are elected by the membership.

This book includes in Sections A and B aggregate information for all transit systems in the United States. *Except as noted, prior-to-1984 data exclude commuter railroad, automated guideway, urban ferry boat, and demand response, as well as most transit systems outside of urbanized areas. Data for these systems were not available prior to that date; accordingly, all data tables are non-continuous between 1983 and 1984.* Non-transit services such as taxicab, school bus, unregulated jitney, sightseeing bus, intercity bus, and special application mass transportation systems (e.g., amusement parks, airports, and international, rural, rural interstate, island, and urban park ferries) are excluded from all tables. Beginning in 1984, only active vehicles are counted in vehicle tables to conform with data reported to the Urban Mass Transportation Administration of the U.S. Department of Transportation (UMTA).

Data reported in Section C, the United States Urban Mass Transportation Act, are for all mass transportation operations and agencies qualifying under provisions of the laws cited in each table. Federal government funding data are based on reports prepared by the United States Department of Transportation.

Data reported in Section D, Statistical Trends of Canadian Transit Operations, are taken from **Urban Transit Facts in Canada** published by the Canadian Urban Transit Association. The data are for all regular transit service provided by CUTA transit system members. Section D is the only place where Canadian data appears.

Beginning in 1984, data used by APTA to compile Sections A and B of this book are based on **National Urban Mass Transportation Statistics**, published by UMTA. This document is the annual summary of reports submitted to UMTA to comply with requirements of Section 15 of the Urban Mass Transportation Act of 1964, as amended.

Data for prior years were voluntarily provided by APTA member United States transit systems. All data are expanded by standard statistical methods to provide estimates of statistical trends for all United States transit systems.

The initial adoption of the Section 15 requirements effective in 1979 resulted in several alterations to previous transit recordkeeping practices. Passenger data are collected for Section 15 by a sample survey technique not normally used by transit systems prior to Section 15 implementation. This has resulted in a break in the continuity of APTA Passenger Trip data in Tables 15 & 17 between 1980 and the preceding line.. Passenger Trip data reported in these tables are Total Passenger Rides before 1980 and Unlinked Transit Passenger Trips beginning in 1980.

Salaries and Wages data prior to 1977 in Table 28 include employee compensation in the form of paid sick leave, paid vacation time, and paid holidays. Beginning in 1977 these compensation types are included in Fringe Benefit costs. Prior to 1980, the Number of Employees is the average number of persons during the year. Beginning in 1980, the Number of Employees is based on the concept of Employee Equivalents where each Employee Equivalent is equal to 2,000 labor hours.

Because of the time required for transit systems to compile and report the large amount of data for this book, data for the last two calendar years reported are preliminary and will be refined when additional data become available. Changes in data reported for prior years, evident when comparing this book to previous editions, were made from subsequent availability of additional or updated data.

SECTION A

Profile of U.S. Transit

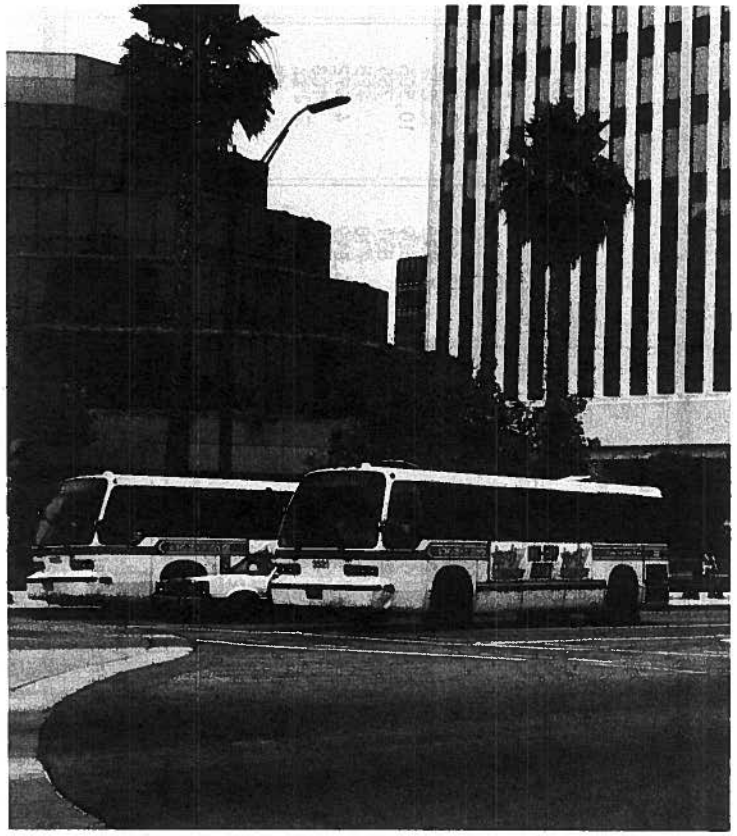


TABLE 1

Transit Modal Statistics at a Glance

MODE	NUMBER OF SYSTEMS(a)		ACTIVE VEHICLES		OPERATING EMPLOYEES	
	1988	1989	1988	1989	1988	1989
Motor Bus	2,671	2,665	60,388	60,250	153,553	162,964
Urbanized Area Fixed-Route	751	562	52,716	52,642	138,119	147,538
Other Fixed-Route	1,920	2,103	7,672	7,608	15,434	15,426
Demand Response	2,582	3,867	18,190	18,942	29,445	34,054
Vanpool	23	18	940	807	73	90
Heavy Rail	12	12	10,539	10,506	46,269	46,689
Light Rail	15	17	831	755	3,930	3,951
Trolleybus	5	5	710	725	2,032	2,014
Commuter Railroad	12	13	4,649	4,472	22,603	22,369
Ferry Boat (b)	23	26	88	108	2,807	2,642
Cable Car	1	1	44	44	277	265
Inclined Plane	4	4	10	10	39	37
Aerial Tramway	1	1	2	2	38	38
Automated Guideway	5	7	99	105	150	490
Total	5,036	5,046	96,490	96,726	261,216	275,603

All data are preliminary.
(a) Total is not sum of all modes since many systems operate more than one mode.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 1 (continued)

Transit Modal Statistics at a Glance

MODE	VEHICLE MILES OPERATED (MILLIONS)		UNLINKED PASSENGER TRIPS (MILLIONS)		PASSENGER MILES (MILLIONS)	
	1988	1989	1988	1989	1988	1989
Motor Bus	1,866.0	2,112.9	5,807	5,734	21,332	20,833
Urbanized Area Fixed-Route	1,750.4	1,919.5	5,589	5,429	20,605	19,750
Other Fixed-Route	115.6	193.4	218	305	727	1,083
Demand Response	381.5	348.6	82	77	601	500
Heavy Rail	517.5	532.1	2,308	2,542	11,365	12,030
Light Rail	20.8	21.3	154	163	471	509
Trolleybus	14.7	14.5	136	130	211	199
Commuter Railroad	201.2	209.5	325	330	6,941	7,222
Ferry Boat (b)	1.9	2.7	49	52	274	329
Other (a)	16.8	18.1	32	54	182	228
Total	3,020.4	3,259.7	8,893	9,082	41,377	41,850
Total Motor Bus Mile Equivalents	3,807.1	4,106.4				

All data are preliminary.
(a) Includes cable car, inclined plane, aerial tramway, vanpool, and automated guideway.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 2

Transit Systems Classified by Vehicle Type and Population Group

POPULATION OF URBANIZED AREA	ALL-RAIL SYSTEMS	MULTI-MODE SYSTEMS	MOTOR BUS/ DEMAND RESPONSE/ VANPOOL SYSTEMS	ALL-FERRY SYSTEMS	TOTAL SYSTEMS(b)
2,000,000 and greater	14	13	477	10	514
500,000 to 2,000,000	3	14	569	7	593
250,000 to 500,000	0	1	300	1	302
100,000 to 250,000	0	1	312	1	314
50,000 to 100,000	1	2	325	1	329
Less than 50,000(a)	1	1	2,991	1	2,994
Total U.S. Transit Systems	19	32	4,974	21	5,046

(a) Rural areas and urban places with less than 50,000 population outside of urbanized areas.
(b) As of July 1, 1990. Excludes bus service operated by Intercity Bus Carriers.

TABLE 3

Public Transit as a Portion of All Transit*

CALENDAR YEAR	NUMBER OF TRANSIT SYSTEMS	PERCENT OF ALL TRANSIT	TOTAL TRANSIT VEHICLES OWNED AND LEASED	PERCENT OF ALL TRANSIT	VEHICLE MILES OPERATED	PERCENT OF ALL TRANSIT	UNLINKED PASSENGER TRIPS	PERCENT OF ALL TRANSIT
					(MILLIONS)		(MILLIONS)	
1945	29	2%	14,609	16%	--	--	--	--
1950	36	3	24,570	28	--	--	--	--
1955	39	3	22,011	30	--	--	--	--
1960	58	5	23,738	36	--	--	--	--
1965	88	8	29,592	48	--	--	--	--
1970	159	15	40,778	66	1,280	68%	5,646	77%
1975	333	35	51,964	83	1,706	86	6,275	90
1980	576	55	64,128	90	1,939	93	7,741	94
1985	1,435	29	79,443	81	2,496	89	8,335	96
1990	1,580	31	86,430	86	3,057	94	8,493	94

P = Preliminary -- Data not available

*Public transit systems include all transit systems owned by municipalities, counties, regional authorities, states, or other governmental agencies and transit systems operated or managed by private firms under contract to governmental agency owners. Series not continuous between 1980 and 1985. Data prior to 1985 exclude commuter railroads, urban ferry boats, demand response, and some transit systems in non-urbanized areas.

TABLE 4

United States Transitways 2 Miles or More in Length

URBANIZED AREA	TRANSITWAY	LENGTH (miles)
Denver, CO	U.S. 36	5.5 1-way
Hartford, CT	I-84	10.0 2-way
Honolulu, HI	Kalanianole Highway	2.1 contraflow
Honolulu, HI	I-H-1	8.9 east, 7.8 west
Houston, TX	I-10 (Katy)	11.5 reversible
Houston, TX	I-45 (North)	11.6 reversible
Houston, TX	I-75 (Gulf)	6.5 reversible
Houston, TX	U.S. 290 (Northwest)	13.5 reversible
Indianapolis, IN	College Avenue	2.9 contraflow north
Los Angeles, CA	I-10 (El Monte)	11.4 2-way
Los Angeles, CA	CA Route 91	8.0 1-way
Los Angeles, CA	CA Route 55	11.0 2-way
Miami, FL	I-95	7.6 1-way
Minneapolis, MN	U.S. 12	2.8 1-way
New York, NY	Long Island Expressway	2.2 1-way
New York, NY	NJ Route 495 (Lincoln Tunnel)	2.9 1-way
Orlando, FL	I-4	32.0 1-way
Pittsburgh, PA	East (MLK, Jr.) Busway	8.1 2-way
Pittsburgh, PA	South Busway	4.3 2-way
Pittsburgh, PA	I-279	5.5 reversible
Saint Louis, MO	Hodiamont Right-of-Way	3.2 2-way
San Diego, CA	I-15	7.3 2-way
San Francisco, CA	U.S. 101 North	6.9 north, 8.1 south
San Francisco, CA	U.S. 101 South	3.2 north, 2.0 south

TABLE 4 (continued)

United States Transitways 2 Miles or More in Length

URBANIZED AREA	TRANSITWAY	LENGTH (miles)
San Jose, CA	CA Route 237	4.9 1-way
San Jose, CA	San Tomas Expressway	8.3 1-way
San Jose, CA	Montague Expressway	5.9 1-way
San Jose, CA	U.S. 101	8.7 1-way
Seattle, WA	I-5	5.8 south, 4.3 north
Seattle, WA	I-5	3.5 south
Seattle, WA	I-5	2.0 north
Seattle, WA	I-405	6.2 1-way
Seattle, WA	WA Route 520	2.8 west
Seattle, WA	WA Route 522	3.3 south
Seattle, WA	I-90	5.1 2-way
Washington, DC	I-395/I-95 (Shirley)	10.1 reversible
Washington, DC	I-95 (Shirley)	5.5 1-way
Washington, DC	Dulles Access Road	9.6 1-way

Source: American Public Transit Association, *Transitways*, 1987; selected Urban Mass Transportation Administration Fiscal Year 1989 Section 15 reports, press reports.

TABLE 5

Number of Transit Service Providers By State

STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Alabama	14	26	21	61
Alaska	1	8	32	41
Arizona	10	11	62	83
Arkansas	4	7	71	82
California	111	67	177	355
Colorado	11	18	22	51
Connecticut	25	4	76	105
Delaware	2	1	30	33
District of Columbia	1	0	20	21
Florida	24	31	98	153
Georgia	10	54	51	115
Hawaii	1	3	30	34
Idaho	4	6	31	41
Illinois	20	30	57	107
Indiana	28	28	72	128
Iowa	17	24	1	42
Kansas	4	121	50	175
Kentucky	6	21	46	73
Louisiana	15	42	61	118
Maine	8	11	0	19
Maryland	12	15	49	76
Massachusetts	17	4	59	80

(a), (b), (c) See footnotes Page 18.

(continued on Page 17)

TABLE 5 (continued)

Number of Transit Service Providers By State

STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Michigan	18	46	44	108
Minnesota	9	35	115	159
Mississippi	5	17	56	78
Missouri	8	27	67	102
Montana	4	10	34	48
Nebraska	2	50	56	108
Nevada	4	7	48	59
New Hampshire	3	3	21	27
New Jersey	25	14	91	130
New Mexico	5	17	51	73
New York	57	32	260	349
North Carolina	19	21	52	92
North Dakota	2	22	23	47
Ohio	39	33	113	185
Oklahoma	4	14	173	191
Oregon	5	21	61	87
Pennsylvania	43	15	118	176
Rhode Island	1	1	23	25
South Carolina	7	8	65	80
South Dakota	2	13	47	62
Tennessee	11	12	132	155
Texas	32	34	166	232

(a), (b), (c) See footnotes Page 18.

(continued on Page 18)

TABLE 5 (continued)

Number of Transit Service Providers By State

STATE	URBANIZED AREA TRANSIT SYSTEMS(a)	SMALL URBAN AND RURAL TRANSIT SYSTEMS(b)	NON-PROFIT ELDERLY AND DISABLED SERVICE PROVIDERS(c)	TOTAL SERVICE PROVIDERS
Utah	2	4	43	49
Vermont	1	6	28	35
Virginia	25	11	42	78
Washington	19	26	7	52
West Virginia	6	12	83	101
Wisconsin	20	32	71	123
Wyoming	1	21	20	42
United States Total	724	1,096	3,226	5,046

(a) Transit systems reporting data for U.S. DOT's Annual Section 15 Report operating at least one fixed route within an urbanized area. Systems operating in two or more states are counted in the state in which they operate the largest portion of their service.

(b) Transit systems receiving funds under the provisions of the Urban Mass Transportation Act of 1964, as amended, Section 18. Includes service providers operating fixed-route only, demand-response only, and combined fixed-route and demand-response service. Excludes providers also providing urbanized area service.

(c) Transit service providers receiving funds under the provisions of the Urban Mass Transportation Act of 1964, as amended, Section 16(b)2. Excludes service providers also providing urbanized area or small urban and rural service.

Data estimate for Small Urban and Rural Transit Systems and Non-Profit Elderly and Disabled Service Providers based on A *Directory of UMTA-Funded Rural and Specialized Transit Systems*, U.S. Department of Transportation, December 1989.

