

2012 Reporting Year 

NTD

National Transit Database



Transit Profiles: Top 50 Agencies

Office of Budget and Policy
October 2013



U.S. Department of Transportation
Federal Transit Administration

Table of Contents

Introduction 1
 Profile Details 1
 Sections 1
 Additional National Transit Database Publications 2
Top 50 Reporting Agencies for Report Year 2012 3
2012 National Transit Profiles - Top 50 Reporting Agencies 5
Profile Data Elements Cross-Reference to the 2012 NTD Report Location/Calculation 55

Introduction

The *Transit Profiles: Top 50 Agencies* is one of five profiles provided in the National Transit Database (NTD) Annual Report. This volume consists of individual profiles for the Top 50 reporting agencies filing an NTD Annual Report for 2012. The Top 50 agencies were determined from unlinked passenger trips. Profiles contain general, financial, and modal data, as well as performance and trend indicators.

For the 2012 report year, 820 transit agencies submitted reports:

- 542 agencies submitted full reports,
- 243 agencies submitted Small Systems Waivers (SSW's), and
- 35 agencies received other waivers for detailed reporting (Reporting, Planning and Capital Waivers).

786 agencies, the total full and SSW reporters, are included in the 2012 NTD database. Agencies that qualified for the SSW operate thirty or fewer vehicles across all modes and types of service (TOS).

Profile Details

There are no reporting changes for the 2012 Report Year.

General information includes urbanized area (UZA) statistics, service area statistics, service consumption (system wide), service supplied (system wide) and vehicles operated in maximum service (VOMS).

Financial information includes fare revenues earned, fare revenues applied to operations, sources of operating funds expended, summary of operating expenses (OE), sources of capital funds expended and uses of capital funds. Two pie charts graphically depict sources of operating funds expended and capital funds expended. The remainder of the profile presents information separated by mode.

Please note:

- Bus (MB) and heavy rail (HR) always appear first and second if operated by an agency.
- Operating expenses (OE), fare revenues, and services supplied and consumed by mode do not include purchased transportation (PT) data reported by the sellers of service.
- Fixed Guideway directional route miles (FG DRM) include the total DRM at the agency's fiscal year end (FYE). FG segments used by more than one agency are included for each agency reporting the segments.
- Performance measures are derived from individual mode characteristics and represent cost efficiency, cost effectiveness, and service effectiveness. Graphs highlight selected performance measures over the prior ten years for the modes shown in lines one and two.

Anomalies may exist in these graphs as the result of a report not received, a waiver granted, data deleted after validation, or data deemed questionable in a particular year.

Sections

- *Full Reporting Agencies for Report Year 2012* – This section lists all transit agencies completing a full NTD report in the 2012 database.
- *Top 50 Agencies for Report Year 2012* – This section lists the top 50 transit agencies based on unlinked passenger trips filing an NTD report in the 2012 database.
- *2012 National Transit Profiles – Top 50 Reporting Agencies* – This section provides individual summaries of top 50 reporter data collected during the 2012 Report Year.
- *Profile Data Elements Cross-Reference* – This section provides a cross-reference identifying where each data item in the profiles can be located in an agency's National Transit Database

report, as well as the algorithms used in determining these items.

Additional National Transit Database Publications

- Historical Data Files
- Annual Data Tables
- Annual Databases
- Annual National Transit Summaries and Trends (NTST)

Top 50 Reporting Agencies for Report Year 2012

0001	King County Department of Transportation - Metro Transit Division
0008	Tri-County Metropolitan Transportation District of Oregon
0040	Central Puget Sound Regional Transit Authority
1003	Massachusetts Bay Transportation Authority
2004	Niagara Frontier Transportation Authority
2008	MTA New York City Transit
2076	Westchester County Bee-Line System
2078	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad
2080	New Jersey Transit Corporation
2098	Port Authority Trans-Hudson Corporation
2100	MTA Long Island Rail Road
2188	MTA Bus Company
2206	Nassau Inter County Express
3019	Southeastern Pennsylvania Transportation Authority
3022	Port Authority of Allegheny County
3030	Washington Metropolitan Area Transit Authority
3034	Maryland Transit Administration
3051	Ride-On Montgomery County Transit
4008	Charlotte Area Transit System
4022	Metropolitan Atlanta Rapid Transit Authority
4029	Broward County Transit Division
4034	Miami-Dade Transit
4035	Central Florida Regional Transportation Authority
4105	Puerto Rico Highway and Transportation Authority PRHTA
5008	Milwaukee County Transit System
5015	The Greater Cleveland Regional Transit Authority
5027	Metro Transit
5066	Chicago Transit Authority
5113	Pace - Suburban Bus Division
5118	Northeast Illinois Regional Commuter Railroad Corporation dba: Metra Rail
5119	City of Detroit Department of Transportation
6008	Metropolitan Transit Authority of Harris County, Texas
6011	VIA Metropolitan Transit
6048	Capital Metropolitan Transportation Authority
6056	Dallas Area Rapid Transit

7006	Bi-State Development Agency of the Missouri-Illinois Metropolitan District, d.b.a.(St. Louis) Metro
8001	Utah Transit Authority
8006	Denver Regional Transportation District
9002	City and County of Honolulu Department of Transportation Services
9003	San Francisco Bay Area Rapid Transit District
9013	Santa Clara Valley Transportation Authority
9014	Alameda-Contra Costa Transit District
9015	San Francisco Municipal Railway
9019	Sacramento Regional Transit District
9023	Long Beach Transit
9026	San Diego Metropolitan Transit System
9032	City of Phoenix Public Transit Department dba Valley Metro
9036	Orange County Transportation Authority
9045	Regional Transportation Commission of Southern Nevada
9154	Los Angeles County Metropolitan Transportation Authority dba: Metro

King County Department of Transportation - Metro Transit Division (King County Metro)

Provides purchased transportation to: Central Puget Sound Regional Transit Authority (0040). Data filed separately.

General Manager, Metro Transit Division: Mr. Kevin Desmond

(206) 684-1619

General Information

Urbanized Area (UZA) Statistics - 2000 Census
 Seattle, WA
 Square Miles 1,010
 Population 3,059,393
 Population Ranking out of 465 UZAs 14
 Other UZAs Served

Service Area Statistics

Square Miles 2,134
 Population 1,957,000

Service Consumption
 Annual Passenger Miles 576,535,226
 Annual Unlinked Trips 119,952,268
 Average Weekday Unlinked Trips 3 401,631
 Average Saturday Unlinked Trips 3 200,666
 Average Sunday Unlinked Trips 3 136,643

Service Supplied
 Annual Vehicle Revenue Miles 60,238,235
 Annual Vehicle Revenue Hours 4,241,204
 Vehicles Operated in Maximum Service 2,683
 Vehicles Available for Maximum Service 3,707
 Base Period Requirement 659

Financial Information

Fare Revenues Earned \$181,315,403
Sources of Operating Funds Expended 2
 Fare Revenues (28%) \$177,952,402
 Local Funds (48%) \$306,034,547
 State Funds (1%) \$5,857,371
 Federal Assistance (8%) \$53,094,969
 Other Funds (14%) \$92,051,130
Total Operating Funds Expended \$634,990,419
Sources of Capital Funds Expended
 Local Funds (55%) \$100,952,284
 State Funds (2%) \$3,896,014
 Federal Assistance (30%) \$55,337,072
 Other Funds (12%) \$22,615,947
Total Capital Funds Expended \$182,801,317

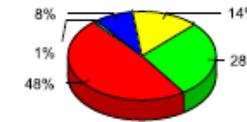
Summary Operating Expenses

Salary, Wages, Benefits \$354,288,792
 Materials and Supplies \$77,813,878
 Purchased Transportation \$123,237,462
 Other Operating Expenses \$75,199,174
Total Operating Expenses \$630,539,306
 Purchased Transportation Reported Separately \$68,779,187
 Reconciling Cash Expenditures \$4,451,109

Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation 1	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	874	35	\$109,208,711	\$14,810,647	\$21,596,147	\$24,190,755	\$169,806,260
Demand Response	0	313	\$4,581,071	\$655,645	\$0	\$0	\$5,236,716
Trolleybus	122	0	\$868,557	\$375,030	\$0	\$0	\$1,243,587
Vanpool	1,291	0	\$6,514,754	\$0	\$0	\$0	\$6,514,754
Street Car Rail	3	0	\$0	\$0	\$0	\$0	\$0
Demand Response - Taxi	0	45	\$0	\$0	\$0	\$0	\$0
Commuter Bus	0	0	\$0	\$0	\$0	\$0	\$0
Light Rail	0	0	\$0	\$0	\$0	\$0	\$0
Total	2,290	393	\$121,173,093	\$15,841,322	\$21,596,147	\$24,190,755	\$182,801,317

Sources of Operating Funds Expended



Sources of Capital Funds Expended

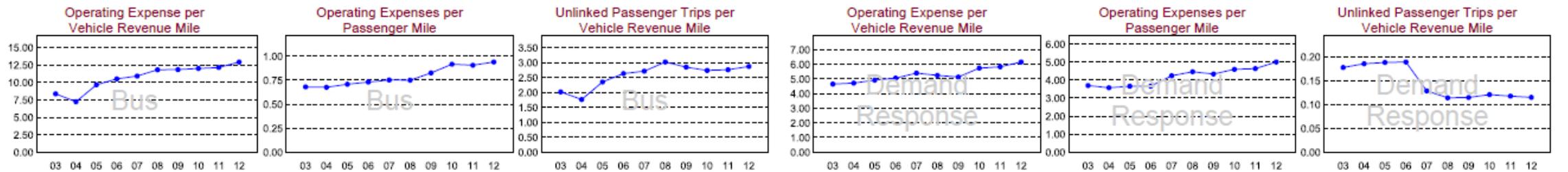


Modal Characteristics

Mode	Operating Expenses 1	Fare Revenues 2	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$430,144,035	\$117,724,121	\$169,806,260	458,098,243	33,317,426	95,592,084	2,768,315	258.1	1,323	7.8	909	1.63	46%
Demand Response	\$60,039,963	\$1,005,687	\$5,236,716	12,006,051	9,758,968	1,119,392	663,829	N/A	369	5.1	313	N/A	18%
Trolleybus	\$57,312,083	\$23,547,904	\$1,243,587	34,558,979	2,726,303	18,970,601	396,779	113.0	158	14.0	122	1.22	30%
Vanpool	\$10,639,894	\$10,320,050	\$6,514,754	70,638,105	13,884,402	3,442,589	381,957	N/A	1,809	4.3	1,291	N/A	40%
Street Car Rail	\$2,794,211	\$505,039	\$0	650,023	62,522	750,866	11,736	2.7	3	5.0	3	1.00	0%
Demand Response - Taxi	\$829,933	\$328,203	\$0	583,825	488,614	76,736	18,588	N/A	45	N/A	45	N/A	0%
Commuter Bus	\$0	\$13,895,391	\$0	0	0	0	0	N/A	0	N/A	0	N/A	0%
Light Rail	\$0	\$13,989,008	\$0	0	0	0	0	N/A	0	N/A	0	N/A	0%

Performance Measures

Mode	Service Efficiency			Service Effectiveness			Service Effectiveness		
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Unlinked Passenger Trips per Vehicle Revenue Mile	
Bus	\$12.91	\$155.38	\$0.94	\$4.50	\$4.50	2.87	34.53	2.87	
Demand Response	\$6.15	\$90.44	\$5.00	\$53.64	\$53.64	0.11	1.69	0.11	
Trolleybus	\$21.02	\$144.44	\$1.66	\$3.02	\$3.02	6.96	47.81	6.96	
Vanpool	\$0.77	\$27.86	\$0.15	\$3.09	\$3.09	0.25	9.01	0.25	
Street Car Rail	\$44.69	\$238.09	\$4.30	\$3.72	\$3.72	12.01	63.98	12.01	
Demand Response - Taxi	\$1.70	\$44.65	\$1.42	\$10.82	\$10.82	0.16	4.13	0.16	
Commuter Bus	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Light Rail	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	



1 Excludes data for purchased transportation reported separately

2 Includes data for purchased transportation reported separately

3 Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

Tri-County Metropolitan Transportation District of Oregon (TriMet)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Portland, OR-WA	
Square Miles	524
Population	1,849,898
Population Ranking out of 465 UZAs	24
Other UZAs Served	

Service Area Statistics

Square Miles	570
Population	1,489,796

Service Consumption

Annual Passenger Miles	471,450,953
Annual Unlinked Trips	103,218,538
Average Weekday Unlinked Trips ²	328,358
Average Saturday Unlinked Trips ²	205,164
Average Sunday Unlinked Trips ²	146,402

Service Supplied

Annual Vehicle Revenue Miles	34,612,114
Annual Vehicle Revenue Hours	2,672,361
Vehicles Operated in Maximum Service	871
Vehicles Available for Maximum Service	1,043
Base Period Requirement	335

Financial Information

Fare Revenues Earned	\$104,560,672
Sources of Operating Funds Expended	
Fare Revenues (26%)	\$104,560,672
Local Funds (44%)	\$174,831,526
State Funds (0%)	\$305,604
Federal Assistance (23%)	\$92,173,767
Other Funds (6%)	\$24,863,226
Total Operating Funds Expended	\$396,734,795
Sources of Capital Funds Expended	
Local Funds (47%)	\$118,787,217
State Funds (9%)	\$22,738,257
Federal Assistance (44%)	\$111,680,735
Other Funds (0%)	\$0
Total Capital Funds Expended	\$253,206,209

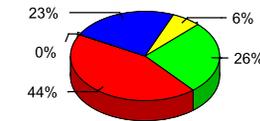
Summary Operating Expenses

Salary, Wages, Benefits	\$260,230,366
Materials and Supplies	\$40,560,267
Purchased Transportation	\$25,127,658
Other Operating Expenses	\$45,900,770
Total Operating Expenses	\$371,819,061
Reconciling Cash Expenditures	\$24,915,735

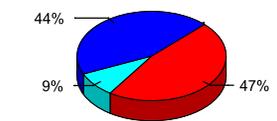
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	496	0	\$475,664	\$16,854,832	\$653,572	\$348,553	\$18,332,621
Light Rail	104	0	\$5,630,668	\$220,583,251	\$2,398,347	\$1,387,617	\$229,999,883
Demand Response	0	217	\$2,884,950	\$1,423,654	\$0	\$0	\$4,308,604
Hybrid Rail	0	4	\$37,750	\$527,350	\$0	\$0	\$565,100
Demand Response - Taxi	0	50	\$0	\$0	\$0	\$0	\$0
Total	600	271	\$9,029,032	\$239,389,087	\$3,051,919	\$1,736,170	\$253,206,208

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$230,726,059	\$56,332,405	\$18,332,621	233,601,922	19,169,232	59,509,235	1,625,650	3.2	591	13.9	496	1.94	19%
Light Rail	\$99,710,015	\$43,069,976	\$229,999,883	223,788,159	7,744,290	42,227,665	529,180	104.3	129	15.2	104	1.27	24%
Demand Response	\$31,193,678	\$4,192,994	\$4,308,604	9,455,290	6,574,706	946,005	472,968	N/A	267	4.7	217	N/A	23%
Hybrid Rail	\$6,486,920	\$447,356	\$565,100	3,431,067	163,381	418,209	7,528	29.2	6	22.2	4	N/A	50%
Demand Response - Taxi	\$3,702,389	\$517,941	\$0	1,174,515	960,505	117,424	37,035	N/A	50	N/A	50	N/A	0%

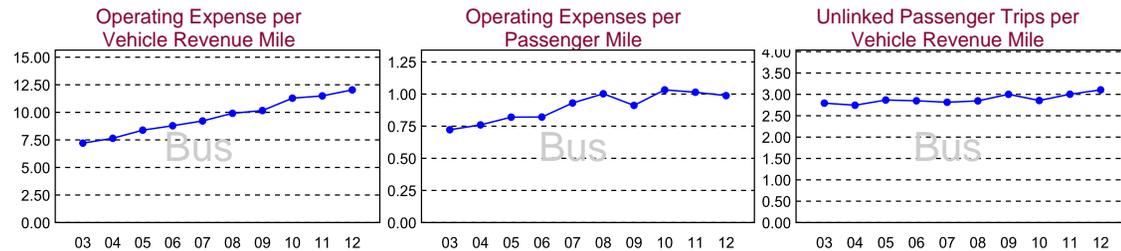
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$12.04	\$141.93
Light Rail	\$12.88	\$188.42
Demand Response	\$4.74	\$65.95
Hybrid Rail	\$39.70	\$861.71
Demand Response - Taxi	\$3.85	\$99.97

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.99	\$3.88	3.10	36.61
Light Rail	\$0.45	\$2.36	5.45	79.80
Demand Response	\$3.30	\$32.97	0.14	2.00
Hybrid Rail	\$1.89	\$15.51	2.56	55.55
Demand Response - Taxi	\$3.15	\$31.53	0.12	3.17



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

Central Puget Sound Regional Transit Authority (ST)

Purchased transportation provider(s) filing a separate report: King County Department of Transportation - Metro Transit Division (0001) /
Pierce County Public Benefit Authority (0003) / Snohomish County Public Transportation Benefit Area Corporation (0029)

Executive Director: Ms. Joni Earl
(206) 398-5450

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Seattle, WA	
Square Miles	1,010
Population	3,059,393
Population Ranking out of 465 UZAs	14
Other UZAs Served	

Service Area Statistics

Square Miles	1,086
Population	2,781,740

Service Consumption

Annual Passenger Miles	369,797,787
Annual Unlinked Trips	28,540,694
Average Weekday Unlinked Trips	94,922
Average Saturday Unlinked Trips	44,776
Average Sunday Unlinked Trips	31,732

Service Supplied

Annual Vehicle Revenue Miles	15,660,398
Annual Vehicle Revenue Hours	736,652
Vehicles Operated in Maximum Service	309
Vehicles Available for Maximum Service	406
Base Period Requirement	130

Financial Information

Fare Revenues Earned	\$54,145,484
Sources of Operating Funds Expended	
Fare Revenues (23%)	\$54,145,484
Local Funds (70%)	\$166,985,520
State Funds (0%)	\$322,818
Federal Assistance (0%)	\$76,271
Other Funds (7%)	\$15,710,104
Total Operating Funds Expended	\$237,240,197
Sources of Capital Funds Expended	
Local Funds (76%)	\$427,907,823
State Funds (1%)	\$3,620,000
Federal Assistance (24%)	\$134,789,592
Other Funds (0%)	\$0
Total Capital Funds Expended	\$566,317,415

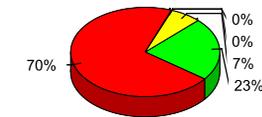
Summary Operating Expenses

Salary, Wages, Benefits	\$94,760,782
Materials and Supplies	\$23,052,945
Purchased Transportation	\$24,302,273
Other Operating Expenses	\$52,911,964
Total Operating Expenses	\$195,027,964
Reconciling Cash Expenditures	\$42,212,233

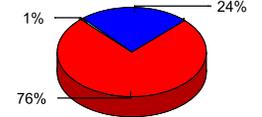
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Commuter Bus	177	48	\$30,852,258	\$7,855,938	\$2,555,972	\$0	\$41,264,168
Light Rail	26	0	\$7,006	\$304,779,561	\$97,440,198	\$905,679	\$403,132,444
Commuter Rail	0	56	\$7,391,014	\$105,015,365	\$8,363,452	\$0	\$120,769,831
Street Car Rail	2	0	\$478,721	\$671,251	\$1,000	\$0	\$1,150,972
Total	205	104	\$38,728,999	\$418,322,115	\$108,360,622	\$905,679	\$566,317,415

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Commuter Bus	\$102,725,123	\$30,651,595	\$41,264,168	239,093,218	11,532,672	16,012,412	552,359	271.2	272	5.4	225	2.08	21%
Light Rail	\$51,370,132	\$14,013,302	\$403,132,444	67,500,330	2,552,871	8,701,106	136,138	30.8	62	4.3	26	1.30	138%
Commuter Rail	\$36,762,712	\$9,480,587	\$120,769,831	62,333,177	1,498,958	2,803,123	38,333	163.8	69	11.3	56	N/A	23%
Street Car Rail	\$4,169,997	\$0	\$1,150,972	871,062	75,897	1,024,053	9,822	3.6	3	10.0	2	1.00	50%

Performance Measures

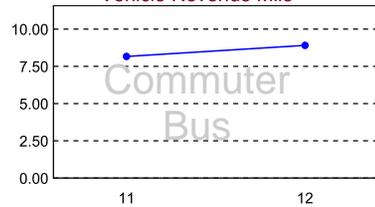
Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Commuter Bus	\$8.91	\$185.98
Light Rail	\$20.12	\$377.34
Commuter Rail	\$24.53	\$959.04
Street Car Rail	\$54.94	\$424.56

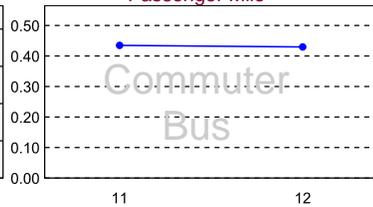
Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Commuter Bus	\$0.43	\$6.42	1.39	28.99
Light Rail	\$0.76	\$5.90	3.41	63.91
Commuter Rail	\$0.59	\$13.11	1.87	73.13
Street Car Rail	\$4.79	\$4.07	13.49	104.26

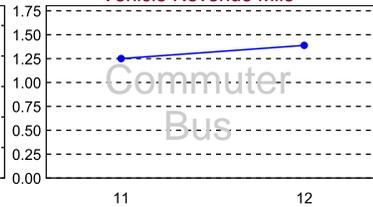
Operating Expense per Vehicle Revenue Mile



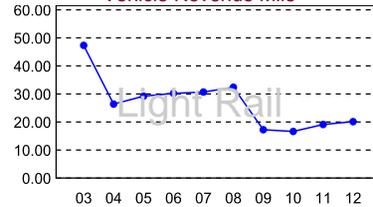
Operating Expenses per Passenger Mile



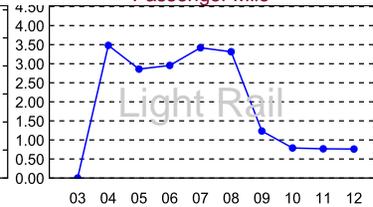
Unlinked Passenger Trips per Vehicle Revenue Mile



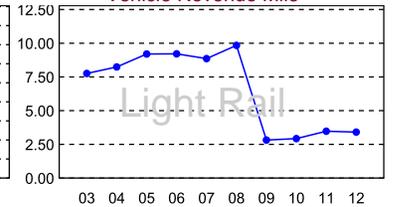
Operating Expense per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Massachusetts Bay Transportation Authority (MBTA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Boston, MA-NH-RI	
Square Miles	1,873
Population	4,181,019
Population Ranking out of 465 UZAs	10
Other UZAs Served	39, 81, 269

Service Area Statistics

Square Miles	3,244
Population	4,181,019

Service Consumption

Annual Passenger Miles	1,845,573,805
Annual Unlinked Trips	401,616,849
Average Weekday Unlinked Trips	1,347,040
Average Saturday Unlinked Trips	656,961
Average Sunday Unlinked Trips	428,481

Service Supplied

Annual Vehicle Revenue Miles	98,053,683
Annual Vehicle Revenue Hours	7,027,284
Vehicles Operated in Maximum Service	2,352
Vehicles Available for Maximum Service	2,761
Base Period Requirement	1,070

Financial Information

Fare Revenues Earned	\$472,185,325
Sources of Operating Funds Expended	
Fare Revenues (30%)	\$472,185,325
Local Funds (9%)	\$142,029,791
State Funds (55%)	\$879,613,674
Federal Assistance (0%)	\$6,042,120
Other Funds (6%)	\$91,357,519
Total Operating Funds Expended	\$1,591,228,429
Sources of Capital Funds Expended	
Local Funds (43%)	\$172,683,521
State Funds (13%)	\$54,440,109
Federal Assistance (44%)	\$177,687,952
Other Funds (0%)	\$62,045
Total Capital Funds Expended	\$404,873,627

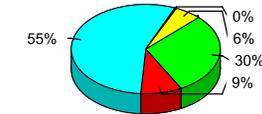
Summary Operating Expenses

Salary, Wages, Benefits	\$639,361,332
Materials and Supplies	\$116,665,155
Purchased Transportation	\$408,265,712
Other Operating Expenses	\$131,598,229
Total Operating Expenses	\$1,295,890,428
Reconciling Cash Expenditures	\$295,338,001

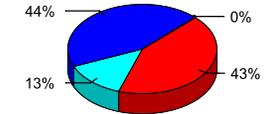
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	767	17	\$12,943,959	\$0	\$6,484,626	\$6,108,687	\$25,537,272
Heavy Rail	336	0	\$16,010,287	\$56,807,194	\$87,050,676	\$1,242,775	\$161,110,932
Commuter Rail	0	416	\$17,731,768	\$115,017,611	\$16,275,126	\$0	\$149,024,505
Light Rail	144	0	\$1,152,765	\$38,487,617	\$27,823,701	\$621,387	\$68,085,470
Demand Response	0	641	\$0	\$115,922	\$0	\$0	\$115,922
Trolleybus	22	0	\$0	\$53,461	\$27,392	\$0	\$80,853
Ferryboat	0	9	\$194,424	\$273,102	\$451,147	\$0	\$918,673
Total	1,269	1,083	\$48,033,203	\$210,754,907	\$138,112,668	\$7,972,849	\$404,873,627

Sources of Operating Funds Expended



Sources of Capital Funds Expended

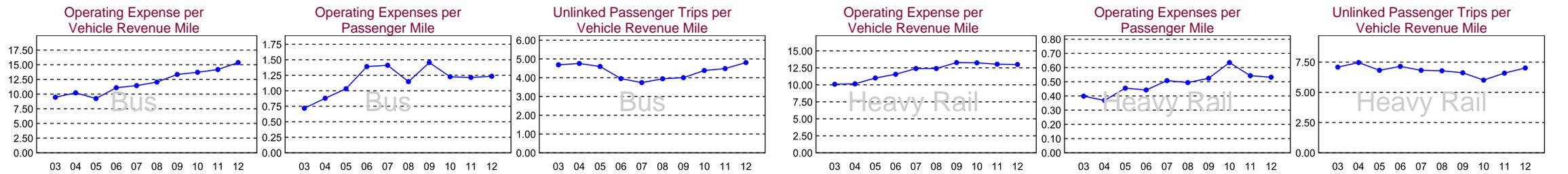


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$372,287,102	\$82,359,171	\$25,537,272	301,812,834	24,222,296	116,468,455	2,404,138	7.2	877	8.4	784	1.37	12%
Heavy Rail	\$309,471,439	\$162,016,921	\$161,110,932	581,700,354	23,808,394	166,961,143	1,460,305	76.3	432	24.0	336	1.53	29%
Commuter Rail	\$322,088,557	\$137,796,392	\$149,024,505	729,727,617	22,724,599	36,083,946	769,961	776.1	497	22.7	416	2.00	19%
Light Rail	\$152,094,258	\$76,335,010	\$68,085,470	196,463,687	5,897,130	74,815,969	629,137	51.0	194	19.7	144	1.64	35%
Demand Response	\$113,434,852	\$4,621,537	\$115,922	17,724,299	20,420,201	2,609,447	1,670,048	N/A	717	5.1	641	N/A	12%
Trolleybus	\$15,570,488	\$3,067,088	\$80,853	6,894,938	677,394	3,278,237	72,053	21.0	28	8.0	22	1.69	27%
Ferryboat	\$10,943,732	\$5,989,206	\$918,673	11,250,076	303,669	1,399,652	21,642	38.4	16	19.4	9	N/A	78%

Performance Measures

Mode	Service Efficiency			Service Effectiveness		
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$15.37	\$154.85	\$1.23	\$3.20	4.81	48.44
Heavy Rail	\$13.00	\$211.92	\$0.53	\$1.85	7.01	114.33
Commuter Rail	\$14.17	\$418.32	\$0.44	\$8.93	1.59	46.86
Light Rail	\$25.79	\$241.75	\$0.77	\$2.03	12.69	118.92
Demand Response	\$5.56	\$67.92	\$6.40	\$43.47	0.13	1.56
Trolleybus	\$22.99	\$216.10	\$2.26	\$4.75	4.84	45.50
Ferryboat	\$36.04	\$505.67	\$0.97	\$7.82	4.61	64.67



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Niagara Frontier Transportation Authority (NFT Metro)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Buffalo, NY	
Square Miles	380
Population	935,906
Population Ranking out of 465 UZAs	46
Other UZAs Served	

Service Area Statistics

Square Miles	1,575
Population	1,182,165

Service Consumption

Annual Passenger Miles	107,431,078
Annual Unlinked Trips	30,754,679
Average Weekday Unlinked Trips	105,078
Average Saturday Unlinked Trips	50,995
Average Sunday Unlinked Trips	22,503

Service Supplied

Annual Vehicle Revenue Miles	11,666,605
Annual Vehicle Revenue Hours	1,000,792
Vehicles Operated in Maximum Service	366
Vehicles Available for Maximum Service	422
Base Period Requirement	197

Financial Information

Fare Revenues Earned	\$32,523,832
Sources of Operating Funds Expended	
Fare Revenues	(26%) \$32,523,832
Local Funds	(30%) \$37,630,659
State Funds	(31%) \$38,978,758
Federal Assistance	(10%) \$12,455,706
Other Funds	(3%) \$3,827,329
Total Operating Funds Expended	\$125,416,284
Sources of Capital Funds Expended	
Local Funds	(14%) \$4,117,084
State Funds	(16%) \$4,506,667
Federal Assistance	(70%) \$20,305,597
Other Funds	(0%) \$0
Total Capital Funds Expended	\$28,929,348

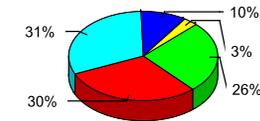
Summary Operating Expenses

Salary, Wages, Benefits	\$86,344,117
Materials and Supplies	\$15,192,150
Purchased Transportation	\$0
Other Operating Expenses	\$23,505,230
Total Operating Expenses	\$125,041,497
Reconciling Cash Expenditures	\$374,787

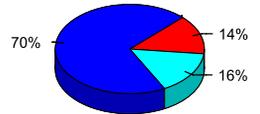
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹ Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	274	0	\$16,739,518	\$51,810	\$1,526,348	\$1,052,993	\$19,370,669
Light Rail	23	0	\$5,374,031	\$1,045,422	\$3,131,212	\$6,585	\$9,557,250
Demand Response	69	0	\$1,430	\$0	\$0	\$0	\$1,430
Total	366	0	\$22,114,979	\$1,097,232	\$4,657,560	\$1,059,578	\$28,929,349

Sources of Operating Funds Expended



Sources of Capital Funds Expended

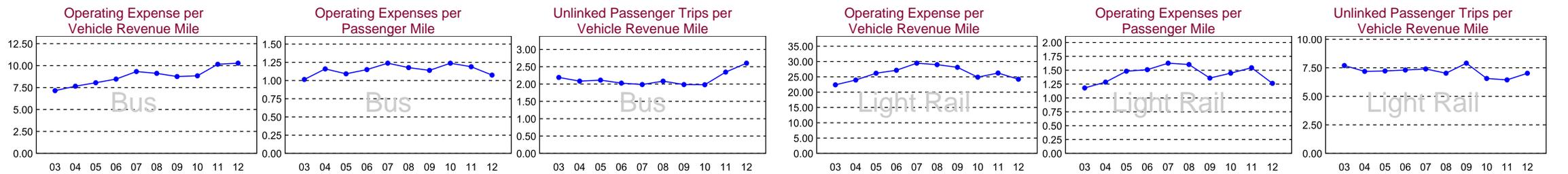


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$92,790,050	\$27,062,196	\$19,370,669	86,351,887	9,028,514	23,490,112	816,837	N/A	321	8.1	274	1.57	17%
Light Rail	\$24,473,986	\$4,891,099	\$9,557,250	19,375,239	1,010,321	7,093,198	89,245	12.4	27	27.9	23	1.00	17%
Demand Response	\$7,777,461	\$570,537	\$1,430	1,703,952	1,627,770	171,369	94,710	N/A	74	5.4	69	N/A	7%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$10.28	\$113.60	\$1.07	\$3.95	2.60	28.76
Light Rail	\$24.22	\$274.23	\$1.26	\$3.45	7.02	79.48
Demand Response	\$4.78	\$82.12	\$4.56	\$45.38	0.11	1.81



¹ Excludes data for purchased transportation reported separately

MTA New York City Transit (NYCT)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

New York-Newark, NY-NJ-CT	
Square Miles	3,450
Population	18,351,295
Population Ranking out of 465 UZAs	1
Other UZAs Served	

Service Area Statistics

Square Miles	321
Population	8,008,278

Service Consumption

Annual Passenger Miles	12,189,809,135
Annual Unlinked Trips	3,381,062,033
Average Weekday Unlinked Trips	10,909,282
Average Saturday Unlinked Trips	6,423,037
Average Sunday Unlinked Trips	4,994,037

Service Supplied

Annual Vehicle Revenue Miles	484,272,005
Annual Vehicle Revenue Hours	35,261,411
Vehicles Operated in Maximum Service	10,713
Vehicles Available for Maximum Service	11,567
Base Period Requirement	5,965

Financial Information

Fare Revenues Earned		\$3,622,833,825
Sources of Operating Funds Expended		
Fare Revenues	(43%)	\$3,622,833,825
Local Funds	(16%)	\$1,334,488,790
State Funds	(38%)	\$3,243,246,274
Federal Assistance	(0%)	\$0
Other Funds	(4%)	\$317,676,676
Total Operating Funds Expended		\$8,518,245,565
Sources of Capital Funds Expended		
Local Funds	(15%)	\$475,799,972
State Funds	(1%)	\$45,878,512
Federal Assistance	(35%)	\$1,140,457,033
Other Funds	(48%)	\$1,556,156,632
Total Capital Funds Expended		\$3,218,292,149

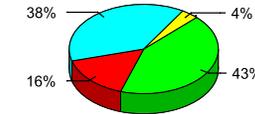
Summary Operating Expenses

Salary, Wages, Benefits	\$5,980,043,388
Materials and Supplies	\$493,245,057
Purchased Transportation	\$269,591,778
Other Operating Expenses	(\$57,488,876)
Total Operating Expenses	\$6,685,391,347
Reconciling Cash Expenditures	\$1,832,854,218

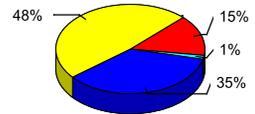
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	3,772	0	\$378,001,406	\$0	\$127,665,405	\$0	\$505,666,811
Heavy Rail	5,272	0	\$91,013,605	\$1,440,991,541	\$917,909,910	\$259,278,165	\$2,709,193,221
Demand Response	0	1,669	\$928,830	\$2,503,288	\$0	\$0	\$3,432,118
Total	9,044	1,669	\$469,943,841	\$1,443,494,829	\$1,045,575,315	\$259,278,165	\$3,218,292,150

Sources of Operating Funds Expended



Sources of Capital Funds Expended

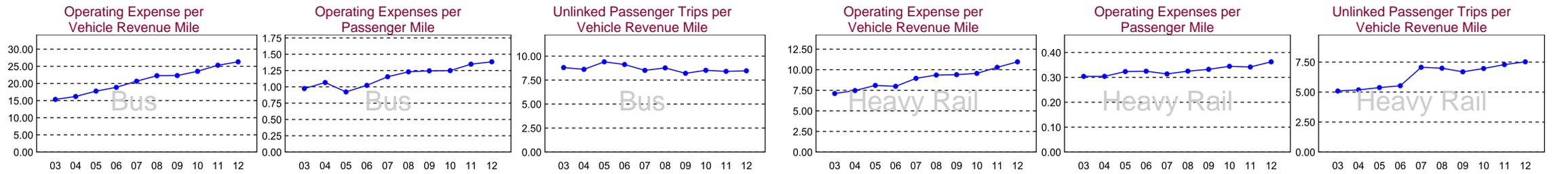


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$2,501,969,119	\$870,480,359	\$505,666,811	1,808,151,728	95,129,075	805,381,461	12,393,368	72.0	4,431	7.2	3,772	1.58	17%
Heavy Rail	\$3,744,080,311	\$2,742,048,577	\$2,709,193,221	10,327,239,920	341,625,293	2,569,543,549	18,798,236	487.5	5,343	18.9	5,272	1.44	1%
Demand Response	\$439,341,917	\$10,304,889	\$3,432,118	54,417,487	47,517,637	6,137,023	4,069,807	N/A	1,793	4.0	1,669	N/A	7%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$26.30	\$201.88	\$1.38	\$3.11	8.47	64.98
Heavy Rail	\$10.96	\$199.17	\$0.36	\$1.46	7.52	136.69
Demand Response	\$9.25	\$107.95	\$8.07	\$71.59	0.13	1.51



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Westchester County Bee-Line System (The Bee-Line System)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

New York-Newark, NY-NJ-CT	
Square Miles	3,450
Population	18,351,295
Population Ranking out of 465 UZAs	1
Other UZAs Served	

Service Area Statistics

Square Miles	450
Population	949,113

Service Consumption

Annual Passenger Miles	141,682,384
Annual Unlinked Trips	32,340,487
Average Weekday Unlinked Trips	110,377
Average Saturday Unlinked Trips	56,959
Average Sunday Unlinked Trips	25,324

Service Supplied

Annual Vehicle Revenue Miles	10,352,609
Annual Vehicle Revenue Hours	859,488
Vehicles Operated in Maximum Service	332
Vehicles Available for Maximum Service	420
Base Period Requirement	229

Financial Information

Fare Revenues Earned

Fare Revenues Earned	\$46,581,054
Sources of Operating Funds Expended	
Fare Revenues (35%)	\$46,581,054
Local Funds (14%)	\$18,677,144
State Funds (36%)	\$47,368,991
Federal Assistance (13%)	\$17,811,818
Other Funds (1%)	\$1,735,589
Total Operating Funds Expended	\$132,174,596

Sources of Capital Funds Expended

Local Funds (20%)	\$1,468,313
State Funds (0%)	\$0
Federal Assistance (80%)	\$5,873,250
Other Funds (0%)	\$0
Total Capital Funds Expended	\$7,341,563

Summary Operating Expenses

Salary, Wages, Benefits	\$2,936,314
Materials and Supplies	\$1,044,629
Purchased Transportation	\$122,939,307
Other Operating Expenses	\$5,254,345
Total Operating Expenses	\$132,174,596

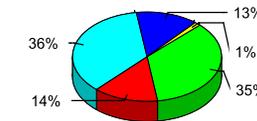
Reconciling Cash Expenditures

\$0

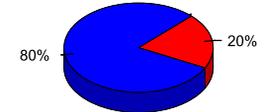
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹ Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	0	268	\$3,601,724	\$2,016,230	\$1,723,609	\$0	\$7,341,563
Demand Response	0	64	\$0	\$0	\$0	\$0	\$0
Total	0	332	\$3,601,724	\$2,016,230	\$1,723,609	\$0	\$7,341,563

Sources of Operating Funds Expended



Sources of Capital Funds Expended

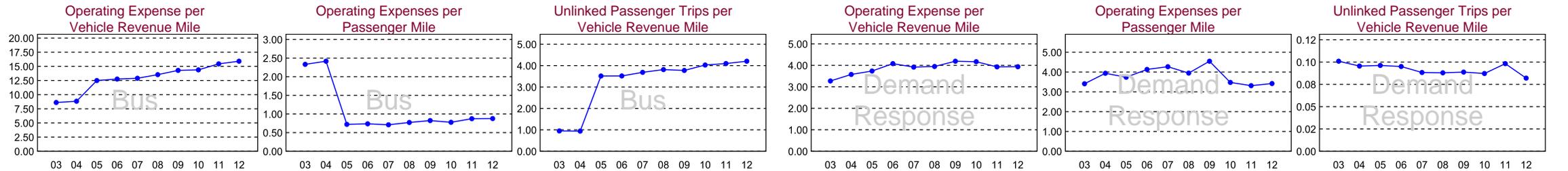


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$121,486,396	\$45,690,374	\$7,341,563	138,556,097	7,636,872	32,117,817	703,809	N/A	329	6.0	268	1.17	23%
Demand Response	\$10,688,199	\$890,680	\$0	3,126,287	2,715,737	222,670	155,679	N/A	91	1.5	64	N/A	42%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$15.91	\$172.61	\$0.88	\$3.78	4.21	45.63
Demand Response	\$3.94	\$68.66	\$3.42	\$48.00	0.08	1.43



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad (MTA-MNCR)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

New York-Newark, NY-NJ-CT	
Square Miles	3,450
Population	18,351,295
Population Ranking out of 465 UZAs	1
Other UZAs Served	48, 72, 89, 185, 201

Service Area Statistics

Square Miles	527
Population	6,503,894

Service Consumption

Annual Passenger Miles	2,438,201,488
Annual Unlinked Trips	83,357,303
Average Weekday Unlinked Trips	282,835
Average Saturday Unlinked Trips	118,547
Average Sunday Unlinked Trips	95,538

Service Supplied

Annual Vehicle Revenue Miles	61,313,232
Annual Vehicle Revenue Hours	1,702,972
Vehicles Operated in Maximum Service	1,165
Vehicles Available for Maximum Service	1,232
Base Period Requirement	861

Financial Information

Fare Revenues Earned	\$588,121,687
Sources of Operating Funds Expended	
Fare Revenues (59%)	\$588,121,687
Local Funds (7%)	\$72,969,487
State Funds (28%)	\$280,561,953
Federal Assistance (0%)	\$0
Other Funds (5%)	\$51,427,742
Total Operating Funds Expended	\$993,080,869
Sources of Capital Funds Expended	
Local Funds (64%)	\$175,408,468
State Funds (1%)	\$4,014,450
Federal Assistance (35%)	\$94,906,341
Other Funds (0%)	\$0
Total Capital Funds Expended	\$274,329,259

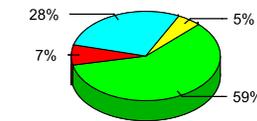
Summary Operating Expenses

Salary, Wages, Benefits	\$709,252,938
Materials and Supplies	\$94,348,118
Purchased Transportation	\$4,306,109
Other Operating Expenses	\$137,318,421
Total Operating Expenses	\$945,225,586
Reconciling Cash Expenditures	\$47,855,282

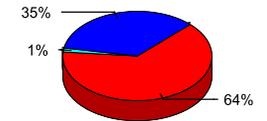
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	0	7	\$0	\$0	\$0	\$0	\$0
Commuter Rail	1,156	0	\$37,541,866	\$148,636,049	\$61,513,013	\$26,638,331	\$274,329,259
Ferryboat	0	2	\$0	\$0	\$0	\$0	\$0
Total	1,156	9	\$37,541,866	\$148,636,049	\$61,513,013	\$26,638,331	\$274,329,259

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$1,235,035	\$405,431	\$0	119,564	106,180	349,030	18,342	N/A	13	4.4	7	3.50	86%
Commuter Rail	\$940,674,081	\$587,493,227	\$274,329,259	2,437,326,740	61,158,298	82,807,689	1,680,138	545.7	1,217	18.4	1,156	1.17	5%
Ferryboat	\$3,316,470	\$223,029	\$0	755,184	48,754	200,584	4,492	13.2	2	10.0	2	N/A	0%

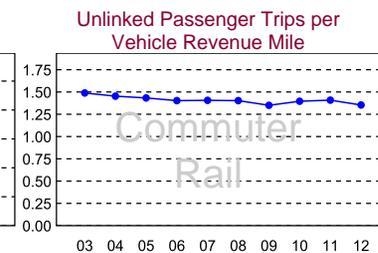
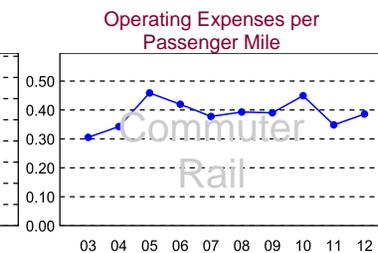
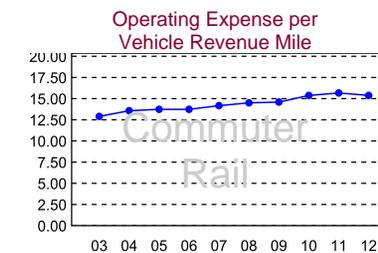
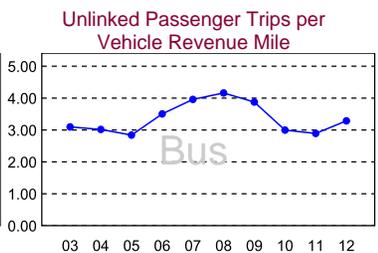
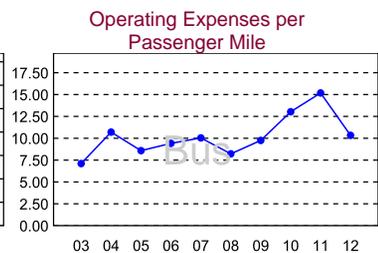
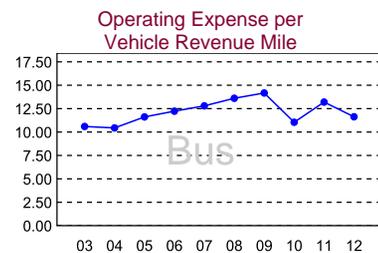
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$11.63	\$67.33
Commuter Rail	\$15.38	\$559.88
Ferryboat	\$68.02	\$738.31

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$10.33	\$3.54	3.29	19.03
Commuter Rail	\$0.39	\$11.36	1.35	49.29
Ferryboat	\$4.39	\$16.53	4.11	44.65



¹ Excludes data for purchased transportation reported separately

New Jersey Transit Corporation (NJ TRANSIT)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

New York-Newark, NY-NJ-CT	
Square Miles	3,450
Population	18,351,295
Population Ranking out of 465 UZAs	1
Other UZAs Served	5, 89, 128, 150, 310, 429, 429, 489

Service Area Statistics

Square Miles	3,450
Population	18,351,295

Service Consumption

Annual Passenger Miles	3,082,675,382
Annual Unlinked Trips	266,823,218
Average Weekday Unlinked Trips	896,214
Average Saturday Unlinked Trips	416,069
Average Sunday Unlinked Trips	287,689

Service Supplied

Annual Vehicle Revenue Miles	160,672,135
Annual Vehicle Revenue Hours	8,188,722
Vehicles Operated in Maximum Service	3,944
Vehicles Available for Maximum Service	4,404
Base Period Requirement	1,632

Financial Information

Fare Revenues Earned	\$891,835,082
Sources of Operating Funds Expended	
Fare Revenues	(44%) \$891,835,082
Local Funds	(1%) \$21,696,231
State Funds	(32%) \$637,574,526
Federal Assistance	(18%) \$357,051,128
Other Funds	(5%) \$96,593,990
Total Operating Funds Expended	\$2,004,750,957
Sources of Capital Funds Expended	
Local Funds	(3%) \$14,804,742
State Funds	(56%) \$280,452,907
Federal Assistance	(41%) \$205,270,471
Other Funds	(0%) \$0
Total Capital Funds Expended	\$500,528,120

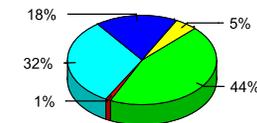
Summary Operating Expenses

Salary, Wages, Benefits	\$1,118,069,191
Materials and Supplies	\$294,355,702
Purchased Transportation	\$166,054,720
Other Operating Expenses	\$312,034,904
Total Operating Expenses	\$1,890,514,517
Reconciling Cash Expenditures	\$114,236,440

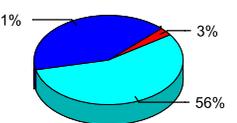
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	1,825	184	\$202,195,979	\$18,923,344	\$4,852,420	\$5,635,419	\$231,607,162
Commuter Rail	1,278	0	\$117,453,415	\$33,917,464	\$48,001,245	\$6,700,170	\$206,072,294
Light Rail	14	42	\$10,681,947	\$29,730,820	\$21,666,480	\$128,980	\$62,208,227
Demand Response	0	363	\$0	\$143,984	\$339,679	\$0	\$483,663
Hybrid Rail	0	15	\$0	\$0	\$0	\$0	\$0
Vanpool	0	223	\$0	\$0	\$156,775	\$0	\$156,775
Total	3,117	827	\$330,331,341	\$82,715,612	\$75,016,599	\$12,464,569	\$500,528,121

Sources of Operating Funds Expended



Sources of Capital Funds Expended

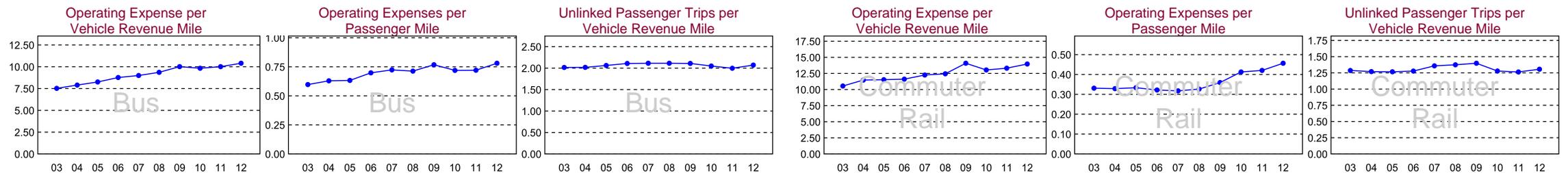


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$812,246,788	\$358,223,542	\$231,607,162	1,040,421,548	78,080,287	161,680,466	5,349,350	36.5	2,409	8.0	2,009	1.89	20%
Commuter Rail	\$869,846,760	\$505,722,480	\$206,072,294	1,905,025,704	62,295,200	81,353,894	1,845,492	1001.8	1,308	16.6	1,278	1.56	2%
Light Rail	\$100,532,624	\$20,623,843	\$62,208,227	57,198,393	2,483,668	19,038,584	172,542	46.5	73	10.2	56	2.43	30%
Demand Response	\$65,668,127	\$2,175,058	\$483,663	7,123,247	11,621,493	1,099,441	655,042	N/A	367	3.3	363	N/A	1%
Hybrid Rail	\$31,247,930	\$2,390,685	\$0	40,546,102	1,146,069	2,782,333	49,258	69.7	20	10.0	15	2.50	33%
Vanpool	\$10,972,288	\$2,699,474	\$156,775	32,360,388	5,045,418	868,500	117,038	N/A	227	3.2	223	N/A	2%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$10.40	\$151.84	\$0.78	\$5.02	2.07	30.22
Commuter Rail	\$13.96	\$471.34	\$0.46	\$10.69	1.31	44.08
Light Rail	\$40.48	\$582.66	\$1.76	\$5.28	7.67	110.34
Demand Response	\$5.65	\$100.25	\$9.22	\$59.73	0.09	1.68
Hybrid Rail	\$27.27	\$634.37	\$0.77	\$11.23	2.43	56.48
Vanpool	\$2.17	\$93.75	\$0.34	\$12.63	0.17	7.42



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Port Authority Trans-Hudson Corporation (PATH)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

New York-Newark, NY-NJ-CT	
Square Miles	3,450
Population	18,351,295
Population Ranking out of 465 UZAs	1
Other UZAs Served	

Service Area Statistics

Square Miles	3,450
Population	18,351,295

Service Consumption

Annual Passenger Miles	343,379,966
Annual Unlinked Trips	81,292,016
Average Weekday Unlinked Trips	276,975
Average Saturday Unlinked Trips	137,116
Average Sunday Unlinked Trips	101,022

Service Supplied

Annual Vehicle Revenue Miles	10,165,375
Annual Vehicle Revenue Hours	556,950
Vehicles Operated in Maximum Service	286
Vehicles Available for Maximum Service	356
Base Period Requirement	131

Financial Information

Fare Revenues Earned		\$135,335,123
Sources of Operating Funds Expended		
Fare Revenues	(32%)	\$135,385,123
Local Funds	(0%)	\$0
State Funds	(0%)	\$0
Federal Assistance	(0%)	\$433,749
Other Funds	(68%)	\$283,231,325
Total Operating Funds Expended		\$419,050,197
Sources of Capital Funds Expended		
Local Funds	(35%)	\$251,438,326
State Funds	(0%)	\$0
Federal Assistance	(65%)	\$461,905,769
Other Funds	(0%)	\$0
Total Capital Funds Expended		\$713,344,095

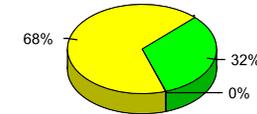
Summary Operating Expenses

Salary, Wages, Benefits	\$174,391,764
Materials and Supplies	\$8,466,435
Purchased Transportation	\$7,746,055
Other Operating Expenses	\$129,414,373
Total Operating Expenses	\$320,018,627
Reconciling Cash Expenditures	\$99,031,570

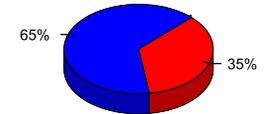
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Heavy Rail	280	0	\$18,538,638	\$100,044,148	\$594,638,918	\$52,330	\$713,274,034
Ferryboat	0	6	\$0	\$70,061	\$0	\$0	\$70,061
Total	280	6	\$18,538,638	\$100,114,209	\$594,638,918	\$52,330	\$713,344,095

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Heavy Rail	\$311,874,852	\$126,028,379	\$713,274,034	339,698,347	10,027,041	79,852,612	541,756	28.6	350	1.8	280	2.14	25%
Ferryboat	\$8,143,775	\$9,306,744	\$70,061	3,681,619	138,334	1,439,404	15,194	10.4	6	16.0	6	N/A	0%

Performance Measures

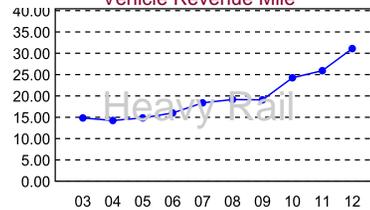
Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Heavy Rail	\$31.10	\$575.67
Ferryboat	\$58.87	\$535.99

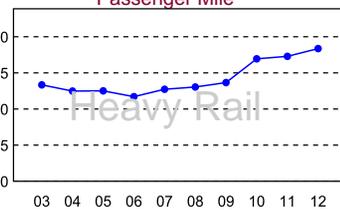
Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Heavy Rail	\$0.92	\$3.91	7.96	147.40
Ferryboat	\$2.21	\$5.66	10.41	94.74

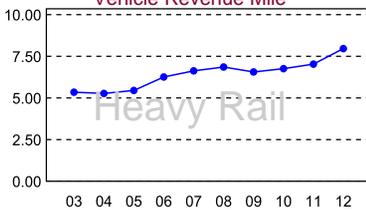
Operating Expense per Vehicle Revenue Mile



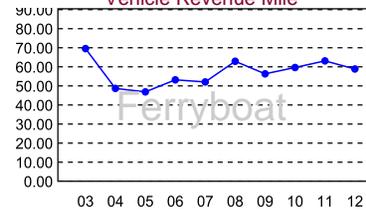
Operating Expenses per Passenger Mile



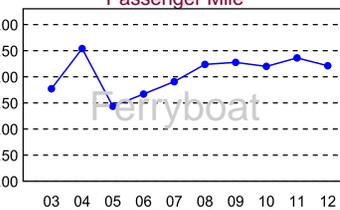
Unlinked Passenger Trips per Vehicle Revenue Mile



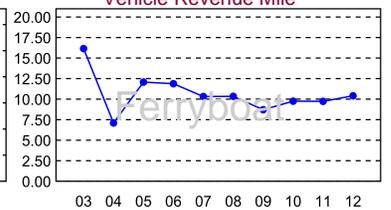
Operating Expense per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

MTA Long Island Rail Road (MTA LIRR)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

New York-Newark, NY-NJ-CT	
Square Miles	3,450
Population	18,351,295
Population Ranking out of 465 UZAs	1
Other UZAs Served	

Service Area Statistics

Square Miles	2,967
Population	15,931,822

Service Consumption

Annual Passenger Miles	2,083,399,604
Annual Unlinked Trips	96,953,120
Average Weekday Unlinked Trips	334,093
Average Saturday Unlinked Trips	134,447
Average Sunday Unlinked Trips	96,174

Service Supplied

Annual Vehicle Revenue Miles	62,763,797
Annual Vehicle Revenue Hours	2,038,485
Vehicles Operated in Maximum Service	1,007
Vehicles Available for Maximum Service	1,185
Base Period Requirement	622

Financial Information

Fare Revenues Earned		\$581,408,370
Sources of Operating Funds Expended		
Fare Revenues	(48%)	\$581,408,370
Local Funds	(12%)	\$151,207,123
State Funds	(35%)	\$426,403,620
Federal Assistance	(0%)	\$0
Other Funds	(5%)	\$63,680,933
Total Operating Funds Expended		\$1,222,700,046
Sources of Capital Funds Expended		
Local Funds	(45%)	\$166,250,340
State Funds	(5%)	\$18,417,370
Federal Assistance	(50%)	\$185,726,498
Other Funds	(0%)	\$0
Total Capital Funds Expended		\$370,394,208

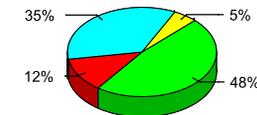
Summary Operating Expenses

Salary, Wages, Benefits	\$964,240,721
Materials and Supplies	\$139,449,263
Purchased Transportation	\$0
Other Operating Expenses	\$59,778,666
Total Operating Expenses	\$1,163,468,650
Reconciling Cash Expenditures	\$59,231,399

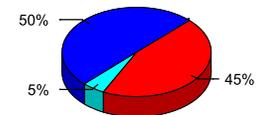
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Commuter Rail	1,007	0	\$2,630,274	\$253,685,992	\$64,319,611	\$49,758,332	\$370,394,209
Total	1,007	0	\$2,630,274	\$253,685,992	\$64,319,611	\$49,758,332	\$370,394,209

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Commuter Rail	\$1,163,468,650	\$581,408,370	\$370,394,209	2,083,399,604	62,763,797	96,953,120	2,038,485	638.2	1,185	10.7	1,007	1.55	18%

Performance Measures

Service Efficiency

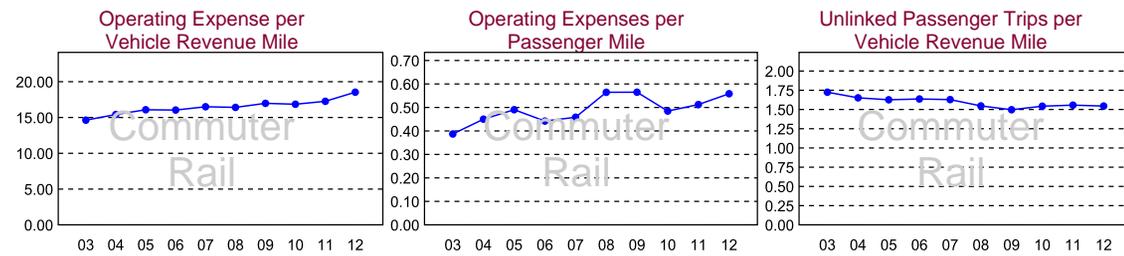
Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Commuter Rail	\$18.54	\$570.75

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip
Commuter Rail	\$0.56	\$12.00

Service Effectiveness

Mode	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Commuter Rail	1.54	47.56



¹ Excludes data for purchased transportation reported separately

MTA Bus Company (MTABUS)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

New York-Newark, NY-NJ-CT	
Square Miles	3,450
Population	18,351,295
Population Ranking out of 465 UZAs	1
Other UZAs Served	

Service Area Statistics

Square Miles	244
Population	7,706,403

Service Consumption

Annual Passenger Miles	371,180,576
Annual Unlinked Trips	120,877,799
Average Weekday Unlinked Trips	396,772
Average Saturday Unlinked Trips	217,085
Average Sunday Unlinked Trips	160,812

Service Supplied

Annual Vehicle Revenue Miles	26,539,736
Annual Vehicle Revenue Hours	3,042,865
Vehicles Operated in Maximum Service	1,050
Vehicles Available for Maximum Service	1,264
Base Period Requirement	498

Financial Information

Fare Revenues Earned		\$181,904,420
Sources of Operating Funds Expended		
Fare Revenues	(33%)	\$181,527,024
Local Funds	(66%)	\$367,345,964
State Funds	(0%)	\$0
Federal Assistance	(0%)	\$0
Other Funds	(1%)	\$5,954,988
Total Operating Funds Expended		\$554,827,976
Sources of Capital Funds Expended		
Local Funds	(58%)	\$52,947,448
State Funds	(0%)	\$0
Federal Assistance	(41%)	\$37,551,911
Other Funds	(0%)	\$377,396
Total Capital Funds Expended		\$90,876,756

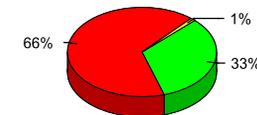
Summary Operating Expenses

Salary, Wages, Benefits	\$390,571,256
Materials and Supplies	\$62,457,938
Purchased Transportation	\$0
Other Operating Expenses	\$72,555,269
Total Operating Expenses	\$525,584,463
Reconciling Cash Expenditures	\$29,243,513

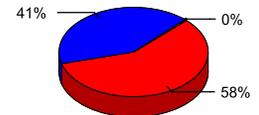
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	1,050	0	\$63,738,194	\$1,433,660	\$25,665,271	\$39,631	\$90,876,756
Total	1,050	0	\$63,738,194	\$1,433,660	\$25,665,271	\$39,631	\$90,876,756

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$525,584,463	\$181,904,420	\$90,876,756	371,180,576	26,539,736	120,877,799	3,042,865	17.8	1,264	6.0	1,050	2.11	20%

Performance Measures

Service Efficiency

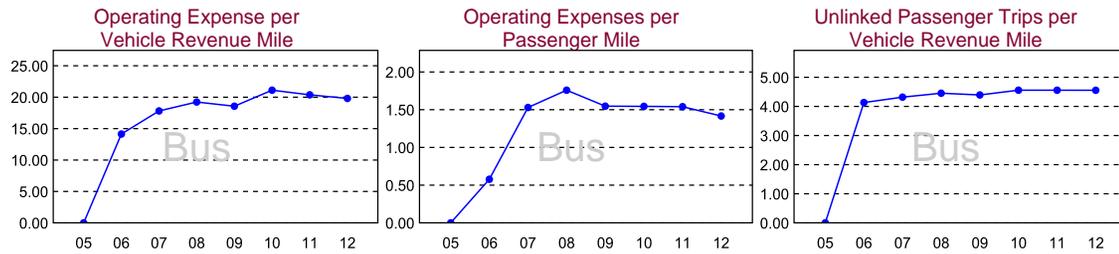
Operating Expense per Vehicle Revenue Mile	\$19.80
Operating Expense per Vehicle Revenue Hour	\$172.73

Service Effectiveness

Operating Expense per Passenger Mile	\$1.42
Operating Expense per Unlinked Passenger Trip	\$4.35

Service Effectiveness

Unlinked Passenger Trips per Vehicle Revenue Mile	4.55
Unlinked Passenger Trips per Vehicle Revenue Hour	39.72



¹ Excludes data for purchased transportation reported separately

Nassau Inter County Express (NICE)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

New York-Newark, NY-NJ-CT	
Square Miles	3,450
Population	18,351,295
Population Ranking out of 465 UZAs	1
Other UZAs Served	