TABLE 6

Milestones in U.S. Transit History

Year	Event
1630	Boston--reputed first publicly operated ferry boat
1740	New York--reputed first use of ox carts for carrying of passengers
1827	New York--first horse-drawn urban stagecoach line (Dry Dock & East Broadway)
1830	Baltimore--first railroad (Baltimore & Ohio Railroad Co.)
1832	New York--first horse-drawn street railway line (New York & Harlem Railroad Co.)
1835	New Orleans--oldest street railway line still operating (New Orleans & Carrollton line)
1838	Boston--first commuter fares on a railroad (Boston & West Worcester Railroad)
1850	New York--first use of exterior advertising on street railways
1856	Boston--first fare-free promotion
1861	New York--first failed attempt to form street railway labor organization
1868	New York--first cable-powered (& first elevated) line (West Side & Yonkers Patent Railway)
1870	New York--first pneumatic-powered (& first underground) line (Beach Pneumatic Railroad Co.)
1870	Pittsburgh--first inclined plane
1871	New York--first steam-powered elevated line (New York Elevated Railroad Co.)
1872	Great Epizootic horse influenza epidemic in eastern states kills thousands of horses (the motive power for most street railways)
1873	San Francisco--first successful cable-powered line (Clay St. Hill Railroad)
1875	New York--first publicly operated rail line (Brooklyn Bridge cable line)
1882	Boston--American Street Railway Association (APTA's original predecessor) formed
1883	New York--first surviving street railway labor organization (Knights of Labor Local 2878)
1884	Cleveland--first electric street railway line (East Cleveland Street Railway)
1884	first transit publication (The Street Railway Journal)
1886	New York--first recorded strike by street railway workers (Third Avenue & Sixth Avenue Elevateds)
1886	Montgomery, AL--first semi-successful citywide street railway system (Capital City Street Railway Co.)

TABLE 6 (continued)

Milestones in U.S. Transit History

Year	Event
1888	Richmond, VA--first successful electric street railway line (Union Passenger Railway)
1889	New York--first major strike by street railway workers
1892	Indianapolis--first national street railway labor union founded (Amalgamated Association of Street Railway Employees of America, now called the Amalgamated Transit Union)
1893	Portland, OR--first interurban rail line (East Side Railway Co.)
1894	Boston--first public transit commission (Boston Transit Commission)
1895	Chicago--first electric elevated rail line (Metropolitan West Side Elevated Railway)
1897	Boston--first electric underground (& first publicly-financed) street railway line (West End Street Railway)
1898	Chicago--first electric multiple-unit controlled rail line (Chicago & South Side Rapid Transit Railroad Co.)
1904	New York--first electric underground (& first 4-track express) heavy rail line (Interborough Rapid Transit Co.)
1905	New York--first public takeover of a private transit company (Staten Island Ferry)
1905	New York--first motor bus company (Fifth Avenue Coach Co.)
1906	Monroe, LA--first public takeover of a street railway
1908	New York--first interstate underground heavy rail line (Hudson & Manhattan Railroad to New Jersey)
1910	Hollywood, CA--first trolleybus line (Laurel Canyon Utilities Co.)
1912	San Francisco--first publicly operated street railway in a large city (San Francisco Municipal Railway)
1912	Cleveland--first street railway to operate motor buses (Cleveland Railway)
1914	Los Angeles--first jitney
1917	New York--last horse-drawn street railway line closed
1920	first motor bus not based on truck chassis (Fageol Safety Coach)
1921	New York--first successful trolleybus line
1923	Bay City, MI, Everett, WA, Newburgh, NY--first cities to replace all streetcars with motor buses
1926	highest peacetime transit ridership before World War II (17.2 billion)

TABLE 6 (continued)

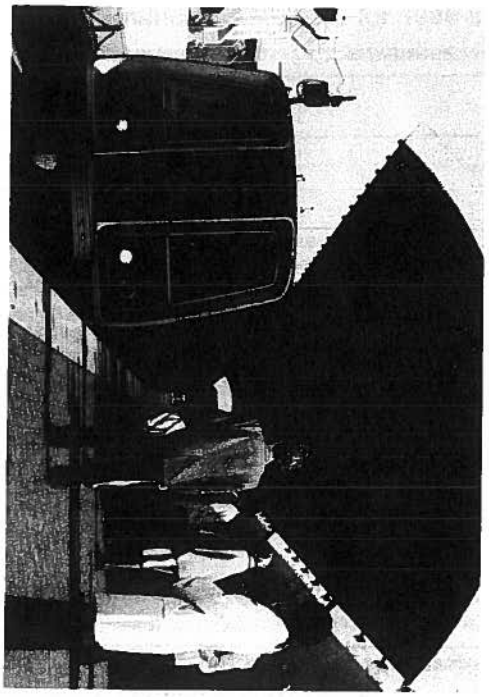
Milestones in U.S. Transit History

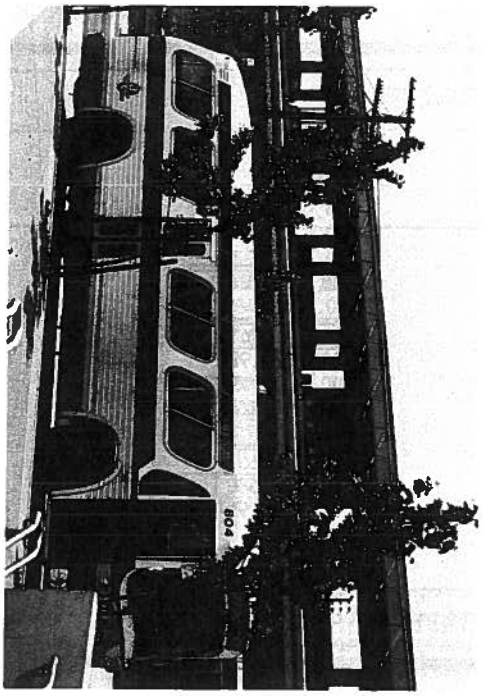
Year	Event
1927	Detroit--first motor bus without cowl-type engine
1927	Philadelphia--first automobile park and ride lot and first bus-rail transfer facility for a non-commuter rail line
1932	New York--first publicly operated heavy rail line (Independent Subway)
1933	San Antonio--first large city to replace all streetcars with motor buses
1934	New York--Transport Workers Union of America founded
1935	Washington--Public Utility Holding Company Act of 1935 enacted requiring most power companies to divest themselves of transit operations and eliminating much private transit financing
1936	motor bus manufacturers began to assume control of or influence street railways, leading to rapid replacement of streetcars with motor buses
1936	New York--first industry-developed standardized street railway car (P.C.C. car) (Brooklyn & Queens Transit System)
1938	Chicago--first use of federal capital funding to build a transit rail line
1939	Chicago--first street with designated bus lane
1940	first time motor bus ridership exceeded street railway ridership
1940	San Francisco becomes last surviving cable car system
1946	highest-ever transit ridership (23.4 billion)
1952	San Francisco--last new PCC car for U.S. transit system placed in service
1961	Washington--first significant federal transit legislation (Housing & Urban Development Act of 1961)
1962	Seattle--first monorail (Seattle World's Fair)
1962	New York--first automated heavy rail line (Grand Central Shuttle)
1963	Chicago becomes last surviving city with interurban line (Chicago, South Shore, & South Bend Railroad)
1964	Washington--creation of Urban Mass Transportation Administration (Urban Mass Transportation Act of 1964)
1966	New York--first public takeover of commuter railroad (Long Island Rail Road Co.)
1966	Providence--first statewide transit system (Rhode Island Public Transit Authority)
1966	Washington--Urban Mass Transportation Administration moved to new Department of Transportation

TABLE 6 (continued)

Milestones in U.S. Transit History

Year	Event
1968	Minneapolis--first downtown transit mall (Nicollet Mall)
1968	Cleveland--first rail station at an airport opened
1969	Washington--first transitway (Shirley Highway)
1969	Philadelphia--first modern heavy rail system replacing former rail line (Port Authority Transit Corporation)
1970	Fort Walton Beach, FL--first dial-a-ride demand response bus
1971	Washington--first federally subsidized intercity railroad providing commuter service (AMTRAK)
1972	San Francisco--first computer-controlled heavy rail system (Bay Area Rapid Transit District)
1972	transit ridership hits all-time low (5.3 billion)
1973	Washington--some transit service required to be accessible to disabled (Rehabilitation Act of 1973)
1973	Boston, Dayton, OH, Philadelphia, San Francisco, & Seattle become last surviving trolleybus systems
1974	Boston, Cleveland, Newark, New Orleans, Philadelphia, Pittsburgh, & San Francisco become the last surviving street railway systems
1974	Washington--first federal transit operating assistance legislation (National Mass Transportation Assistance Act of 1974)
1974	American Public Transit Association formed from merger of 2 organizations
1975	Morgantown, WV--first automated guideway peoplemover (West Virginia University)
1977	San Diego--first wheelchair-lift-equipped fixed-route bus
1979	Seattle--first successful wheelchair-lift-equipped fixed-route bus service
1979	Washington--first standardized transit data accounting system (Section 15)
1980	San Diego--first completely new light rail system (San Diego Trolley)
1982	Washington--transit trust fund for capital projects created thru dedication of one cent of federal gas tax
1990	Washington--virtually all transit service required to be accessible to disabled (Americans with Disabilities Act of 1990)





SECTION B

Statistical Trends of Transit Finances and Operations

TABLE 7

Transit Financial Statement for 1989 and 1988

	REVENUES	
	1989	1988
Passenger Revenue	$ 5,468,000,000	$ 5,504,600,000
Other Operating Revenue	829,200,000	856,900,000
Total Operating Revenue	$ 6,297,100,000	$ 6,361,500,000
Local Operating Assistance	$ 4,978,800,000	$ 5,358,200,000
State Operating Assistance	2,644,000,000	2,745,500,000
Federal Operating Assistance	867,600,000	950,200,000
Total Operating Assistance	$ 8,490,400,000	$ 9,053,900,000
Total Revenue	$14,787,600,000	$15,415,400,000

All data are preliminary.

TABLE 7 (continued)

Transit Financial Statement for 1989 and 1988

	EXPENSES	
	1989	1988
Vehicle Operations Expense	$ 6,755,000,000	$ 6,403,700,000
Vehicle Maintenance Expense	3,099,500,000	3,030,900,000
Non-Vehicle Maintenance Expense	1,593,700,000	1,533,300,000
General Administration Expense	3,381,100,000	3,249,000,000
Purchased Transportation Expense	$ 842,100,000	$ 792,100,000
Total Operating Expense	15,671,400,000	15,009,000,000
Depreciation and Amortization	$ 1,572,700,000	$ 1,447,200,000
Other Reconciling Items	726,300,000	816,200,000
Total Reconciling Items	$ 2,299,000,000	$ 2,263,400,000
Total Expense	$17,970,400,000	$17,272,400,000

All data are preliminary.

NOTE: The difference between Total Revenue and Total Expense is due to several factors including (1) use of the accrual system of accounting rather than the cash system of accounting, (2) amalgamation of accounts of transit systems recording revenue and expense is a variety of fiscal or calendar years, (3) inclusion of State and Local Financial Assistance classified as operating assistance for income accounting purposes but subsequently transferred to capital accounts for expenditure, (4) inclusion of Depreciation and Amortization costs in Total Expense that are met from revenue sources not included in Total Revenue, (5) exclusion of extraordinary revenues and extraordinary expenses, (6) actual profit or loss of privately owned transit systems, and (7) actual surplus or deficit of publicly owned transit systems.

TABLE 8A

Trend of Transit Revenues, Dollars*

CALENDAR YEAR	OPERATING REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE
	PASSENGER(a)	OTHER	TOTAL	LOCAL & STATE	FEDERAL	TOTAL	
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1975	$1,860.5	$182.5	$2,043.0	$1,106.0	$ 301.8	$1,407.8	$3,450.8
1976	2,025.6	210.5	2,236.1	1,224.5	442.9	1,647.3	3,883.4
1977	2,157.1	196.5	2,353.6	1,319.5	584.5	1,904.1	4,257.7
1978	2,271.0	178.9	2,449.9	1,542.1	689.5	2,231.7	4,681.5
1979	2,436.3	211.5	2,647.8	2,054.6	855.8	2,910.4	5,558.2
1980	2,556.8	248.3	2,805.1	2,611.2	1,093.9	3,705.1	6,510.2
1981	2,701.4	343.8	3,045.2	3,225.7	1,095.1	4,320.8	7,366.0
1982	3,077.0	380.0	3,457.0	3,582.0	1,005.4	4,587.4	8,044.3
1983	3,171.6	332.5	3,504.1	4,194.6	827.0	5,021.6	8,525.7
1984	4,447.7	780.5	5,228.2	5,399.1	995.8	6,394.9	11,623.1
1985	4,574.7	701.8	5,276.5	5,978.5	939.6	6,918.1	12,194.6
1986	5,011.0	743.5	5,754.5	6,481.3	911.5	7,392.8	13,147.3
				LOCAL / STATE			
1987	5,144.5	786.2	5,930.7	4,706.9 / 2,579.5	955.1	8,241.5	14,172.2
P 1988	5,504.6	856.9	6,361.5	5,358.2 / 2,745.5	950.2	9,053.9	15,415.4
P 1989	5,468.0	829.2	6,297.1	4,978.8 / 2,644.0	867.6	8,490.4	14,787.6

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) Beginning 1984 includes fare revenue retained by contractors.

TABLE 8B

Trend of Transit Revenues, Percent of Total Revenue*

CALENDAR YEAR	OPERATING REVENUE			OPERATING ASSISTANCE			TOTAL REVENUE
	PASSENGER(a)	OTHER	TOTAL	LOCAL & STATE	FEDERAL	TOTAL	
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)
1975	53.9	5.3	59.2	32.1	8.7	40.8	100.0
1976	52.2	5.4	57.6	31.5	10.9	42.4	100.0
1977	50.7	4.6	55.3	31.0	13.7	44.7	100.0
1978	48.5	3.8	52.3	33.0	14.7	47.7	100.0
1979	43.8	3.8	47.6	37.0	15.4	52.4	100.0
1980	39.0	3.7	42.7	40.0	17.3	57.3	100.0
1981	36.7	4.6	41.3	43.8	14.9	58.7	100.0
1982	38.3	4.7	43.0	44.5	12.5	57.0	100.0
1983	37.2	3.9	41.1	49.2	9.7	58.9	100.0
1984	38.3	6.7	45.0	46.4	8.6	55.0	100.0
1985	37.5	5.8	43.3	49.0	7.7	56.7	100.0
1986	38.1	5.7	43.8	49.3	6.9	56.2	100.0
				LOCAL / STATE			
1987	36.3	5.6	41.9	33.2 / 18.2	6.7	58.1	100.0
P 1988	35.7	5.6	41.3	34.8 / 17.7	6.2	58.7	100.0
P 1989	37.0	5.6	42.6	33.6 / 17.9	5.9	57.4	100.0

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) Beginning 1984 includes fare revenue retained by contractors.

TABLE 9

Source of Revenue by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS(b)	STATE AND LOCAL ASSISTANCE	FEDERAL ASSISTANCE
Multi-Mode, All Areas (c)	1985	27	39.9	5.2	48.3	6.6
	1986	24	40.0	5.3	49.2	5.5
	1987	33	37.8	4.9	52.7	4.6
	P 1988	33	36.1	5.0	54.5	4.4
	P 1989	44	37.0	5.0	53.4	4.6
Motor Bus Only, 1,000,000 or More	1985	40	27.1	6.4	58.1	8.4
	1986	40	32.0	6.0	54.1	7.9
	1987	54	33.9	4.1	54.4	7.6
	P 1988	61	33.5	5.4	53.8	7.3
	P 1989	51	32.7	3.5	55.2	8.6
Motor Bus Only, 500,000 - 1,000,000	1985	23	27.9	5.7	48.5	17.9
	1986	22	27.3	4.8	47.1	20.8
	1987	23	25.9	7.1	47.4	19.6
	P 1988	22	25.1	6.6	50.7	17.6
	P 1989	24	24.6	6.8	52.8	15.8

(a), (b), (c) See footnotes Page 29.

TABLE 9 (continued)

Source of Revenue by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF REVENUE FOR OPERATIONS FROM			
			PASSENGER FARES	OTHER EARNINGS(b)	STATE AND LOCAL ASSISTANCE	FEDERAL ASSISTANCE
Motor Bus Only, 200,000 to 500,000	1985	43	28.6	4.9	45.4	21.1
	1986	49	23.9	3.9	55.2	17.0
	1987	55	24.8	4.8	52.2	18.2
	P 1988	50	24.6	5.5	53.2	16.7
	P 1989	55	23.5	5.2	54.7	16.6
Motor Bus Only, 200,000 or Fewer	1985	73	22.1	6.4	50.5	21.0
	1986	97	20.3	6.0	50.8	22.9
	1987	99	20.1	6.2	53.0	20.7
	P 1988	102	19.3	6.2	54.6	19.9
	P 1989	111	18.7	6.6	54.5	20.2

NOTE: Excludes automated guideway and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.
(b) Other operating revenue, non-operating income, and net auxiliary operating revenue.
(c) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolleybus, urban ferry boat, or inclined plane.

TABLE 10A

Trend of Transit Expenses by Function Class, Dollars*

CALENDAR YEAR	OPERATING EXPENSE					TOTAL	DEPRECIATION AND AMORTIZATION	OTHER RECONCILING ITEMS	TOTAL EXPENSE
	VEHICLE OPERATIONS	MAINTENANCE		GENERAL ADMINIS-TRATION	PURCHASED TRANSPOR-TATION				
		VEHICLE	NON-VEHICLE						
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1975	$1,876.5	$814.4(a)		$ 846.4(b)		$ 3,537.3	$ 121.0	$ 94.2	$3,752.5
1976	2,033.4	894.1(a)		929.9(b)		3,857.4	136.3	88.9	4,082.6
1977	2,219.8	972.7(a)		928.5(b)		4,121.0	161.4	84.2	4,366.6
1978	2,508.7	$ 776.6	$ 292.1	961.7(b)		4,539.1	149.6	100.2	4,788.9
1979	2,735.0	1,070.2	398.8	1,027.7(b)		5,231.7	253.4	126.3	5,611.4
1980	3,248.2	1,274.3	499.7	1,224.3(b)		6,246.5	277.6	186.5	6,710.6
1981	3,596.5	1,397.8	547.9	1,482.1(b)		7,024.3	386.3	211.1	7,621.7
1982	3,882.3	1,555.8	611.8	1,503.0(b)		7,552.9	507.1	254.3	8,314.3
1983	3,930.8	1,696.6	694.9	1,633.7(b)		7,956.0	472.5	307.2	8,735.7
1984	5,141.9	2,149.4	912.3	2,914.7	455.7	11,574.0	885.5	497.6	12,957.1
1985	5,654.7	2,522.6	1,149.6	2,505.3	548.7	12,380.9	1,097.6	598.6	14,077.1
1986	5,873.6	2,858.6	1,379.8	2,830.2	468.2	13,410.4	1,188.8	648.4	15,247.6
1987	6,161.8	2,876.7	1,401.7	2,983.7	729.9	14,153.8	1,273.8	757.2	16,184.8
P 1988	6,403.7	3,030.9	1,533.3	3,249.0	792.1	15,009.0	1,447.2	816.2	17,272.4
P 1989	6,755.0	3,099.5	1,593.7	3,381.1	842.1	15,671.4	1,572.7	726.3	17,970.4

P = Preliminary -- Data not available

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) Vehicle Maintenance and Non-Vehicle Maintenance combined.
(b) General Administration and Purchased Transportation combined.

TABLE 10B

Trend of Transit Operating Expenses by Function Class, Percent of Operating Expense*

CALENDAR YEAR	OPERATING EXPENSE					TOTAL
	VEHICLE OPERATIONS	MAINTENANCE		GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	
		VEHICLE	NON-VEHICLE			
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)
1977	53.9	23.6(b)		22.5(a)		100.0
1978	55.3	17.1	6.4	21.2(a)		100.0
1979	52.3	20.5	7.6	19.6(a)		100.0
1980	52.0	20.4	8.0	19.6(a)		100.0
1981	51.2	19.9	7.8	21.1(a)		100.0
1982	51.4	20.6	8.1	19.9(a)		100.0
1983	49.4	21.3	8.8	20.5(a)		100.0
1984	44.4	18.5	7.9	25.2	4.0	100.0
1985	45.7	20.4	9.3	20.2	4.4	100.0
1986	43.8	21.3	10.3	21.1	3.5	100.0
1987	43.5	20.3	9.9	21.1	5.2	100.0
P 1988	42.7	20.2	10.2	21.6	5.3	100.0
P 1989	43.1	19.8	10.2	21.5	5.4	100.0

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) General Administration and Purchased Transportation combined.
(b) Vehicle Maintenance and Non-Vehicle Maintenance combined.

TABLE 11A

Trend of Transit Expenses by Object Class, Dollars*

CALENDAR YEAR	LABOR (a)	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY AND LIABILITY COSTS	PURCHASED TRANS-PORTATION	OTHER	TOTAL OPERATING EXPENSE
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1977	$3,360.3	--	--	--	--	--		$4,121.0
1978	3,704.6	--	--	--	--	--		4,539.1
1979	4,115.4	$136.3	$ 508.3	$188.7	$183.4	$ 99.6(b)		5,231.7
1980	4,634.0	237.6	759.4	231.3	237.8	146.4(b)		6,246.5
1981	5,142.6	266.8	940.8	280.9	252.8	140.4(b)		7,024.3
1982	5,487.9	298.3	1,129.9	322.5	188.1	126.1(b)		7,552.9
1983	5,898.6	309.4	1,023.9	431.2	192.6	100.3(b)		7,956.0
1984	8,204.5	469.2	1,462.2	465.7	328.5	455.7	188.2	11,574.0
1985	8,711.4	491.9	1,561.2	494.7	347.1	548.7	225.9	12,380.9
1986	9,578.6	595.9	1,572.5	507.8	517.7	468.2	169.7	13,410.4
1987	10,041.7	693.4	1,515.0	515.5	571.3	729.9	87.0	14,153.8
P 1988	10,783.8	715.1	1,561.1	502.9	565.1	792.1	88.9	15,009.0
P 1989	11,194.0	790.6	1,611.0	550.1	591.0	842.1	92.6	15,671.4

P = Preliminary

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) See Table 28 for further detail of labor expense.
(b) Purchased Transportation and Other combined.

TABLE 11B

Trend of Transit Expenses by Object Class, Percent of Operating Expense*

CALENDAR YEAR	LABOR (a)	SERVICES	MATERIALS AND SUPPLIES	UTILITIES	CASUALTY AND LIABILITY COSTS	PURCHASED TRANS-PORTATION	OTHER	TOTAL OPERATING EXPENSE
	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)	(PERCENT)
1977	81.5	--	--	--	--	--		100.0
1978	81.6	--	--	--	--	--		100.0
1979	78.7	2.6	9.7	3.6	3.5	1.9(b)		100.0
1980	74.2	3.8	12.2	3.7	3.8	2.3(b)		100.0
1981	73.2	3.8	13.4	4.0	3.6	2.0(b)		100.0
1982	72.7	3.9	15.0	4.3	2.5	1.6(b)		100.0
1983	74.1	3.9	12.9	5.4	2.4	1.3(b)		100.0
1984	70.9	4.1	12.6	4.0	2.8	4.0	1.6	100.0
1985	70.4	4.0	12.6	4.0	2.8	4.4	1.8	100.0
1986	71.4	4.4	11.7	3.8	3.9	3.5	1.3	100.0
1987	70.9	4.9	10.7	3.7	4.0	5.2	0.6	100.0
P 1988	71.8	4.8	10.4	3.4	3.8	5.3	0.6	100.0
P 1989	71.4	5.0	10.3	3.5	3.8	5.4	0.6	100.0

P = Preliminary -- Data not available

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) See Table 28 for further detail of labor expense.
(b) Purchased Transportation and Other combined.

TABLE 12

Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE DATA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF OPERATING EXPENSE FOR				
			VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION
Multi-Mode, All Areas (b)	1985	27	41.5	20.7	12.7	23.1	2.0
	1986	24	38.7	20.6	13.7	23.0	4.0
	1987	33	38.9	20.9	14.1	23.1	3.0
	P 1988	33	38.3	20.2	13.0	22.5	6.0
	P 1989	44	37.9	19.2	13.2	23.5	6.2
Motor Bus Only, 1,000,000 or More	1985	40	52.0	21.9	2.4	19.0	4.7
	1986	40	52.4	21.7	2.8	19.8	3.3
	1987	54	52.1	20.9	3.0	19.6	4.4
	P 1988	61	53.4	20.8	2.8	18.8	4.2
	P 1989	51	51.8	21.5	2.9	19.9	3.9
Motor Bus Only, 500,000 - 1,000,000	1985	23	57.9	19.4	2.5	16.3	3.9
	1986	22	56.5	18.8	2.7	17.9	4.1
	1987	23	56.3	19.1	2.8	18.1	3.7
	P 1988	22	56.3	19.4	2.9	17.8	3.6
	P 1989	24	55.1	19.1	2.9	18.2	4.7

(a), (b) See footnotes Page 35.

TABLE 12 (continued)

Operating Expense by Transit System Vehicle Mode and Population of Area Served

VEHICLE MODE, POPULATION SIZE OF SERVICE AREA	CALENDAR YEAR	SAMPLE SIZE(a)	PERCENT OF OPERATING EXPENSE FOR				
			VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION
Motor Bus Only, 200,000 to 500,000	1985	43	60.4	19.4	2.0	16.2	2.0
	1986	49	56.3	19.7	1.9	19.1	3.0
	1987	55	55.6	20.2	2.3	18.7	3.2
	P 1988	50	56.5	19.6	2.4	17.8	3.7
	P 1989	55	57.2	18.9	2.4	17.4	4.1
Motor Bus Only, 200,000 or Fewer	1985	73	59.1	19.3	1.8	16.4	3.4
	1986	97	56.0	19.2	2.0	17.9	4.9
	1987	99	54.7	18.8	2.0	18.8	5.7
	P 1988	102	56.6	18.5	2.2	18.2	4.5
	P 1989	111	55.2	18.0	2.2	18.1	6.5

NOTE: Excludes automated guideway and commuter railroad data and transit systems operating only heavy rail or light rail.

(a) Number of transit systems reporting data for category and year. Percentages are for the sample only; not expanded to include all transit systems. A part of the variation in percentage values from year to year may result from changes in which transit systems comprise the sample groups rather than from actual changes in values for all transit systems.

(b) Systems directly operating two or more of the following modes: motor bus, heavy rail, light rail, trolleybus, urban ferry boat, or inclined plane.

TABLE 13

Transit Operating Expense for 1989 Classified By Function and Object Class (Total Dollars in Millions)

FUNCTION AND OBJECT CLASS	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL
Salaries and Wages	3,702.0	1,430.8	808.0	1,346.9	0.0	7,287.7
Fringe Benefits	1,881.6	748.0	470.9	805.8	0.0	3,906.3
Services	74.0	145.6	120.0	451.0	0.0	790.6
Fuels and Lubricants	397.6	26.6	1.0	0.0	0.0	425.2
Materials and Supplies	102.5	720.4	168.0	194.9	0.0	1,185.8
Utilities	98.9	4.9	287.0	159.3	0.0	550.1
Casualty and Liability Costs	24.7	6.2	8.3	551.8	0.0	591.0
Purchased Transportation	0.0	0.0	0.0	0.0	842.1	842.1
Other	473.7	17.0	-269.5	-128.6	0.0	92.6
Total	6,755.0	3,099.5	1,593.7	3,381.1	842.1	15,671.4

TABLE 13 (continued)

Transit Operating Expense for 1989 Classified By Function and Object Class (Percent of Total)

FUNCTION AND OBJECT CLASS	VEHICLE OPERATIONS	VEHICLE MAINTENANCE	NON-VEHICLE MAINTENANCE	GENERAL ADMINISTRATION	PURCHASED TRANSPORTATION	TOTAL
Salaries and Wages	23.62	9.13	5.16	8.59	0.00	46.50
Fringe Benefits	12.01	4.77	3.00	5.14	0.00	24.93
Services	0.47	0.93	0.77	2.88	0.00	5.04
Fuels and Lubricants	2.54	0.17	0.01	0.00	0.00	2.71
Materials and Supplies	0.65	4.60	1.07	1.24	0.00	7.57
Utilities	0.63	0.03	1.83	1.02	0.00	3.51
Casualty and Liability Costs	0.16	0.04	0.05	3.52	0.00	3.77
Purchased Transportation	0.00	0.00	0.00	0.00	5.37	5.37
Other	3.02	0.11	-1.72	-0.82	0.00	0.59
Total	43.10	19.78	10.17	21.57	5.37	100.00

TABLE 14

Transit Revenue and Expense in 1989

TRANSIT REVENUE

TRANSIT EXPENSE

TABLE 15

Trend of Motor Bus Passenger Trips Classified by Population Groups (a)

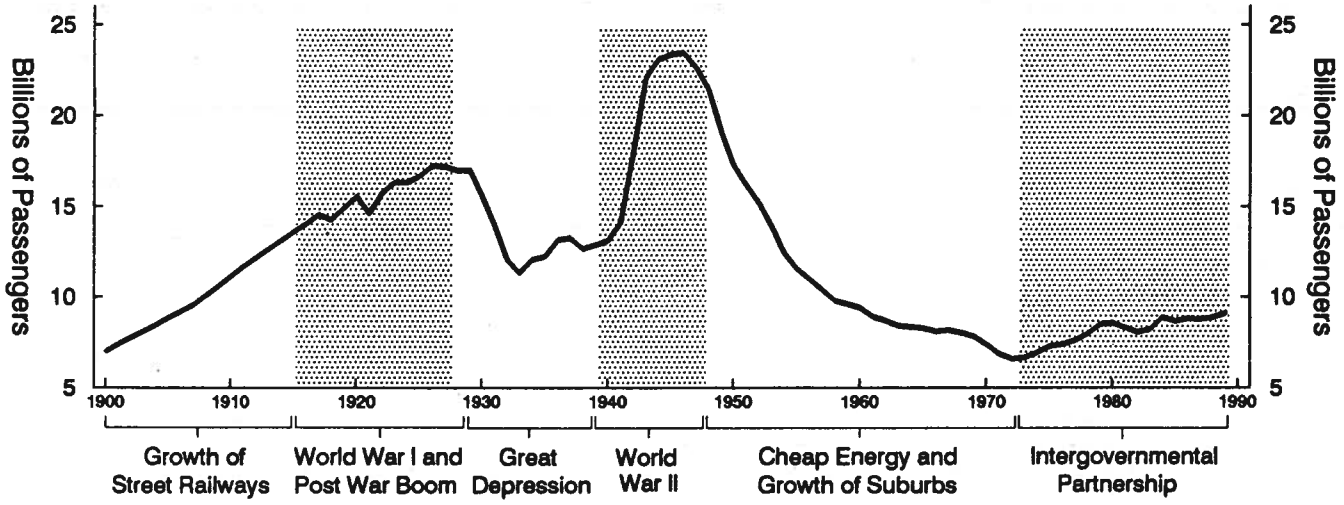
CALENDAR YEAR	2,000,000 AND OVER	500,000-2,000,000	250,000-500,000	100,000-250,000	50,000-100,000	LESS THAN 50,000	TOTAL PASSENGER RIDES/TRIPS(e)
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1965(b)	2,546	1,171	753	517	589	238	5,814(e)
1970	2,246	1,038	659	426	492	173	5,034(e)
1975(c)	2,889	1,341	355	281	73	145	5,084
1980	3,324	1,550	408	309	91	155	5,837
1981(d)	3,300	1,539	300	242	92	121	5,594
1982	3,130	1,459	286	237	91	121	5,324
1983	3,210	1,497	276	230	90	119	5,422
1984	3,488	1,627	294	210	90	199	5,908
1985	3,338	1,557	295	214	86	185	5,675
1986	3,355	1,565	313	228	89	192	5,742
1987	3,231	1,504	312	221	96	283	5,647
P 1988	3,363	1,583	312	235	99	215	5,807
P 1989	3,289	1,480	327	231	102	305	5,734

P = Preliminary

(a) Total Passenger Rides from 1960 through 1979 based upon individual transit system data collection procedures. Unlinked Passenger Trips beginning in 1980 based on data collection procedures defined by Urban Mass Transportation Act, Section 15. Series not continuous between 1983 and 1984.
(b) From 1965 through 1970 transit systems assigned by population of headquarters city.
(c) From 1975 through 1980 transit systems assigned by population of urbanized area based on 1970 United States Census of Population.
(d) From 1981 through 1989 transit systems assigned by population of urbanized area based on 1980 United States Census of Population.
(e) Includes suburban and other surface lines not allocated to population groups prior to 1975.