Service Area Statistics

Square Miles	285
Population	1,339,532

Service Consumption

Annual Passenger Miles	146,455,727
Annual Unlinked Trips	29,521,641
Average Weekday Unlinked Trips	99,754
Average Saturday Unlinked Trips	53,094
Average Sunday Unlinked Trips	31,862

Service Supplied

Annual Vehicle Revenue Miles	11,760,263
Annual Vehicle Revenue Hours	968,782
Vehicles Operated in Maximum Service	329
Vehicles Available for Maximum Service	397
Base Period Requirement	165

Financial Information

Fare Revenues Earned	\$43,049,293
Sources of Operating Funds Expended	
Fare Revenues (38%)	\$43,049,293
Local Funds (4%)	\$4,656,493
State Funds (50%)	\$57,463,000
Federal Assistance (7%)	\$8,256,000
Other Funds (0%)	\$551,679
Total Operating Funds Expended	\$113,976,465
Sources of Capital Funds Expended	
Local Funds (10%)	\$2,041,837
State Funds (10%)	\$2,041,837
Federal Assistance (80%)	\$16,334,690
Other Funds (0%)	\$0
Total Capital Funds Expended	\$20,418,364

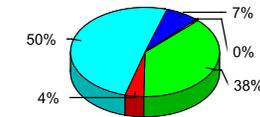
Summary Operating Expenses

Salary, Wages, Benefits	\$284,446
Materials and Supplies	\$1,081
Purchased Transportation	\$113,676,972
Other Operating Expenses	\$13,966
Total Operating Expenses	\$113,976,465
Reconciling Cash Expenditures	\$0

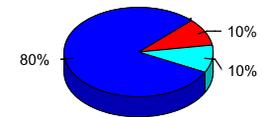
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	0	247	\$20,001,063	\$72,557	\$15,781	\$2,178	\$20,091,579
Demand Response	0	82	\$0	\$322,238	\$4,548	\$0	\$326,786
Total	0	329	\$20,001,063	\$394,795	\$20,329	\$2,178	\$20,418,365

Sources of Operating Funds Expended



Sources of Capital Funds Expended

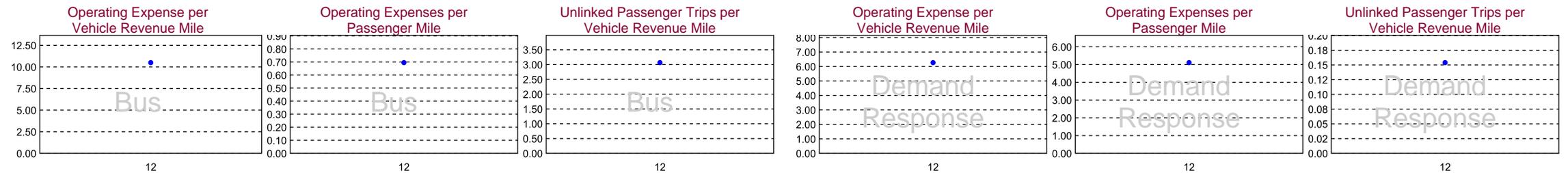


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$99,909,063	\$41,893,635	\$20,091,579	143,702,487	9,515,524	29,176,016	772,050	N/A	302	5.1	247	1.50	22%
Demand Response	\$14,067,402	\$1,155,658	\$326,786	2,753,240	2,244,739	345,625	196,732	N/A	95	3.3	82	N/A	16%

Performance Measures

Mode	Service Efficiency			Service Effectiveness			Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Vehicle Revenue Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	
Bus	\$10.50	\$129.41	\$0.70	\$3.42	\$40.70	3.07	37.79	
Demand Response	\$6.27	\$71.51	\$5.11	\$4.70	\$40.70	0.15	1.76	



¹ Excludes data for purchased transportation reported separately

Southeastern Pennsylvania Transportation Authority (SEPTA)

Provides purchased transportation to: Delaware Transit Corporation (3075)

General Manager: Mr. Joseph Casey
 (215) 580-7070

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Philadelphia, PA-NJ-DE-MD	
Square Miles	1,981
Population	5,441,567
Population Ranking out of 465 UZAs	5
Other UZAs Served	128, 287

Service Area Statistics

Square Miles	851
Population	3,320,234

Service Consumption

Annual Passenger Miles	1,632,220,547
Annual Unlinked Trips	363,497,594
Average Weekday Unlinked Trips	1,189,903
Average Saturday Unlinked Trips	645,925
Average Sunday Unlinked Trips	439,248

Service Supplied

Annual Vehicle Revenue Miles	90,051,002
Annual Vehicle Revenue Hours	7,020,806
Vehicles Operated in Maximum Service	2,312
Vehicles Available for Maximum Service	2,777
Base Period Requirement	1,195

Financial Information

Fare Revenues Earned	\$451,094,843
Sources of Operating Funds Expended	
Fare Revenues (37%)	\$451,094,843
Local Funds (7%)	\$82,262,562
State Funds (47%)	\$575,415,460
Federal Assistance (6%)	\$68,956,547
Other Funds (3%)	\$33,999,785
Total Operating Funds Expended	\$1,211,729,197
Sources of Capital Funds Expended	
Local Funds (24%)	\$74,585,632
State Funds (29%)	\$91,972,400
Federal Assistance (47%)	\$149,618,163
Other Funds (0%)	\$0
Total Capital Funds Expended	\$316,176,195

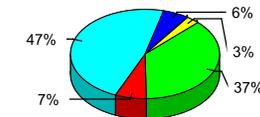
Summary Operating Expenses

Salary, Wages, Benefits	\$943,592,525
Materials and Supplies	\$95,591,399
Purchased Transportation	\$40,106,458
Other Operating Expenses	\$84,036,568
Total Operating Expenses	\$1,163,326,950
Reconciling Cash Expenditures	\$48,402,247

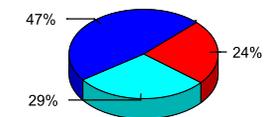
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	1,176	0	\$40,243,386	\$10,137,662	\$6,918,757	\$160,649	\$57,460,454
Heavy Rail	285	0	\$13,624,391	\$14,952,122	\$19,867,528	\$54,388	\$48,498,429
Commuter Rail	327	0	\$106,675,227	\$48,682,066	\$35,527,080	\$425,843	\$191,310,216
Street Car Rail	126	0	\$8,650,009	\$4,341,516	\$298,536	\$34,530	\$13,324,591
Demand Response	0	368	\$75,243	\$1,875,060	\$0	\$0	\$1,950,303
Trolleybus	30	0	\$0	\$3,632,202	\$0	\$0	\$3,632,202
Total	1,944	368	\$169,268,256	\$83,620,628	\$62,611,901	\$675,410	\$316,176,195

Sources of Operating Funds Expended



Sources of Capital Funds Expended

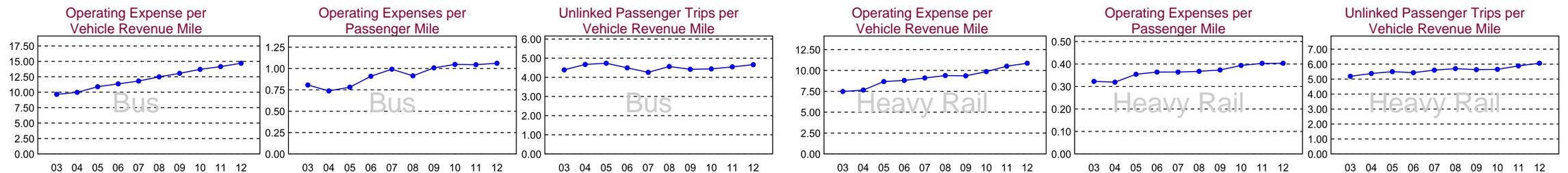


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$596,307,945	\$177,847,064	\$57,460,454	561,647,331	40,577,223	189,040,211	4,009,611	2.4	1,389	7.7	1,176	1.45	18%
Heavy Rail	\$184,296,621	\$97,239,558	\$48,498,429	456,868,171	16,962,968	102,796,169	870,896	74.9	369	19.7	285	1.40	29%
Commuter Rail	\$255,004,244	\$134,322,431	\$191,310,216	522,945,659	18,371,053	36,899,167	682,951	446.9	384	26.3	327	3.72	17%
Street Car Rail	\$64,951,803	\$29,813,905	\$13,324,591	65,533,677	3,272,902	26,054,870	354,316	82.9	159	35.3	126	1.64	26%
Demand Response	\$49,300,038	\$6,045,191	\$1,950,303	11,417,480	9,953,901	1,755,592	996,466	N/A	438	3.6	368	N/A	19%
Trolleybus	\$13,466,299	\$5,826,694	\$3,632,202	13,808,229	912,955	6,951,585	106,566	30.6	38	4.0	30	1.50	27%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$14.70	\$148.72	\$1.06	\$3.15	4.66	47.15
Heavy Rail	\$10.86	\$211.62	\$0.40	\$1.79	6.06	118.03
Commuter Rail	\$13.88	\$373.39	\$0.49	\$6.91	2.01	54.03
Street Car Rail	\$19.85	\$183.32	\$0.99	\$2.49	7.96	73.54
Demand Response	\$4.95	\$49.47	\$4.32	\$28.08	0.18	1.76
Trolleybus	\$14.75	\$126.37	\$0.98	\$1.94	7.61	65.23



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Port Authority of Allegheny County (Port Authority)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Pittsburgh, PA	
Square Miles	905
Population	1,733,853
Population Ranking out of 465 UZAs	27
Other UZAs Served	

Service Area Statistics

Square Miles	775
Population	1,415,244

Service Consumption

Annual Passenger Miles	266,175,134
Annual Unlinked Trips	65,854,009
Average Weekday Unlinked Trips	221,239
Average Saturday Unlinked Trips	104,063
Average Sunday Unlinked Trips	62,176

Service Supplied

Annual Vehicle Revenue Miles	32,271,680
Annual Vehicle Revenue Hours	2,354,962
Vehicles Operated in Maximum Service	957
Vehicles Available for Maximum Service	1,183
Base Period Requirement	416

Financial Information

Fare Revenues Earned		\$98,232,138
Sources of Operating Funds Expended		
Fare Revenues	(26%)	\$98,232,138
Local Funds	(8%)	\$31,043,495
State Funds	(53%)	\$198,978,835
Federal Assistance	(11%)	\$42,726,961
Other Funds	(1%)	\$3,184,820
Total Operating Funds Expended		\$374,166,249
Sources of Capital Funds Expended		
Local Funds	(3%)	\$4,588,766
State Funds	(26%)	\$34,201,182
Federal Assistance	(70%)	\$92,344,854
Other Funds	(1%)	\$773,375
Total Capital Funds Expended		\$131,908,177

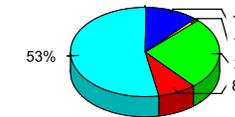
Summary Operating Expenses

Salary, Wages, Benefits	\$263,706,390
Materials and Supplies	\$46,739,749
Purchased Transportation	\$37,109,534
Other Operating Expenses	\$25,126,288
Total Operating Expenses	\$372,681,961
Reconciling Cash Expenditures	\$1,484,288

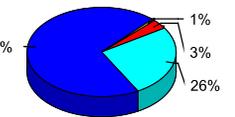
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	572	0	\$52,567,078	\$6,865,286	\$2,176,927	\$1,463,822	\$63,073,113
Light Rail	56	0	\$1,155,585	\$56,985,075	\$10,604,948	\$89,456	\$68,835,064
Demand Response	0	325	\$0	\$0	\$0	\$0	\$0
Inclined Plane	2	2	\$0	\$0	\$0	\$0	\$0
Total	630	327	\$53,722,663	\$63,850,361	\$12,781,875	\$1,553,278	\$131,908,177

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$282,746,282	\$76,934,620	\$63,073,113	218,677,203	18,829,161	55,704,706	1,495,324	56.5	714	7.8	572	1.45	25%
Light Rail	\$52,043,343	\$8,711,024	\$68,835,064	33,971,722	1,928,926	7,130,433	148,150	49.6	83	20.4	56	3.11	48%
Demand Response	\$36,996,262	\$10,790,729	\$0	13,362,878	11,471,402	1,769,543	697,172	N/A	382	4.9	325	N/A	18%
Inclined Plane	\$896,074	\$1,795,765	\$0	163,331	42,191	1,249,327	14,316	0.5	4	138.5	4	1.00	0%

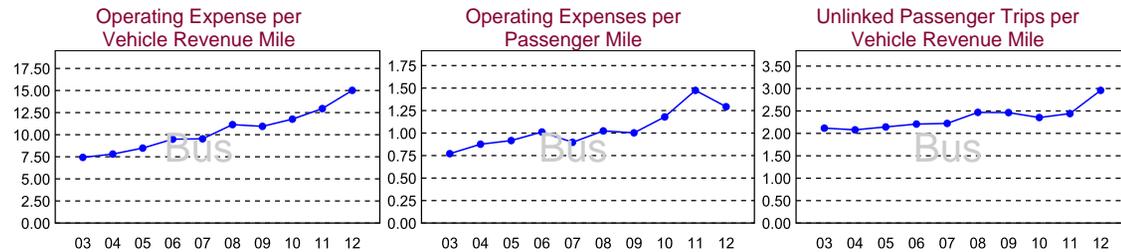
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$15.02	\$189.09
Light Rail	\$26.98	\$351.29
Demand Response	\$3.23	\$53.07
Inclined Plane	\$21.24	\$62.59

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$1.29	\$5.08	2.96	37.25
Light Rail	\$1.53	\$7.30	3.70	48.13
Demand Response	\$2.77	\$20.91	0.15	2.54
Inclined Plane	\$5.49	\$0.72	29.61	87.27



¹ Excludes data for purchased transportation reported separately

Washington Metropolitan Area Transit Authority (WMATA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Washington, DC-VA-MD	
Square Miles	1,322
Population	4,586,770
Population Ranking out of 465 UZAs	8
Other UZAs Served	19, 283

Service Area Statistics

Square Miles	950
Population	3,719,567

Service Consumption

Annual Passenger Miles	2,017,100,468
Annual Unlinked Trips	424,184,885
Average Weekday Unlinked Trips ²	1,431,638
Average Saturday Unlinked Trips ²	682,099
Average Sunday Unlinked Trips ²	443,608

Service Supplied

Annual Vehicle Revenue Miles	130,733,278
Annual Vehicle Revenue Hours	8,681,663
Vehicles Operated in Maximum Service	2,995
Vehicles Available for Maximum Service	3,537
Base Period Requirement	918

Financial Information

Fare Revenues Earned	\$714,512,997
Sources of Operating Funds Expended	
Fare Revenues (46%)	\$714,512,997
Local Funds (26%)	\$413,553,569
State Funds (17%)	\$264,403,100
Federal Assistance (2%)	\$36,310,989
Other Funds (9%)	\$139,773,298
Total Operating Funds Expended	\$1,568,553,953
Sources of Capital Funds Expended	
Local Funds (22%)	\$98,700,160
State Funds (14%)	\$62,124,840
Federal Assistance (64%)	\$289,211,801
Other Funds (0%)	\$0
Total Capital Funds Expended	\$450,036,801

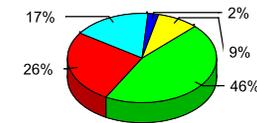
Summary Operating Expenses

Salary, Wages, Benefits	\$1,052,777,254
Materials and Supplies	\$139,418,938
Purchased Transportation	\$111,616,252
Other Operating Expenses	\$209,364,486
Total Operating Expenses	\$1,513,176,930
Reconciling Cash Expenditures	\$55,377,023

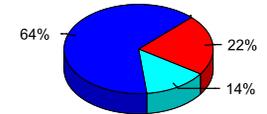
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	1,281	46	\$97,367,508	\$60,738,281	\$56,356,349	\$0	\$214,462,138
Heavy Rail	868	0	\$28,086,075	\$49,464,882	\$153,270,017	\$2,229,057	\$233,050,031
Demand Response	0	565	\$2,524,632	\$0	\$0	\$0	\$2,524,632
Demand Response - Taxi	0	235	\$0	\$0	\$0	\$0	\$0
Total	2,149	846	\$127,978,215	\$110,203,163	\$209,626,366	\$2,229,057	\$450,036,801

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$565,803,610	\$137,450,600	\$214,462,138	415,814,008	40,327,909	136,795,328	3,901,279	67.0	1,529	6.6	1,327	2.43	15%
Heavy Rail	\$843,658,227	\$569,237,545	\$233,050,031	1,584,631,040	70,867,572	285,306,675	2,883,528	211.8	1,104	21.9	868	2.17	27%
Demand Response	\$95,513,343	\$7,538,237	\$2,524,632	15,108,684	17,991,061	1,980,951	1,829,062	N/A	669	1.0	565	N/A	18%
Demand Response - Taxi	\$8,201,750	\$286,615	\$0	1,546,736	1,546,736	101,931	67,794	N/A	235	N/A	235	N/A	0%

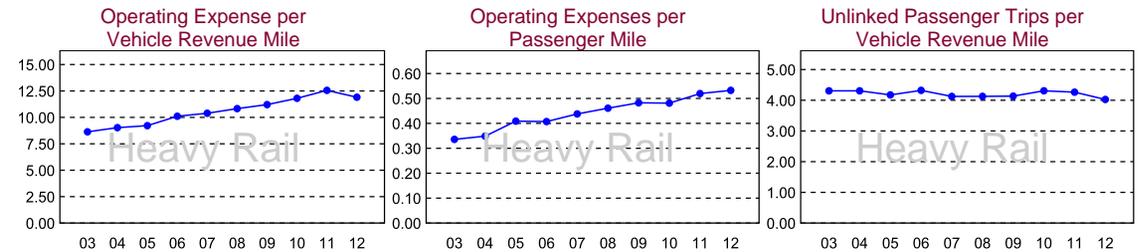
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$14.03	\$145.03
Heavy Rail	\$11.90	\$292.58
Demand Response	\$5.31	\$52.22
Demand Response - Taxi	\$5.30	\$120.98

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$1.36	\$4.14	3.39	35.06
Heavy Rail	\$0.53	\$2.96	4.03	98.94
Demand Response	\$6.32	\$48.22	0.11	1.08
Demand Response - Taxi	\$5.30	\$80.46	0.07	1.50



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

Maryland Transit Administration (MTA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Baltimore, MD	
Square Miles	717
Population	2,203,663
Population Ranking out of 465 UZAs	19
Other UZAs Served	8, 189, 230, 283, 451
	451

Service Area Statistics

Square Miles	1,795
Population	2,203,663

Service Consumption

Annual Passenger Miles	818,307,504
Annual Unlinked Trips	112,276,909
Average Weekday Unlinked Trips ²	377,140
Average Saturday Unlinked Trips ²	176,280
Average Sunday Unlinked Trips ²	109,820

Service Supplied

Annual Vehicle Revenue Miles	51,523,572
Annual Vehicle Revenue Hours	3,549,928
Vehicles Operated in Maximum Service	1,369
Vehicles Available for Maximum Service	1,708
Base Period Requirement	405

Financial Information

Fare Revenues Earned	\$137,905,520
Sources of Operating Funds Expended	
Fare Revenues (23%)	\$137,905,520
Local Funds (0%)	\$0
State Funds (67%)	\$401,460,950
Federal Assistance (10%)	\$62,430,627
Other Funds (0%)	\$1,810,112
Total Operating Funds Expended	\$603,607,209
Sources of Capital Funds Expended	
Local Funds (0%)	\$0
State Funds (41%)	\$142,492,359
Federal Assistance (59%)	\$201,614,009
Other Funds (0%)	\$0
Total Capital Funds Expended	\$344,106,368

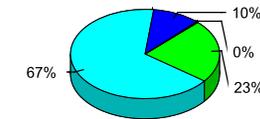
Summary Operating Expenses

Salary, Wages, Benefits	\$299,684,557
Materials and Supplies	\$65,387,233
Purchased Transportation	\$166,725,993
Other Operating Expenses	\$65,825,355
Total Operating Expenses	\$597,623,138
Reconciling Cash Expenditures	\$5,984,071

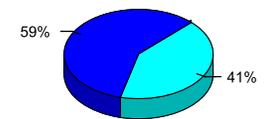
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	599	0	\$49,863,797	\$2,750,530	\$21,048,360	\$0	\$73,662,687
Heavy Rail	54	0	\$1,374,589	\$17,905,610	\$16,162,905	\$2,840,362	\$38,283,466
Commuter Rail	0	132	\$32,577,592	\$44,042,447	\$76,523,771	\$691,050	\$153,834,860
Demand Response	41	281	\$0	\$51,383	\$272,515	\$49,427	\$373,325
Light Rail	38	0	\$11,005,307	\$56,715,383	\$8,747,950	\$1,442,678	\$77,911,318
Commuter Bus	0	192	\$0	\$0	\$40,712	\$0	\$40,712
Demand Response - Taxi	0	32	\$0	\$0	\$0	\$0	\$0
Total	732	637	\$94,821,285	\$121,465,353	\$122,796,213	\$5,023,517	\$344,106,368

Sources of Operating Funds Expended



Sources of Capital Funds Expended

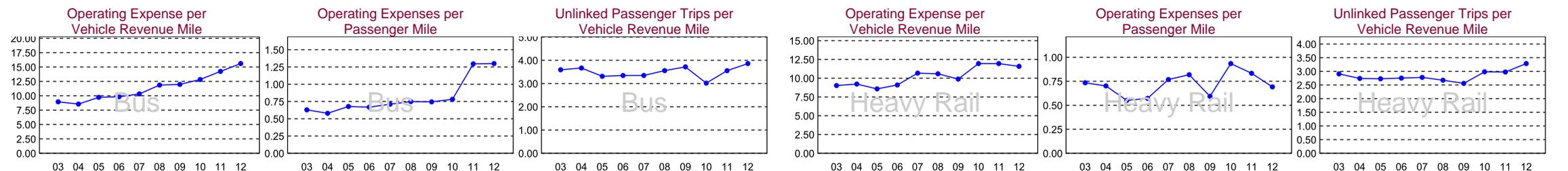


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$297,374,548	\$60,207,260	\$73,662,687	228,817,715	19,063,338	73,574,828	1,750,948	N/A	711	7.1	599	2.01	19%
Heavy Rail	\$53,571,599	\$12,507,728	\$38,283,466	77,435,638	4,627,288	15,199,117	189,996	29.4	100	27.4	54	1.29	85%
Commuter Rail	\$97,050,916	\$40,814,295	\$153,834,860	257,908,063	5,821,508	8,532,214	146,939	400.4	177	17.0	132	3.88	34%
Demand Response	\$65,067,779	\$2,344,629	\$373,325	13,977,166	12,188,135	1,538,155	1,029,312	N/A	427	4.5	322	N/A	33%
Light Rail	\$43,345,659	\$6,952,278	\$77,911,318	57,500,557	3,096,120	8,796,346	158,407	57.6	53	18.3	38	1.36	39%
Commuter Bus	\$33,903,309	\$14,875,829	\$40,712	181,152,020	5,210,838	4,290,486	182,836	31.0	208	7.5	192	27.43	8%
Demand Response - Taxi	\$7,309,328	\$203,501	\$0	1,516,345	1,516,345	345,763	91,490	N/A	32	N/A	32	N/A	0%

Performance Measures

Mode	Service Efficiency			Service Effectiveness			Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour		
Bus	\$15.60	\$169.84	\$1.30	\$4.04	3.86	42.02		
Heavy Rail	\$11.58	\$281.96	\$0.69	\$3.52	3.28	80.00		
Commuter Rail	\$16.67	\$660.48	\$0.38	\$11.37	1.47	58.07		
Demand Response	\$5.34	\$63.21	\$4.66	\$42.30	0.13	1.49		
Light Rail	\$14.00	\$273.63	\$0.75	\$4.93	2.84	55.53		
Commuter Bus	\$6.51	\$185.43	\$0.19	\$7.90	0.82	23.47		
Demand Response - Taxi	\$4.82	\$79.89	\$4.82	\$21.14	0.23	3.78		



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

Ride-On Montgomery County Transit

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Washington, DC-VA-MD	
Square Miles	1,322
Population	4,586,770
Population Ranking out of 465 UZAs	8
Other UZAs Served	

Service Area Statistics

Square Miles	495
Population	971,000

Service Consumption

Annual Passenger Miles	109,752,267
Annual Unlinked Trips	27,474,578
Average Weekday Unlinked Trips ²	88,961
Average Saturday Unlinked Trips ²	48,911
Average Sunday Unlinked Trips ²	36,237

Service Supplied

Annual Vehicle Revenue Miles	13,946,667
Annual Vehicle Revenue Hours	1,075,994
Vehicles Operated in Maximum Service	391
Vehicles Available for Maximum Service	477
Base Period Requirement	228

Financial Information

Fare Revenues Earned

Fare Revenues Earned	\$21,840,147
Sources of Operating Funds Expended	
Fare Revenues (20%)	\$21,840,147
Local Funds (54%)	\$58,731,380
State Funds (19%)	\$20,592,269
Federal Assistance (5%)	\$5,728,103
Other Funds (1%)	\$1,004,039
Total Operating Funds Expended	\$107,895,938

Sources of Capital Funds Expended

Local Funds (10%)	\$1,099,400
State Funds (1%)	\$57,894
Federal Assistance (90%)	\$10,073,176
Other Funds (0%)	\$0
Total Capital Funds Expended	\$11,230,470

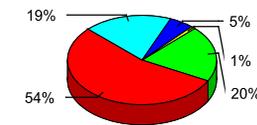
Summary Operating Expenses

Salary, Wages, Benefits	\$65,968,498
Materials and Supplies	\$22,293,126
Purchased Transportation	\$5,803,896
Other Operating Expenses	\$12,328,549
Total Operating Expenses	\$106,394,069
Reconciling Cash Expenditures	\$1,501,869

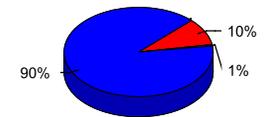
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	278	0	\$10,507,937	\$105,489	\$0	\$617,044	\$11,230,470
Demand Response - Taxi	0	82	\$0	\$0	\$0	\$0	\$0
Demand Response	0	31	\$0	\$0	\$0	\$0	\$0
Total	278	113	\$10,507,937	\$105,489	\$0	\$617,044	\$11,230,470

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$99,736,739	\$21,294,326	\$11,230,470	108,013,582	12,207,982	27,240,184	960,638	N/A	347	7.0	278	1.14	25%
Demand Response - Taxi	\$5,449,046	\$545,821	\$0	1,582,827	1,582,827	215,644	104,728	N/A	82	N/A	82	N/A	0%
Demand Response	\$1,208,284	\$0	\$0	155,858	155,858	18,750	10,628	N/A	48	N/A	31	N/A	55%

Performance Measures

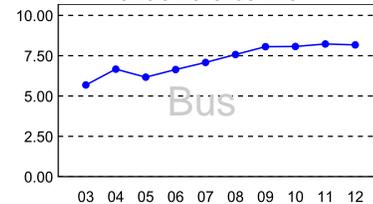
Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$8.17	\$103.82
Demand Response - Taxi	\$3.44	\$52.03
Demand Response	\$7.75	\$113.69

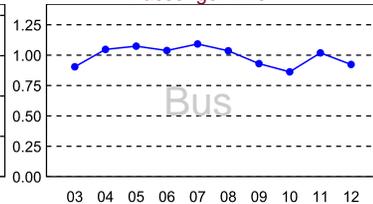
Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.92	\$3.66	2.23	28.36
Demand Response - Taxi	\$3.44	\$25.27	0.14	2.06
Demand Response	\$7.75	\$64.44	0.12	1.76

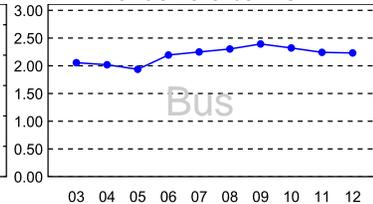
Operating Expense per Vehicle Revenue Mile



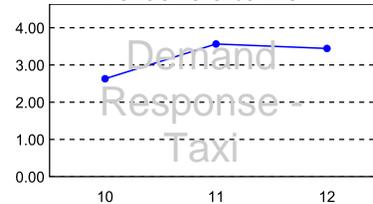
Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



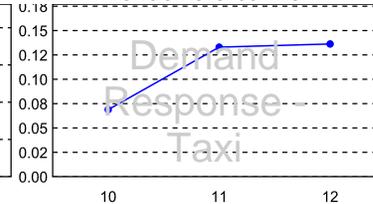
Operating Expense per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

Charlotte Area Transit System (CATS)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Charlotte, NC-SC	
Square Miles	741
Population	1,249,442
Population Ranking out of 465 UZAs	38
Other UZAs Served	167, 200, 295

Service Area Statistics

Square Miles	445
Population	758,927

Service Consumption

Annual Passenger Miles	142,709,851
Annual Unlinked Trips	28,243,662
Average Weekday Unlinked Trips	92,134
Average Saturday Unlinked Trips	53,825
Average Sunday Unlinked Trips	33,760

Service Supplied

Annual Vehicle Revenue Miles	16,086,876
Annual Vehicle Revenue Hours	1,023,598
Vehicles Operated in Maximum Service	423
Vehicles Available for Maximum Service	539
Base Period Requirement	151

Financial Information

Fare Revenues Earned	\$24,878,955
Sources of Operating Funds Expended	
Fare Revenues	(21%) \$24,878,955
Local Funds	(63%) \$76,475,265
State Funds	(10%) \$12,548,486
Federal Assistance	(5%) \$6,037,870
Other Funds	(1%) \$1,103,633
Total Operating Funds Expended	\$121,044,209
Sources of Capital Funds Expended	
Local Funds	(0%) \$0
State Funds	(5%) \$2,473,522
Federal Assistance	(94%) \$44,428,739
Other Funds	(0%) \$146,932
Total Capital Funds Expended	\$47,049,193

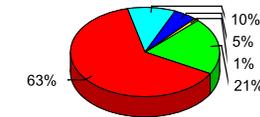
Summary Operating Expenses

Salary, Wages, Benefits	\$70,644,398
Materials and Supplies	\$17,324,758
Purchased Transportation	\$0
Other Operating Expenses	\$18,365,718
Total Operating Expenses	\$106,334,874
Reconciling Cash Expenditures	\$14,709,335

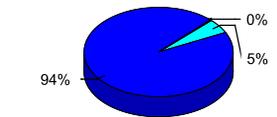
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	258	0	\$23,653,242	\$1,620,177	\$5,226,621	\$1,733,929	\$32,233,969
Light Rail	14	0	\$26,809	\$12,787,552	\$636,379	\$94,136	\$13,544,876
Demand Response	71	0	\$537,480	\$107,333	\$0	\$0	\$644,813
Vanpool	80	0	\$0	\$0	\$0	\$0	\$0
Commuter Rail	0	0	\$0	\$624,795	\$740	\$0	\$625,535
Total	423	0	\$24,217,531	\$15,139,857	\$5,863,740	\$1,828,065	\$47,049,193

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$78,994,766	\$19,914,181	\$32,233,969	102,261,722	10,960,972	22,870,411	789,217	22.0	323	8.4	258	1.77	25%
Light Rail	\$17,537,021	\$3,793,166	\$13,544,876	25,735,400	867,541	4,889,454	46,642	18.6	20	4.6	14	2.80	43%
Demand Response	\$8,816,995	\$619,502	\$644,813	2,120,452	2,340,010	227,960	151,378	N/A	84	3.3	71	N/A	18%
Vanpool	\$986,092	\$552,106	\$0	12,592,277	1,918,353	255,837	36,361	N/A	112	4.3	80	N/A	40%
Commuter Rail	\$0	\$0	\$625,535	0	0	0	0	N/A	0	N/A	0	N/A	0%