TABLE 16

Major Trends of Transit Ridership



Transit ridership has gone through six major cycles of growth and decline during the Twentieth Century influenced by social and economic forces external to transit. From 1900 to 1929 transit ridership grew steadily; first due to technical innovation and investment opportunities during the early development of street railways and then due to the economic boom of World War I and the post-war period. The Great Depression caused a steep decline in ridership between 1929 and 1939 as people made fewer work trips and often could not afford to take pleasure trips. A new federal law limiting utilities' ability to subsidize transit, as had been normal practice, led to a decline in transit capital facilities. World War II caused motor fuel rationing and an economic boom that led to a new rapid growth cycle in transit ridership. Ridership quickly declined from artificially high war levels as people fled to suburbs spurred on by cheap fuel and government policy favoring low-density suburban growth. In 1973 the ridership cycle reversed again and transit began a modest growth based on a partnership of local, state, and federal government committed to improving America's transportation infrastructure.

TABLE 17

Trend of Transit Passenger Trips (a)

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL PASSENGER RIDES/TRIPS(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1965	276	1,858	--	305	5,814	--	--	8,253
1970	235	1,881	--	182	5,034	--	--	7,332
1975	124	1,673	260	78	5,084	--	65	7,284
1976	112	1,632	260	75	5,247	--	67	7,393
1977	103	1,610	265	70	5,488	--	67	7,603
1978	104	1,706	267	70	5,721	--	67	7,935
1979	107	1,777	279	75	6,156	--	67	8,461
1980	133	2,108	280	142	5,837	--	67	8,567
1981	123	2,094	268	138	5,594	--	67	8,284
1982	136	2,115	259	151	5,324	--	67	8,052
1983	137	2,167	262	160	5,422	--	55	8,203
1984	157	2,231	267	165	5,908	62	61	8,851
1985	132	2,290	275	142	5,675	59	86	8,659
1986	130	2,333	306	139	5,742	75	77	8,802
1987	133	2,402	311	141	5,647	79	93	8,806
P 1988	154	2,308	325	136	5,807	82	81	8,893
P 1989	163	2,542	330	130	5,734	77	106	9,082

P = Preliminary -- Data not available

(a) Total Passenger Rides from 1960 through 1979 based on individual transit data collection procedures. Unlinked Transit Passenger Trips beginning in 1980 based on data collection procedures defined by Urban Mass Transportation Act, Section 15. Prior to 1984, excludes demand response and most rural and smaller systems. Series not continuous between 1983 and 1984.

(b) Excludes commuter railroad, cable car, inclined plane, automated guideway, and urban ferry boat prior to 1975.

TABLE 18

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1989 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	SYSTEM TOTAL (30 LARGEST SYSTEMS)			
1	Metropolitan Transportation Authority	New York, NY	2,645.5	29.1
2	Regional Transportation Authority	Chicago, IL	695.3	7.7
3	Southern California Rapid Transit District	Los Angeles, CA	411.8	4.5
4	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	368.0	4.1
5	Washington Metropolitan Area Transit Authority	Washington, DC	352.9	3.9
6	Massachusetts Bay Transportation Authority	Boston, MA	302.3	3.3
7	New Jersey Transit Corporation	New York, NY	293.3	3.2
8	San Francisco Municipal Railway	San Francisco, CA	236.3	2.6
9	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	145.4	1.6
10	Mass Transit Administration of Maryland	Baltimore, MD	108.4	1.2
11	New York City Department of Transportation	New York, NY	96.2	1.1
12	Port Authority of Allegheny County	Pittsburgh, PA	89.7	1.0
13	Metropolitan Transit Authority of Harris County	Houston, TX	81.4	0.9
14	Municipality of Metropolitan Seattle	Seattle, WA	76.7	0.8
15	Metro-Dade Transit Agency	Miami, FL	76.3	0.8
16	Greater Cleveland Regional Transit Authority	Cleveland, OH	74.6	0.8
17	Milwaukee County Department of Transportation	Milwaukee, WI	73.4	0.8
18	City & County of Honolulu Dept. of Transp. Services	Honolulu, HI	73.2	0.8
19	Regional Transit Authority of Orleans & Jefferson	New Orleans, LA	71.1	0.8

(a) See footnote Page 50.

TABLE 18 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1989 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	SYSTEM TOTAL (30 LARGEST SYSTEMS), continued.			
20	City of Detroit Department of Transportation	Detroit, MI	71.1	0.8
21	Metropolitan Transit Commission	Minneapolis, MN	70.8	0.8
22	San Francisco Bay Area Rapid Transit District	San Francisco, CA	65.1	0.7
23	Alameda-Contra Costa Transit District	San Francisco, CA	63.1	0.7
24	Port Authority of New York and New Jersey	New York, NY	60.7	0.7
25	Regional Transportation District	Denver, CO	52.0	0.6
26	Tri-County Metropolitan Transp. Dist. of Oregon	Portland, OR	51.7	0.6
27	Dallas Area Rapid Transit	Dallas, TX	47.7	0.5
28	San Diego Metropolitan Transit System	San Diego, CA	47.5	0.5
29	Bi-State Development Agency	Saint Louis, MO	44.7	0.5
30	Orange County Transit District	Los Angeles, CA	40.1	0.4

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	MOTOR BUS (20 LARGEST SYSTEMS)			
1	Metropolitan Transportation Authority	New York, NY	783.2	13.7
2	Regional Transportation Authority	Chicago, IL	456.1	8.0
3	Southern California Rapid Transit District	Los Angeles, CA	411.8	7.2

(a) See footnote Page 50.

TABLE 18 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1989 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	MOTOR BUS (20 LARGEST SYSTEMS), continued.			
4	New Jersey Transit Corporation	New York, NY	245.0	4.3
5	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	186.8	3.3
6	Washington Metropolitan Area Transit Authority	Washington, DC	169.4	3.0
7	Massachusetts Bay Transportation Authority	Boston, MA	100.8	1.8
8	San Francisco Municipal Railway	San Francisco, CA	99.0	1.7
9	Mass Transit Administration of Maryland	Baltimore, MD	94.2	1.6
10	Metropolitan Transit Authority of Harris County	Houston, TX	81.1	1.4
11	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	79.8	1.4
12	Port Authority of Allegheny County	Pittsburgh, PA	76.9	1.3
13	New York City Dept. of Transp. Private Lines	New York, NY	73.8	1.3
14	Milwaukee County Department of Transportation	Milwaukee, WI	72.7	1.3
15	City & County of Honolulu Dept. of Transp. Services	Honolulu, HI	72.7	1.3
16	City of Detroit Department of Transportation	Detroit, MI	71.1	1.2
17	Metropolitan Transit Commission	Minneapolis, MN	70.8	1.2
18	Regional Transit Authority of Orleans and Jefferson	New Orleans, LA	66.0	1.1
19	Alameda-Contra Costa Transit District	San Francisco, CA	63.1	1.1
20	Greater Cleveland Regional Transit Authority	Cleveland, OH	61.2	1.1

(a) See footnote Page 50.

TABLE 18 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1989 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	HEAVY RAIL			
1	Metropolitan Transportation Authority	New York, NY	1,702.6	67.0
2	Washington Metropolitan Area Transit Authority	Washington, DC	183.5	7.2
3	Regional Transportation Authority	Chicago, IL	168.7	6.6
4	Massachusetts Bay Transportation Authority	Boston, MA	157.9	6.2
5	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	94.1	3.7
6	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	65.6	2.6
7	San Francisco Bay Area Rapid Transit District	San Francisco, CA	64.1	2.5
8	Port Authority of New York and New Jersey	New York, NY	60.5	2.4
9	Mass Transit Administration of Maryland	Baltimore, MD	14.0	0.6
10	Metro-Dade Transit Agency	Miami, FL	12.1	0.5
11	Port Authority Transit Corp. of PA & NJ	Philadelphia, PA	11.0	0.4
12	Greater Cleveland Regional Transit Authority	Cleveland, OH	7.9	0.3
	Southern California Rapid Transit District	Los Angeles, CA	UC	UC

(a) See footnote Page 50.

TABLE 18 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1989 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	LIGHT RAIL			
1	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	46.6	28.6
2	San Francisco Municipal Railway	San Francisco, CA	38.9	23.9
3	Massachusetts Bay Transportation Authority	Boston, MA	20.6	12.6
4	San Diego Metropolitan Transit System	San Diego, CA	11.2	6.9
5	Port Authority of Allegheny County	Pittsburgh, PA	9.0	5.5
6	Niagara Frontier Transit Metro System	Buffalo, NY	8.1	4.9
7	Tri-County Metropolitan Transportation Dist. of Oregon	Portland, OR	6.2	3.8
8	Greater Cleveland Regional Transit Authority	Cleveland, OH	5.1	3.1
9	Regional Transit Authority of Orleans and Jefferson	New Orleans, LA	5.1	3.1
10	New Jersey Transit Corporation	Newark, NJ	4.1	2.5
11	Sacramento Regional Transit District	Sacramento, CA	4.0	2.5
12	Santa Clara County Transportation Agency	San Jose, CA	2.0	1.2
13	Municipality of Metropolitan Seattle	Seattle, WA	0.2	0.1
	City of Detroit Department of Transportation	Detroit, MI	NA	NA
	Island Transit	Galveston, TX	NA	NA
	Tandy Corporation/Dillard's Department Store	Fort Worth, TX	NA	NA
	McKinney Avenue Transit Authority (b)	Dallas, TX	NA	NA
	Southern California Rapid Transit District (c)	Los Angeles, CA	NA	NA
	Mass Transit Administration of Maryland	Baltimore, MD	UC	UC
	Bi-State Development Agency	Saint Louis, MO	UC	UC

(a) (b) (c) See footnotes Page 50.

TABLE 18 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1989 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	COMMUTER RAIL (d)			
1	Metropolitan Transportation Authority	New York, NY	159.7	48.5
2	Regional Transportation Authority	Chicago, IL	68.4	20.7
3	New Jersey Transit Corporation	New York, NY	44.2	13.4
4	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	26.8	8.1
5	Massachusetts Bay Transportation Authority	Boston, MA	18.6	5.6
6	California Department of Transportation	San Francisco, CA	5.6	1.6
7	Maryland Department of Transportation	Washington, DC	2.7	0.8
8	Northern Indiana Commuter Transportation District	Chicago, IL	2.6	0.8
9	Tri-County Commuter Rail Authority	Miami, FL	0.7	0.2
10	California Department of Transportation	Los Angeles, CA	0.3	0.1
11	Pennsylvania Department of Transportation	Philadelphia, PA	0.2	0.1
12	Port Authority of Allegheny County (e)	Pittsburgh, PA	0.2	0.0
	Connecticut Department of Transportation (f)	New Haven, CT	NA	NA
	Orange County Transportation Commission (g)	Los Angeles, CA	NA	NA

(a) (d) (e) (f) (g) See footnotes Page 50.

TABLE 18 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1989 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	TROLLEYBUS			
1	San Francisco Municipal Railway	San Francisco, CA	87.4	67.4
2	Municipality of Metropolitan Seattle	Seattle, WA	19.2	14.8
3	Southeastern Pennsylvania Transportation Authority	Philadelphia, PA	13.4	10.3
4	Miami Valley Regional Transit Authority	Dayton, OH	6.2	4.8
5	Massachusetts Bay Transportation Authority	Boston, MA	3.5	2.7

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	PUBLICLY SUPPORTED URBAN FERRY BOAT (h)			
1	New York City Dept. of Transport. Staten Island Ferry	New York, NY	22.3	43.0
2	Washington State Department of Transportation	Seattle WA	11.2	21.7
3	Mississippi River Bridge Authority	New Orleans, LA	5.1	9.7
4	Golden Gate Bridge, Highway and Transportation Dist.	San Francisco, CA	1.5	2.9
5	Los Angeles County Transportation Commission	Los Angeles, CA	1.4	2.7
6	Tidewater Transportation District Commission	Norfolk, VA	0.8	1.5
7	Massachusetts Bay Transportation Authority	Boston, MA	0.7	1.3

(a) (h) See footnote Page 50.

TABLE 18 (continued)

Unlinked Passenger Trips by Mode by Transit System, Fiscal Year 1989 (a)

RANK	TRANSIT SYSTEM	LARGEST CITY	NO. TRIPS (MILLIONS)	% NATL TOTAL
	OTHER PUBLICLY SUPPORTED RAIL MODES, continued.			
6	Harbour Island People Mover (Automated guideway)	Tampa, FL	1.2	2.4
7	Municipality of Metropolitan Seattle (Monorail)	Seattle, WA	1.2	2.3
8	Roosevelt Island Special Service (Aerial tramway)	New York, NY	1.0	2.0
9	Chattanooga Area Reg. Transp. Auth. (Inclined plane)	Chattanooga, TN	0.4	0.7
10	Jacksonville Transport. Auth. (Automated guideway)	Jacksonville, FL	0.1	0.3
	Cambria County Transit Authority (Inclined plane)	Johnstown, PA	NA	NA
	Fenelon Place Elevator (Inclined plane)	Dubuque, IA	NA	NA
	Las Colinas Area Pers. Tr. Sys. (Auto. guideway)	Las Colinas, TX	NA	NA
	Las Vegas People Mover (Automated guideway)	Las Vegas, NV	UC	UC
	South. California Rapid Tr. Dist. (Automated guideway)	Los Angeles, CA	UC	UC

NA = Not available. UC = Under construction.

(a) Data includes both directly operated and purchased service; some numbers are estimates.
(b) Opened in June 1989.
(c) Opened in July 1990.
(d) Excludes commuter-type services operated independently by Amtrak.
(e) Closed in April 1989.
(f) Opened in June 1990.
(g) Opened in April 1990.
(h) Excludes 13 private urban ferry companies and over 200 international, rural, island, and urban park ferries.
(i) Opened in March 1989.

TABLE 19

Work Trips by Mode

	PRIVATE VEHICLE DRIVER	PRIVATE VEHICLE PASSENGER	PUBLIC TRANSPORTATION	OTHER	ALL MODES
Sex					
Men	78.5%	9.9%	3.4%	8.2%	58.7%
Women	70.7	15.7	6.0	7.6	41.3
Household Income					
Under $10,000	61.7	15.9	6.9	15.5	10.1
$10,000-19,999	72.9	13.3	5.2	8.6	25.1
$20,000-39,999	76.4	12.1	4.4	7.1	44.1
$40,000 & Over	82.0	9.5	3.1	5.4	20.7
Trip Length					
5 or Less Miles	72.8	11.1	3.2	12.9	54.1
6 to 10 Miles	79.8	11.5	6.1	2.6	20.3
11 to 15 Miles	78.9	13.5	6.1	1.5	10.7
16 to 20 Miles	80.6	13.8	4.5	1.1	6.1
21 to 30 Miles	73.4	16.9	7.7	2.0	5.2
31 Miles or More	69.5	19.2	7.2	4.1	3.6
Residence					
Central City in SMSA	70.8	10.9	10.7	7.6	28.4(a)
Other SMSA	77.0	12.1	3.3	7.6	44.5(a)
Non-SMSA	76.3	13.7	0.3	9.7	23.6
Total	75.2	12.2	4.6	8.0	100.0

SMSA = Standard Metropolitan Statistical Area.

(a) Excludes 3.5% living in SMSA, but location unknown.
Source: U.S. Department of Transportation, Federal Highway Administration, *1983-1984 Nationwide Personal Transportation Study.*

TABLE 21

States With Over 5% of Workers Using Public Transportation

STATE	PERCENT OF WORKERS USING PUBLIC TRANSPORTATION, 1980
District of Columbia	38.0%
New York	26.5
Illinois	12.0
Massachusetts	9.3
New Jersey	9.2
Maryland	8.8
Hawaii	8.3
Pennsylvania	8.2
National Average	6.4
California	5.8
Minnesota	5.5
Washington	5.3
Connecticut	5.1
Virginia	5.1
Oregon	5.0

Source: U.S. Bureau of Census, *State and Metropolitan Area Data Book*, 1986.