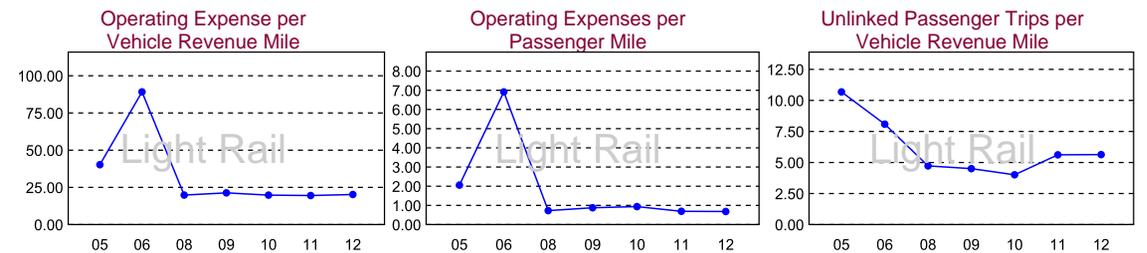
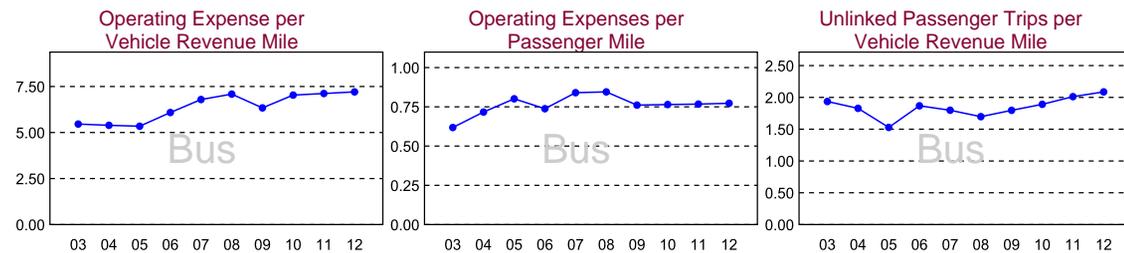
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$7.21	\$100.09
Light Rail	\$20.21	\$375.99
Demand Response	\$3.77	\$58.24
Vanpool	\$0.51	\$27.12
Commuter Rail	N/A	N/A

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.77	\$3.45	2.09	28.98
Light Rail	\$0.68	\$3.59	5.64	104.83
Demand Response	\$4.16	\$38.68	0.10	1.51
Vanpool	\$0.08	\$3.85	0.13	7.04
Commuter Rail	N/A	N/A	N/A	N/A



¹ Excludes data for purchased transportation reported separately

Metropolitan Atlanta Rapid Transit Authority (MARTA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Atlanta, GA	
Square Miles	2,645
Population	4,515,419
Population Ranking out of 465 UZAs	9
Other UZAs Served	

Service Area Statistics

Square Miles	498
Population	1,574,600

Service Consumption

Annual Passenger Miles	699,256,894
Annual Unlinked Trips	134,889,690
Average Weekday Unlinked Trips	429,581
Average Saturday Unlinked Trips	266,850
Average Sunday Unlinked Trips	193,600

Service Supplied

Annual Vehicle Revenue Miles	47,005,579
Annual Vehicle Revenue Hours	2,916,771
Vehicles Operated in Maximum Service	779
Vehicles Available for Maximum Service	1,036
Base Period Requirement	406

Financial Information

Fare Revenues Earned	\$130,642,970
Sources of Operating Funds Expended	
Fare Revenues (25%)	\$130,642,970
Local Funds (48%)	\$249,002,957
State Funds (0%)	\$2,529,530
Federal Assistance (12%)	\$63,515,459
Other Funds (15%)	\$77,949,053
Total Operating Funds Expended	\$523,639,969
Sources of Capital Funds Expended	
Local Funds (73%)	\$107,903,273
State Funds (0%)	\$0
Federal Assistance (27%)	\$39,867,753
Other Funds (0%)	\$0
Total Capital Funds Expended	\$147,771,026

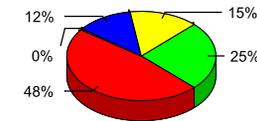
Summary Operating Expenses

Salary, Wages, Benefits	\$350,179,608
Materials and Supplies	\$52,264,024
Purchased Transportation	\$0
Other Operating Expenses	\$8,870,747
Total Operating Expenses	\$411,314,379
Reconciling Cash Expenditures	\$112,325,590

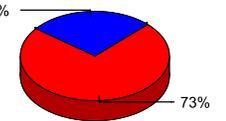
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	443	0	\$5,097,256	\$11,541,153	\$15,344,354	\$211,381	\$32,194,144
Heavy Rail	182	0	\$11,453,928	\$64,908,082	\$37,815,258	\$588,509	\$114,765,777
Demand Response	154	0	\$0	\$0	\$811,105	\$0	\$811,105
Total	779	0	\$16,551,184	\$76,449,235	\$53,970,717	\$799,890	\$147,771,026

Sources of Operating Funds Expended



Sources of Capital Funds Expended

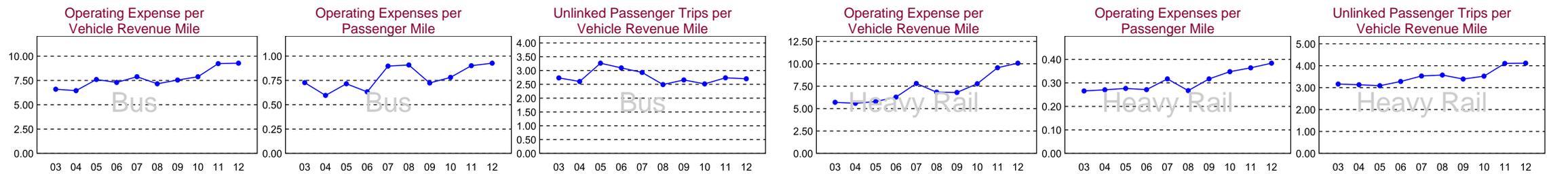


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$211,539,134	\$58,666,663	\$32,194,144	228,212,492	22,803,997	61,596,727	1,876,643	13.7	531	7.6	443	1.54	20%
Heavy Rail	\$177,812,219	\$70,440,991	\$114,765,777	463,168,559	17,661,018	72,711,487	674,278	96.1	318	22.8	182	1.11	75%
Demand Response	\$21,963,026	\$1,535,316	\$811,105	7,875,843	6,540,564	581,476	365,850	N/A	187	4.2	154	N/A	21%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$9.28	\$112.72	\$0.93	\$3.43	2.70	32.82
Heavy Rail	\$10.07	\$263.71	\$0.38	\$2.45	4.12	107.84
Demand Response	\$3.36	\$60.03	\$2.79	\$37.77	0.09	1.59



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Broward County Transit Division (BCT)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Miami, FL	
Square Miles	1,239
Population	5,502,379
Population Ranking out of 465 UZAs	4
Other UZAs Served	

Service Area Statistics

Square Miles	410
Population	1,780,172

Service Consumption

Annual Passenger Miles	187,637,811
Annual Unlinked Trips	38,634,128
Average Weekday Unlinked Trips	126,954
Average Saturday Unlinked Trips	75,358
Average Sunday Unlinked Trips	38,178

Service Supplied

Annual Vehicle Revenue Miles	20,185,367
Annual Vehicle Revenue Hours	1,386,444
Vehicles Operated in Maximum Service	452
Vehicles Available for Maximum Service	561
Base Period Requirement	180

Financial Information

Fare Revenues Earned		\$34,326,034
Sources of Operating Funds Expended		
Fare Revenues	(30%)	\$34,326,034
Local Funds	(54%)	\$61,691,270
State Funds	(13%)	\$14,830,802
Federal Assistance	(0%)	\$471,989
Other Funds	(3%)	\$3,907,413
Total Operating Funds Expended		\$115,227,508
Sources of Capital Funds Expended		
Local Funds	(0%)	\$0
State Funds	(41%)	\$11,525,295
Federal Assistance	(59%)	\$16,298,538
Other Funds	(0%)	\$0
Total Capital Funds Expended		\$27,823,833

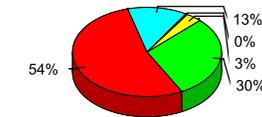
Summary Operating Expenses

Salary, Wages, Benefits	\$68,258,965
Materials and Supplies	\$20,050,769
Purchased Transportation	\$15,669,186
Other Operating Expenses	\$11,248,588
Total Operating Expenses	\$115,227,508
Reconciling Cash Expenditures	\$0

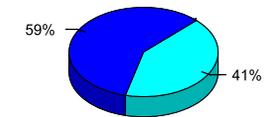
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	253	4	\$19,441,529	\$800,154	\$2,885,273	\$4,346,877	\$27,473,833
Demand Response	0	195	\$0	\$350,000	\$0	\$0	\$350,000
Total	253	199	\$19,441,529	\$1,150,154	\$2,885,273	\$4,346,877	\$27,823,833

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$97,432,331	\$33,011,465	\$27,473,833	180,294,017	13,675,110	37,917,735	993,637	37.0	323	5.8	257	1.43	26%
Demand Response	\$17,795,177	\$1,314,569	\$350,000	7,343,794	6,510,257	716,393	392,807	N/A	238	4.2	195	N/A	22%

Performance Measures

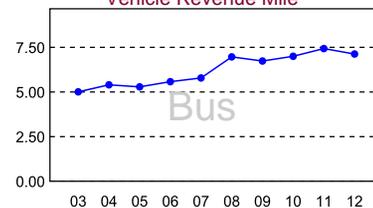
Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$7.12	\$98.06
Demand Response	\$2.73	\$45.30

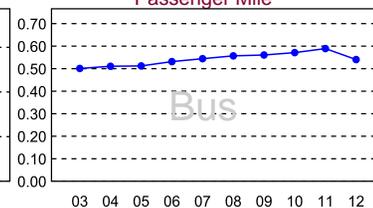
Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.54	\$2.57	2.77	38.16
Demand Response	\$2.42	\$24.84	0.11	1.82

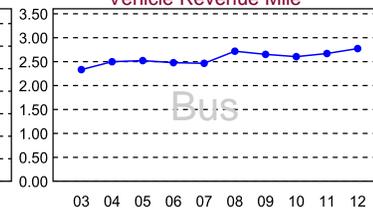
Operating Expense per Vehicle Revenue Mile



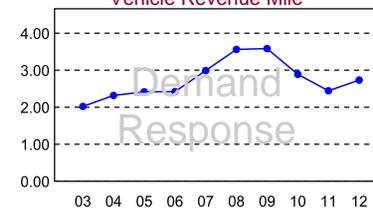
Operating Expenses per Passenger Mile



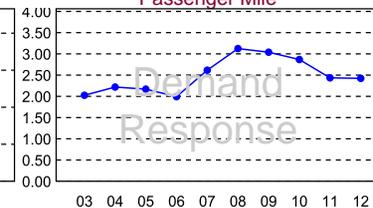
Unlinked Passenger Trips per Vehicle Revenue Mile



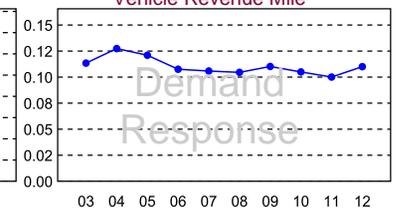
Operating Expense per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Miami-Dade Transit (MDT)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Miami, FL	
Square Miles	1,239
Population	5,502,379
Population Ranking out of 465 UZAs	4
Other UZAs Served	

Service Area Statistics

Square Miles	306
Population	2,496,435

Service Consumption

Annual Passenger Miles	613,211,863
Annual Unlinked Trips	107,339,867
Average Weekday Unlinked Trips	348,160
Average Saturday Unlinked Trips	197,964
Average Sunday Unlinked Trips	142,335

Service Supplied

Annual Vehicle Revenue Miles	50,318,599
Annual Vehicle Revenue Hours	3,799,490
Vehicles Operated in Maximum Service	1,123
Vehicles Available for Maximum Service	1,386
Base Period Requirement	494

Financial Information

Fare Revenues Earned	\$109,887,287
Sources of Operating Funds Expended	
Fare Revenues	(22%) \$109,887,287
Local Funds	(57%) \$284,459,088
State Funds	(6%) \$28,820,083
Federal Assistance	(13%) \$63,838,126
Other Funds	(2%) \$7,906,087
Total Operating Funds Expended	\$494,910,671
Sources of Capital Funds Expended	
Local Funds	(57%) \$31,282,625
State Funds	(12%) \$6,322,506
Federal Assistance	(32%) \$17,308,076
Other Funds	(0%) \$0
Total Capital Funds Expended	\$54,913,207

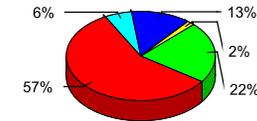
Summary Operating Expenses

Salary, Wages, Benefits	\$268,812,513
Materials and Supplies	\$74,430,653
Purchased Transportation	\$43,653,616
Other Operating Expenses	\$69,674,352
Total Operating Expenses	\$456,571,134
Reconciling Cash Expenditures	\$38,339,537

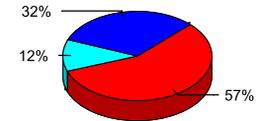
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	692	1	\$1,620,728	\$689,013	\$3,928,393	\$235,649	\$6,473,783
Heavy Rail	76	0	\$37,833	\$6,797,156	\$31,724,862	\$0	\$38,559,851
Demand Response	0	333	\$0	\$0	\$0	\$0	\$0
Monorail/Automated Guideway	21	0	\$6,351,912	\$0	\$3,527,661	\$0	\$9,879,573
Total	789	334	\$8,010,473	\$7,486,169	\$39,180,916	\$235,649	\$54,913,207

Sources of Operating Funds Expended



Sources of Capital Funds Expended

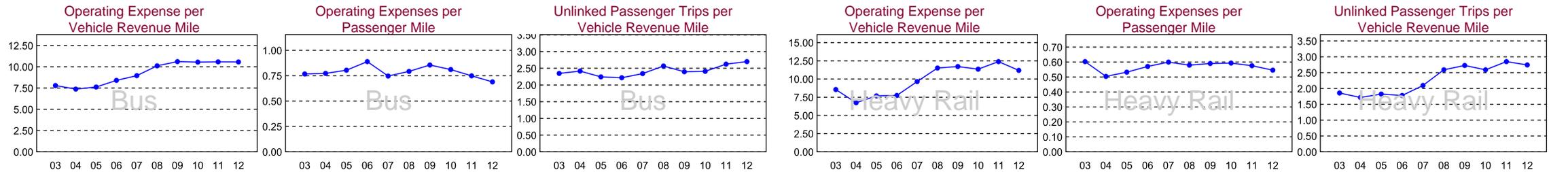


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$304,832,932	\$84,414,416	\$6,473,783	442,282,825	28,838,288	77,858,973	2,412,709	92.2	825	8.5	693	1.63	19%
Heavy Rail	\$76,284,971	\$21,194,397	\$38,559,851	139,721,133	6,819,311	18,706,102	288,095	49.8	136	30.0	76	1.36	79%
Demand Response	\$51,834,558	\$4,278,474	\$0	21,469,157	13,585,622	1,672,361	993,257	N/A	380	4.6	333	N/A	14%
Monorail/Automated Guideway	\$23,618,673	\$0	\$9,879,573	9,738,748	1,075,378	9,102,431	105,429	8.5	45	7.4	21	1.00	114%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$10.57	\$126.34	\$0.69	\$3.92	2.70	32.27
Heavy Rail	\$11.19	\$264.79	\$0.55	\$4.08	2.74	64.93
Demand Response	\$3.82	\$52.19	\$2.41	\$30.99	0.12	1.68
Monorail/Automated Guideway	\$21.96	\$224.02	\$2.43	\$2.59	8.46	86.34



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Central Florida Regional Transportation Authority (LYNX)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Orlando, FL	
Square Miles	598
Population	1,510,516
Population Ranking out of 465 UZAs	32
Other UZAs Served	117

Service Area Statistics

Square Miles	2,538
Population	1,837,359

Service Consumption

Annual Passenger Miles	164,408,315
Annual Unlinked Trips	29,250,069
Average Weekday Unlinked Trips	96,010
Average Saturday Unlinked Trips	64,732
Average Sunday Unlinked Trips	37,555

Service Supplied

Annual Vehicle Revenue Miles	25,794,194
Annual Vehicle Revenue Hours	1,640,660
Vehicles Operated in Maximum Service	522
Vehicles Available for Maximum Service	595
Base Period Requirement	223

Financial Information

Fare Revenues Earned	\$29,027,857
Sources of Operating Funds Expended	
Fare Revenues	(26%) \$28,691,434
Local Funds	(38%) \$42,454,934
State Funds	(16%) \$17,621,508
Federal Assistance	(18%) \$19,678,415
Other Funds	(2%) \$2,327,934
Total Operating Funds Expended	\$110,774,225
Sources of Capital Funds Expended	
Local Funds	(8%) \$946,121
State Funds	(1%) \$88,513
Federal Assistance	(92%) \$11,460,333
Other Funds	(0%) \$0
Total Capital Funds Expended	\$12,494,967

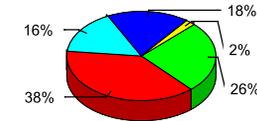
Summary Operating Expenses

Salary, Wages, Benefits	\$57,820,685
Materials and Supplies	\$22,440,278
Purchased Transportation	\$21,312,512
Other Operating Expenses	\$9,427,310
Total Operating Expenses	\$111,000,785
Reconciling Cash Expenditures	(\$226,559)

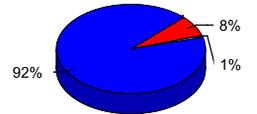
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	225	0	\$1,608,264	\$1,775,748	\$1,810,960	\$1,434,315	\$6,629,287
Demand Response	0	220	\$2,402,762	\$22,783	\$0	\$0	\$2,425,545
Bus Rapid Transit	7	0	\$0	\$2,896,091	\$0	\$0	\$2,896,091
Vanpool	0	70	\$544,044	\$0	\$0	\$0	\$544,044
Total	232	290	\$4,555,070	\$4,694,622	\$1,810,960	\$1,434,315	\$12,494,967

Sources of Operating Funds Expended



Sources of Capital Funds Expended

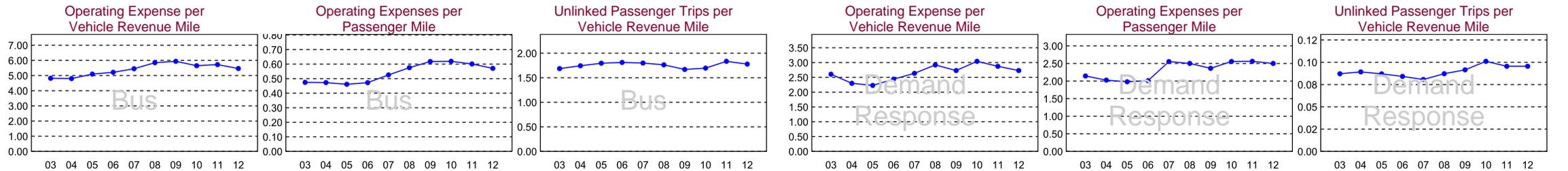


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$83,783,257	\$26,945,766	\$6,629,287	146,784,964	15,337,925	27,271,117	1,020,165	0.3	265	5.3	225	1.01	18%
Demand Response	\$24,726,660	\$1,745,668	\$2,425,545	9,888,627	9,053,387	865,185	563,931	N/A	251	1.0	220	N/A	14%
Bus Rapid Transit	\$1,786,821	\$0	\$2,896,091	666,231	149,447	913,623	26,715	2.5	9	2.0	7	1.00	29%
Vanpool	\$704,047	\$336,423	\$544,044	7,068,493	1,253,435	200,144	29,849	N/A	70	5.0	70	N/A	0%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$5.46	\$82.13	\$0.57	\$3.07	1.78	26.73
Demand Response	\$2.73	\$43.85	\$2.50	\$28.58	0.10	1.53
Bus Rapid Transit	\$11.96	\$66.88	\$2.68	\$1.96	6.11	34.20
Vanpool	\$0.56	\$23.59	\$0.10	\$3.52	0.16	6.71



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Puerto Rico Highway and Transportation Authority PRHTA (DTPW)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

San Juan, PR	
Square Miles	867
Population	2,148,346
Population Ranking out of 465 UZAs	21
Other UZAs Served	124, 218, 232, 263, 284, 284, 319, 339, 356, 358, 387

Service Area Statistics

Square Miles	892
Population	2,478,905

Service Consumption

Annual Passenger Miles	145,439,943
Annual Unlinked Trips	32,670,471
Average Weekday Unlinked Trips	112,327
Average Saturday Unlinked Trips	54,556
Average Sunday Unlinked Trips	8,878

Service Supplied

Annual Vehicle Revenue Miles	27,311,924
Annual Vehicle Revenue Hours	2,397,467
Vehicles Operated in Maximum Service	2,605
Vehicles Available for Maximum Service	2,873
Base Period Requirement	0

Financial Information

Fare Revenues Earned		\$44,904,968
Sources of Operating Funds Expended		
Fare Revenues	(98%)	\$44,904,968
Local Funds	(0%)	\$0
State Funds	(0%)	\$209,241
Federal Assistance	(2%)	\$836,964
Other Funds	(0%)	\$0
Total Operating Funds Expended		\$45,951,173
Sources of Capital Funds Expended		
Local Funds	(0%)	\$0
State Funds	(0%)	\$0
Federal Assistance	(0%)	\$0
Other Funds	(0%)	\$0
Total Capital Funds Expended		\$0

Summary Operating Expenses

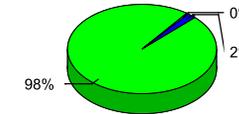
Salary, Wages, Benefits	\$174,705
Materials and Supplies	\$0
Purchased Transportation	\$44,904,968
Other Operating Expenses	\$871,500
Total Operating Expenses	\$45,951,173
Reconciling Cash Expenditures	\$0

Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Publico	0	2,605	\$0	\$0	\$0	\$0	\$0
Total	0	2,605	\$0	\$0	\$0	\$0	\$0

Sources of Operating Funds Expended

Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Publico	\$45,951,173	\$44,904,968	\$0	145,439,943	27,311,924	32,670,471	2,397,467	N/A	2,873	N/A	2,605	N/A	10%

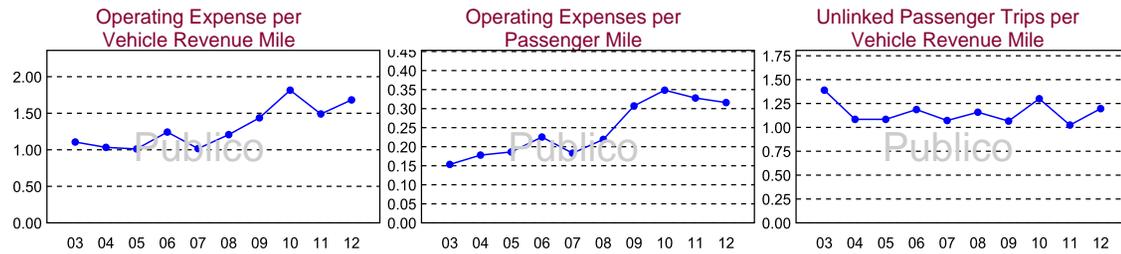
Performance Measures

Service Efficiency

Service Effectiveness

Service Effectiveness

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Publico	\$1.68	\$19.17	\$0.32	\$1.41	1.20	13.63



¹ Excludes data for purchased transportation reported separately

Milwaukee County Transit System (MCTS)

Provides purchased transportation to: City of Waukesha Transit Commission (5096) / Ozaukee County Transit Services (5161)

Managing Director: Mr. Michael Giugno
 (414) 937-3204

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Milwaukee, WI	
Square Miles	546
Population	1,376,476
Population Ranking out of 465 UZAs	35
Other UZAs Served	

Service Area Statistics

Square Miles	237
Population	940,164

Service Consumption

Annual Passenger Miles	132,764,542
Annual Unlinked Trips	45,717,441
Average Weekday Unlinked Trips	148,189
Average Saturday Unlinked Trips	84,911
Average Sunday Unlinked Trips	57,932

Service Supplied

Annual Vehicle Revenue Miles	18,287,800
Annual Vehicle Revenue Hours	1,462,880
Vehicles Operated in Maximum Service	438
Vehicles Available for Maximum Service	539
Base Period Requirement	191

Financial Information

Fare Revenues Earned	\$44,174,758
Sources of Operating Funds Expended	
Fare Revenues	(29%) \$43,892,563
Local Funds	(8%) \$11,666,598
State Funds	(44%) \$67,857,827
Federal Assistance	(18%) \$27,496,719
Other Funds	(2%) \$2,769,362
Total Operating Funds Expended	\$153,683,069
Sources of Capital Funds Expended	
Local Funds	(0%) \$0
State Funds	(0%) \$0
Federal Assistance	(100%) \$18,354,072
Other Funds	(0%) \$0
Total Capital Funds Expended	\$18,354,072

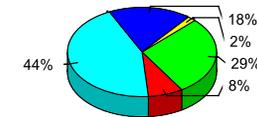
Summary Operating Expenses

Salary, Wages, Benefits	\$109,820,021
Materials and Supplies	\$16,685,008
Purchased Transportation	\$15,503,106
Other Operating Expenses	\$10,342,921
Total Operating Expenses	\$152,351,056
Purchased Transportation Reported Separately	\$2,301,833
Reconciling Cash Expenditures	\$1,332,013

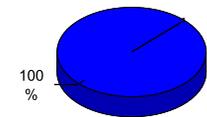
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	329	0	\$17,571,476	\$533,181	\$188,187	\$61,228	\$18,354,072
Demand Response	0	109	\$0	\$0	\$0	\$0	\$0
Total	329	109	\$17,571,476	\$533,181	\$188,187	\$61,228	\$18,354,072

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$135,505,919	\$42,038,171	\$18,354,072	129,472,598	15,509,683	45,217,284	1,250,009	N/A	415	5.8	329	1.72	26%
Demand Response	\$14,543,304	\$1,854,392	\$0	3,291,944	2,778,117	500,157	212,871	N/A	124	N/A	109	N/A	14%

Performance Measures

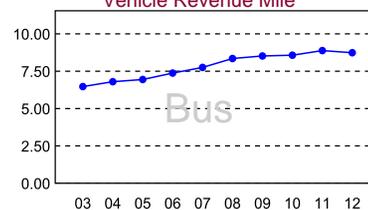
Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$8.74	\$108.40
Demand Response	\$5.23	\$68.32

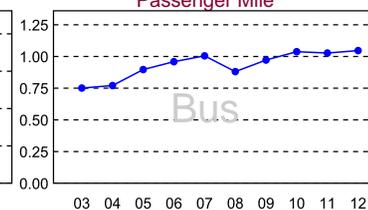
Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$1.05	\$3.00	2.92	36.17
Demand Response	\$4.42	\$29.08	0.18	2.35

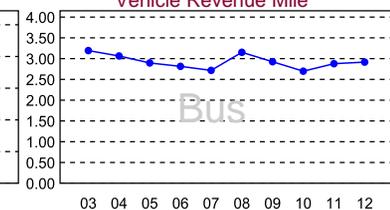
Operating Expense per Vehicle Revenue Mile



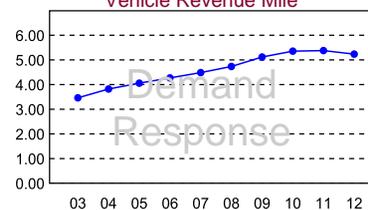
Operating Expenses per Passenger Mile



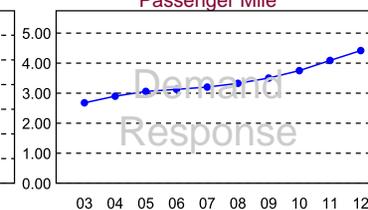
Unlinked Passenger Trips per Vehicle Revenue Mile



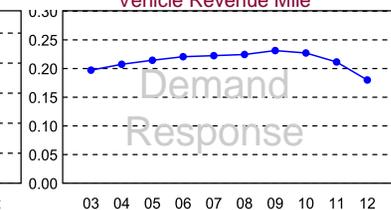
Operating Expense per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

The Greater Cleveland Regional Transit Authority (GCRTA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Cleveland, OH	
Square Miles	772
Population	1,780,673
Population Ranking out of 465 UZAs	25
Other UZAs Served	

Service Area Statistics

Square Miles	458
Population	1,412,140

Service Consumption

Annual Passenger Miles	221,179,837
Annual Unlinked Trips	48,234,103
Average Weekday Unlinked Trips	162,601
Average Saturday Unlinked Trips	80,470
Average Sunday Unlinked Trips	50,262

Service Supplied

Annual Vehicle Revenue Miles	20,423,099
Annual Vehicle Revenue Hours	1,581,799
Vehicles Operated in Maximum Service	486
Vehicles Available for Maximum Service	674
Base Period Requirement	207

Financial Information

Fare Revenues Earned	\$50,160,075
Sources of Operating Funds Expended	
Fare Revenues	(22%) \$50,160,075
Local Funds	(70%) \$160,730,506
State Funds	(2%) \$4,137,167
Federal Assistance	(5%) \$12,451,829
Other Funds	(1%) \$1,349,823
Total Operating Funds Expended	\$228,829,400
Sources of Capital Funds Expended	
Local Funds	(38%) \$12,879,954
State Funds	(0%) \$0
Federal Assistance	(62%) \$20,598,477
Other Funds	(0%) \$0
Total Capital Funds Expended	\$33,478,431

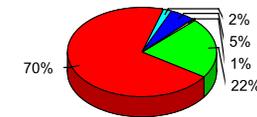
Summary Operating Expenses

Salary, Wages, Benefits	\$163,042,959
Materials and Supplies	\$26,129,531
Purchased Transportation	\$5,760,409
Other Operating Expenses	\$26,883,309
Total Operating Expenses	\$221,816,208
Reconciling Cash Expenditures	\$7,013,192

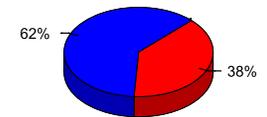
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	303	0	\$0	\$3,646,059	\$4,977,681	\$91,341	\$8,715,081
Heavy Rail	20	0	\$5,922,506	\$5,544,332	\$4,632,084	\$0	\$16,098,922
Demand Response	79	55	\$233,915	\$0	\$279,879	\$0	\$513,794
Light Rail	13	0	\$625,329	\$3,202,428	\$3,744,299	\$33,759	\$7,605,815
Bus Rapid Transit	16	0	\$0	\$0	\$542,265	\$2,554	\$544,819
Total	431	55	\$6,781,750	\$12,392,819	\$14,176,208	\$127,654	\$33,478,431

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$142,998,626	\$35,208,409	\$8,715,081	144,368,655	12,224,802	33,857,969	1,035,774	3.2	399	8.3	303	1.74	32%
Heavy Rail	\$29,362,013	\$6,489,400	\$16,098,922	43,551,128	1,989,328	6,240,495	102,597	38.1	60	29.0	20	1.43	200%
Demand Response	\$30,601,678	\$678,121	\$513,794	4,572,942	4,821,868	650,060	322,827	N/A	146	3.8	134	N/A	9%
Light Rail	\$12,339,684	\$2,970,307	\$7,605,815	16,938,794	699,039	2,856,379	46,707	30.4	48	31.0	13	1.86	269%
Bus Rapid Transit	\$6,514,207	\$4,813,838	\$544,819	11,748,318	688,062	4,629,200	73,894	14.1	21	4.8	16	1.00	31%

Performance Measures

Service Efficiency

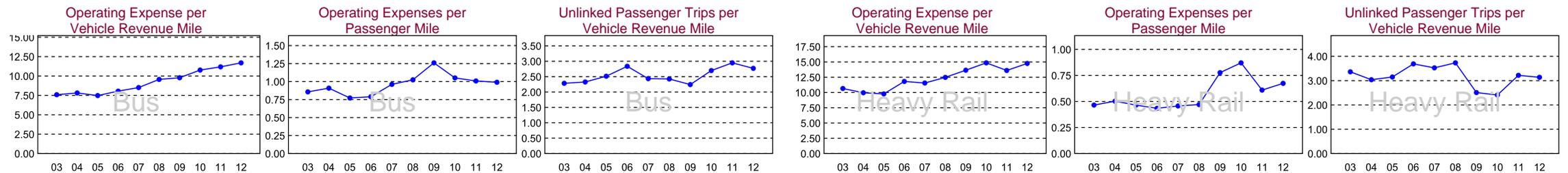
Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$11.70	\$138.06
Heavy Rail	\$14.76	\$286.19
Demand Response	\$6.35	\$94.79
Light Rail	\$17.65	\$264.19
Bus Rapid Transit	\$9.47	\$88.16

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip
Bus	\$0.99	\$4.22
Heavy Rail	\$0.67	\$4.71
Demand Response	\$6.69	\$47.08
Light Rail	\$0.73	\$4.32
Bus Rapid Transit	\$0.55	\$1.41

Service Effectiveness

Mode	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	2.77	32.69
Heavy Rail	3.14	60.83
Demand Response	0.13	2.01
Light Rail	4.09	61.16
Bus Rapid Transit	6.73	62.65



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Metro Transit

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Minneapolis-St. Paul, MN-WI	
Square Miles	1,022
Population	2,650,890
Population Ranking out of 465 UZAs	16
Other UZAs Served	

Service Area Statistics

Square Miles	607
Population	1,805,940

Service Consumption

Annual Passenger Miles	369,321,440
Annual Unlinked Trips	81,053,506
Average Weekday Unlinked Trips	264,273
Average Saturday Unlinked Trips	149,077
Average Sunday Unlinked Trips	104,179

Service Supplied

Annual Vehicle Revenue Miles	25,290,518
Annual Vehicle Revenue Hours	2,118,620
Vehicles Operated in Maximum Service	796
Vehicles Available for Maximum Service	939
Base Period Requirement	311

Financial Information

Fare Revenues Earned		\$91,428,299
Sources of Operating Funds Expended		
Fare Revenues	(29%)	\$91,428,299
Local Funds	(7%)	\$23,118,109
State Funds	(56%)	\$174,479,973
Federal Assistance	(5%)	\$16,067,805
Other Funds	(2%)	\$5,734,309
Total Operating Funds Expended		\$310,828,495
Sources of Capital Funds Expended		
Local Funds	(52%)	\$209,764,256
State Funds	(8%)	\$31,322,533
Federal Assistance	(40%)	\$160,244,506
Other Funds	(0%)	\$0
Total Capital Funds Expended		\$401,331,295

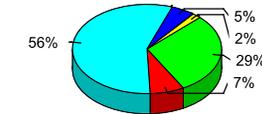
Summary Operating Expenses

Salary, Wages, Benefits	\$228,361,684
Materials and Supplies	\$36,883,870
Purchased Transportation	\$5,836,077
Other Operating Expenses	\$21,739,566
Total Operating Expenses	\$292,821,197
Reconciling Cash Expenditures	\$18,007,297

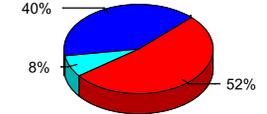
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	747	0	\$43,492,433	\$3,030,782	\$21,190,102	\$946,284	\$68,659,601
Light Rail	27	0	\$10,222,914	\$297,544,434	\$13,688,271	\$7,353,369	\$328,808,988
Commuter Rail	0	22	\$0	\$43,827	\$3,813,496	\$5,385	\$3,862,708
Total	774	22	\$53,715,347	\$300,619,043	\$38,691,869	\$8,305,038	\$401,331,297

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$248,515,225	\$78,553,929	\$68,659,601	295,697,928	22,718,347	69,854,994	1,959,561	222.1	888	5.0	747	2.54	19%
Light Rail	\$27,886,232	\$10,307,508	\$328,808,988	55,854,201	2,056,473	10,498,236	144,886	24.7	27	7.7	27	1.20	0%
Commuter Rail	\$16,419,740	\$2,566,862	\$3,862,708	17,769,311	515,698	700,276	14,173	77.9	24	3.2	22	N/A	9%

Performance Measures

Service Efficiency

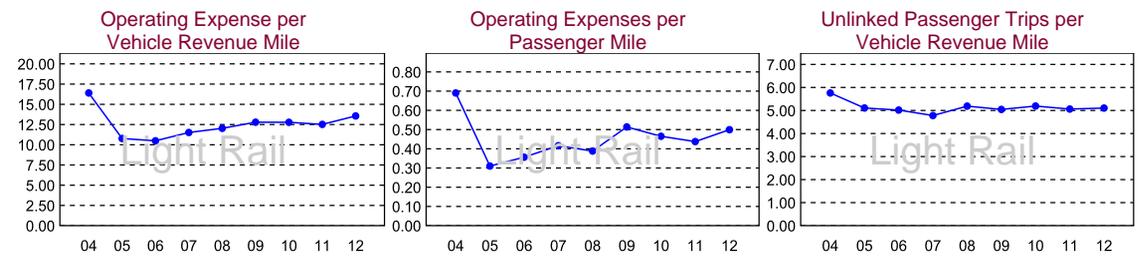
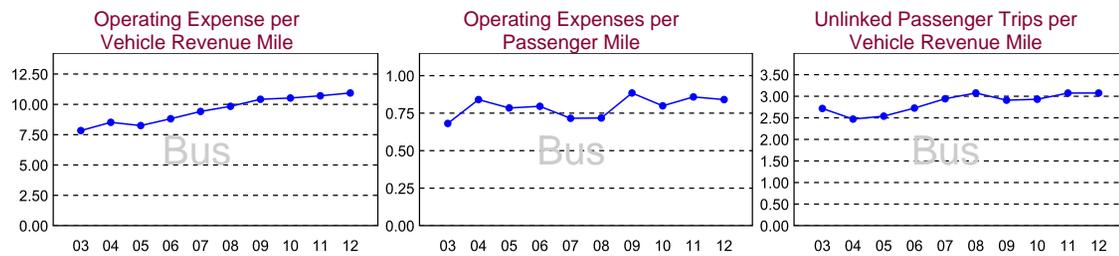
Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$10.94	\$126.82
Light Rail	\$13.56	\$192.47
Commuter Rail	\$31.84	\$1158.52

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip
Bus	\$0.84	\$3.56
Light Rail	\$0.50	\$2.66
Commuter Rail	\$0.92	\$23.45

Service Effectiveness

Mode	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	3.07	35.65
Light Rail	5.10	72.46
Commuter Rail	1.36	49.41



¹ Excludes data for purchased transportation reported separately

Chicago Transit Authority (CTA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Chicago, IL-IN	
Square Miles	2,443
Population	8,608,208
Population Ranking out of 465 UZAs	3
Other UZAs Served	

Service Area Statistics

Square Miles	314
Population	3,431,053

Service Consumption

Annual Passenger Miles	2,266,250,648
Annual Unlinked Trips	545,577,917
Average Weekday Unlinked Trips	1,725,614
Average Saturday Unlinked Trips	1,119,953
Average Sunday Unlinked Trips	801,840

Service Supplied

Annual Vehicle Revenue Miles	117,650,601
Annual Vehicle Revenue Hours	9,233,865
Vehicles Operated in Maximum Service	2,648
Vehicles Available for Maximum Service	3,050
Base Period Requirement	1,424

Financial Information

Fare Revenues Earned	\$551,162,509
Sources of Operating Funds Expended	
Fare Revenues (43%)	\$551,162,509
Local Funds (25%)	\$318,112,500
State Funds (28%)	\$358,931,903
Federal Assistance (1%)	\$13,465,362
Other Funds (3%)	\$44,782,246
Total Operating Funds Expended	\$1,286,454,520
Sources of Capital Funds Expended	
Local Funds (35%)	\$103,271,211
State Funds (3%)	\$8,975,729
Federal Assistance (62%)	\$183,274,234
Other Funds (0%)	\$352,626
Total Capital Funds Expended	\$295,873,800

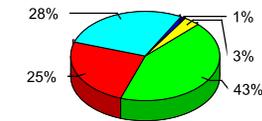
Summary Operating Expenses

Salary, Wages, Benefits	\$989,480,813
Materials and Supplies	\$148,344,680
Purchased Transportation	\$0
Other Operating Expenses	\$145,266,717
Total Operating Expenses	\$1,283,092,210
Reconciling Cash Expenditures	\$3,362,310

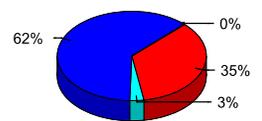
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹ Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	1,578	0	\$46,900,447	\$15,637,511	\$14,161,554	\$18,108,193	\$94,807,705
Heavy Rail	1,070	0	\$11,125,817	\$102,322,210	\$87,523,559	\$94,509	\$201,066,095
Total	2,648	0	\$58,026,264	\$117,959,721	\$101,685,113	\$18,202,702	\$295,873,800

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$768,077,305	\$288,620,266	\$94,807,705	725,064,380	52,427,711	314,423,578	5,658,426	3.7	1,792	6.3	1,578	1.74	14%
Heavy Rail	\$515,014,905	\$262,542,243	\$201,066,095	1,541,186,268	65,222,890	231,154,339	3,575,439	207.8	1,258	24.3	1,070	1.74	18%

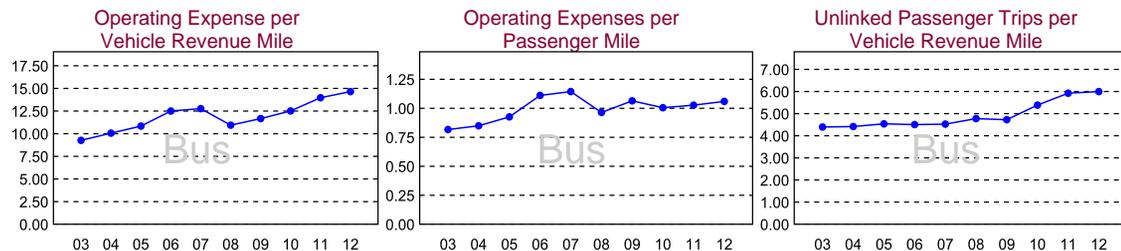
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$14.65	\$135.74
Heavy Rail	\$7.90	\$144.04

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$1.06	\$2.44	6.00	55.57
Heavy Rail	\$0.33	\$2.23	3.54	64.65



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Pace - Suburban Bus Division (PACE)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Chicago, IL-IN	
Square Miles	2,443
Population	8,608,208
Population Ranking out of 465 UZAs	3
Other UZAs Served	130

Service Area Statistics

Square Miles	3,519
Population	5,630,238

Service Consumption

Annual Passenger Miles	256,396,723
Annual Unlinked Trips	35,399,701
Average Weekday Unlinked Trips ²	121,763
Average Saturday Unlinked Trips ²	53,479
Average Sunday Unlinked Trips ²	24,389

Service Supplied

Annual Vehicle Revenue Miles	35,855,931
Annual Vehicle Revenue Hours	2,100,736
Vehicles Operated in Maximum Service	1,568
Vehicles Available for Maximum Service	1,798
Base Period Requirement	244

Financial Information

Fare Revenues Earned	\$35,669,611
Sources of Operating Funds Expended	
Fare Revenues (14%)	\$25,750,727
Local Funds (7%)	\$12,902,674
State Funds (76%)	\$144,681,122
Federal Assistance (1%)	\$1,955,831
Other Funds (3%)	\$5,031,236
Total Operating Funds Expended	\$190,321,590
Sources of Capital Funds Expended	
Local Funds (20%)	\$8,350,069
State Funds (0%)	\$166,802
Federal Assistance (78%)	\$32,503,492
Other Funds (2%)	\$914,680
Total Capital Funds Expended	\$41,935,043

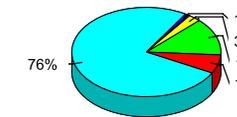
Summary Operating Expenses

Salary, Wages, Benefits	\$114,498,110
Materials and Supplies	\$28,216,490
Purchased Transportation	\$30,262,728
Other Operating Expenses	\$20,605,321
Total Operating Expenses	\$193,582,649
Reconciling Cash Expenditures	(\$3,261,062)

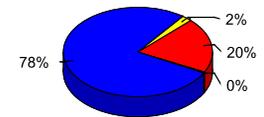
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	491	93	\$14,886,287	\$12,373,270	\$6,311,437	\$1,778,144	\$35,349,138
Demand Response	6	264	\$702,264	\$0	\$0	-\$73,122	\$629,142
Vanpool	675	0	\$5,956,763	\$0	\$0	\$0	\$5,956,763
Demand Response - Taxi	0	39	\$0	\$0	\$0	\$0	\$0
Total	1,172	396	\$21,545,314	\$12,373,270	\$6,311,437	\$1,705,022	\$41,935,043

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$160,555,855	\$29,919,258	\$35,349,138	205,573,095	20,200,197	32,191,038	1,429,762	N/A	699	7.7	584	2.25	20%
Demand Response	\$21,868,539	\$1,391,546	\$629,142	6,942,037	4,573,929	1,124,415	306,556	N/A	320	3.0	270	N/A	19%
Vanpool	\$8,263,453	\$3,926,622	\$5,956,763	43,211,497	10,411,711	1,961,719	322,582	N/A	740	4.3	675	N/A	10%
Demand Response - Taxi	\$2,894,802	\$432,185	\$0	670,094	670,094	122,529	41,836	N/A	39	N/A	39	N/A	0%

Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$7.95	\$112.30
Demand Response	\$4.78	\$71.34
Vanpool	\$0.79	\$25.62
Demand Response - Taxi	\$4.32	\$69.19

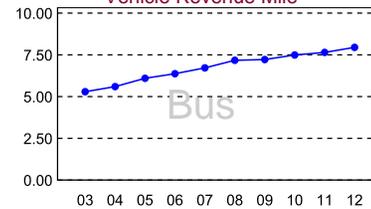
Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip
Bus	\$0.78	\$4.99
Demand Response	\$3.15	\$19.45
Vanpool	\$0.19	\$4.21
Demand Response - Taxi	\$4.32	\$23.63

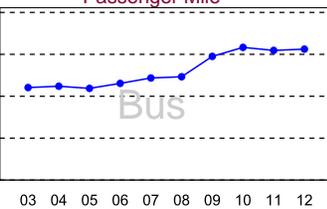
Service Effectiveness

Mode	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	1.59	22.51
Demand Response	0.25	3.67
Vanpool	0.19	6.08
Demand Response - Taxi	0.18	2.93

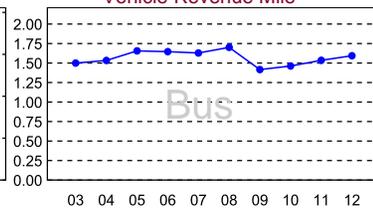
Operating Expense per Vehicle Revenue Mile



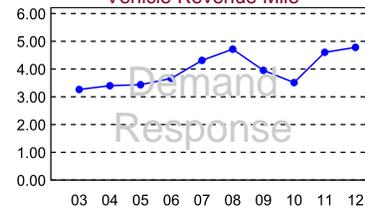
Operating Expenses per Passenger Mile



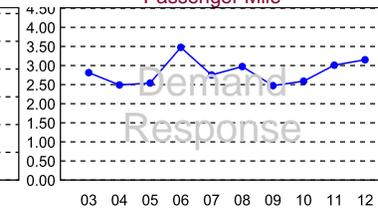
Unlinked Passenger Trips per Vehicle Revenue Mile



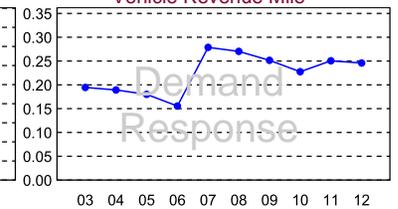
Operating Expense per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

Northeast Illinois Regional Commuter Railroad Corporation dba: Metra Rail (Metra)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Chicago, IL-IN	
Square Miles	2,443
Population	8,608,208
Population Ranking out of 465 UZAs	3
Other UZAs Served	130, 256

Service Area Statistics

Square Miles	3,721
Population	7,261,176

Service Consumption

Annual Passenger Miles	1,681,876,092
Annual Unlinked Trips	74,246,584
Average Weekday Unlinked Trips	269,626
Average Saturday Unlinked Trips	61,678
Average Sunday Unlinked Trips	38,724

Service Supplied

Annual Vehicle Revenue Miles	43,152,489
Annual Vehicle Revenue Hours	1,402,260
Vehicles Operated in Maximum Service	1,048
Vehicles Available for Maximum Service	1,156
Base Period Requirement	352

Financial Information

Fare Revenues Earned	\$298,394,322
Sources of Operating Funds Expended	
Fare Revenues (41%)	\$270,310,684
Local Funds (53%)	\$343,690,096
State Funds (1%)	\$3,571,430
Federal Assistance (1%)	\$4,357,620
Other Funds (5%)	\$31,860,046
Total Operating Funds Expended	\$653,789,876
Sources of Capital Funds Expended	
Local Funds (0%)	\$0
State Funds (46%)	\$125,615,512
Federal Assistance (50%)	\$136,137,981
Other Funds (4%)	\$10,415,495
Total Capital Funds Expended	\$272,168,988

Summary Operating Expenses

Salary, Wages, Benefits	\$405,738,086
Materials and Supplies	\$112,659,748
Purchased Transportation	\$0
Other Operating Expenses	\$109,193,610
Total Operating Expenses	\$627,591,444
Reconciling Cash Expenditures	\$26,198,432

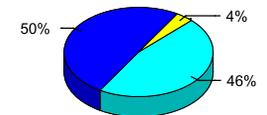
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Commuter Rail	1,048	0	\$149,708,921	\$100,969,116	\$21,490,948	\$0	\$272,168,985
Total	1,048	0	\$149,708,921	\$100,969,116	\$21,490,948	\$0	\$272,168,985

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Commuter Rail	\$627,591,444	\$298,394,322	\$272,168,985	1,681,876,092	43,152,489	74,246,584	1,402,260	980.4	1,156	29.7	1,048	2.66	10%

Performance Measures

Service Efficiency

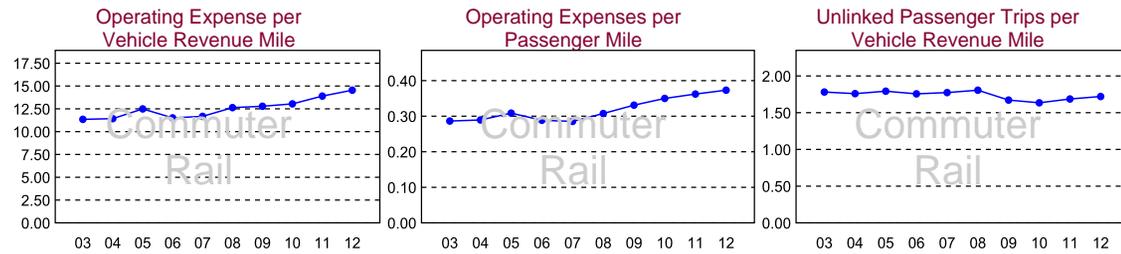
Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Commuter Rail	\$14.54	\$447.56

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip
Commuter Rail	\$0.37	\$8.45

Service Effectiveness

Mode	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Commuter Rail	1.72	52.95



¹ Excludes data for purchased transportation reported separately

City of Detroit Department of Transportation (DDOT)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Detroit, MI	
Square Miles	1,337
Population	3,734,090
Population Ranking out of 465 UZAs	11
Other UZAs Served	

Service Consumption

Annual Passenger Miles	147,142,115
Annual Unlinked Trips	33,021,811
Average Weekday Unlinked Trips ²	104,522
Average Saturday Unlinked Trips ²	61,794
Average Sunday Unlinked Trips ²	46,787

Service Area Statistics

Square Miles	144
Population	713,777

Service Supplied

Annual Vehicle Revenue Miles	13,249,685
Annual Vehicle Revenue Hours	1,566,357
Vehicles Operated in Maximum Service	575
Vehicles Available for Maximum Service	689
Base Period Requirement	201

Financial Information

Fare Revenues Earned	\$23,852,985
Sources of Operating Funds Expended	
Fare Revenues (14%)	\$23,852,985
Local Funds (42%)	\$70,760,542
State Funds (29%)	\$47,646,734
Federal Assistance (14%)	\$23,966,284
Other Funds (0%)	\$735,273
Total Operating Funds Expended	\$166,961,818
Sources of Capital Funds Expended	
Local Funds (0%)	\$0
State Funds (0%)	\$0
Federal Assistance (100%)	\$29,442,017
Other Funds (0%)	\$0
Total Capital Funds Expended	\$29,442,017

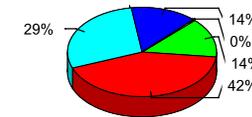
Summary Operating Expenses

Salary, Wages, Benefits	\$87,412,118
Materials and Supplies	\$31,134,984
Purchased Transportation	\$5,180,411
Other Operating Expenses	\$27,649,508
Total Operating Expenses	\$151,377,021
Reconciling Cash Expenditures	\$15,584,799

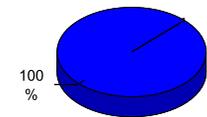
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	350	0	\$21,411,770	\$1,033,529	\$5,953,004	\$1,043,714	\$29,442,017
Demand Response - Taxi	0	223	\$0	\$0	\$0	\$0	\$0
Demand Response	0	2	\$0	\$0	\$0	\$0	\$0
Total	350	225	\$21,411,770	\$1,033,529	\$5,953,004	\$1,043,714	\$29,442,017

Sources of Operating Funds Expended



Sources of Capital Funds Expended

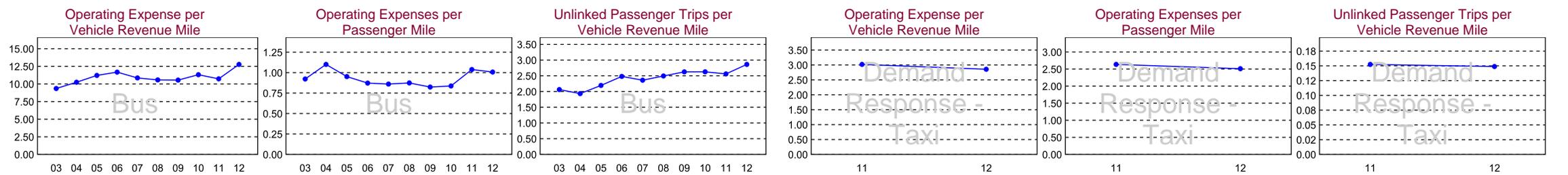


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$146,176,651	\$23,253,660	\$29,442,017	145,086,518	11,441,895	32,750,907	878,860	N/A	462	7.4	350	1.74	32%
Demand Response - Taxi	\$5,073,842	\$584,507	\$0	2,020,995	1,776,491	264,473	683,577	N/A	223	N/A	223	N/A	0%
Demand Response	\$126,528	\$14,818	\$0	34,602	31,299	6,431	3,920	N/A	4	N/A	2	N/A	100%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$12.78	\$166.33	\$1.01	\$4.46	2.86	37.27
Demand Response - Taxi	\$2.86	\$7.42	\$2.51	\$19.18	0.15	0.39
Demand Response	\$4.04	\$32.28	\$3.66	\$19.67	0.21	1.64



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

Metropolitan Transit Authority of Harris County, Texas (Metro)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Houston, TX	
Square Miles	1,660
Population	4,944,332
Population Ranking out of 465 UZAs	7
Other UZAs Served	154, 373

Service Area Statistics

Square Miles	1,285
Population	3,527,625

Service Consumption

Annual Passenger Miles	534,552,036
Annual Unlinked Trips	80,891,292
Average Weekday Unlinked Trips ²	274,736
Average Saturday Unlinked Trips ²	117,862
Average Sunday Unlinked Trips ²	78,259

Service Supplied

Annual Vehicle Revenue Miles	67,855,954
Annual Vehicle Revenue Hours	4,120,555
Vehicles Operated in Maximum Service	2,189
Vehicles Available for Maximum Service	2,484
Base Period Requirement	423

Financial Information

Fare Revenues Earned	\$73,691,186
Sources of Operating Funds Expended	
Fare Revenues (18%)	\$73,691,186
Local Funds (69%)	\$286,116,131
State Funds (0%)	\$0
Federal Assistance (12%)	\$49,733,206
Other Funds (2%)	\$7,344,771
Total Operating Funds Expended	\$416,885,294
Sources of Capital Funds Expended	
Local Funds (26%)	\$128,563,072
State Funds (0%)	\$0
Federal Assistance (74%)	\$361,552,660
Other Funds (0%)	\$0
Total Capital Funds Expended	\$490,115,732

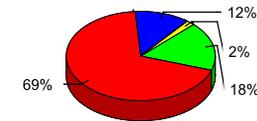
Summary Operating Expenses

Salary, Wages, Benefits	\$236,593,538
Materials and Supplies	\$61,673,991
Purchased Transportation	\$86,369,970
Other Operating Expenses	\$20,463,463
Total Operating Expenses	\$405,100,962
Reconciling Cash Expenditures	\$11,784,332

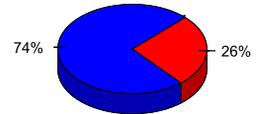
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	639	130	\$21,039,446	\$13,090,826	\$4,768,758	\$985,096	\$39,884,126
Commuter Bus	216	62	\$518,934	\$18,315,359	\$8,572,094	\$141,550	\$27,547,937
Demand Response	0	275	\$0	\$0	\$0	\$0	\$0
Light Rail	18	0	\$16,294,964	\$395,945,699	\$10,418,839	\$24,167	\$422,683,669
Vanpool	0	720	\$0	\$0	\$0	\$0	\$0
Demand Response - Taxi	0	129	\$0	\$0	\$0	\$0	\$0
Total	873	1,316	\$37,853,344	\$427,351,884	\$23,759,691	\$1,150,813	\$490,115,732

Sources of Operating Funds Expended



Sources of Capital Funds Expended

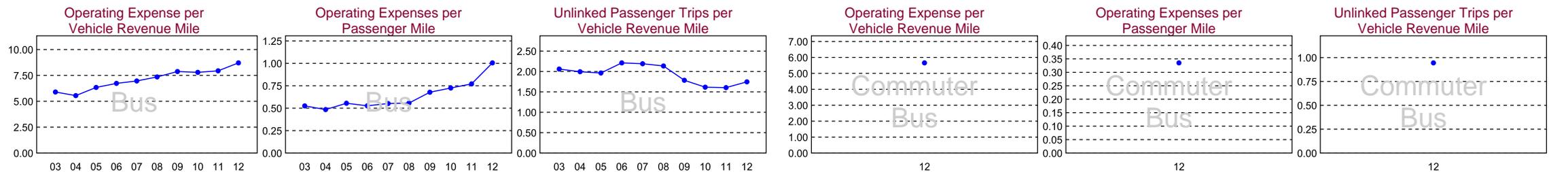


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$289,899,026	\$32,602,139	\$39,884,126	288,386,206	33,276,326	58,100,048	2,529,053	215.1	904	8.2	769	1.86	18%
Commuter Bus	\$44,122,688	\$27,700,149	\$27,547,937	131,656,926	7,797,647	7,367,262	299,178	276.1	344	8.2	278	22.67	24%
Demand Response	\$37,663,281	\$1,265,876	\$0	17,543,859	14,809,663	1,486,893	878,875	N/A	323	2.2	275	N/A	17%
Light Rail	\$17,365,999	\$3,978,767	\$422,683,669	26,154,196	905,795	11,276,769	76,596	14.8	18	8.0	18	1.33	0%
Vanpool	\$13,119,035	\$7,885,372	\$0	69,505,308	10,027,682	2,478,582	300,921	N/A	766	3.3	720	N/A	6%
Demand Response - Taxi	\$2,930,933	\$258,883	\$0	1,305,541	1,038,841	181,738	35,932	N/A	129	N/A	129	N/A	0%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$8.71	\$114.63	\$1.01	\$4.99	1.75	22.97
Commuter Bus	\$5.66	\$147.48	\$0.34	\$5.99	0.94	24.63
Demand Response	\$2.54	\$42.85	\$2.15	\$25.33	0.10	1.69
Light Rail	\$19.17	\$226.72	\$0.66	\$1.54	12.45	147.22
Vanpool	\$1.31	\$43.60	\$0.19	\$5.29	0.25	8.24
Demand Response - Taxi	\$2.82	\$81.57	\$2.24	\$16.13	0.17	5.06



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

VIA Metropolitan Transit (VIA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

San Antonio, TX	
Square Miles	597
Population	1,758,210
Population Ranking out of 465 UZAs	26
Other UZAs Served	37

Service Area Statistics

Square Miles	1,213
Population	1,714,773

Service Consumption

Annual Passenger Miles	237,547,302
Annual Unlinked Trips	50,804,540
Average Weekday Unlinked Trips	164,458
Average Saturday Unlinked Trips	94,237
Average Sunday Unlinked Trips	69,518

Service Supplied

Annual Vehicle Revenue Miles	32,783,763
Annual Vehicle Revenue Hours	2,094,402
Vehicles Operated in Maximum Service	723
Vehicles Available for Maximum Service	846
Base Period Requirement	260

Financial Information

Fare Revenues Earned	\$25,700,840
Sources of Operating Funds Expended	
Fare Revenues	(15%) \$25,700,840
Local Funds	(71%) \$120,158,810
State Funds	(0%) \$0
Federal Assistance	(12%) \$20,360,615
Other Funds	(1%) \$2,269,337
Total Operating Funds Expended	\$168,489,602
Sources of Capital Funds Expended	
Local Funds	(28%) \$10,829,377
State Funds	(0%) \$0
Federal Assistance	(72%) \$27,990,605
Other Funds	(0%) \$0
Total Capital Funds Expended	\$38,819,982

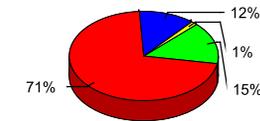
Summary Operating Expenses

Salary, Wages, Benefits	\$112,971,187
Materials and Supplies	\$31,002,426
Purchased Transportation	\$11,856,838
Other Operating Expenses	\$11,508,361
Total Operating Expenses	\$167,338,812
Reconciling Cash Expenditures	\$1,150,790

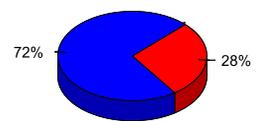
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	352	0	\$4,170,657	\$5,252,704	\$2,824,707	\$1,849,830	\$14,097,898
Demand Response	90	102	\$0	\$51,205	\$0	\$0	\$51,205
Vanpool	0	179	\$0	\$0	\$0	\$0	\$0
Bus Rapid Transit	0	0	\$12,800,000	\$122,363	\$5,240,299	\$4,168,962	\$22,331,624
Street Car Rail	0	0	\$0	\$48,294	\$1,317,738	\$973,223	\$2,339,255
Total	442	281	\$16,970,657	\$5,474,566	\$9,382,744	\$6,992,015	\$38,819,982

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$132,598,100	\$22,571,527	\$14,097,898	206,930,958	20,275,073	49,322,843	1,526,542	N/A	441	8.7	352	1.33	25%
Demand Response	\$32,867,166	\$1,681,635	\$51,205	11,764,338	9,292,248	1,050,860	502,097	N/A	226	6.1	192	N/A	18%
Vanpool	\$1,873,546	\$1,447,678	\$0	18,852,006	3,216,442	430,837	65,763	N/A	179	0.9	179	N/A	0%
Bus Rapid Transit	\$0	\$0	\$22,331,624	0	0	0	0	N/A	0	N/A	0	N/A	0%
Street Car Rail	\$0	\$0	\$2,339,255	0	0	0	0	N/A	0	N/A	0	N/A	0%