TABLE 22

Mode of Travel to Work by Region

MODE	NORTHEAST	NORTH CENTRAL	SOUTH	WEST	TOTAL	NUMBER OF WORKERS
Private Car, Truck, or Van	75.3%	84.6%	89.3%	84.5%	84.1%	81,300,801
Drive Alone	56.8	66.1	66.9	66.4	64.4	62,242,307
Carpool	18.5	18.5	22.4	18.1	19.7	19,058,494
Public Transportation	14.2	4.9	3.2	4.9	6.4	6,173,008
Motor/Trolley Bus, Light Rail	5.9	3.7	2.8	4.6	4.0	3,918,627
Heavy/Commuter Rail	8.0	1.1	0.3	0.3	2.2	2,087,107
Other	0.3	0.1	0.1	0.0	0.2	167,274
Walk	7.6	6.0	4.2	5.4	5.6	5,419,292
Other Means	1.1	1.1	1.6	3.0	1.6	1,593,994
Worked at Home	1.8	3.4	1.7	2.2	2.3	2,185,108
Persons Per Private Car, Truck, or Van	1.16	1.14	1.17	1.14	1.15	
Mean Travel Time (Minutes)	24.5	20.0	21.5	21.1	21.7	
Car, Truck, or Van	21.9	19.8	21.5	20.9	21.0	
Public Transportation	46.1	39.1	38.3	38.9	42.3	
Persons With a Public Transportation Disability	0.5%	0.4%	0.5%	0.4%	0.5%	444,078

Source: U.S. Bureau of the Census, 1980 Census of Population, Journey to Work: Characteristics of Workers in Metropolitan Areas, 1984.

TABLE 23

Trend of Passenger Miles

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL PASSENGER MILES(a)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1978	392	10,330	6,213	234	20,708	--	390	38,267
1979	407	10,760	6,492	204	21,393	--	390	39,646
1980	381	10,558	6,516	219	21,790	--	390	39,854
1981	346	10,244	6,236	254	21,012	--	390	38,482
1982	379	10,049	6,027	295	19,987	--	387	37,124
1983	391	10,350	6,097	325	20,047	--	392	37,602
1984	416	10,111	6,207	364	21,595	349	382	39,424
1985	350	10,427	6,534	306	21,161	364	439	39,581
1986	361	10,649	6,723	305	21,528	479	403	40,448
1987	405	11,198	6,818	223	20,926	461	359	40,390
P 1988	471	11,301	6,941	211	21,379	603	456	41,362
P 1989	509	12,030	7,222	199	20,833	500	557	41,850

P = Preliminary

(a) Prior to 1984 excludes demand response and most rural and smaller systems funded via Sections 18 and 16(b)2, Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.

TABLE 24

Trend of Vehicle Miles Operated

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL VEHICLE MILES OPERATED(a)(b)	TOTAL MOTOR BUS MILE EQUIVALENTS(c)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL						
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1965	41.6	395.3	--	43.0	1,528.3	--	--	2,008.2	--
1970	33.7	407.1	--	33.0	1,409.3	--	--	1,883.1	--
1975	23.8	423.1	173.0	15.3	1,526.0	--	15.0	2,176.2	--
1976	21.1	407.0	173.0	15.3	1,581.4	--	15.4	2,213.2	--
1977	20.4	361.3	175.0	14.8	1,623.3	--	15.4	2,210.2	--
1978	19.5	363.5	174.0	13.3	1,630.5	--	15.4	2,216.2	--
1979	19.1	380.5	176.0	11.7	1,633.6	--	15.4	2,236.3	--
1980	17.5	384.7	179.0	13.0	1,677.2	--	15.4	2,286.8	--
1981	16.5	420.1	176.0	11.9	1,684.6	--	15.4	2,324.5	--
1982	16.1	429.1	175.0	13.7	1,668.8	--	15.4	2,318.1	--
1983	16.0	407.5	177.0	15.0	1,677.8	--	12.6	2,305.9	--
1984	16.8	435.8	167.9	15.3	1,844.7	256.1	13.0	2,749.5	3,461.9
1985	16.5	450.8	182.7	15.5	1,862.9	247.4	14.9	2,790.7	3,552.1
1986	17.0	475.8	188.6	14.7	1,897.4	306.7	15.4	2,915.6	3,677.3
1987	18.4	490.2	188.9	15.0	2,076.3	311.0	13.3	3,113.1	3,888.2
P 1988	20.8	517.5	201.2	14.7	1,866.0	381.5	18.7	3,020.4	3,807.1
P 1989	21.3	532.1	209.5	14.5	2,112.9	348.6	20.8	3,259.7	4,106.4

P = Preliminary -- Data not available

(a) Excludes commuter railroad, cable car, inclined plane, automated guideway, and urban ferry boat prior to 1975.
(b) Prior to 1984 excludes demand response and most rural and smaller systems funded via Sections 18 and 16(b)2, Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.
(c) Estimate based on average seating plus standing capacity of vehicle compared to that of a motor bus (70 passengers): light rail = 1.7, heavy rail = 2.6, commuter rail = 2.2, trolleybus = 1.0, demand response = 0.2, other = 1.0.

TABLE 25

Trend of Transit Employees by Job Category*

CALENDAR YEAR	NUMBER OF EMPLOYEES(a)(b)							
	VEHICLE OPERATORS(c)	OTHER OPERATIONS	VEHICLE MECHANICS	OTHER MAINTENANCE	ALL OTHER	TOTAL OPERATING	CAPITAL	TOTAL
1978	85,100	--	--	--	--	165,400	--	165,400
1979	90,760	23,360	20,650	31,360	11,770	177,900	--	177,900
1980	95,690	22,830	22,220	32,350	13,910	187,000	--	187,000
1981	96,930	22,740	23,640	33,190	15,100	191,600	--	191,600
1982	95,800	22,580	24,830	33,240	17,500	193,950	--	193,950
1983	94,170	22,400	25,030	33,980	19,380	194,960	--	194,960
1984	122,843	32,397	31,420	43,227	25,522	255,409	7,788	263,197
1985	127,065	25,277	30,514	45,400	33,781	262,037	7,983	270,020
1986	127,076	24,003	32,421	44,846	35,533	263,879	8,555	272,434
1987	130,720	26,084	34,009	46,725	36,535	274,073	8,544	282,617
P 1988	124,624	23,952	32,368	44,792	35,480	261,216	9,511	270,727
P 1989	135,461	25,499	33,247	45,679	35,717	275,603	9,821	285,424

P = Preliminary -- Data not available

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) Beginning 1980 equals employee equivalents of 2,000 labor hours each.
(b) Excludes an estimated 10,000-20,000 individuals not employed by transit systems whose compensation is classified as "services."
(c) Includes conductors.

TABLE 26

Trend of Transit Operating Employees by Mode (a)(b)

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS	DEMAND RESPONSE	OTHER	TOTAL
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL					
1984	3,242	47,047	21,884	2,012	154,326	23,798	3,100	255,409
1985	2,980	49,670	22,929	1,893	157,581	23,767	3,217	262,037
1986	3,503	51,028	22,414	2,140	156,470	24,729	3,595	263,879
1987	3,806	51,333	23,270	2,090	166,308	23,926	3,340	274,073
P 1988	3,930	46,269	22,603	2,032	153,553	29,445	3,384	261,216
P 1989	3,951	46,689	22,369	2,014	162,964	34,054	3,562	275,603

P = Preliminary

(a) Based on employee equivalents of 2,000 labor hours equals one employee.
(b) Excludes capital employees and an estimated 10,000-20,000 individuals not employed by transit systems and whose compensation is classified as "services" –e.g. boiler repairman, marketing consultant, independent auditor.

TABLE 27

Trend of Transit Employment, Compensation, and Labor Costs*

CALENDAR YEAR	NUMBER OF EMPLOYEES(a)	SALARIES AND WAGES	FRINGE BENEFIT COSTS	TOTAL LABOR COSTS
		(MILLIONS)	(MILLIONS)	(MILLIONS)
1965	145,000	$ 963.5	--	--
1970	138,040	1,274.1	--	--
1975	159,800	2,236.0	$ 613.3	$ 2,849.3
1976	162,950	2,403.7	681.7	3,085.4
1977	162,510	2,546.7	813.6	3,360.3
1978	165,400	2,740.5	964.1	3,704.6
1979	177,900	3,025.0	1,090.4	4,115.4
1980	187,000	3,280.9	1,353.1	4,634.0
1981	191,600	3,493.5	1,649.1	5,142.6
1982	193,500	3,731.4	1,756.5	5,487.9
1983	194,960	3,921.3	1,977.3	5,898.6
1984	263,197	5,487.8	2,716.7	8,204.5
1985	270,020	5,843.1	2,868.3	8,711.4
1986	272,434	6,343.6	3,235.0	9,578.6
1987	282,617	6,651.0	3,390.7	10,041.7
P 1988	270,727	7,075.0	3,708.8	10,783.8
P 1989	285,424	7,287.7	3,906.3	11,194.0

P = Preliminary

– Data not available

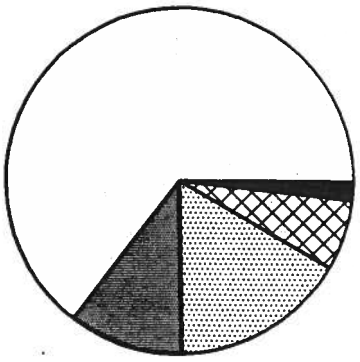
*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) Beginning 1980 equals employee equivalents of 2,000 labor hours each.

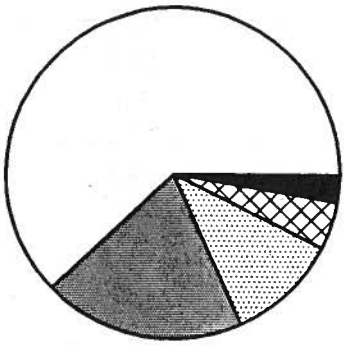
TABLE 28

Comparison of Operating Data by Transit Mode for 1989

VEHICLE MILES

Motor Bus	64.8%
Demand Response	10.7%
Heavy Rail	16.3%
Commuter Railroad	6.5%
Other Modes	1.7%



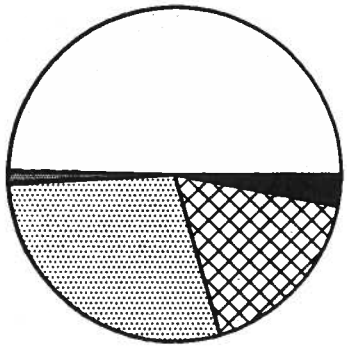


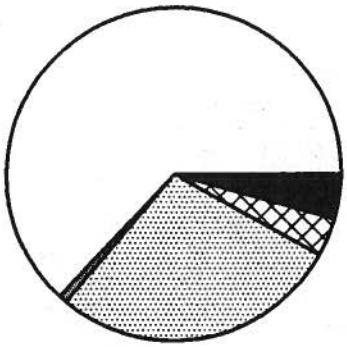
ACTIVE VEHICLES

Motor Bus	62.3%
Demand Response	19.6%
Heavy Rail	10.9%
Commuter Railroad	4.6%
Other Modes	2.6%

PASSENGER MILES

Motor Bus	49.6%
Demand Response	1.2%
Heavy Rail	28.7%
Commuter Railroad	17.5%
Other Modes	3.0%





PASSENGER TRIPS

Motor Bus	63.1%
Demand Response	0.8%
Heavy Rail	28.0%
Commuter Railroad	3.7%
Other Modes	4.4%

TABLE 29

Trend of Energy Consumption by Transit Passenger Vehicles*

CALENDAR YEAR	ELECTRIC POWER CONSUMED (KILOWATT HOURS IN MILLIONS)	FOSSIL FUELS CONSUMED (GALLONS IN THOUSANDS)	
		DIESEL	GASOLINE(a)
1965	2,584	248,400	124,200
1970	2,561	270,600	68,200
1975	2,646	365,060	7,576
1976	2,576	389,187	6,163
1977	2,303	402,842	9,273
1978	2,223	422,017	9,331
1979	2,473	423,212	8,973
1980	2,446	431,400	11,400
1981	2,655	445,950	13,950
1982	2,722	455,590	11,670
1983	2,930	450,260	9,460

	COMMUTER RAIL	HEAVY RAIL	ALL OTHER	TOTAL	COMMUTER RAIL	FERRY BOAT(a)	MOTOR BUS	ALL OTHER	TOTAL	TOTAL
1984	901	3,092	245	4,238	58,320	21,624	505,049	15,371	600,364	49,907
1985	1,043	2,928	245	4,216	55,372	20,747	518,137	14,482	608,738	45,704
1986	1,170	3,066	253	4,489	54,608	23,007	533,532	17,929	629,076	42,677
1987	1,155	3,219	282	4,656	51,594	19,901	542,750	16,582	630,827	45,470
P 1988	1,163	3,256	328	4,747	59,160	23,286	524,194	21,708	628,348	44,024
P 1989	1,256	3,286	332	4,874	54,886	18,929	552,496	17,592	643,903	47,860

P = Preliminary -- Data not available R = Revised

*Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.
(a) Includes propane, Lpg and others.
(b) Excludes international, rural, rural interstate, island, and urban park ferries.

TABLE 30

Trend of Transit Fares

CALENDAR YEAR	AVERAGE REVENUE PER UNLINKED TRANSIT PASSENGER TRIP(a)(e) (cents)	ADULT CASH FARE (BASE PERIOD) (cents)			PERCENT OF TRANSIT SYSTEMS WITH (c)		
		HIGH	LOW	MEAN(b)	PEAK PERIOD SURCHARGES	TRANSFER CHARGES	ZONE FARES
1960	14.2	30	7	--	--	--	--
1965	16.2	35	10	--	--	--	--
1970	22.4	50	10	--	--	--	--
1975	26.7	75	Free	--	--	--	--
1976	27.8	75	Free	--	--	--	--
1977	29.6	75	Free	32.6	3.7%	--	--
1978	29.8	75	Free	33.6	4.6	--	--
1979	30.0	75	Free	35.7	5.4	--	--
1980	31.0	75	Free	40.3	5.1	29.6%	31.4%
1981	33.9	100	Free	47.3	4.2	23.7	31.6
1982	39.7	100	Free	52.8	9.0	28.4	38.9
1983	40.2	100	Free	54.9	8.9	37.1	35.9
1984	50.3	150	Free	56.9(d)	9.5	36.6	34.0
1985	52.8	150	Free	58.4(d)	8.6	37.0	33.1
1986	56.9	210	Free	61.7(d)	8.8	30.7	27.9
P 1987	59.0	275	Free	63.4(d)	8.4	29.5	33.1
P 1988	62.1	275	Free	66.2(d)	7.8	30.2	33.2

P = Preliminary -- Data not available

(a) Includes transfer charges and zone charges; includes reduced-fare trips, free-fare trips, and free-transfer trips.
(b) Unweighted average of adult cash fares, fixed-route service; excludes transfer, premium, or zone charges; each transit system counted equally.
(c) Percents represent a 300-transit-system sample, not estimated for all transit systems.
(d) Calculation based on basic Adult Cash Fare only. Excludes (b) in excess of Adult Cash Fare.
(e) Excludes commuter railroad, automated guideway, urban ferry boat, demand response, and most rural and smaller systems prior to 1984. Series not continuous between 1983 and 1984.

TABLE 31

Transportation Energy Use by Mode, 1985

	FUEL CONSUMPTION (TRILLION BTUs)	PERCENT OF TOTAL
Automobiles	9,074.2	43.1
Transit Buses	72.4	0.3
Other Buses	89.4	0.4
Trucks	6,108.6	29.0
Motorcycles	62.0	0.3
Total Highway	15,406.6	73.1
Off-highway	712.8	3.4
Air	1,677.6	8.0
Water	1,311.4	6.2
Pipeline	758.4	3.6
Passenger Rail	74.6	0.3
Freight Rail	426.9	2.0
Military	706.4	3.4
Total	21,074.7	100.0

Source: U.S. Department of Energy, *Transportation Energy Data Book, Edition 10,* Table 1.10.

TABLE 32

Energy Use by Passenger Vehicles, 1985

	ENERGY USE (trillion BTUs)	LOAD FACTOR (PMT/VMT)	BTU/ PASSENGER MILE
Automobile	9,074.2	1.7	4,234.4
Transit Bus	72.4	12.7	3,221.5
Transit Rail	39.6	23.1	3,668.4
Commuter Rail	19.0	35.6	2,902.1
Intercity Bus	31.5	41.8	1,323.5
Intercity Rail	13.4	19.1	2,800.4
Air Certificated Route	1,365.6	89.3	5,056.6

Source: U.S. Department of Energy, *Transportation Energy Data Book, Edition 10,* Table 1.16.