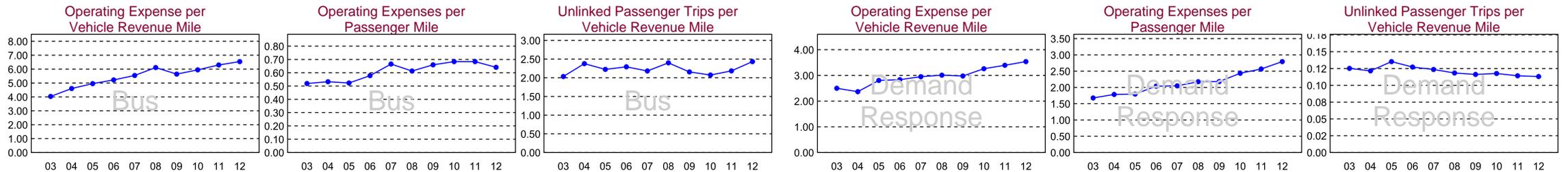
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$6.54	\$86.86
Demand Response	\$3.54	\$65.46
Vanpool	\$0.58	\$28.49
Bus Rapid Transit	N/A	N/A
Street Car Rail	N/A	N/A

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.64	\$2.69	2.43	32.31
Demand Response	\$2.79	\$31.28	0.11	2.09
Vanpool	\$0.10	\$4.35	0.13	6.55
Bus Rapid Transit	N/A	N/A	N/A	N/A
Street Car Rail	N/A	N/A	N/A	N/A



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Capital Metropolitan Transportation Authority (CMTA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Austin, TX	
Square Miles	523
Population	1,362,416
Population Ranking out of 465 UZAs	37
Other UZAs Served	

Service Area Statistics

Square Miles	522
Population	1,023,135

Service Consumption

Annual Passenger Miles	159,969,607
Annual Unlinked Trips	35,512,338
Average Weekday Unlinked Trips ²	145,589
Average Saturday Unlinked Trips ²	84,770
Average Sunday Unlinked Trips ²	47,715

Service Supplied

Annual Vehicle Revenue Miles	19,671,128
Annual Vehicle Revenue Hours	1,433,793
Vehicles Operated in Maximum Service	980
Vehicles Available for Maximum Service	1,193
Base Period Requirement	431

Financial Information

Fare Revenues Earned	\$20,345,805
Sources of Operating Funds Expended	
Fare Revenues (12%)	\$20,345,805
Local Funds (76%)	\$134,020,655
State Funds (0%)	\$1,016
Federal Assistance (9%)	\$15,716,042
Other Funds (4%)	\$6,494,506
Total Operating Funds Expended	\$176,578,024
Sources of Capital Funds Expended	
Local Funds (47%)	\$13,923,417
State Funds (0%)	\$0
Federal Assistance (53%)	\$15,734,066
Other Funds (0%)	\$0
Total Capital Funds Expended	\$29,657,483

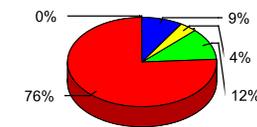
Summary Operating Expenses

Salary, Wages, Benefits	\$84,445,675
Materials and Supplies	\$22,753,849
Purchased Transportation	\$35,326,963
Other Operating Expenses	\$21,934,926
Total Operating Expenses	\$164,461,413
Reconciling Cash Expenditures	\$12,116,610

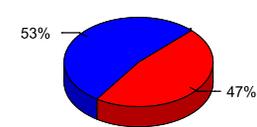
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	173	308	\$23,203,780	\$1,242,650	\$62,405	\$2,205,091	\$26,713,926
Demand Response	91	123	\$0	\$199,705	\$207,624	\$0	\$407,329
Hybrid Rail	0	4	\$754	\$1,102,062	\$0	\$0	\$1,102,816
Commuter Bus	33	33	\$0	\$0	\$0	\$0	\$0
Vanpool	100	0	\$0	\$0	\$0	\$0	\$0
Demand Response - Taxi	0	115	\$0	\$0	\$0	\$0	\$0
Bus Rapid Transit	0	0	\$0	\$1,433,412	\$0	\$0	\$1,433,412
Total	397	583	\$23,204,534	\$3,977,829	\$270,029	\$2,205,091	\$29,657,483

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$110,289,057	\$15,785,352	\$26,713,926	131,676,207	12,870,145	33,548,378	1,032,535	N/A	613	8.2	481	1.11	27%
Demand Response	\$29,972,651	\$726,160	\$407,329	4,570,764	4,493,580	578,315	308,307	N/A	262	3.7	214	N/A	22%
Hybrid Rail	\$11,358,085	\$2,265,523	\$1,102,816	8,534,175	237,125	527,370	10,174	64.2	6	5.0	4	2.00	50%
Commuter Bus	\$9,763,524	\$1,036,453	\$0	9,295,310	706,716	599,652	36,953	N/A	70	10.2	66	5.50	6%
Vanpool	\$2,220,742	\$478,910	\$0	5,631,716	1,135,160	225,192	37,044	N/A	127	5.1	100	N/A	27%
Demand Response - Taxi	\$857,354	\$53,407	\$0	261,435	228,402	33,431	8,780	N/A	115	N/A	115	N/A	0%
Bus Rapid Transit	\$0	\$0	\$1,433,412	0	0	0	0	N/A	0	N/A	0	N/A	0%

Performance Measures

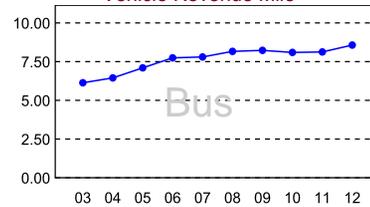
Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$8.57	\$106.81
Demand Response	\$6.67	\$97.22
Hybrid Rail	\$47.90	\$1116.38
Commuter Bus	\$13.82	\$264.21
Vanpool	\$1.96	\$59.95
Demand Response - Taxi	\$3.75	\$97.65
Bus Rapid Transit	N/A	N/A

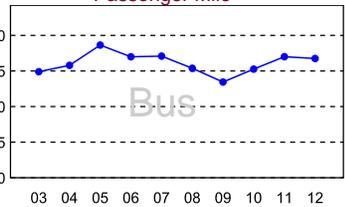
Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.84	\$3.29	2.61	32.49
Demand Response	\$6.56	\$51.83	0.13	1.88
Hybrid Rail	\$1.33	\$21.54	2.22	51.84
Commuter Bus	\$1.05	\$16.28	0.85	16.23
Vanpool	\$0.39	\$9.86	0.20	6.08
Demand Response - Taxi	\$3.28	\$25.65	0.15	3.81
Bus Rapid Transit	N/A	N/A	N/A	N/A

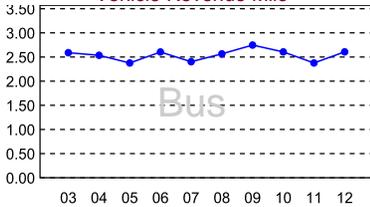
Operating Expense per Vehicle Revenue Mile



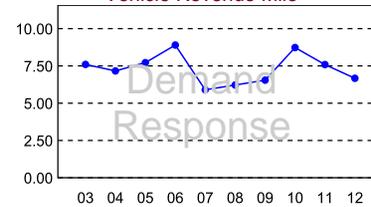
Operating Expenses per Passenger Mile



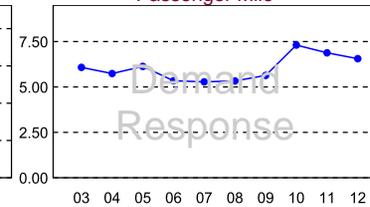
Unlinked Passenger Trips per Vehicle Revenue Mile



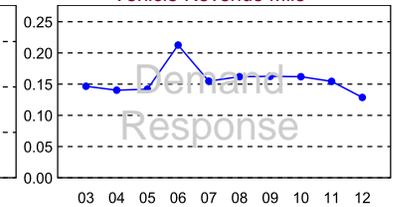
Operating Expense per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Dallas-Fort Worth-Arlington, TX	
Square Miles	1,779
Population	5,121,892
Population Ranking out of 465 UZAs	6
Other UZAs Served	104, 198, 438

Service Area Statistics

Square Miles	696
Population	2,423,480

Service Consumption

Annual Passenger Miles	472,434,518
Annual Unlinked Trips	70,458,962
Average Weekday Unlinked Trips	237,516
Average Saturday Unlinked Trips	115,114
Average Sunday Unlinked Trips	67,910

Service Supplied

Annual Vehicle Revenue Miles	48,547,767
Annual Vehicle Revenue Hours	3,068,116
Vehicles Operated in Maximum Service	1,030
Vehicles Available for Maximum Service	1,251
Base Period Requirement	299

Financial Information

Fare Revenues Earned	\$61,614,860
Sources of Operating Funds Expended	
Fare Revenues	(10%) \$61,614,860
Local Funds	(71%) \$435,532,078
State Funds	(0%) \$0
Federal Assistance	(10%) \$62,742,895
Other Funds	(9%) \$57,137,968
Total Operating Funds Expended	\$617,027,801
Sources of Capital Funds Expended	
Local Funds	(47%) \$149,475,652
State Funds	(6%) \$19,951,529
Federal Assistance	(46%) \$145,738,292
Other Funds	(0%) \$0
Total Capital Funds Expended	\$315,165,473

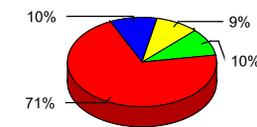
Summary Operating Expenses

Salary, Wages, Benefits	\$288,194,388
Materials and Supplies	\$49,778,911
Purchased Transportation	\$48,219,871
Other Operating Expenses	\$63,837,143
Total Operating Expenses	\$450,030,313
Reconciling Cash Expenditures	\$166,997,487

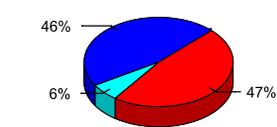
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	509	0	\$15,483,744	\$28,150,586	\$48,237,798	\$438,619	\$92,310,747
Light Rail	100	0	\$3,159,627	\$203,403,445	\$2,415,364	\$2,853,254	\$211,831,690
Demand Response	0	200	\$0	\$0	\$0	\$0	\$0
Commuter Rail	0	23	\$2,702,834	\$8,219,727	\$5,569	\$94,906	\$11,023,036
Vanpool	198	0	\$0	\$0	\$0	\$0	\$0
Total	807	223	\$21,346,205	\$239,773,758	\$50,658,731	\$3,386,779	\$315,165,473

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$242,592,248	\$32,525,099	\$92,310,747	161,289,332	27,144,101	38,378,872	2,010,240	163.0	629	12.2	509	2.06	24%
Light Rail	\$135,927,371	\$17,605,260	\$211,831,690	214,583,584	7,560,914	27,653,893	381,882	155.1	163	10.0	100	1.81	63%
Demand Response	\$43,050,334	\$2,464,680	\$0	12,798,886	8,813,149	1,141,015	529,754	N/A	209	5.0	200	N/A	4%
Commuter Rail	\$25,873,787	\$8,206,398	\$11,023,036	43,186,379	1,109,867	2,252,140	48,247	72.3	35	18.7	23	2.00	52%
Vanpool	\$2,586,573	\$813,423	\$0	40,576,337	3,919,736	1,033,042	97,993	N/A	215	1.7	198	N/A	9%

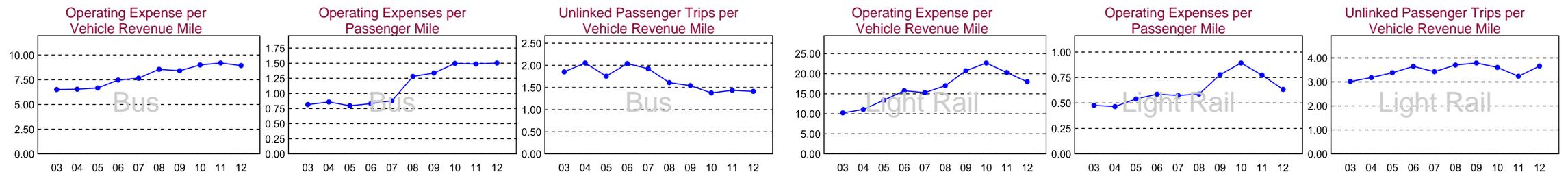
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$8.94	\$120.68
Light Rail	\$17.98	\$355.94
Demand Response	\$4.88	\$81.26
Commuter Rail	\$23.31	\$536.28
Vanpool	\$0.66	\$26.40

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$1.50	\$6.32	1.41	19.09
Light Rail	\$0.63	\$4.92	3.66	72.41
Demand Response	\$3.36	\$37.73	0.13	2.15
Commuter Rail	\$0.60	\$11.49	2.03	46.68
Vanpool	\$0.06	\$2.50	0.26	10.54



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

General Information

Urbanized Area (UZA) Statistics - 2000 Census

St. Louis, MO-IL	
Square Miles	924
Population	2,150,706
Population Ranking out of 465 UZAs	20
Other UZAs Served	

Service Area Statistics

Square Miles	558
Population	1,540,000

Service Consumption

Annual Passenger Miles	307,323,508
Annual Unlinked Trips	46,704,766
Average Weekday Unlinked Trips	148,190
Average Saturday Unlinked Trips	94,981
Average Sunday Unlinked Trips	63,952

Service Supplied

Annual Vehicle Revenue Miles	30,086,701
Annual Vehicle Revenue Hours	1,931,711
Vehicles Operated in Maximum Service	468
Vehicles Available for Maximum Service	584
Base Period Requirement	289

Financial Information

Fare Revenues Earned	\$48,892,352
Sources of Operating Funds Expended	
Fare Revenues	(20%) \$48,892,352
Local Funds	(69%) \$168,101,440
State Funds	(0%) \$196,670
Federal Assistance	(9%) \$22,189,960
Other Funds	(2%) \$5,751,173
Total Operating Funds Expended	\$245,131,595
Sources of Capital Funds Expended	
Local Funds	(17%) \$10,200,145
State Funds	(2%) \$1,228,769
Federal Assistance	(81%) \$49,436,735
Other Funds	(0%) \$0
Total Capital Funds Expended	\$60,865,649

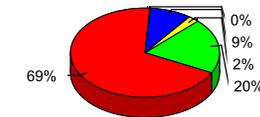
Summary Operating Expenses

Salary, Wages, Benefits	\$145,115,464
Materials and Supplies	\$35,813,904
Purchased Transportation	\$0
Other Operating Expenses	\$41,153,307
Total Operating Expenses	\$222,082,675
Reconciling Cash Expenditures	\$23,048,922

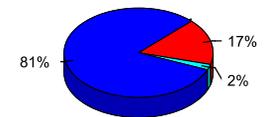
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹ Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	313	0	\$27,691,508	\$6,621,385	\$2,698,037	\$1,141,327	\$38,152,257
Light Rail	58	0	\$0	\$19,991,252	\$2,438,486	\$283,654	\$22,713,392
Demand Response	97	0	\$0	\$0	\$0	\$0	\$0
Total	468	0	\$27,691,508	\$26,612,637	\$5,136,523	\$1,424,981	\$60,865,649

Sources of Operating Funds Expended



Sources of Capital Funds Expended

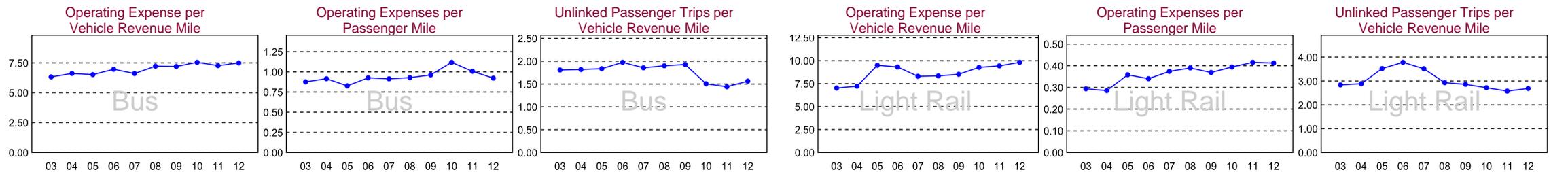


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$139,581,933	\$30,269,137	\$38,152,257	151,278,126	18,635,163	29,120,470	1,359,695	N/A	381	7.9	313	1.34	22%
Light Rail	\$62,122,401	\$17,633,173	\$22,713,392	150,596,374	6,324,470	17,000,005	265,882	91.1	87	13.3	58	1.04	50%
Demand Response	\$20,378,341	\$990,042	\$0	5,449,008	5,127,068	584,291	306,134	N/A	116	3.7	97	N/A	20%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$7.49	\$102.66	\$0.92	\$4.79	1.56	21.42
Light Rail	\$9.82	\$233.65	\$0.41	\$3.65	2.69	63.94
Demand Response	\$3.97	\$66.57	\$3.74	\$34.88	0.11	1.91



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Utah Transit Authority (UTA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Salt Lake City-West Valley City, UT	
Square Miles	278
Population	1,021,243
Population Ranking out of 465 UZAs	42
Other UZAs Served	77, 82

Service Area Statistics

Square Miles	751
Population	2,165,290

Service Consumption

Annual Passenger Miles	272,249,596
Annual Unlinked Trips	42,365,346
Average Weekday Unlinked Trips	148,280
Average Saturday Unlinked Trips	70,440
Average Sunday Unlinked Trips	23,055

Service Supplied

Annual Vehicle Revenue Miles	33,656,250
Annual Vehicle Revenue Hours	1,775,910
Vehicles Operated in Maximum Service	1,205
Vehicles Available for Maximum Service	1,371
Base Period Requirement	315

Financial Information

Fare Revenues Earned		\$47,301,613
Sources of Operating Funds Expended		
Fare Revenues	(22%)	\$47,301,937
Local Funds	(0%)	\$0
State Funds	(53%)	\$116,235,386
Federal Assistance	(23%)	\$49,451,436
Other Funds	(3%)	\$5,824,434
Total Operating Funds Expended		\$218,813,193
Sources of Capital Funds Expended		
Local Funds	(0%)	\$0
State Funds	(26%)	\$80,458,157
Federal Assistance	(30%)	\$90,939,975
Other Funds	(44%)	\$136,420,808
Total Capital Funds Expended		\$307,818,940

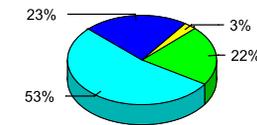
Summary Operating Expenses

Salary, Wages, Benefits	\$134,684,392
Materials and Supplies	\$34,551,010
Purchased Transportation	\$4,111,700
Other Operating Expenses	\$28,692,161
Total Operating Expenses	\$202,039,263
Reconciling Cash Expenditures	\$16,773,930

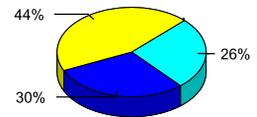
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	497	6	\$18,269,792	\$4,095,035	\$1,826,891	\$293,063	\$24,484,781
Light Rail	82	0	\$16,540,195	\$136,176,018	\$8,805,825	\$703,298	\$162,225,336
Commuter Rail	36	0	\$310,938	\$94,556,171	\$21,620,695	\$370,801	\$116,858,605
Demand Response	86	54	\$2,869,333	\$319,178	\$94,006	\$26,061	\$3,308,578
Commuter Bus	38	0	\$0	\$0	\$0	\$0	\$0
Vanpool	406	0	\$941,640	\$0	\$0	\$0	\$941,640
Total	1,145	60	\$38,931,898	\$235,146,402	\$32,347,417	\$1,393,223	\$307,818,940

Sources of Operating Funds Expended



Sources of Capital Funds Expended

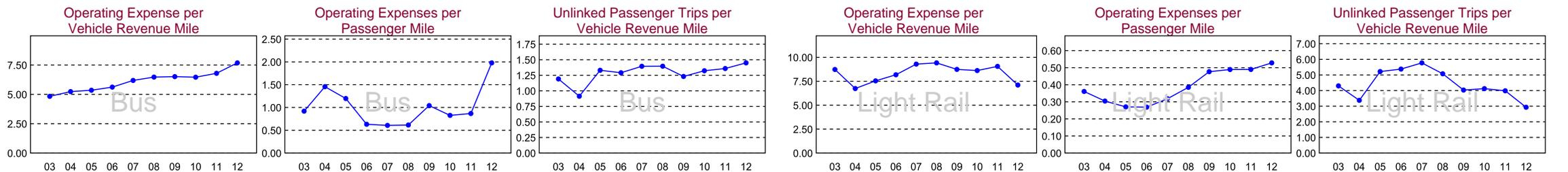


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$106,822,500	\$19,357,333	\$24,484,781	53,988,542	13,901,913	20,151,380	833,045	48.1	521	5.4	503	1.37	4%
Light Rail	\$42,177,868	\$16,794,310	\$162,225,336	79,831,264	5,936,152	17,401,892	466,244	70.7	117	5.0	82	1.13	43%
Commuter Rail	\$20,041,804	\$2,698,343	\$116,858,605	50,850,500	1,969,308	1,905,109	60,336	174.5	56	3.7	36	1.71	56%
Demand Response	\$17,180,163	\$1,385,259	\$3,308,578	4,374,246	2,331,838	412,924	161,384	N/A	192	3.8	140	N/A	37%
Commuter Bus	\$11,985,572	\$2,158,594	\$0	26,345,196	1,963,061	1,047,153	64,211	N/A	57	7.5	38	N/A	50%
Vanpool	\$3,831,356	\$4,907,774	\$941,640	56,859,848	7,553,978	1,446,888	190,690	N/A	428	4.5	406	N/A	5%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$7.68	\$128.23	\$1.98	\$5.30	1.45	24.19
Light Rail	\$7.11	\$90.46	\$0.53	\$2.42	2.93	37.32
Commuter Rail	\$10.18	\$332.17	\$0.39	\$10.52	0.97	31.57
Demand Response	\$7.37	\$106.46	\$3.93	\$41.61	0.18	2.56
Commuter Bus	\$6.11	\$186.66	\$0.45	\$11.45	0.53	16.31
Vanpool	\$0.51	\$20.09	\$0.07	\$2.65	0.19	7.59



¹ Excludes data for purchased transportation reported separately

Denver Regional Transportation District (RTD)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Denver-Aurora, CO	
Square Miles	668
Population	2,374,203
Population Ranking out of 465 UZAs	18
Other UZAs Served	274, 320, 361

Service Area Statistics

Square Miles	2,326
Population	2,619,000

Service Consumption

Annual Passenger Miles	589,148,984
Annual Unlinked Trips	98,518,888
Average Weekday Unlinked Trips	325,050
Average Saturday Unlinked Trips	165,703
Average Sunday Unlinked Trips	114,294

Service Supplied

Annual Vehicle Revenue Miles	52,253,249
Annual Vehicle Revenue Hours	3,773,034
Vehicles Operated in Maximum Service	1,288
Vehicles Available for Maximum Service	1,570
Base Period Requirement	545

Financial Information

Fare Revenues Earned	\$114,076,378
Sources of Operating Funds Expended	
Fare Revenues	(21%) \$114,076,378
Local Funds	(63%) \$344,880,619
State Funds	(0%) \$954,604
Federal Assistance	(12%) \$67,972,584
Other Funds	(3%) \$17,171,907
Total Operating Funds Expended	\$545,056,092
Sources of Capital Funds Expended	
Local Funds	(72%) \$508,128,000
State Funds	(0%) \$2,789,991
Federal Assistance	(27%) \$191,200,641
Other Funds	(0%) \$0
Total Capital Funds Expended	\$702,118,632

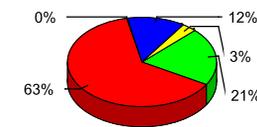
Summary Operating Expenses

Salary, Wages, Benefits	\$182,687,803
Materials and Supplies	\$43,113,222
Purchased Transportation	\$126,926,227
Other Operating Expenses	\$63,834,882
Total Operating Expenses	\$416,562,134
Reconciling Cash Expenditures	\$128,493,957

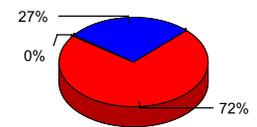
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	454	368	\$302,492	\$29,285,565	\$34,628,569	\$1,413,642	\$65,630,268
Light Rail	102	0	\$355,176	\$117,133,711	\$36,308,298	\$109,422	\$153,906,607
Demand Response	8	356	\$423,667	\$0	\$0	\$0	\$423,667
Commuter Rail	0	0	\$14,746,930	\$368,004,978	\$99,406,182	\$0	\$482,158,090
Total	564	724	\$15,828,265	\$514,424,254	\$170,343,049	\$1,523,064	\$702,118,632

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$301,669,047	\$82,690,545	\$65,630,268	402,936,225	33,520,977	76,716,999	2,658,224	52.5	1,024	9.7	822	1.74	25%
Light Rail	\$68,454,319	\$28,679,679	\$153,906,607	175,736,810	8,446,630	20,639,068	449,030	70.0	171	6.7	102	1.15	68%
Demand Response	\$46,438,768	\$2,706,154	\$423,667	10,475,949	10,285,642	1,162,821	665,780	N/A	375	4.4	364	N/A	3%
Commuter Rail	\$0	\$0	\$482,158,090	0	0	0	0	N/A	0	N/A	0	N/A	0%

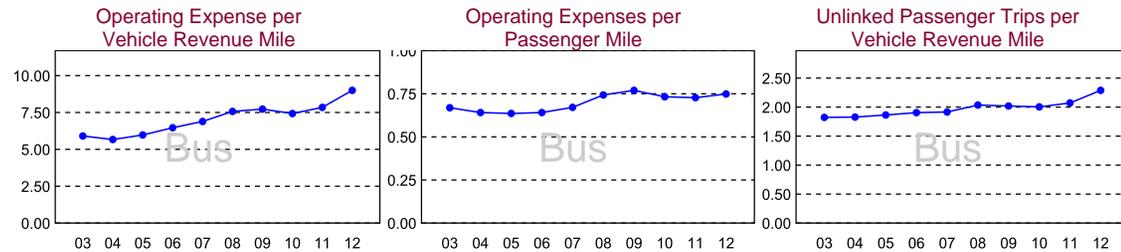
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$9.00	\$113.49
Light Rail	\$8.10	\$152.45
Demand Response	\$4.51	\$69.75
Commuter Rail	N/A	N/A

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.75	\$3.93	2.29	28.86
Light Rail	\$0.39	\$3.32	2.44	45.96
Demand Response	\$4.43	\$39.94	0.11	1.75
Commuter Rail	N/A	N/A	N/A	N/A



¹ Excludes data for purchased transportation reported separately

City and County of Honolulu Department of Transportation Services (DTS)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Urban Honolulu, HI	
Square Miles	170
Population	802,459
Population Ranking out of 465 UZAs	54
Other UZAs Served	277

Service Area Statistics

Square Miles	277
Population	953,207

Service Consumption

Annual Passenger Miles	428,342,976
Annual Unlinked Trips	77,276,485
Average Weekday Unlinked Trips ²	232,357
Average Saturday Unlinked Trips ²	177,269
Average Sunday Unlinked Trips ²	153,098

Service Supplied

Annual Vehicle Revenue Miles	24,051,828
Annual Vehicle Revenue Hours	1,774,859
Vehicles Operated in Maximum Service	677
Vehicles Available for Maximum Service	789
Base Period Requirement	270

Financial Information

Fare Revenues Earned

Fare Revenues	(26%)	\$56,649,622
Local Funds	(64%)	\$136,719,925
State Funds	(0%)	\$0
Federal Assistance	(10%)	\$21,291,351
Other Funds	(0%)	\$384,682
Total Operating Funds Expended		\$215,045,580

Sources of Capital Funds Expended

Local Funds	(80%)	\$212,685,216
State Funds	(0%)	\$0
Federal Assistance	(20%)	\$51,820,531
Other Funds	(0%)	\$0
Total Capital Funds Expended		\$264,505,747

Summary Operating Expenses

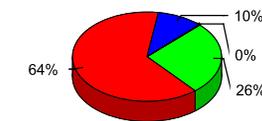
Salary, Wages, Benefits	\$1,785,800
Materials and Supplies	\$48,914
Purchased Transportation	\$210,437,917
Other Operating Expenses	\$2,744,753
Total Operating Expenses	\$215,017,384

Reconciling Cash Expenditures \$28,196

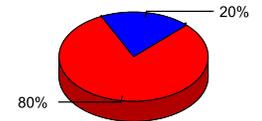
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	0	434	\$8,396,238	\$713,934	\$6,909,188	\$722,793	\$16,742,153
Demand Response	0	129	\$2,384,145	\$2,607	\$107,570	\$10,000	\$2,504,322
Demand Response - Taxi	0	114	\$0	\$0	\$0	\$0	\$0
Heavy Rail	0	0	\$0	\$18,555,066	\$226,626,507	\$77,700	\$245,259,273
Total	0	677	\$10,780,383	\$19,271,607	\$233,643,265	\$810,493	\$264,505,748

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$178,871,978	\$54,774,006	\$16,742,153	418,024,998	18,225,457	76,296,597	1,375,412	35.9	518	10.9	434	1.58	19%
Demand Response	\$33,177,475	\$1,637,394	\$2,504,322	9,487,544	5,150,671	845,903	359,013	N/A	157	5.2	129	N/A	22%
Demand Response - Taxi	\$2,967,931	\$238,222	\$0	830,434	675,700	133,985	40,434	N/A	114	N/A	114	N/A	0%
Heavy Rail	\$0	\$0	\$245,259,273	0	0	0	0	N/A	0	N/A	0	N/A	0%

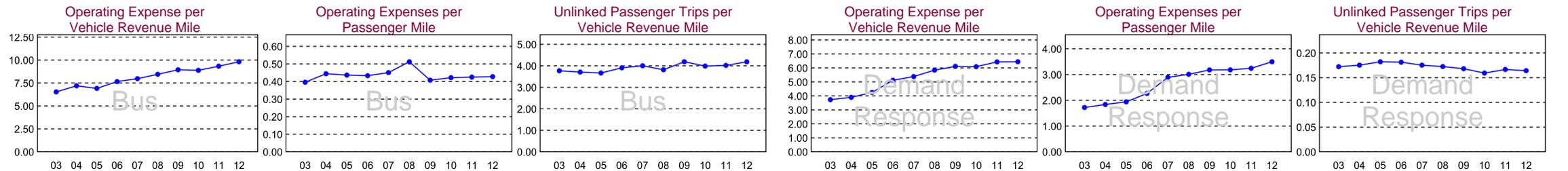
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$9.81	\$130.05
Demand Response	\$6.44	\$92.41
Demand Response - Taxi	\$4.39	\$73.40
Heavy Rail	N/A	N/A

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.43	\$2.34	4.19	55.47
Demand Response	\$3.50	\$39.22	0.16	2.36
Demand Response - Taxi	\$3.57	\$22.15	0.20	3.31
Heavy Rail	N/A	N/A	N/A	N/A



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

San Francisco Bay Area Rapid Transit District (BART)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

San Francisco-Oakland, CA	
Square Miles	524
Population	3,281,212
Population Ranking out of 465 UZAs	13
Other UZAs Served	66, 137

Service Area Statistics

Square Miles	93
Population	833,762

Service Consumption

Annual Passenger Miles	1,545,717,976
Annual Unlinked Trips	118,674,764
Average Weekday Unlinked Trips	391,777
Average Saturday Unlinked Trips	199,189
Average Sunday Unlinked Trips	139,575

Service Supplied

Annual Vehicle Revenue Miles	63,439,052
Annual Vehicle Revenue Hours	1,813,621
Vehicles Operated in Maximum Service	534
Vehicles Available for Maximum Service	666
Base Period Requirement	251