TABLE 33

Transit Passenger Vehicles

CALENDAR YEAR	RAILWAY			TROLLEY BUS	MOTOR BUS(a)	DEMAND RESPONSE	OTHER(a)	TOTAL PASSENGER VEHICLES(a)(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL(a)					
PASSENGER VEHICLES OWNED AND LEASED								
1965	1,549	9,115	--	1,453	49,600	--	--	61,717
1970	1,262	9,286	--	1,050	49,700	--	--	61,298
1975	1,061	9,556	--	703	50,811	--	--	62,183
1976	963	9,662	4,490	685	52,382	--	--	68,182
1977	992	9,587	4,392	645	51,968	--	--	67,584
1978	944	9,515	4,525	593	52,866	--	--	68,443
1979	959	9,470	4,402	725	54,490	--	--	70,046
1980	1,013	9,641	4,500	823	59,411	--	--	75,388
1981	1,075	9,749	4,465	751	60,393	--	--	76,433
1982	1,016	9,815	4,497	763	62,114	--	--	78,205
1983	1,013	9,891	4,423	686	62,093	--	--	78,106
ACTIVE PASSENGER VEHICLES								
1984	733	9,083	4,075	664	63,497	16,471	1,080	95,603
1985	699	9,326	4,035	676	57,285	15,545	1,008	88,691
1986	697	10,386	4,440	680	61,586	17,063	1,114	95,965
1987	766	10,168	4,686	671	59,689	18,089	841	94,910
P 1988	831	10,539	4,649	710	60,388	18,190	1,183	96,490
P 1989	755	10,506	4,472	725	60,250	18,942	1,076	96,726

P = Preliminary -- Data not available

(a) Commuter rail data not available prior to 1976; demand response and other mode data not available prior to 1984.
(b) Prior to 1984 includes total vehicles owned and leased. Also prior to 1984 excludes most rural and smaller systems funded via Sections 18 and 16(b)(2), Urban Mass Transportation Act of 1964, as amended. Series not continuous between 1983 and 1984.

TABLE 34

New Transit Passenger Vehicles Delivered

CALENDAR YEAR	RAILWAY CARS(d)			TROLLEY BUSES	MOTOR BUSES(a)				TOTAL PASSENGER VEHICLES(b)
	LIGHT RAIL	HEAVY RAIL	COMMUTER RAIL		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL BUSES	
1965-69(c)	0	1,878	--	0	202	1,131	11,725	13,058	14,936
1970-74(c)	0	1,248	--	3	823	910	13,127	14,860	16,111
1975	0	127	--	1	419	128	4,714	5,261	5,389
1976	4	472	--	260	395	251	4,099	4,745	5,481
1977	62	506	--	198	549	308	1,580	2,437	3,203
1978	35	172	--	0	610	222	2,973	3,805	4,012
1979	70	94	--	141	408	130	2,902	3,440	3,745
1980	32	130	--	98	287	143	4,142	4,572	4,832
1981	188	276	--	0	153	171	3,735	4,059	4,523
1982	10	126	--	0	67	138	2,757	2,962	3,098
1983	30	88	--	0	151	74	3,856	4,081	4,199
1984	59	521	128	0	393	509	2,992	3,894	4,602
1985	63	441	179	0	353	220	2,794	3,367	4,050
1986	149	854	140	0	739	240	2,400	3,379	4,522
1987	51	758	198	47	1,091	429	2,704	4,224	5,278
P 1988	24	311	74	0	474	415	2,129	3,018	3,427
P 1989	52	207	56	0	729	686	2,772	4,187	4,502

P = Preliminary -- Data not available

(a) Buses or bus-type only, excludes vans and passenger automobiles. Excludes most rural and smaller systems prior to 1984. Series not continuous for motor buses between 1983 and 1984.
(b) Excludes vans, ferry boats, and other modes not listed.
(c) Five-year totals.
(d) Source for railway modes after 1983; Railway Age, January issue.

TABLE 35

Characteristics of the Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	COMMUTER RAILROAD
Vehicles Owned and Leased	1986	73,855	10,798	824	686	4,600
	1987	73,657	10,901	926	733	4,686
	P 1988	63,849	10,925	967	729	4,714
	P 1989	62,660	10,649	1,034	729	4,490
Vehicles in Active Service	1986	61,586	10,386	697	680	4,440
	1987	61,000	10,168	766	671	4,686
	P 1988	60,383	10,539	831	710	4,649
	P 1989	60,250	10,506	755	725	4,472
Vehicles with Major Rehabilitation	1986	4,712	1,216	141	0	1,860
	1987	6,924	1,571	149	0	1,932
	P 1988	6,379	2,373	155	0	2,037
	P 1989	6,893	3,576	155	0	2,290

*As of December 31. – Data not available P = Preliminary

TABLE 35 (continued)

Characteristics of the Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	COMMUTER RAILROAD
Average Age (Years)	1986	7.9	17.1	21.2	9.4	15.7
	1987	7.8	16.2	21.0	10.4	15.9
	P 1988	8.3	16.0	20.2	11.0	16.3
	P 1989	8.2	15.2	19.6	12.0	16.8
Average Length	1986	38'0"	60'0"	58'2"	40'0"	84'6"
	1987	38'6"	60'4"	59'8"	40'1"	84'7"
	P 1988	38'2"	61'1"	59'3"	41'2"	84'8"
	P 1989	38'1"	60'9"	61'2"	41'2"	84'8"
Average Number of Seats	1986	43.8	54.1	55.8	47.7	121.6
	1987	43.7	54.4	56.7	47.8	121.9
	P 1988	43.2	55.4	56.5	49.1	120.3
	P 1989	42.7	55.6	57.4	49.1	122.5

*As of December 31. – Data not available P = Preliminary

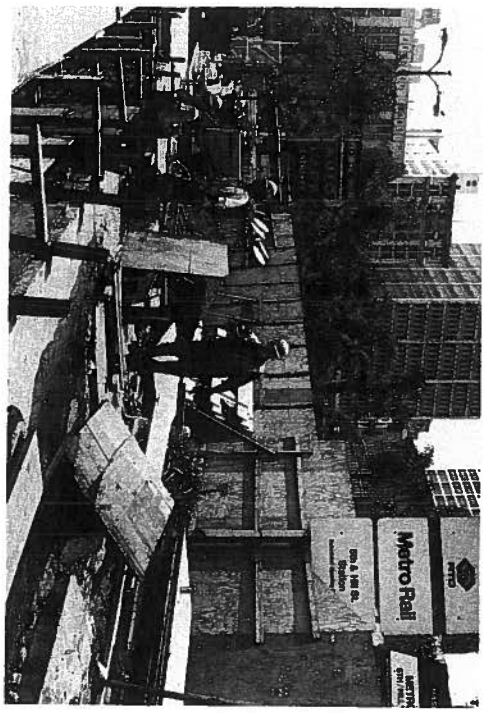
TABLE 35 (continued)

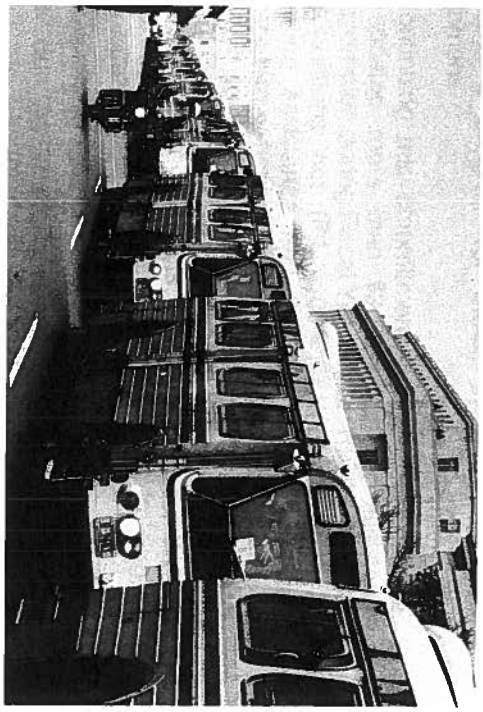
Characteristics of the Transit Fleet

CHARACTERISTIC	YEAR*	MOTOR BUS	HEAVY RAIL	LIGHT RAIL	TROLLEY BUS	COMMUTER RAILROAD
Vehicles Equipped with Air Conditioning	1986	55,989	7,615	266	174	4,560
	1987	55,810	8,151	304	174	4,581
	P 1988	49,758	9,214	350	174	4,692
	P 1989	49,125	9,725	396	174	4,366
Vehicles Equipped with Two-Way Radios	1986	62,385	8,664	539	679	2,994
	1987	63,087	8,785	629	726	3,001
	P 1988	55,542	8,810	636	725	3,117
	P 1989	55,767	8,530	619	725	2,903
Vehicles with Wheelchair Accessibility	1986	22,696	(a)	(a)	183	(a)
	1987	24,447	(a)	(a)	230	(a)
	P 1988	23,043	(a)	(a)	229	(a)
	P 1989	25,189	(a)	(a)	229	(a)

*As of December 31. -- Data not available P = Preliminary

(a) Wheelchair accessibility for high-platform-boarding railcars is provided by station modifications.





SECTION C

The United States Urban Mass Transportation Act

History and Provisions of the Urban Mass Transportation Act of 1964, as Amended

In 1964 the Congress of the United States were that "the welfare and vitality of urban areas, the satisfactory movement of people and goods within such areas, and the effectiveness of housing, urban renewal, highway, and other federally aided programs were being jeopardized by the deterioration or inadequate provision of urban transportation facilities and services. . . ." To remedy this situation, Congress enacted the Urban Mass Transportation Act of 1964 which provided a program for transit systems to purchase capital equipment.

Continuing this commitment into its third decade, Congress appropriated more than $3.15 billion for assistance to mass transportation during Fiscal Year 1989. The FY 1989 Transportation Appropriations Act (P.L. 100-457) includes $804.7 million for operating assistance and $798.9 million in capital assistance allocated to urbanized areas on a formula basis; $66.4 million allocated to rural areas on a formula basis; $1,070.3 million of discretionary capital funding; $200.0 million for capital transfers from interstate highway projects; $168.0 million for Washington, D.C. Metro; and $41.9 million for research, training, and UMTA administration.

A variety of federal assistance programs has evolved over the years due to changing transit needs and changing federal objectives. Landmarks in this evolution include:

- 1961: The Housing and Urban Development Act of 1961 provided funding for transit demonstrations and loans for mass transportation projects.

- 1964: The Urban Mass Transportation Act of 1964 (UMT Act of 1964) established the Urban Mass Transportation Administration (UMTA) within the Department of Housing and Urban Development to administer a program of capital grants to transit systems.

- 1966: The Urban Mass Transportation Act of 1966 expanded funding for capital purchases and allowed funding for research, planning, and training.

- 1966: The Urban Mass Transportation Administration was moved to the newly created Department of Transportation (DOT).

- 1970: The Urban Mass Transportation Assistance Act of 1970 provided increased levels of federal funding by authorizing a $3.1 billion program of capital grants.

- 1973: The Federal-Aid Highway Act of 1973 increased the federally funded portion of transit capital projects from two-thirds to 80% and authorized expenditure of Federal-Aid Urban Systems highway funds and Interstate Highway Transfers for qualifying transit projects.

- 1974: The National Mass Transportation Assistance Act of 1974 increased authorizations for discretionary capital funding and created a formula grant program to allocate funding directly to urbanized areas that could be used for either operations or capital projects.

- 1978: The Federal Public Transportation Act of 1978, Title III of the Surface Transportation Assistance Act of 1978 (STA Act of 1978) expanded the formula grant program and divided it into categorical programs that included additional operating grants for fixed guideway systems, capital grants for bus purchases, and operating grants for places outside of urbanized areas.

- 1982: The Federal Public Transportation Act of 1982, Title III of the Surface Transportation Assistance Act of 1982 (STA Act of 1982)

TABLE 36

United States Government Operating Grant Approvals for Mass Transportation

FISCAL YEAR	UMT ACT GRANT APPROVALS FOR OPERATING ASSISTANCE(a)
	TOTAL APPROVALS
	(MILLIONS)
1977	$ 571.8
1978	685.3
1979	868.5
1980	1,120.7
1981	1,129.5
1982	1,055.5
1983	887.9
1984	922.4
1985	881.1
1986	872.5
1987	820.4
1988	780.0
1989	823.9

(a) Urban Mass Transportation Act of 1964, as amended.

Source: U.S. Department of Transportation, Urban Mass Transportation Administration.

TABLE 37

United States Government Capital Grant Approvals for Mass Transportation by Program*

FEDERAL FISCAL YEAR	UMT ACT SECTION 3 (a)	UMT ACT FORMULA (b)	OTHER CAPITAL GRANTS (c)	TOTAL CAPITAL GRANTS
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1974	$ 870.3	$ 0.0	$ 85.6	$ 955.9
1975	1,196.6	9.1	81.4	1,287.1
1976	1,346.1	32.3	576.5	1,954.8
1977	1,250.0	39.4	434.3	1,723.7
1978	1,400.0	50.1	586.8	2,036.9
1979	1,225.0	255.6	620.9	2,101.6
1980	1,655.0	431.2	701.0	2,787.1
1981	1,925.0	361.1	659.6	2,945.7
1982	1,634.5	297.7	611.8	2,544.1
1983	1,640.9	863.1	657.7	3,161.6
1984	1,096.0	1,339.2	440.8	2,876.0
1985	727.7	1,491.6	291.1	2,510.3
1986	1,132.3	1,324.8	681.1	3,138.2
1987	694.5	1,376.5	403.7	2,474.7
1988	875.4	1,380.6	264.8	2,520.8
1989	1,199.7	967.7	422.1	2,589.5

*Net amounts, excludes cancelled and reduced projects.

(a) Urban Mass Transportation Act of 1964, as amended: Section 3 and Section 16(b) 2.
(b) Urban Mass Transportation Act of 1964, as amended: Section 5, Section 9A, Section 9, and Section 18.
(c) Federal Aid Highway Act of 1973, as amended; Federal Aid Urban Systems and Interstate Transfer; and National Capital Transportation Act of 1969, as amended.

provided that 1¢ of a 5¢ increase in the Highway Trust Fund users' fee on motor fuels would be placed into a Mass Transit Account for capital projects, increased the portion of all funding allocated through the formula grant program, and altered the formula grant program allocation formula to include transit service data as well as population data.

- 1987: The Federal Mass Transportation Act (FMTA) of 1987, Title III of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (P.L. 100-17), authorizes the federal transit program through Fiscal Year 1991, increases the level of authorization for the formula and discretionary programs, and provides that a portion of the Mass Transit Account may be allocated for capital purposes on a formula basis.

Transit systems receive the majority of their funding through five continuing programs which allocate funding to urbanized areas or states by formula. In each case, the amount allocated to an urbanized area or state is equal to the ratio of the data for that urbanized area or state to the sum of data for all eligible urbanized areas or states. These programs, identified by section number in the UMT Act of 1964, as amended, are:

Section 3 Original grant program, begun in FY 1964, provides capital assistance to eligible transit projects selected by the Urban Mass Transportation Administration or "earmarked" by Congress. This program is known as "discretionary funding."

Status: Authorized through FY 1991.

Recipients of Funds: State or local public bodies and agencies making application based on discretion of UMTA and Congress, and availability of funds. Specific categories of expenditures may have amounts "earmarked" during the legislative process. After providing funds for Sections 4(i), 8, 16(b)(2), and university research programs, 40% of the funds is reserved for new starts and extensions, 40% for rail modernization grants, 10% for major bus projects and 10% is unspecified discretionary.

Eligible Expenditures: For capital projects only.

Method of Allocation: Discretionary.

Matching Ratio: 75% federal, 25% state and local.

Source of Funds: The Mass Transit Account of the Highway Trust Fund.

TABLE 38

United States Government Capital Grant Approvals for Mass Transportation by Use*

FEDERAL FISCAL YEAR	BUS (a)	RAPID TRANSIT (b)	COMMUTER RAIL	OTHER (c)	TOTAL
	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1977	$ 483.6	$1,001.1	$ 232.0	$ 7.0	$1,723.7
1978	598.5	1,162.9	271.7	3.8	2,036.9
1979	544.6	1,318.7	232.6	5.7	2,101.6
1980	935.8	1,474.3	340.4	36.6	2,787.1
1981	994.3	1,546.1	373.5	31.8	2,945.7
1982	854.4	1,307.1	323.0	59.6	2,544.1
1983	1,138.4	1,455.5	465.4	102.3	3,161.6
	BUS	RAIL MODERNIZATION	NEW STARTS	OTHER (d)	TOTAL
1984	1,039.6	1,110.0	709.9	16.5	2,876.0
1985	921.2	1,080.2	490.2	18.6	2,510.3
1986	1,023.6	869.1	1,228.3	17.2	3,138.2
1987	862.8	975.5	617.6	18.8	2,474.7
1988	820.0	1,145.7	538.2	16.9	2,520.8
1989	789.9	1,105.1	671.0	23.5	2,589.5

*Net amounts; excludes cancelled and reduced projects. Includes funding from Section 3 and Section 16(b)(2) of the Urban Mass Transportation Act of 1964, as amended, Urban Systems and Interstate Transfers Sections of the Federal-Aid Highway Act of 1973, as amended, and funding from Section 14 of the National Capital Transportation Act of 1969, as amended.

(a) Motor bus and trolleybus.
(b) Heavy rail and light rail.
(c) Urban ferry boat, cable car, inclined plane, and automated guideway transit.
(d) Planning grants from Section 9A, Section 9 and Interstate Transfer.

Source: U.S. Department of Transportation, Urban Mass Transportation Administration.

Section 9 This program allocates operating and capital assistance on a formula basis to urbanized areas. Funding is authorized through Section 21(a) of the UMT Act of 1964, as amended.

Status: Authorized through FY 1991.

Recipients of Funds: Directly to urbanized areas over 200,000 population, through state governors under 200,000 population.

Eligible Expenditures: For operations or capital projects by local decision up to a limit equal to a percentage of the sum of FY 1982 Section 5, Tiers I, II, and III allocation for each urbanized area. Percentage limitations are 80% for urbanized areas over 1,000,000 population; 90% for urbanized areas between 200,000 population and 1,000,000 population; and 95% for urbanized areas less than 200,000 population. Urbanized areas newly designated by the 1980 Census or later are eligible to use for operations up to two-thirds of their first full-year Section 9 apportionment. The remaining portion of each urbanized area's allocation may be used only for capital projects.

Small urban areas between 50,000-200,000 in population have their operating assistance limitations adjusted annually for inflation.

Method of Allocation: By formula. Funds are allocated for Section 9, 9(B) and 18 in seven subsections that are equal to percentages of the total amount authorized under Section 21(a), 21(b) and 21(c) of the FMTA of 1987. The percent of funding for each urbanized area in a subsection with a formula based on transit operating data varies each year because of variations in the transit operating data. These subsections, designated by funding type, are:

(1) Fixed guideway operations in urbanized areas over 200,000 population, basic formula, 28.15% of Section 21(a) authorization. The formula is 60% fixed guideway revenue vehicle miles operated and 40% fixed guideway route miles. Urbanized areas over 750,000 population that have commuter rail operations receive a minimum of 0.75% of this subsection.

(2) Fixed guideway operations in urbanized areas over 200,000 population, incentive formula, 1.29% of Section 21(a) authorization. The formula is the number of fixed guideway passenger miles traveled multiplied by the number of fixed guideway passenger miles traveled per dollar of operating cost. Urbanized areas over 750,000 population that have commuter railroad operations receive a minimum of 0.75% of this subsection.

(3) Bus operations in urbanized areas over 1,000,000 population, basic formula, 39.31% of Section 21(a) authorization. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area

population, and 25% urbanized area population density weighted by population.

(4) Bus operations in urbanized areas from 200,000 to 1,000,000 population, basic formula, 14.25% of Section 21(a) authorization. The formula is 50% bus revenue vehicle miles operated, 25% urbanized area population, and 25% urbanized area population density weighted by population.

(5) Bus operations in urbanized areas over 200,000 population, incentive formula, 5.43% of Section 21(a) authorization. The formula is the number of bus passenger miles traveled multiplied by the number of bus passenger miles traveled per dollar of operating cost.

(6) Mass transportation operations in urbanized areas less than 200,000 population, 8.64% of Section 21(a) authorization.
The formula is 50% urbanized area population and 50% urbanized area population density weighted by population.

(7) Mass transportation operations outside of urbanized areas, 2.93% of Section 21(a) and (b) under Section 9(B) authorization. These allocations are made through Section 18 procedures. Congress may provide additional "bonus" appropriations.

Matching Ratios: Operating assistance; federal share up to 50% of operating expense less earned revenue, including passenger fares, to the limit of available federal funds. State and local operating assistance share must equal or exceed federal operating assistance share. Capital assistance: 80% federal, 20% state and local.

Source of Funds: General revenues and a portion of the Mass Transit Account (see Section 9(B) below).

Section 9(B) Established by the FMTA of 1987. One half of all Mass Transit Account funds exceeding $1 billion annually are distributed to all recipients through the Section 9 program for capital purposes only. Section 18 recipients receive a 2.93% share of Section 9(B) as well as their share of Section 9 (both from general revenues) for capital and operating purposes. Funds represent contract authority and are available for four years, including the year of apportionment, after which they are reapportioned via the formula program.

Section 16(b)2 Established by the Urban Mass Transportation Act of 1970 to assure the availability of mass transportation to elderly and disabled persons.

Status: Authorized through FY 1991.

Recipients of Funds: Private, non-profit corporations and assoc-

Glossary of Federal Terms

Authorization: Legislation that creates the structure of a program including any formulas and guidelines for awarding funds. Authorizing legislation may set an upper limit on program spending or may be open ended as in "such sums as may be necessary." General revenue funds to be spent under an authorization must be appropriated by separate legislation.

Appropriation: Legislation that grants money from general revenues to a program that usually has been authorized previously by other legislation. The amount of money appropriated may be less than the amount authorized.

Apportionment: Approval by the Office of Management and Budget for an agency to spend funds appropriated by Congress. The public reporting of the OMB approved apportionment, detailing the amount of formula funding available to each urbanized area or designated recipient, is done by UMTA and is commonly referred to as "the apportionment."

Budget Authority: Authority to enter into obligations which will result in immediate or future outlays. The basic forms of budget authority are appropriations, authority to borrow, and contract authority.

Contract Authority: A type of budget authority that permits an agency to incur specific obligations. Contract authority does not provide the money to pay the obligation; it must be followed by an "appropriation to liquidate" any obligations incurred.

Funding Commitment: Spending of obligated money by a grant recipient.

Grant: Money received by a non-federal agency eligible to receive federal funding under the provisions of authorizing legislation with funding provided by appropriations legislation.

Obligation: An action by an administrative agency approving the spending of money for a specific purpose to a specific grant recipient.

Outlays: Value of money actually spent in a given time period. Outlays include checks issued, interest debt accrued, and other payments. An excess of outlays compared to revenue results in a deficit.

iations providing mass transportation services for the elderly and disabled through state governors.

Eligible Expenditures: For capital equipment and state administrative costs.

Method of Allocation: By formula. Funds are allocated to states based on population of elderly and disabled individuals with a fixed minimum amount for each state.

Matching Ratio: 80% federal, 20% state and local.

Source of Funds: The Mass Transit Account of the Highway Trust Fund.

Section 18 Established by the STA Act of 1978 to allocate funds for mass transportation in rural areas outside of urbanized areas.

Status: Authorized through FY 1991.

Recipients of Funds: Mass transportation providers outside of urbanized areas through state governors.

Eligible Expenditures: For operations or capital projects.

Method of Allocation: By formula. Funds are authorized in Section 21(a) and (b) under Section 9(B) of the UMT Act of 1964, as amended, to be allocated through Section 18 procedures. Formula is non-urbanized area population of each state.

Matching Ratio: Operating assistance: not to exceed 50% of net cost up to an amount equal to the sum of state and local operating assistance. Capital assistance: 80% federal, 20% state and local.

Source of Funds: General revenues.

Section 18(h) Established by the FMTA of 1987 to carry out a rural transit assistance program in non-urbanized areas. Grants are available for research, technical assistance, training and related support services.

Interstate Transfers Introduced in the Federal-Aid Highway Act of 1973, allows substitution of transit projects in urban areas for non-essential Interstate Highway projects.

Status: Authorized through FY 1991.

Recipients of Funds: Any eligible state or local government agency.

Eligible Expenditures: For capital projects only.

Method of Allocation: Upon application by state governor and local government agency; 50% of funding at the discretion of the Secretary of Transportation, 50% in accordance with cost estimates approved administratively or by Congress. Specific areas may have amounts "earmarked" during the legislative process.

Matching Ratio: 85% federal, 15% state and local.

Source of Funds: General revenues.

SECTION D

Statistical Trends of Canadian Transit Operations

TABLE 39

Canadian Transit Operations: Summary Statistics

CALENDAR YEAR	NUMBER OF SYSTEMS	REVENUE PASSENGER TRIPS	TOTAL VEHICLE MILES	OPERATING REVENUE(a)	OPERATING EXPENSE(a)
		(MILLIONS)	(MILLIONS)	(MILLIONS)	(MILLIONS)
1955	32	1,119.3	184.3	$ 109.2	$ 98.8
1960	34	973.2	184.3	133.0	116.4
1965	39	941.5	198.1	154.8	140.0
1970	49	979.7	242.0	239.5	231.1
1975	61	1,158.9	329.2	326.8	495.6
1976	64	1,214.0	352.9	402.6	607.5
1977	64	1,222.7	366.1	422.7	687.0
1978	65	1,218.1	383.6	448.8	806.5
1979	66	1,205.3	391.5	492.6	882.3
1980	73	1,315.4	426.3	581.0	1,082.5
1981	76	1,381.3	447.4	688.2	1,307.8
1982	74	1,355.8	450.0	763.6	1,482.0
1983	74	1,385.7	445.6	839.4	1,573.4
1984	78	1,371.6	446.6	871.8	1,630.9
1985	70	1,434.1	446.9	932.0	1,680.4
1986	73	1,521.3	480.2	1,060.7	1,853.2
1987	72	1,500.0	446.2	1,085.5	1,969.8
1988	74	1,538.4	482.4	1,163.2	2,114.0

NOTE: Table includes all regular service on motor bus, trolleybus, heavy rail, light rail, commuter rail, and ferry boat.
(a) Monetary data are Canadian Dollars.
Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 40

Canadian Transit Operations: Passenger Vehicles Owned and Leased

CALENDAR YEAR	RAILWAY CARS			MOTOR BUSES	TOTAL PASSENGER VEHICLES
	LIGHT RAIL(a)	HEAVY RAIL(b)	TROLLEY BUSES		
1955	1,687	102	1,137	3,215	6,141
1960	870	134	1,185	4,470	6,659
1965	738	334	1,110	5,224	7,406
1970	439	703	782	5,913	7,837
1975	388	826	664	8,160	10,038
1976	360	851	608	8,326	10,145
1977	356	1,005	588	8,828	10,777
1978	363	1,325	549	9,049	11,286
1979	375	1,377	559	9,554	11,865
1980	418	1,627	539	10,013	12,597
1981	485	1,630	540	10,231	12,886
1982	415	1,638	649	10,500	13,202
1983	392	1,619	649	10,398	13,058
1984	405	1,619	600	10,540	13,164
1985	521	1,620	551	10,107	12,799
1986	513	1,624	551	10,459	13,147
1987	544	1,495	513	10,434	12,986
1988	552	1,485	523	10,492	13,052

NOTE: Data for regular transit service only.

(a) Includes Intermediate Capacity Transit Vehicles as of 1985.
(b) Includes Commuter Rail Vehicles as of 1980.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 41

Canadian Transit Operations: New Passenger Vehicle Purchases

CALENDAR YEAR	RAILWAY CARS		TROLLEY BUSES	MOTOR BUSES				TOTAL VEHICLES PURCHASED
	LIGHT RAIL(b)	HEAVY RAIL(c)		29 SEATS OR FEWER	30-39 SEATS	40 SEATS OR MORE	TOTAL BUSES	
1970-74(a)	0	82	45	134	103	2,255	2,492	2,619
1975	0	0	27	24	61	920	1,005	1,032
1976	0	21	21	26	19	701	746	788
1977	0	154	0	9	3	814	826	980
1978	20	320	16	9	55	543	607	963
1979	11	52	0	3	27	620	650	713
1980	75	14	5	18	51	702	771	865
1981	126	2	1	0	79	478	557	686
1982	8	10	120	1	95	717	813	951
1983	44	71	224	9	31	429	469	808
1984	29	0	24	0	27	313	340	393
1985	119	0	1	4	131	459	594	714
1986	6	1	0	0	103	189	292	299
1987	52	126	0	--	--	--	500	678
1988	--	--	0	--	--	--	354	--

NOTE: Data for regular transit service only.

-- Data not available.

(a) Five-year total.
(b) Includes Intermediate Capacity Transit vehicles.
(c) Includes Commuter Rail vehicles.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

TABLE 42

Canadian Transit Operations: Fares

CALENDAR YEAR	AVERAGE REVENUE PER REVENUE PASSENGER TRIP(a) (cents)	ADULT CASH FARE (BASE PERIOD)(cents) (a)		
		HIGH	LOW	AVERAGE
1955	9.8	15	10	11.0
1960	13.7	20	10	14.6
1965	16.4	25	15	--
1970	24.5	35	15	--
1975	28.2	50	15	29.3
1976	33.2	50	20	32.2
1977	34.6	50	25	35.1
1978	36.8	60	25	39.2
1979	40.9	60	25	42.9
1980	44.2	65	03	47.3
1981	49.8	75	35	53.0
1982	56.3	85	40	62.1
1983	60.6	100	40	69.0
1984	63.6	100	50	74.0
1985	65.0	150	50	79.3
1986	69.0	150	50	85.9
1987	72.3	150	60	90.2
1988	75.6	150	50	95.4

-- Data not available.

NOTE: Data for regular transit service only.

(a) Monetary data are Canadian dollars.

Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

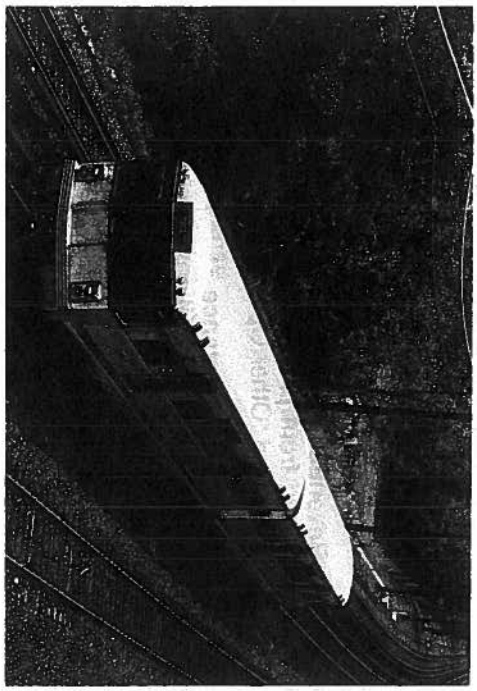
TABLE 43

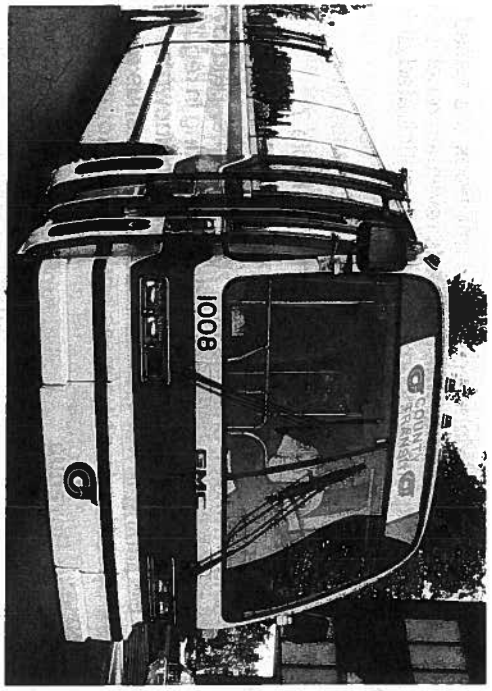
Canadian Transit Operations: Employees

CALENDAR YEAR	NUMBER OF EMPLOYEES				
	VEHICLE OPERATIONS	MAINTENANCE		ADMINISTRATION AND OTHER	TOTAL EMPLOYEES
		REVENUE VEHICLE	NON-REVENUE VEHICLE		
1965	--	--	--	--	18,057
1970	--	--	--	--	22,023
1975	16,152	7,054		3,993	27,199
1976	17,061	6,393		4,674	28,128
1977	17,670	7,060		4,243	28,973
1978	18,048	6,540		5,353	29,941
1979	18,419	7,559		4,297	30,275
1980	19,689	5,567	2,071	5,504	32,831
1981	20,626	6,071	2,559	5,493	34,749
1982	20,693	5,576	2,303	6,680	35,252
1983	20,259	3,799	4,490	6,224	34,772
1984	19,804	5,486	2,537	6,301	34,128
1985	20,505	5,976	2,782	5,550	34,813
1986	22,046	6,824	3,174	3,952	35,996
1987	22,853	6,939	3,165	4,061	37,018
1988	23,430	7,235	3,031	4,297	37,993

-- Data not available.
Source: *Urban Transit Facts in Canada*, Canadian Urban Transit Association.