Financial Information

Fare Revenues Earned	\$366,474,018
Sources of Operating Funds Expended	
Fare Revenues (61%)	\$354,264,993
Local Funds (23%)	\$136,138,962
State Funds (4%)	\$20,835,101
Federal Assistance (5%)	\$27,329,041
Other Funds (8%)	\$43,684,206
Total Operating Funds Expended	\$582,252,303
Sources of Capital Funds Expended	
Local Funds (62%)	\$304,308,035
State Funds (13%)	\$61,215,856
Federal Assistance (25%)	\$122,583,313
Other Funds (0%)	\$592,647
Total Capital Funds Expended	\$488,699,851

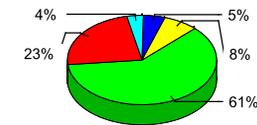
Summary Operating Expenses

Salary, Wages, Benefits	\$419,853,544
Materials and Supplies	\$29,869,824
Purchased Transportation	\$0
Other Operating Expenses	\$39,158,888
Total Operating Expenses	\$488,882,256
Reconciling Cash Expenditures	\$93,370,047

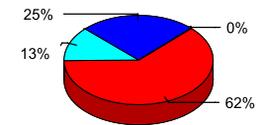
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Heavy Rail	534	0	\$14,485,650	\$326,526,969	\$145,362,373	\$2,324,859	\$488,699,851
Total	534	0	\$14,485,650	\$326,526,969	\$145,362,373	\$2,324,859	\$488,699,851

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Heavy Rail	\$488,882,256	\$366,474,018	\$488,699,851	1,545,717,976	63,439,052	118,674,764	1,813,621	209.0	666	14.7	534	2.13	25%

Performance Measures

Service Efficiency

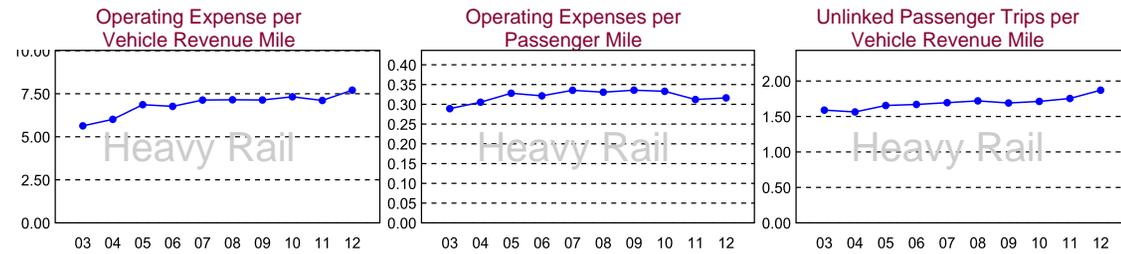
Operating Expense per Vehicle Revenue Mile	\$7.71
Operating Expense per Vehicle Revenue Hour	\$269.56

Service Effectiveness

Operating Expense per Passenger Mile	\$0.32
Operating Expense per Unlinked Passenger Trip	\$4.12

Service Effectiveness

Unlinked Passenger Trips per Vehicle Revenue Mile	1.87
Unlinked Passenger Trips per Vehicle Revenue Hour	65.44



¹ Excludes data for purchased transportation reported separately

Santa Clara Valley Transportation Authority (VTA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

San Jose, CA	
Square Miles	286
Population	1,664,496
Population Ranking out of 465 UZAs	29
Other UZAs Served	13, 303

Service Area Statistics

Square Miles	346
Population	1,880,876

Service Consumption

Annual Passenger Miles	234,727,090
Annual Unlinked Trips	43,486,793
Average Weekday Unlinked Trips	141,162
Average Saturday Unlinked Trips	76,347
Average Sunday Unlinked Trips	69,447

Service Supplied

Annual Vehicle Revenue Miles	23,593,185
Annual Vehicle Revenue Hours	1,700,750
Vehicles Operated in Maximum Service	612
Vehicles Available for Maximum Service	779
Base Period Requirement	276

Financial Information

Fare Revenues Earned	\$40,632,238
Sources of Operating Funds Expended	
Fare Revenues	(11%) \$40,632,238
Local Funds	(44%) \$156,719,746
State Funds	(28%) \$98,132,869
Federal Assistance	(12%) \$42,286,030
Other Funds	(5%) \$18,968,205
Total Operating Funds Expended	\$356,739,088
Sources of Capital Funds Expended	
Local Funds	(45%) \$107,652,105
State Funds	(38%) \$91,005,534
Federal Assistance	(12%) \$27,677,151
Other Funds	(6%) \$13,590,784
Total Capital Funds Expended	\$239,925,574

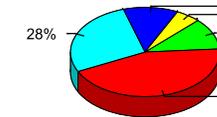
Summary Operating Expenses

Salary, Wages, Benefits	\$226,411,735
Materials and Supplies	\$33,142,058
Purchased Transportation	\$21,811,227
Other Operating Expenses	\$21,318,402
Total Operating Expenses	\$302,683,422
Reconciling Cash Expenditures	\$54,055,666

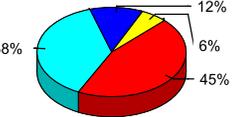
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	346	11	\$23,839,047	\$5,983,658	\$3,990,063	\$4,962,029	\$38,774,797
Light Rail	55	0	\$0	\$11,124,954	\$5,838,489	\$1,615,806	\$18,579,249
Demand Response	0	200	\$0	\$0	\$0	\$0	\$0
Heavy Rail	0	0	\$0	\$182,571,528	\$0	\$0	\$182,571,528
Total	401	211	\$23,839,047	\$199,680,140	\$9,828,552	\$6,577,835	\$239,925,574

Sources of Operating Funds Expended



Sources of Capital Funds Expended

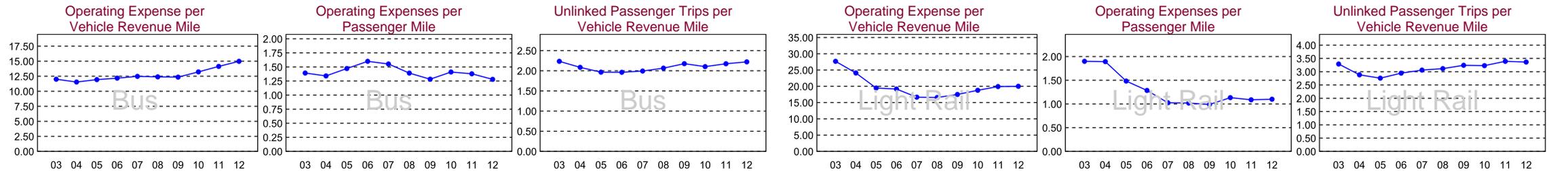


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$218,163,621	\$28,515,676	\$38,774,797	170,479,114	14,561,204	32,338,378	1,205,090	239.7	452	8.4	357	1.45	27%
Light Rail	\$61,685,649	\$9,228,070	\$18,579,249	56,050,593	3,084,075	10,372,862	194,696	81.0	99	10.7	55	1.72	80%
Demand Response	\$22,834,152	\$2,888,492	\$0	8,197,383	5,947,906	775,553	300,964	N/A	228	4.3	200	N/A	14%
Heavy Rail	\$0	\$0	\$182,571,528	0	0	0	0	N/A	0	N/A	0	N/A	0%

Performance Measures

Mode	Service Efficiency		Service Effectiveness			Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	
Bus	\$14.98	\$181.04	\$1.28	\$6.75	2.22	26.83	
Light Rail	\$20.00	\$316.83	\$1.10	\$5.95	3.36	53.28	
Demand Response	\$3.84	\$75.87	\$2.79	\$29.44	0.13	2.58	
Heavy Rail	N/A	N/A	N/A	N/A	N/A	N/A	



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Alameda-Contra Costa Transit District (AC Transit)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

San Francisco-Oakland, CA	
Square Miles	524
Population	3,281,212
Population Ranking out of 465 UZAs	13
Other UZAs Served	29

Service Area Statistics

Square Miles	524
Population	1,425,275

Service Consumption

Annual Passenger Miles	194,937,308
Annual Unlinked Trips	54,396,776
Average Weekday Unlinked Trips	176,561
Average Saturday Unlinked Trips	89,901
Average Sunday Unlinked Trips	82,468

Service Supplied

Annual Vehicle Revenue Miles	24,621,807
Annual Vehicle Revenue Hours	2,027,970
Vehicles Operated in Maximum Service	672
Vehicles Available for Maximum Service	792
Base Period Requirement	290

Financial Information

Fare Revenues Earned	\$59,919,345
Sources of Operating Funds Expended	
Fare Revenues	(18%) \$59,919,345
Local Funds	(54%) \$180,275,585
State Funds	(17%) \$55,569,166
Federal Assistance	(10%) \$33,111,332
Other Funds	(1%) \$3,735,367
Total Operating Funds Expended	\$332,610,795
Sources of Capital Funds Expended	
Local Funds	(0%) \$0
State Funds	(87%) \$41,545,917
Federal Assistance	(13%) \$6,331,141
Other Funds	(0%) \$0
Total Capital Funds Expended	\$47,877,058

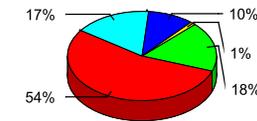
Summary Operating Expenses

Salary, Wages, Benefits	\$224,305,162
Materials and Supplies	\$36,192,096
Purchased Transportation	\$33,387,554
Other Operating Expenses	\$36,320,108
Total Operating Expenses	\$330,204,920
Reconciling Cash Expenditures	\$2,405,875

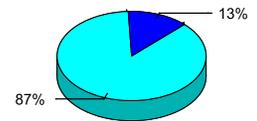
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	483	0	\$37,796,755	\$3,493,793	\$6,491,054	\$95,456	\$47,877,058
Demand Response	0	189	\$0	\$0	\$0	\$0	\$0
Total	483	189	\$37,796,755	\$3,493,793	\$6,491,054	\$95,456	\$47,877,058

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$294,245,623	\$57,120,948	\$47,877,058	187,308,396	18,247,759	53,642,880	1,614,080	54.2	577	9.0	483	1.55	19%
Demand Response	\$35,959,297	\$2,798,397	\$0	7,628,912	6,374,048	753,896	413,890	N/A	215	5.1	189	N/A	14%

Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$16.13	\$182.30
Demand Response	\$5.64	\$86.88

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$1.57	\$5.49	2.94	33.23
Demand Response	\$4.71	\$47.70	0.12	1.82



¹ Excludes data for purchased transportation reported separately

San Francisco Municipal Railway (MUNI)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

San Francisco-Oakland, CA	
Square Miles	524
Population	3,281,212
Population Ranking out of 465 UZAs	13
Other UZAs Served	

Service Area Statistics

Square Miles	49
Population	805,235

Service Consumption

Annual Passenger Miles	468,707,154
Annual Unlinked Trips	222,936,607
Average Weekday Unlinked Trips ²	696,203
Average Saturday Unlinked Trips ²	504,330
Average Sunday Unlinked Trips ²	349,555

Service Supplied

Annual Vehicle Revenue Miles	26,820,312
Annual Vehicle Revenue Hours	3,386,524
Vehicles Operated in Maximum Service	2,393
Vehicles Available for Maximum Service	2,609
Base Period Requirement	586

Financial Information

Fare Revenues Earned	\$202,266,632
Sources of Operating Funds Expended	
Fare Revenues (29%)	\$202,266,632
Local Funds (51%)	\$353,845,535
State Funds (14%)	\$95,809,201
Federal Assistance (3%)	\$17,636,485
Other Funds (4%)	\$25,746,435
Total Operating Funds Expended	\$695,304,288
Sources of Capital Funds Expended	
Local Funds (33%)	\$67,319,746
State Funds (10%)	\$19,968,096
Federal Assistance (57%)	\$117,247,851
Other Funds (0%)	\$0
Total Capital Funds Expended	\$204,535,693

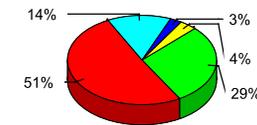
Summary Operating Expenses

Salary, Wages, Benefits	\$502,135,019
Materials and Supplies	\$95,453,541
Purchased Transportation	\$18,140,981
Other Operating Expenses	\$30,889,754
Total Operating Expenses	\$646,619,295
Reconciling Cash Expenditures	\$48,684,994

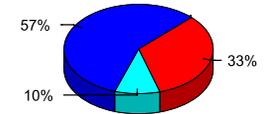
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	397	0	\$17,119,638	\$6,606,504	\$22,355,751	\$102,268	\$46,184,161
Light Rail	131	0	\$14,747,023	\$122,046,448	\$2,761,232	\$20,454	\$139,575,157
Trolleybus	220	0	\$3,108,943	\$8,631,406	\$838,597	\$0	\$12,578,946
Cable Car	27	0	\$1,084,039	\$3,027,128	\$61,361	\$0	\$4,172,528
Street Car Rail	24	0	\$0	\$0	\$0	\$0	\$0
Demand Response	0	116	\$1,963,543	\$61,361	\$0	\$0	\$2,024,904
Demand Response - Taxi	0	1,478	\$0	\$0	\$0	\$0	\$0
Total	799	1,594	\$38,023,186	\$140,372,847	\$26,016,941	\$122,722	\$204,535,696

Sources of Operating Funds Expended



Sources of Capital Funds Expended

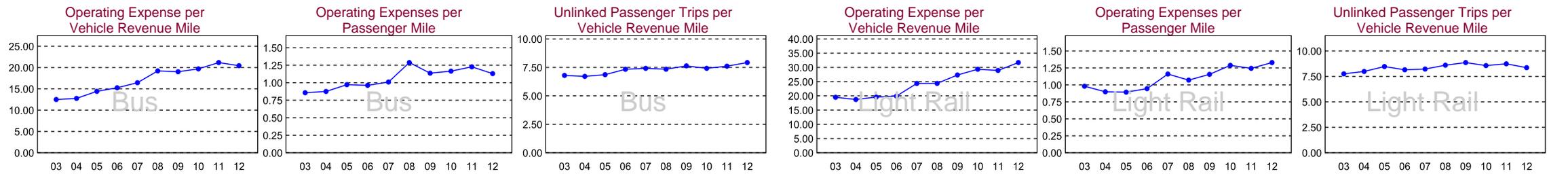


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$246,530,047	\$74,883,626	\$46,184,161	218,069,739	12,066,127	95,625,357	1,452,262	8.5	459	12.0	397	1.61	16%
Light Rail	\$165,326,195	\$38,279,850	\$139,575,157	124,349,101	5,215,847	43,607,739	543,754	64.4	151	17.0	131	1.00	15%
Trolleybus	\$140,172,695	\$55,447,477	\$12,578,946	99,162,387	6,116,230	67,544,432	945,565	163.3	311	12.8	220	1.40	41%
Cable Car	\$56,952,754	\$27,928,253	\$4,172,528	9,049,468	302,690	7,270,191	135,674	8.8	40	104.4	27	1.00	48%
Street Car Rail	\$19,145,216	\$4,432,909	\$0	11,894,387	604,009	8,078,225	105,319	18.7	46	72.7	24	1.00	92%
Demand Response	\$13,041,131	\$912,915	\$2,024,904	5,339,711	1,673,048	498,596	156,221	N/A	124	4.6	116	N/A	7%
Demand Response - Taxi	\$5,451,257	\$381,602	\$0	842,361	842,361	312,067	47,729	N/A	1,478	N/A	1,478	N/A	0%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$20.43	\$169.76	\$1.13	\$2.58	7.93	65.85
Light Rail	\$31.70	\$304.05	\$1.33	\$3.79	8.36	80.20
Trolleybus	\$22.92	\$148.24	\$1.41	\$2.08	11.04	71.43
Cable Car	\$188.16	\$419.78	\$6.29	\$7.83	24.02	53.59
Street Car Rail	\$31.70	\$181.78	\$1.61	\$2.37	13.37	76.70
Demand Response	\$7.79	\$83.48	\$2.44	\$26.16	0.30	3.19
Demand Response - Taxi	\$6.47	\$114.21	\$6.47	\$17.47	0.37	6.54



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

Sacramento Regional Transit District (Sacramento RT)
Purchased transportation provider(s) filing a separate report: Paratransit, Inc. (9223)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Sacramento, CA	
Square Miles	471
Population	1,723,634
Population Ranking out of 465 UZAs	28
Other UZAs Served	

Service Area Statistics

Square Miles	221
Population	966,629

Service Consumption

Annual Passenger Miles	121,226,088
Annual Unlinked Trips	26,338,465
Average Weekday Unlinked Trips	91,235
Average Saturday Unlinked Trips	33,861
Average Sunday Unlinked Trips	23,221

Service Supplied

Annual Vehicle Revenue Miles	9,440,484
Annual Vehicle Revenue Hours	701,735
Vehicles Operated in Maximum Service	212
Vehicles Available for Maximum Service	311
Base Period Requirement	150

Financial Information

Fare Revenues Earned	\$29,889,696
Sources of Operating Funds Expended	
Fare Revenues (23%)	\$29,889,696
Local Funds (49%)	\$64,062,361
State Funds (4%)	\$4,712,373
Federal Assistance (21%)	\$26,632,629
Other Funds (3%)	\$4,319,097
Total Operating Funds Expended	\$129,616,156
Sources of Capital Funds Expended	
Local Funds (36%)	\$14,418,362
State Funds (42%)	\$16,896,593
Federal Assistance (22%)	\$8,726,835
Other Funds (0%)	\$0
Total Capital Funds Expended	\$40,041,790

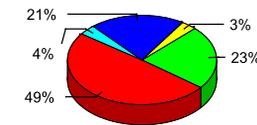
Summary Operating Expenses

Salary, Wages, Benefits	\$82,314,520
Materials and Supplies	\$10,351,157
Purchased Transportation	\$11,260,468
Other Operating Expenses	\$22,299,076
Total Operating Expenses	\$126,225,221
Purchased Transportation Reported Separately	\$11,260,468
Reconciling Cash Expenditures	\$3,390,934

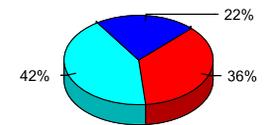
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	151	0	\$2,804,381	\$1,233,032	\$3,378,688	\$0	\$7,416,101
Light Rail	61	0	\$827,970	\$31,085,695	\$357,824	\$354,201	\$32,625,690
Demand Response	0	0	\$0	\$0	\$0	\$0	\$0
Total	212	0	\$3,632,351	\$32,318,727	\$3,736,512	\$354,201	\$40,041,791

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$68,808,942	\$14,456,376	\$7,416,101	46,520,570	5,617,899	13,145,864	505,966	N/A	235	7.0	151	1.27	56%
Light Rail	\$45,528,946	\$14,507,772	\$32,625,690	74,705,518	3,822,585	13,192,601	195,769	76.1	76	16.1	61	1.97	25%
Demand Response	\$626,865	\$925,548	\$0	0	0	0	0	N/A	0	N/A	0	N/A	0%

Performance Measures

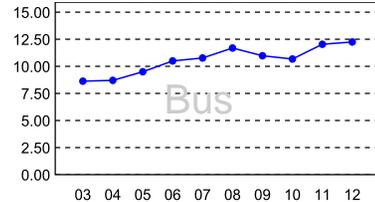
Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$12.25	\$136.00
Light Rail	\$11.91	\$232.56
Demand Response	N/A	N/A

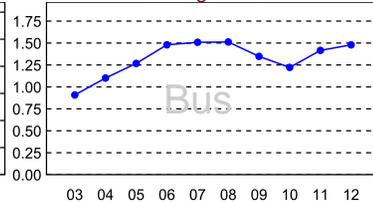
Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$1.48	\$5.23	2.34	25.98
Light Rail	\$0.61	\$3.45	3.45	67.39
Demand Response	N/A	N/A	N/A	N/A

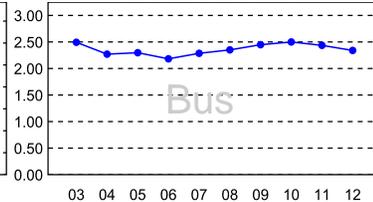
Operating Expense per Vehicle Revenue Mile



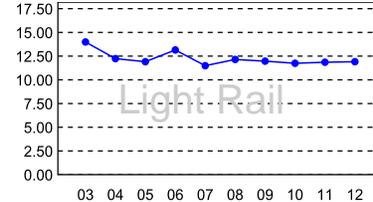
Operating Expenses per Passenger Mile



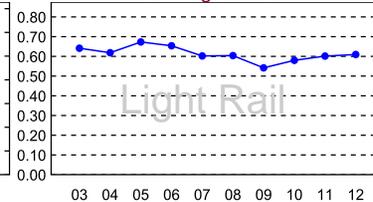
Unlinked Passenger Trips per Vehicle Revenue Mile



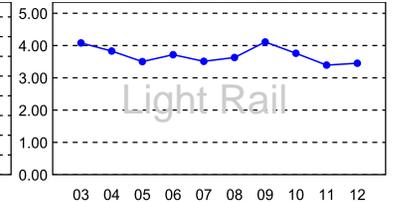
Operating Expense per Vehicle Revenue Mile



Operating Expenses per Passenger Mile



Unlinked Passenger Trips per Vehicle Revenue Mile



¹ Excludes data for purchased transportation reported separately

Long Beach Transit (LBT)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Los Angeles-Long Beach-Anaheim, CA	
Square Miles	1,736
Population	12,150,996
Population Ranking out of 465 UZAs	2
Other UZAs Served	

Service Area Statistics

Square Miles	98
Population	800,000

Service Consumption

Annual Passenger Miles	85,920,093
Annual Unlinked Trips	28,230,703
Average Weekday Unlinked Trips ²	89,292
Average Saturday Unlinked Trips ²	57,334
Average Sunday Unlinked Trips ²	41,225

Service Supplied

Annual Vehicle Revenue Miles	6,819,979
Annual Vehicle Revenue Hours	675,127
Vehicles Operated in Maximum Service	197
Vehicles Available for Maximum Service	220
Base Period Requirement	155

Financial Information

Fare Revenues Earned		\$17,951,939
Sources of Operating Funds Expended		
Fare Revenues	(25%)	\$17,951,939
Local Funds	(39%)	\$28,508,944
State Funds	(27%)	\$19,745,153
Federal Assistance	(8%)	\$5,979,280
Other Funds	(1%)	\$1,077,934
Total Operating Funds Expended		\$73,263,250
Sources of Capital Funds Expended		
Local Funds	(61%)	\$8,287,140
State Funds	(7%)	\$880,326
Federal Assistance	(29%)	\$3,913,254
Other Funds	(3%)	\$409,728
Total Capital Funds Expended		\$13,490,448

Summary Operating Expenses

Salary, Wages, Benefits	\$51,744,583
Materials and Supplies	\$11,467,056
Purchased Transportation	\$719,526
Other Operating Expenses	\$9,323,656
Total Operating Expenses	\$73,254,821
Reconciling Cash Expenditures	\$8,429

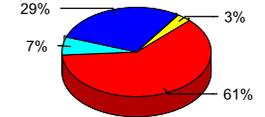
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	182	0	\$4,989,157	\$2,571,460	\$4,525,675	\$1,404,156	\$13,490,448
Demand Response - Taxi	0	15	\$0	\$0	\$0	\$0	\$0
Total	182	15	\$4,989,157	\$2,571,460	\$4,525,675	\$1,404,156	\$13,490,448

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$72,326,295	\$17,870,463	\$13,490,448	85,719,825	6,648,365	28,183,414	665,854	0.5	220	9.1	182	1.17	21%
Demand Response - Taxi	\$928,526	\$81,476	\$0	200,268	171,614	47,289	9,273	N/A	0	N/A	15	N/A	-100%

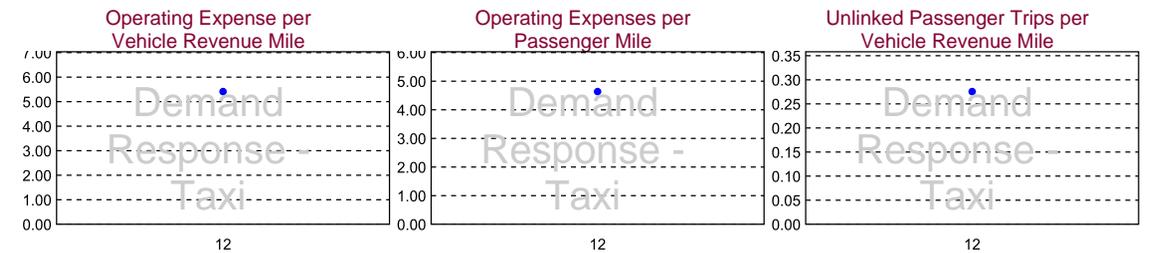
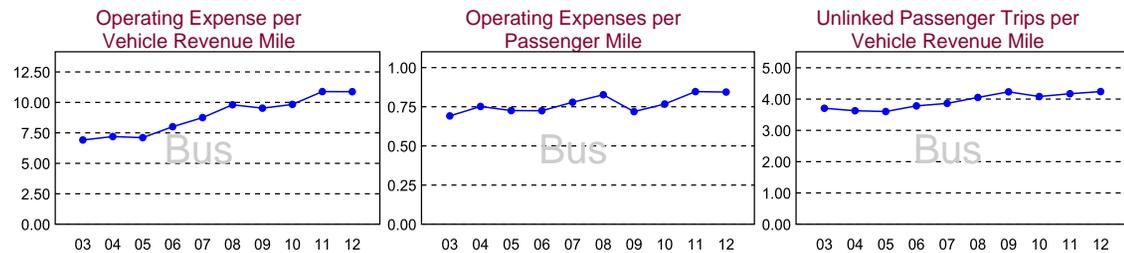
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$10.88	\$108.62
Demand Response - Taxi	\$5.41	\$100.13

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.84	\$2.57	4.24	42.33
Demand Response - Taxi	\$4.64	\$19.64	0.28	5.10



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

San Diego Metropolitan Transit System (MTS)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

San Diego, CA	
Square Miles	732
Population	2,956,746
Population Ranking out of 465 UZAs	15
Other UZAs Served	

Service Area Statistics

Square Miles	716
Population	1,960,088

Service Consumption

Annual Passenger Miles	385,281,424
Annual Unlinked Trips	85,235,926
Average Weekday Unlinked Trips	271,069
Average Saturday Unlinked Trips	183,648
Average Sunday Unlinked Trips	112,726

Service Supplied

Annual Vehicle Revenue Miles	26,978,789
Annual Vehicle Revenue Hours	2,117,576
Vehicles Operated in Maximum Service	623
Vehicles Available for Maximum Service	824
Base Period Requirement	415

Financial Information

Fare Revenues Earned		\$88,094,389
Sources of Operating Funds Expended		
Fare Revenues	(41%)	\$88,094,389
Local Funds	(11%)	\$24,234,918
State Funds	(25%)	\$54,639,753
Federal Assistance	(22%)	\$47,214,625
Other Funds	(0%)	\$747,470
Total Operating Funds Expended		\$214,931,155
Sources of Capital Funds Expended		
Local Funds	(0%)	\$0
State Funds	(67%)	\$129,304,335
Federal Assistance	(33%)	\$64,509,209
Other Funds	(0%)	\$0
Total Capital Funds Expended		\$193,813,544

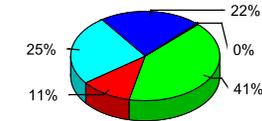
Summary Operating Expenses

Salary, Wages, Benefits	\$95,383,682
Materials and Supplies	\$23,242,166
Purchased Transportation	\$49,238,112
Other Operating Expenses	\$44,839,320
Total Operating Expenses	\$212,703,280
Reconciling Cash Expenditures	\$2,227,875

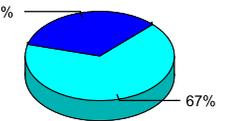
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased ¹ Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	199	194	\$12,344,819	\$11,610,967	\$7,719,520	\$0	\$31,675,306
Light Rail	95	0	\$103,886,259	\$29,098,331	\$13,772,932	\$5,236,137	\$151,993,659
Demand Response	0	115	\$2,279,801	\$98,031	\$7,766,747	\$0	\$10,144,579
Commuter Bus	0	20	\$0	\$0	\$0	\$0	\$0
Total	294	329	\$118,510,879	\$40,807,329	\$29,259,199	\$5,236,137	\$193,813,544

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$133,497,227	\$50,032,742	\$31,675,306	178,861,681	16,074,324	51,795,787	1,500,543	17.2	507	6.7	393	1.12	29%
Light Rail	\$63,309,242	\$35,216,408	\$151,993,659	194,821,533	7,544,239	32,654,613	427,603	108.4	154	17.2	95	1.61	62%
Demand Response	\$13,411,424	\$1,690,932	\$10,144,579	4,222,736	3,010,274	474,854	176,543	N/A	137	3.5	115	N/A	19%
Commuter Bus	\$2,485,387	\$1,154,307	\$0	7,375,474	349,952	310,672	12,887	15.9	26	5.0	20	4.00	30%

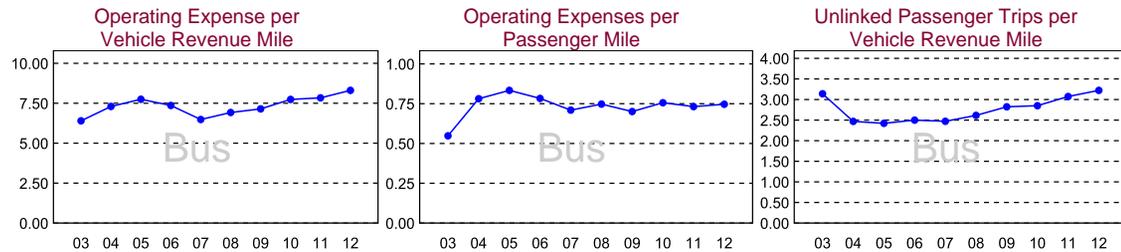
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$8.30	\$88.97
Light Rail	\$8.39	\$148.06
Demand Response	\$4.46	\$75.97
Commuter Bus	\$7.10	\$192.86

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.75	\$2.58	3.22	34.52
Light Rail	\$0.32	\$1.94	4.33	76.37
Demand Response	\$3.18	\$28.24	0.16	2.69
Commuter Bus	\$0.34	\$8.00	0.89	24.11



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

City of Phoenix Public Transit Department dba Valley Metro (Valley Metro)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Phoenix-Mesa, AZ	
Square Miles	1,147
Population	3,629,114
Population Ranking out of 465 UZAs	12
Other UZAs Served	181

Service Area Statistics

Square Miles	518
Population	1,665,320

Service Consumption

Annual Passenger Miles	143,364,209
Annual Unlinked Trips	37,977,988
Average Weekday Unlinked Trips ²	130,455
Average Saturday Unlinked Trips ²	58,097
Average Sunday Unlinked Trips ²	34,712

Service Supplied

Annual Vehicle Revenue Miles	20,485,370
Annual Vehicle Revenue Hours	1,574,593
Vehicles Operated in Maximum Service	583
Vehicles Available for Maximum Service	670
Base Period Requirement	329

Financial Information

Fare Revenues Earned	\$33,978,554
Sources of Operating Funds Expended	
Fare Revenues (18%)	\$33,825,659
Local Funds (70%)	\$130,581,504
State Funds (0%)	\$0
Federal Assistance (8%)	\$14,795,511
Other Funds (4%)	\$8,091,940
Total Operating Funds Expended	\$187,294,614
Sources of Capital Funds Expended	
Local Funds (26%)	\$3,149,049
State Funds (0%)	\$0
Federal Assistance (72%)	\$8,685,299
Other Funds (2%)	\$233,238
Total Capital Funds Expended	\$12,067,586

Summary Operating Expenses

Salary, Wages, Benefits	\$12,171,936
Materials and Supplies	\$17,223,130
Purchased Transportation	\$107,922,408
Other Operating Expenses	\$25,088,892
Total Operating Expenses	\$162,406,366
Reconciling Cash Expenditures	\$24,888,249

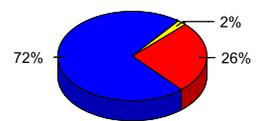
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	0	446	\$0	\$2,031,545	\$1,557,948	\$8,478,093	\$12,067,586
Demand Response	25	92	\$0	\$0	\$0	\$0	\$0
Demand Response - Taxi	0	20	\$0	\$0	\$0	\$0	\$0
Total	25	558	\$0	\$2,031,545	\$1,557,948	\$8,478,093	\$12,067,586

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$141,803,434	\$32,848,301	\$12,067,586	139,004,421	16,529,497	37,491,585	1,247,389	117.8	491	9.4	446	1.20	10%
Demand Response	\$19,830,528	\$977,358	\$0	4,153,864	3,749,949	459,932	286,827	N/A	159	4.1	117	N/A	36%
Demand Response - Taxi	\$772,404	\$152,895	\$0	205,924	205,924	26,471	40,377	N/A	20	N/A	20	N/A	0%

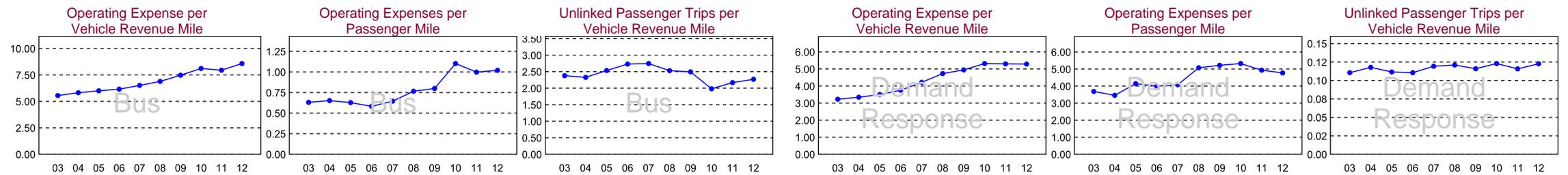
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$8.58	\$113.68
Demand Response	\$5.29	\$69.14
Demand Response - Taxi	\$3.75	\$19.13

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$1.02	\$3.78	2.27	30.06
Demand Response	\$4.77	\$43.12	0.12	1.60
Demand Response - Taxi	\$3.75	\$29.18	0.13	0.66



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

Orange County Transportation Authority (OCTA)

550 South Main Street, P.O. Box 14184
Orange, CA 92863-1584

Chief Executive Officer: Mr. Darrell Johnson
(714) 560-5584

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Los Angeles-Long Beach-Anaheim, CA	
Square Miles	1,736
Population	12,150,996
Population Ranking out of 465 UZAs	2
Other UZAs Served	22, 69

Service Area Statistics

Square Miles	464
Population	3,014,823

Service Consumption

Annual Passenger Miles	268,120,625
Annual Unlinked Trips	55,211,248
Average Weekday Unlinked Trips ²	178,769
Average Saturday Unlinked Trips ²	97,069
Average Sunday Unlinked Trips ²	75,647

Service Supplied

Annual Vehicle Revenue Miles	37,247,648
Annual Vehicle Revenue Hours	2,399,705
Vehicles Operated in Maximum Service	1,389
Vehicles Available for Maximum Service	1,724
Base Period Requirement	324

Financial Information

Fare Revenues Earned	\$54,946,086
Sources of Operating Funds Expended	
Fare Revenues (5%)	\$12,414,297
Local Funds (8%)	\$21,055,389
State Funds (60%)	\$151,715,176
Federal Assistance (26%)	\$66,655,771
Other Funds (0%)	\$0
Total Operating Funds Expended	\$251,840,633
Sources of Capital Funds Expended	
Local Funds (0%)	\$0
State Funds (59%)	\$4,867,911
Federal Assistance (38%)	\$3,148,624
Other Funds (3%)	\$268,088
Total Capital Funds Expended	\$8,284,623

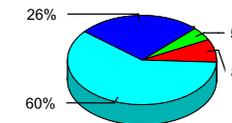
Summary Operating Expenses

Salary, Wages, Benefits	\$133,601,614
Materials and Supplies	\$24,309,951
Purchased Transportation	\$64,514,392
Other Operating Expenses	\$23,425,043
Total Operating Expenses	\$245,851,000
Reconciling Cash Expenditures	\$5,989,633

Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	329	126	\$25,506	\$4,913,677	\$752,697	\$356,786	\$6,048,666
Demand Response	0	478	\$5,754	\$1,622,473	\$0	\$0	\$1,628,227
Vanpool	0	415	\$0	\$0	\$0	\$0	\$0
Demand Response - Taxi	0	41	\$0	\$607,730	\$0	\$0	\$607,730
Total	329	1,060	\$31,260	\$7,143,880	\$752,697	\$356,786	\$8,284,623

Sources of Operating Funds Expended



Sources of Capital Funds Expended

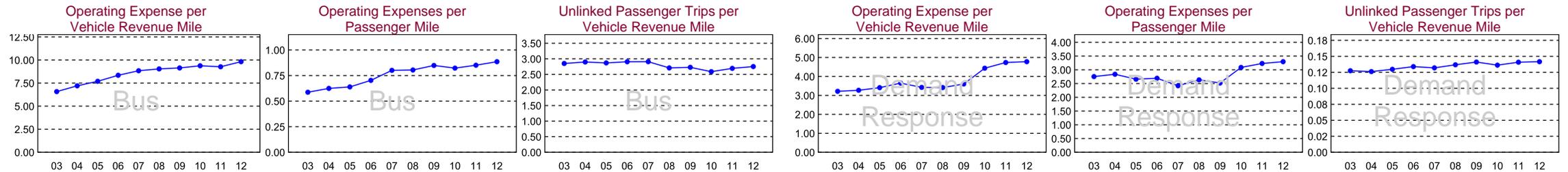


Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$187,429,610	\$45,662,683	\$6,048,666	211,647,256	19,087,553	52,530,933	1,543,454	226.5	574	7.3	455	1.40	26%
Demand Response	\$51,556,766	\$4,776,363	\$1,628,227	15,639,844	10,787,840	1,528,087	672,031	N/A	653	3.9	478	N/A	37%
Vanpool	\$6,618,749	\$4,422,058	\$0	40,730,753	7,294,390	1,109,126	178,428	N/A	456	1.5	415	N/A	10%
Demand Response - Taxi	\$245,875	\$84,982	\$607,730	102,772	77,865	43,102	5,792	N/A	41	N/A	41	N/A	0%

Performance Measures

Mode	Service Efficiency		Service Effectiveness		Service Effectiveness	
	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$9.82	\$121.44	\$0.89	\$3.57	2.75	34.03
Demand Response	\$4.78	\$76.72	\$3.30	\$33.74	0.14	2.27
Vanpool	\$0.91	\$37.09	\$0.16	\$5.97	0.15	6.22
Demand Response - Taxi	\$3.16	\$42.45	\$2.39	\$5.70	0.55	7.44



¹ Excludes data for purchased transportation reported separately

² Average UPT values not available for DT Demand Response Taxi

Data Source: 2012 National Transit Database

Regional Transportation Commission of Southern Nevada (RTC)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Las Vegas-Henderson, NV	
Square Miles	417
Population	1,886,011
Population Ranking out of 465 UZAs	23
Other UZAs Served	

Service Area Statistics

Square Miles	280
Population	1,886,011

Service Consumption

Annual Passenger Miles	234,746,929
Annual Unlinked Trips	61,016,792
Average Weekday Unlinked Trips	181,118
Average Saturday Unlinked Trips	149,047
Average Sunday Unlinked Trips	121,213

Service Supplied

Annual Vehicle Revenue Miles	25,743,596
Annual Vehicle Revenue Hours	1,977,665
Vehicles Operated in Maximum Service	625
Vehicles Available for Maximum Service	785
Base Period Requirement	230

Financial Information

Fare Revenues Earned		\$69,163,084
Sources of Operating Funds Expended		
Fare Revenues	(40%)	\$69,163,085
Local Funds	(0%)	\$0
State Funds	(54%)	\$91,763,619
Federal Assistance	(5%)	\$7,726,660
Other Funds	(1%)	\$2,225,994
Total Operating Funds Expended		\$170,879,358
Sources of Capital Funds Expended		
Local Funds	(0%)	\$0
State Funds	(6%)	\$2,113,802
Federal Assistance	(93%)	\$33,677,243
Other Funds	(1%)	\$496,929
Total Capital Funds Expended		\$36,287,974

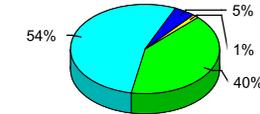
Summary Operating Expenses

Salary, Wages, Benefits	\$14,301,870
Materials and Supplies	\$15,866,622
Purchased Transportation	\$123,744,422
Other Operating Expenses	\$16,966,442
Total Operating Expenses	\$170,879,356
Reconciling Cash Expenditures	\$0

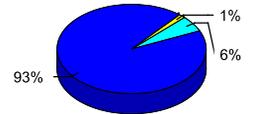
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	0	289	\$0	\$25,868,503	\$2,855,484	\$46,168	\$28,770,155
Demand Response	0	336	\$7,517,819	\$0	\$0	\$0	\$7,517,819
Total	0	625	\$7,517,819	\$25,868,503	\$2,855,484	\$46,168	\$36,287,974

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$124,110,365	\$65,911,746	\$28,770,155	220,017,635	15,104,687	59,699,065	1,282,989	57.0	397	6.2	289	1.02	37%
Demand Response	\$46,768,991	\$3,251,338	\$7,517,819	14,729,294	10,638,909	1,317,727	694,676	N/A	388	2.5	336	N/A	15%

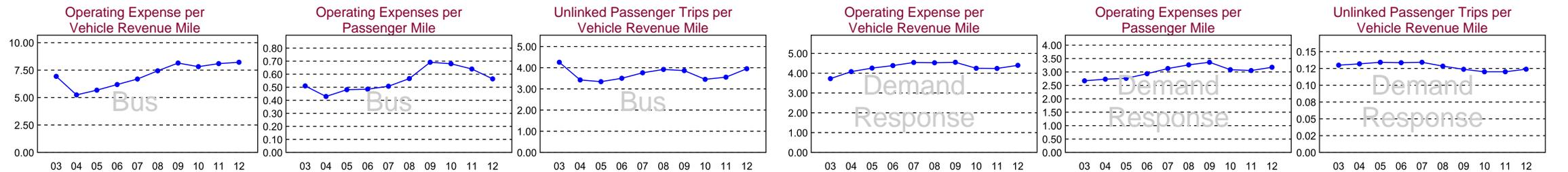
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$8.22	\$96.74
Demand Response	\$4.40	\$67.32

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.56	\$2.08	3.95	46.53
Demand Response	\$3.18	\$35.49	0.12	1.90



¹ Excludes data for purchased transportation reported separately

Data Source: 2012 National Transit Database

Los Angeles County Metropolitan Transportation Authority dba: Metro (LACMTA)

General Information

Urbanized Area (UZA) Statistics - 2000 Census

Los Angeles-Long Beach-Anaheim, CA	
Square Miles	1,736
Population	12,150,996
Population Ranking out of 465 UZAs	2
Other UZAs Served	15, 22, 69, 87, 103, 112, 112, 114, 146, 168, 254, 386

Service Area Statistics

Square Miles	1,513
Population	8,626,817

Service Consumption

Annual Passenger Miles	2,269,365,323
Annual Unlinked Trips	464,875,164
Average Weekday Unlinked Trips	1,465,927
Average Saturday Unlinked Trips	945,233
Average Sunday Unlinked Trips	705,081

Service Supplied

Annual Vehicle Revenue Miles	119,973,482
Annual Vehicle Revenue Hours	8,172,449
Vehicles Operated in Maximum Service	3,272
Vehicles Available for Maximum Service	3,761
Base Period Requirement	1,466

Financial Information

Fare Revenues Earned	\$359,058,439
Sources of Operating Funds Expended	
Fare Revenues (25%)	\$359,058,439
Local Funds (43%)	\$600,685,934
State Funds (9%)	\$129,914,611
Federal Assistance (20%)	\$287,977,239
Other Funds (2%)	\$32,838,406
Total Operating Funds Expended	\$1,410,474,629
Sources of Capital Funds Expended	
Local Funds (66%)	\$491,010,784
State Funds (14%)	\$105,882,796
Federal Assistance (20%)	\$146,020,215
Other Funds (0%)	\$521,133
Total Capital Funds Expended	\$743,434,928

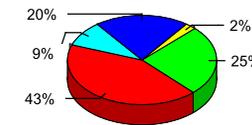
Summary Operating Expenses

Salary, Wages, Benefits	\$821,366,630
Materials and Supplies	\$120,115,506
Purchased Transportation	\$49,416,031
Other Operating Expenses	\$254,910,597
Total Operating Expenses	\$1,245,808,764
Reconciling Cash Expenditures	\$164,665,850

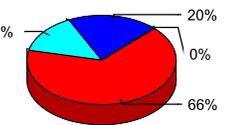
Vehicles Operated in Maximum Service and Uses of Capital Funds

Mode	Directly Operated	Purchased Transportation ¹	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	1,743	125	\$54,574,238	\$122,225,570	\$65,214,928	\$701,173	\$242,715,909
Heavy Rail	70	0	\$2,364,888	\$40,957,952	\$7,631,185	\$592,501	\$51,546,526
Light Rail	140	0	\$4,257,449	\$375,600,556	\$69,282,247	\$32,241	\$449,172,493
Bus Rapid Transit	32	0	\$0	\$0	\$0	\$0	\$0
Vanpool	0	1,162	\$0	\$0	\$0	\$0	\$0
Total	1,985	1,287	\$61,196,575	\$538,784,078	\$142,128,360	\$1,325,915	\$743,434,928

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Modal Characteristics

Mode	Operating Expenses ¹	Fare Revenues ¹	Uses of Capital Funds	Annual Passenger Miles	Annual Vehicle Revenue Miles	Annual Unlinked Trips	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$901,961,216	\$272,571,045	\$242,715,909	1,469,729,694	74,813,510	352,171,488	6,707,800	141.9	2,241	9.1	1,868	1.43	20%
Heavy Rail	\$105,619,995	\$33,664,560	\$51,546,526	231,683,864	6,156,263	47,735,749	268,801	31.9	104	16.0	70	1.46	49%
Light Rail	\$201,416,041	\$37,778,389	\$449,172,493	366,232,501	11,143,402	53,780,784	518,746	136.3	169	14.8	140	1.37	21%
Bus Rapid Transit	\$22,550,664	\$0	\$0	49,532,848	1,576,839	7,831,397	96,317	35.4	43	6.9	32	2.55	34%
Vanpool	\$14,260,848	\$15,044,445	\$0	152,186,416	26,283,468	3,355,746	580,785	N/A	1,204	N/A	1,162	N/A	4%

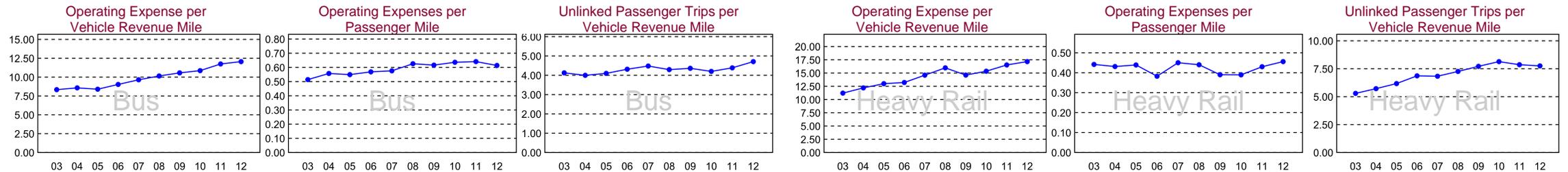
Performance Measures

Service Efficiency

Mode	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
Bus	\$12.06	\$134.46
Heavy Rail	\$17.16	\$392.93
Light Rail	\$18.07	\$388.27
Bus Rapid Transit	\$14.30	\$234.13
Vanpool	\$0.54	\$24.55

Service Effectiveness

Mode	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	\$0.61	\$2.56	4.71	52.50
Heavy Rail	\$0.46	\$2.21	7.75	177.59
Light Rail	\$0.55	\$3.75	4.83	103.67
Bus Rapid Transit	\$0.46	\$2.88	4.97	81.31
Vanpool	\$0.09	\$4.25	0.13	5.78



¹ Excludes data for purchased transportation reported separately

Profile Data Elements Cross-Reference to the 2012 NTD Report Location/Calculation

The information contained in the preceding exhibits is derived from the data reported by agencies to the National Transit Database. The profile summary data, including all agencies and individual agency summaries, were determined from the following locations on the Annual NTD Report:

Profile Data Point	Profile Summary Section	Module and Form	Line Item (Calculation)
ID Number	Basic Agency	NTD Internet Reporting – Forms Summary	NTD ID
Website	Basic Agency	Basic: B-10	Line 01 Transit Agency Identification Information: URL
Address	Basic Agency	Basic: B-10	Line 01 Transit Agency Identification Information: Mailing address
Agency Name	Basic Agency	Basic: B-10	Line 01 Transit Agency Identification Information: Agency name
CEO Name and Phone Number	Basic Agency	Basic: B-20	Line 01 Transit Agency Identification Information: Honorific, First name, Initial, Last name, Phone, Ext.
Square Miles	General Information	Basic: B-10	Primary UZA information
Population	General Information	Basic: B-10	Primary UZA information
Population Ranking out of UZAs	General Information	Basic: B-10	Line 05 Demographic Information: Primary UZA
Other UZAs Served	General Information	Basic: B-10	Line 05 Demographic Information: Available Secondary UZA/Non-UZA(s)
Square Miles	Service Area Statistics	Basic: B-10	Line 05 Demographic Information: Square Miles
Population	Service Area Statistics	Basic: B-10	Line 05 Demographic Information: Population
Annual Unlinked Trips	Service Consumption	Service: S-10	The sum of all modal annual unlinked trips Line 18 Column D: Unlinked Passenger Trips

Profile Data Point	Profile Summary Section	Module and Form	Line Item (Calculation)
Annual Passenger Miles	Service Consumption	Service: S-10	The sum of all modal annual passenger miles <i>Rail Modes</i> Line 20 Column D: Passenger Miles (PM) <i>Non-Rail Modes</i> Line 20 Column D: Passenger Miles Traveled (PMT)
Average Weekday Unlinked Trips	Service Consumption	Service: S-10	The sum of all modal weekday unlinked trips Line 18 Column A: Average Weekday Schedule Unlinked Passenger Trips
Average Saturday Unlinked Trips	Service Consumption	Service: S-10	The sum of all modal Saturday unlinked trips Line 18 Column B: Average Saturday Schedule Unlinked Passenger Trips
Average Sunday Unlinked Trips	Service Consumption	Service: S-10	The sum of all modal Sunday unlinked trips Line 18 Column C: Average Sunday Schedule Unlinked Passenger Trips
Annual Vehicle Revenue Miles	Service Supplied	Service: S-10	The sum of all modal annual vehicle revenue miles <i>Rail Modes</i> Line 12 Column D: Total Actual Passenger Car Revenue Miles <i>Non-Rail Modes</i> Line 12 Column D: Total Actual Vehicle Revenue Miles (VRM)
Annual Vehicle Revenue Hours	Service Supplied	Service: S-10	The sum of all modal annual vehicle revenue hours <i>Rail Modes</i> Line 15 Column D: Total Actual Passenger Car Revenue Hours <i>Non-Rail Modes</i> Line 15 Column D: Total Actual Vehicle Revenue Miles (VRH)
Vehicles Available for Maximum Service	Service Supplied cont.	Service: S-10	Line 02 Vehicles available for annual maximum service
Base Period Requirement	Service Supplied cont.	Service: S-10	The smallest value in Line 06: Vehicles in Operation

Profile Data Point	Profile Summary Section	Module and Form	Line Item (Calculation)
Fare Revenues Earned	Financial Information	Financial: F-10	The sum of all modal passenger fares Line 2 Column C: Total All Directly Operated Modes plus Line 04 Column C: Total All Purchased Transportation Modes
Fare Revenues	Sources of Operating Funds Expended	Financial: F-10	The sum of all modal passenger fares spent on operations Line 2 Column D: Total All Directly Operated Modes plus Line 04 Column D: Total All Purchased Transportation Modes
Local Funds	Sources of Operating Funds Expended	Financial: F-10	Line 43 Total Local Funds
State Funds	Sources of Operating Funds Expended	Financial: F-10	Line 56 Total State Funds
Federal Assistance	Sources of Operating Funds Expended	Financial: F-10	Line 76 Total Federal Funds
Other Funds	Sources of Operating Funds Expended	Financial: F-10	Line 30 Column D: Total Directly Generated Funds minus Line 02 Column D: Total All Directly Operated Modes minus Line 04 Column D: Total All Purchased Transportation
Total Operating Funds Expended	Sources of Operating Funds Expended	Financial: F-10	The sum of: Fare Revenues Local Funds State Funds Federal Assistance Other Funds
Local Funds	Sources of Capital Funds Expended	Financial: F-10	Line 43 Column E: Total Local Funds
State Funds	Sources of Capital Funds Expended	Financial: F-10	Line 56 Column E: Total State Funds
Federal Assistance	Sources of Capital Funds Expended	Financial: F-10	Line 76 Column E: Total Federal Funds
Other Funds	Sources of Capital Funds Expended	Financial: F-10	The sum of Directly Generated Funds minus the Total Passenger Fares. Line 30 Column E: Total Directly Generated Funds minus Line 02 Column E: Total All Directly Operated Modes minus Line 04 Column D: Total All Purchased Transportation

Profile Data Point	Profile Summary Section	Module and Form	Line Item (Calculation)
Total Capital Funds Expended	Sources of Capital Funds Expended	Financial: F-10	Line 80 Column E: Total Funds Expended on Capital during the Period
Salary, Wages, Benefits	Summary Operating Expenses	Financial: F-40	The sum of: Line 01 Column E: Operator's Salaries and Wages Line 02 Column E: Other Salaries and Wages Line 03 Column E: Fringe Benefits The sum of:
Materials and Supplies	Summary Operating Expenses	Financial: F-40	The sum of: Line 05 Column E: Fuel and Lubricants Line 06 Column E: Tires and Tubes Line 07 Column E: Other Materials and Supplies
Purchased Transportation	Summary Operating Expenses	Financial: F-40	The sum of: Line 11 Column E: In Report Line 12 Column E: Filing Separate Report
Other Operating Expenses	Summary Operating Expenses	Financial: F-40	The sum of: Line 04 Column E: Services Line 08 Column E: Utilities Line 09 Column E: Casualty and Liability Costs Line 10 Column E: Taxes Line 13 Column E: Miscellaneous Expenses Line 14 Column E: Expenses Transfers
Total Operating Expenses	Summary Operating Expenses	Financial: F-40	Line 15 Column E: Total Modal Expenses
Reconciling Cash Expenditures	Summary Operating Expenses	Financial: F-40	Line 23 Column a: Other Reconciling Items
Directly Operated	Vehicles Operated in Maximum Service and Uses of Capital Funds	Basic: B-10	Line 06: Enter Number of Vehicles Operated in Annual Maximum Service by Mode and Types of Service – Directly Operated Modes

Profile Data Point	Profile Summary Section	Module and Form	Line Item (Calculation)
Purchased Transportation	Vehicles Operated in Maximum Service and Uses of Capital Funds	Basic: B-10	Line 06: Enter Number of Vehicles Operated in Annual Maximum Service by Mode and Types of Service – Purchased Transportation Modes
Revenue Vehicles	Vehicles Operated in Maximum Service and Uses of Capital Funds	Financial: F-20	Column E: Revenue Vehicles
Systems and Guideways	Vehicles Operated in Maximum Service and Uses of Capital Funds	Financial: F-20	The sum of: Column A: Guideway Column G: Fare Revenue Collection Equipment Column H: Communication/Information Systems
Facilities and Stations	Vehicles Operated in Maximum Service and Uses of Capital Funds	Financial: F-20	The sum of: Column B: Passenger Stations Column C: Administrative Buildings Column D: Maintenance Buildings
Other	Vehicles Operated in Maximum Service and Uses of Capital Funds	Financial: F-20	Column I: Other
Total	Vehicles Operated in Maximum Service and Uses of Capital Funds	Financial: F-20	Column J: Total All Uses of Capital – Total
Operating Expense per Vehicle Revenue Mile	Performance Measures	Financial: F-30 & Service: S-10	Total Modal Expenses divided by passenger miles F-30 Line 15 Column E: Total Modal Expenses divided by <i>Rail modes</i> S-10 Line 12 Column D: Total actual passenger car revenue miles <i>Non-rail modes</i> S-10 Line 12 Column D: Total actual vehicle revenue miles (VRM)

Profile Data Point	Profile Summary Section	Module and Form	Line Item (Calculation)
Operating Expense per Vehicle Revenue Hour	Performance Measures	Financial: F-30 & Service: S-10	<p>Total Modal Expenses divided by passenger miles</p> <p>F-30 Line 15 Column E: Total Modal Expenses divided by</p> <p><i>Rail modes</i></p> <p>S-10 Line 15 Column D: Total actual passenger car revenue hours</p> <p><i>Non-rail modes</i></p> <p>S-10 Line 15 Column D: Total actual vehicle revenue hours (VRH)</p>
Operating Expense per Passenger Mile	Performance Measures	Financial: F-30 & Service: S-10	<p>Total Modal Expenses divided by passenger miles</p> <p>F-30 Line 15 Column E: Total Modal Expenses divided by</p> <p><i>Rail modes</i></p> <p>S-10 Line 20 Column D: Passenger miles (PM)</p> <p><i>Non-rail modes</i></p> <p>S-10 Line 20 Column D: Passenger miles traveled (PMT)</p>
Operating Expense per Unlinked Passenger Trip	Performance Measures	Financial: F-30 & Service: S-10	<p>Total Modal Expenses divided by unlinked passenger trips</p> <p>F-30 Line 15 Column E: Total Modal Expenses divided by S- 10 Line 18 Column D: Unlinked passenger trips</p>
Trips per Vehicle Revenue Mile	Performance Measures	Service: S-10	<p>Unlinked passenger trips divided by vehicle revenue miles</p> <p>Line 18 Column D: Unlinked passenger trips divided by</p> <p><i>Rail modes</i></p> <p>Line 12 Column D: Total actual passenger car revenue miles</p> <p><i>Non-rail modes</i></p> <p>Line 12 Column D: Total actual vehicle revenue miles (VRM)</p>

Profile Data Point	Profile Summary Section	Module and Form	Line Item (Calculation)
Unlinked Passenger Trips per Vehicle Revenue Hour	Performance Measures	Financial: F-30 & Service: S-10	Unlinked passenger trips divided by vehicle revenue miles Line 18 Column D: Unlinked passenger trips divided by <i>Rail modes</i> S-10 Line 15 Column D: Total actual passenger car revenue hours <i>Non-rail modes</i> S-10 Line 15 Column D: Total actual vehicle revenue hours (VRH)
Operating Expenses	Modal Characteristics	Financial: F-30	The modal total expenses minus purchased transportation reported separately Line 15 Column E: Total Expenses minus Line 12 Column E
Fare Revenues	Modal Characteristics	Financial: F-10	The sum of all modal passenger fares Line 01 Column C: Passenger Fares for Directly Operated Service plus Line 03 Column C: Passenger Fares for Purchased Transportation Service
Uses of Capital Funds	Modal Characteristics	Financial: F-20	Column J: Total All Uses of Capital
Annual Vehicle Revenue Miles	Modal Characteristics	Service: S-10	<i>Rail modes</i> Line 12 Column D: Total actual passenger care revenue miles <i>Non-rail modes</i> Line 12 Column D: Total actual vehicle revenue miles (VRM)
Annual Unlinked Trips	Modal Characteristics	Service: S-10	Line 18 Column D: Unlinked passenger trips
Annual Vehicle Revenue Hours	Modal Characteristics	Service: S-10	<i>Rail modes</i> Line 15 Column D: Total passenger care revenue hours <i>Non-rail modes</i> Line 15 Column D: Total actual vehicle revenue hours (VRH)
Fixed Guideway Directional Route Miles	Modal Characteristics	Service: S-20	Line 05: Total controlled and exclusive right-of-way (ROW) @ FYE
Vehicle Available for Maximum Service	Modal Characteristics	Service: S-10	Line 02: Vehicle available for maximum service

Profile Data Point	Profile Summary Section	Module and Form	Line Item (Calculation)
Average Fleet Age in Years	Modal Characteristics	Asset: A-30	The average age of each vehicle in a mode The current year (ex. 2012) minus Column F: Year of Manufacture divided by Column A: Number of Vehicles in Total Fleet
Vehicles Operated in Maximum Service	Modal Characteristics	Basic: B-10	Line 06: Enter Number of Vehicles Operated in Annual Maximum Service by Mode and Types of Service
Peak to Base Ratio	Modal Characteristics	Service: S-10	Highest number of weekday peak vehicles or passenger cars in operation divided by the lowest number of weekday peak vehicles or passenger cars in operation. <i>Rail modes</i> Line 06 Columns E-H: Passenger cars in operation <i>Non-rail modes</i> Line 6 Columns E-H: Vehicles in operation
Percent Spares	Modal Characteristics	Service: S-10	Vehicles available for annual maximum service divided by vehicles operated in annual maximum service Line 02: Vehicles available for annual maximum service (VAMS) divided by Line 01: Vehicles operated in annual maximum service (VOMS)
Operating Expense per Vehicle Revenue Mile	Service Efficiency	Financial: F-30 & Service: S-10	Total Modal Expenses divided by passenger miles F-30 Line 15 Column E: Total Modal Expenses divided by <i>Rail modes</i> Line 12 Column D: Total actual passenger car revenue miles <i>Non-rail modes</i> S-10 Line 12 Column D: Total actual vehicle revenue miles (VRM)

Profile Data Point	Profile Summary Section	Module and Form	Line Item (Calculation)
Operating Expense per Vehicle Revenue Hour	Service Efficiency	Financial: F-30 & Service: S-10	Total Modal Expenses divided by passenger miles F-30 Line 15 Column E: Total Modal Expenses divided by <i>Rail modes</i> Line 15 Column E: Total actual passenger car revenue hours <i>Non-rail modes</i> S-10 Line 15 Column E: Total actual vehicle revenue hours (VRH)
Operating Expense per Passenger Mile	Service Effectiveness	Financial: F-30 & Service: S-10	Total Modal Expenses divided by passenger miles F-30 Line 15 Column E: Total Modal Expenses divided by <i>Rail modes</i> S-10 Line 20 Column D: Passenger miles (PM) <i>Non-rail modes</i> S-10 Line 20 Column D: Passenger miles traveled (PMT)
Operating Expense per Unlinked Passenger Trip	Service Effectiveness	Financial: F-30 & Service: S-10	Total Modal Expenses divided by unlinked passenger trips F-30 Line 15 Column E: Total Modal divided by S-10 Line 18 Column D: Unlinked passenger trips
Unlinked Passenger Trips per Vehicle Revenue Mile	Service Effectiveness	Service: S-10	Unlinked passenger trips divided by vehicle revenue miles Line 18 Column D: Unlinked passenger trips (UPT) divided by <i>Rail modes</i> Line 12 Column D: Total actual passenger car revenue miles <i>Non-rail modes</i> Line 12 Column D: Total actual vehicle revenue miles (VRM)

Profile Data Point	Profile Summary Section	Module and Form	Line Item (Calculation)
Unlinked Passenger Trips per Vehicle Revenue Hour	Service Effectiveness	Service: S-10	<p>Unlinked passenger trips divided by vehicle revenue hours</p> <p>Line 18 Column D: Unlinked passenger trips (UPT) divided by</p> <p><i>Rail modes</i></p> <p>Line 15 Column D: Total actual passenger car revenue hours</p> <p><i>Non-rail modes</i></p> <p>Line 15 Column D: Total actual vehicle revenue hours (VRH)</p>