NOTE: Data for regular transit service only.





SECTION E

Glossary of Transit Terms

Glossary of Financial Terms

Financial terms used in this book are based on the "Urban Mass Transportation Act of 1964, as amended, Section 15, Uniform System of Accounts and Records." The following definitions of financial terms do not, however, identify specific ledger accounts from "Section 15" or any other accounting system and are not intended to serve as model definitions of financial terms in other publications.

Transit system financial data reported in this book are based on the accrual system of accounting, which records revenues received as well as anticipated and expenses incurred as well as anticipated during the accounting period.

Revenue Terms
(Listed in order of appearance in Table 7)

Passenger Revenue
Fares, including transfer charges and zone charges, paid by transit passengers traveling aboard transit vehicles operating in regular fixed-route and special demand-response service; also known as "farebox revenue." Beginning in 1984, also includes fare revenue retained by contractors operating transit service and returned to transit system.

Other Operating Revenue
Revenue derived from (1) provision of transit service other than regular fixed-route and special demand-response service (charter service revenues, special contract fares, and special route guarantees); (2) operations closely associated with provision of transit service, including station and vehicle concessions, and advertising; and (3) transit system facilities or operations not associated with providing transit service, including rental of vehicles and properties, investment income, and "park-and-ride" parking lot revenue.

Total Operating Revenue
Total revenue derived from provision of transit service; the sum of "Passenger Revenue" and "Other Operating Revenue."

State and Local Operating Assistance
Financial assistance for transit operations (not capital expenditures) which originated at the state or local government level.

Federal Operating Assistance
Financial assistance for transit operations (not capital expenditures) which originated at the federal government level.

Total Operating Assistance
The sum of "State and Local Operating Assistance" and "Federal Operating Assistance."

Total Revenue
Total receipts derived from provision of transit service plus additional monies related to provision of transit service but derived from other sources; the sum of "Total Operating Revenue" and "Total Operating Assistance."

Expense Function Class Terms
(Listed in order of appearance in Table 7)

Vehicle Operations Expense
Total expense of all labor, materials, fees, and rents required for operating transit passenger vehicles and passenger stations including all fuels for vehicle propulsion except electric propulsion power.

Vehicle Maintenance Expense
Total expense of all labor, materials, services, and equipment used to repair and to service transit passenger vehicles and service vehicles.

Non-Vehicle Maintenance Expense
Total expense of all labor, materials, services, and equipment used to repair and service transit system way and structures, vehicle movement control systems, fare collection equipment, communication systems, buildings and grounds, and equipment other than vehicles including expense of electric propulsion power for transit passenger vehicles.

General Administration Expense
Total expense of all labor, materials, and fees associated with general office functions, insurance, safety, legal services, and customer services.

Purchased Transportation Expense
Total expense of all labor, materials, and fees paid to companies or organizations providing transit service under contract to a transit system.

Total Operating Expense
The sum of all transit system operating expense: "Vehicle Operations Expense," "Vehicle Maintenance Expense," "Non-Vehicle Maintenance Expense," "General Administration Expense," and "Purchased Transportation Expense."

Depreciation and Amortization
Total decline in value of transit system assets incurred through use of tangible property (depreciation) and intangible property (amortization). Because property is depreciated or amortized on a formula basis over

several years, the amount recorded as depreciation or amortization normally does not represent the actual money spent for property in any specific time period.

Many publicly owned transit systems receive financial assistance for the purchase of property (capital assistance). Although the property purchased with capital assistance might be depreciated or amortized and thus reported as an "expense" in this book, any financial assistance received for the purchase of property is not included in "revenue" or "operating assistance" amounts.

Other Reconciling Items
All transit system expenses in addition to "Total Operating Expense" and "Depreciation and Amortization" including interest expenses and leases and rentals.

Total Expense
Total expenditures related to provision of transit service; the sum of "Total Operating Expense," "Depreciation and Amortization," and "Other Reconciling Items."

Expense Object Class Terms
(Listed in order of appearance in Table 13)

Salaries and Wages
All pay and paid monetary allowances, including overtime, paid to transit employees for performance of specific pieces of work.

Fringe Benefits
All compensation in the form of payments or accruals made to transit employees not for performance of a specific piece of work including sick pay, holiday pay, vacation pay, pension plans, life insurance, health insurance, unemployment insurance, social security, workmen's compensation, and other allowances.

Services
Expense for labor or other work provided by outside organizations for a fee.

Fuel and Lubricants
Expense for gasoline, diesel, other fuels, and vehicle lubricants.

Other Materials and Supplies
Expense for materials and supplies other than "Fuel and Lubricants."

Utilities
Expense for utilities including electric, gas, water, and telephone service, and propulsion power for electric transit vehicles.

Casualty and Liability Costs
Expense for protection of transit system from loss through insurance

programs or for compensation of others for losses due to acts for which the transit system is liable.

Purchased Transportation
Total expense of all labor, materials, and fees paid to companies or organizations providing transit service under contract to a transit system.

Other
Expenses not identified in the eight object categories defined above including taxes, expense transfers, and miscellaneous expenses.

Glossary of Non-Financial Terms

Definitions of non-financial terms in this book conform to general usage in transit. Specific terms, however, may vary in meaning when used in other publications or contexts. Definitions used in describing United States Government programs appear on Page 80, "Glossary of Federal Terms."

Active Service Transit Passenger Vehicles
Transit passenger vehicles licensed, where required, and maintained for regular use, including spares and vehicles out of service for maintenance purposes but excluding vehicles in "dead" storage, leased to other operators, in energy contingency reserve status, or permanently not usable for transit service.

Adult Cash Fare (Base Period)
Basic full fare paid by one person for one transit ride; excludes transfer charges, zone charges, express service charges, peak period surcharges, and reduced fares.

Aerial Tramway
System of aerial cables with suspended unpowered passenger vehicles propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

Average Fare (Revenue) per Unlinked Transit Passenger Trip
"Passenger Revenue" divided by "Unlinked Transit Passenger Trips."

Automated Guideway
Fixed-guideway electric transit vehicles operating without vehicle operators or other crewpersons on board the vehicle.

Cable Car
A type of electric transit vehicle railway operating in mixed street traffic with unpowered, individually-controlled transit vehicles propelled by moving cables located below the street surface and powered by engines or motors at a central location not on board the vehicle.

Capital Employee
An employee involved with construction or capital procurement and who has no involvement with operation of the transit system.

Commuter Railroad
Those portions of "main-line railroad" (not "electric railway") transportation operations which encompass urban passenger train service for local travel between a central city and adjacent suburbs; commuter railroad service--using both locomotive-hauled and self-propelled railroad passenger cars--is characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, and usually only one or two stations in the central business district. Also known as "suburban railroad."

Demand-Response Service
A type of non-fixed-route bus or van service characterized by passengers boarding and alighting at any location within the transit provider's service area. Vehicles pickup and discharge passengers at times requested by the passengers by prior arrangement, either by telephone for "dial-a-ride" service, or other prescheduling arrangements.

Downtown People Mover
A type of automated guideway transit operating on a loop or shuttle route within the central business district of a city.

Express Bus Service
Scheduled, fixed-route bus service where a portion of the route is operated without stops or with a limited number of stops to pick up or discharge passengers.

Ferry Boat
Passenger-carrying marine vessel providing frequent "bridge" service over a fixed route and on a published time schedule between two or more points.

Fixed-Route Transit Service
Transit service provided on a repetitive, scheduled basis along a specific route with transit vehicles stopping to pick up and discharge passengers at the same locations each time they traverse the route.

Heavy Rail
A type of electric transit vehicle railway with the capacity for a "heavy volume" of traffic and characterized by exclusive rights-of-way, multi-car trains, high speed and rapid acceleration, sophisticated signaling, and high platform loading. Also known as "subway," "elevated (railway)," or "metropolitan railway (metro)."

Inclined Plane
A type of electric transit passenger vehicle railway operating over exclusive right-of-way on steep grades with unpowered vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not on board the vehicle.

Light Rail
A type of electric transit vehicle railway with a "light volume" traffic capacity compared to "heavy rail." Light rail may be on exclusive or shared rights-of-way, high or low platform loading, multi-car trains or single cars, automated or manually operated. In generic usage light rail includes "streetcars," "trolley cars," and "tramways"; in specific usage light rail refers to very modern and more sophisticated developments of these older rail modes.

Major Rehabilitation of Transit Passenger Vehicle
Major rebuilding of a transit passenger vehicle for the purpose of preserving its useful service life.

Metropolitan Railway
See "Heavy Rail."

Mode of Transit Service
Transit service provided by a single type of transit vehicle operated in a particular format of service. Generic modes include motor bus, heavy rail, light rail, commuter rail, cable car, ferry boat, and other modes distinguished by vehicle type. Modes further defined by format of service include fixed-route bus, demand-response bus, and subscription bus among many possible service format alternatives.

Monorail
A type of electric transit vehicle railway with a guideway formed by a single beam or rail which a transit vehicle or train of vehicles either straddles or is suspended from.

Motor Bus
Rubber tired, self-propelled, manually steered transit vehicle with fuel supply carried on board the vehicle. Motor bus types include:

Advanced Design Bus: A type of transit bus, introduced in the mid-1970's and incorporating new styling and design features compared to previous transit buses.

Articulated Bus: A type of transit bus from 55 feet to 60 feet in length with two connected passenger compartments able to bend at their connecting point when the bus negotiates a corner.

Double Deck Bus: A type of transit bus with two separate passenger compartments, one above the other.

Intercity Bus: A standard-size bus equipped with front doors only, high backed seats, luggage compartments separate from the passenger compartment, and usually with restroom facilities, for high-speed long-distance service.

Medium Size Bus: Any bus from 29 feet to 34 feet in length.

New Look Bus: A type of transit bus characterized by the predominant styling and mechanical equipment common to transit buses manufactured between 1959 and 1978.

Sightseeing Bus: A bus of any type adapted for sightseeing use, usually with expanded window areas.

Small Bus: Any bus 28 feet or less in length.

Standard-Size Bus: Any bus from 35 feet to 41 feet in length.

Suburban Bus: A bus similar to a transit bus except equipped with front doors only and normally with high-backed seats for use in longer-distance service with relatively fewer stops.

Transit Bus: A bus designed for frequent-stop service with front and center doors, normally with a rear-mounted diesel engine, low-back seating, and without luggage storage compartments or restroom facilities.

Van: A small vehicle, usually 20 feet or shorter in length, usually with an automotive-type engine and limited seating normally entered directly through side or rear doors of the vehicle rather than from a central aisle, used for door-to-door, vanpool, and other specialized transit service.

Multi-Mode Transit System
A transit system operating more than one mode of transit service.

Operating Employee
An employee involved with operation, maintenance, or administration of the transit system, excluding those involved in construction and capital procurement.

Paratransit Service
All transit service other than fixed-route service. Some types of special services are: variable-route service where a passenger boarding a vehicle can select any discharge point in a service area; demand-response service (also known as dial-a-ride) where a passenger can board and alight at any point in a service area; charter service; subscription service where a group of passengers are carried between the same locations on a repetitive basis; and brokerage service where a transit system or other agency organizes vanpool-type service.

Passenger Miles
The number of person-miles traveled by all passengers riding transit vehicles; one person traveling one mile aboard a transit vehicle is one passenger mile.

Peak Period Surcharge
An extra fee in addition to the basic cash fare required during peak periods (rush hours).

Publicly Owned Transit System
A transit system owned or subsidized by any municipality, county, regional authority, state, or other governmental agency including a transit system operated or managed by a private management firm under contract to the government agency owner.

Rapid Transit
Transit vehicles operating over completely grade-separated exclusive right-of-way. The term rail rapid transit, also known as "rapid rail transit," applies to both operation of light rail vehicles over exclusive right-of-way and operation of heavy rail vehicles; the term bus rapid transit applies to operation of motor buses over exclusive bus roads ("rapid busways").

Revenue Passenger Trips (Revenue Passengers)
Single-vehicle transit rides by initial-board (first-ride) transit passengers only; excludes all transfer rides and all non-revenue rides.

Single-Vehicle Transit Ride
One person traveling aboard one transit vehicle.

Special Service
See "Paratransit Service."

Streetcar
A type of electric transit vehicle railway operated in mixed traffic on streets, usually single cars, manually operated, with boarding from street level rather than platforms. Also known as "trolley car" or "tramway"; included as a type of "light rail" in generic usage.

Total Labor Costs
Sum of "Salaries and Wages" and "Fringe Benefit Costs"; see Glossary of Financial Terms.

Total Motor Bus Mile Equivalents
The number of vehicle miles that would have been operated by a transit mode if the service had been provided by motor buses. Based on average seating plus standing capacity of the vehicle as compared to the 70-passenger capacity of a standard-size motor bus.

Total Passenger Rides (Total Passengers)
Combined total of all single-vehicle transit rides by (1) initial-board (first-ride) revenue passengers, (2) transfer passengers on second and successive rides, and (3) non-revenue passengers entitled to transportation without charge.

Tramway
See "Light Rail" and "Streetcar."

Transfer Charge
An extra fee in addition to the basic cash fare charged for purchase of a transfer for boarding another transit vehicle to continue a trip.

Transit Passenger Vehicle
Any vehicle used to carry passengers in transit service.

Transit System
Organizations providing any type of intraurban or rural intracommunity multiple-occupancy-vehicle passenger service, including fixed-route service, variable-route service, demand-response service, and unscheduled service, provided for use by the general public or groups of the general public. A system that contracts out its service to one or more private companies or public agencies is counted as one system.

Transitway
Exclusive roadway or lane designated specifically for buses and other high-occupancy vehicles such as vans and carpools. Also called "busways," "high occupancy-vehicle (HOV) lanes," "bus/carpool lanes," and "commuter lanes."

Trolleybus
Rubber-tired electric transit vehicle, manually steered, propelled by a motor drawing current--normally through overhead wires--from a central power source not on board the vehicle.

Unlinked Transit Passenger Trips
Transit trips taken by both initial-board (originating) and transfer (continuing) transit passengers; includes charter rides and special rides. Each passenger is counted each time that person boards a transit vehicle regardless of the type of fare paid or transfer presented.

Urban Ferry Boat
Any ferry boat operation with one or more terminals within an urbanized area, excluding international and urban park ferries.

Urbanized Area
An area delimited by the United States Bureau of the Census consisting of a central city of 50,000 inhabitants or more or two cities having contiguous boundaries and constituting, for general social and economic purposes, a single community with a population of at least 50,000, plus surrounding closely settled territory but excluding the rural portion of extended cities.

Urban Place
An area delimited by the United States Bureau of the Census consisting of incorporated political units or closely settled population centers without corporate limits not within the boundaries of an urbanized area.

Vanpool
A type of transit service in which passengers share a van with one passenger designated "driver." The route is "fixed," but varies as passengers change. Purchase, maintenance, and recruitment of passengers may be handled by a sponsoring transit system. Fares may be charged, or the cost may be divided as agreed by the passengers.

Vehicle Miles Operated
Sum of all miles operated in regular service, special service, and non-revenue service by transit vehicles that carry passengers. When vehicles are operated in trains, each vehicle is counted separately, e.g., an eight-vehicle train operating for one mile equals eight vehicle miles.

Wheelchair Accessible Transit Passenger Vehicle
A transit passenger vehicle equipped with a lift, ramp, or other boarding and safety devices required to allow a person in a wheelchair to use the vehicle. For high platform boarding rail cars, wheelchair accessibility might require elevators or ramps in stations rather than lifts or ramps on the cars.

Zone Fare Charge
An extra fee in addition to the basic cash fare charged when a passenger crosses a predetermined boundary.