

Modal Peer Review: Report Year 2022

Published 2024



Contents

Contents	2
<hr/>	
Executive Summary	3
Notes/Methodology	4
Peer Agencies	5
<hr/>	
Urban Bus	6
2022 Urban Bus Characteristics	6
Service Coverage	8
Service Efficiency & Effectiveness	9
Service Maintenance & Capital Investment	11
Service Level Solvency	13
<hr/>	
Heavy Rail	15
2022 Heavy Rail Characteristics	15
Service Coverage	17
Service Efficiency & Effectiveness	18
Service Maintenance & Capital Investment	20
Service Level Solvency	22
<hr/>	
Commuter Rail	24
2022 Commuter Rail Characteristics	24
Service Coverage	26
Service Efficiency & Effectiveness	27
Service Maintenance & Capital Investment	29
Service Level Solvency	31
<hr/>	
Suburban Bus	33
2022 Suburban Bus Characteristics	33
Service Coverage	35
Service Efficiency & Effectiveness	36
Service Maintenance & Capital Investment	38
Service Level Solvency	40
<hr/>	
ADA Paratransit	42
2022 ADA Paratransit Characteristics	42
Service Coverage	44
Service Efficiency & Effectiveness	45
Service Maintenance & Capital Investment	47
Service Level Solvency	49



Executive Summary

The Modal Peer Agency Review (formerly known as the Sub-Regional Peer Review) has been developed by the RTA as part of its oversight function to support the evaluation and management of the region's public transportation system. Since there are no federal or industry standards for transit performance metrics, peer comparisons provide the best way to benchmark performance and identify best practices; further research can then be conducted to gain a better understanding of the factors contributing to observed levels of performance. The selection of appropriate peers was carefully performed to allow for the closest possible match of operating characteristics. For each service mode operated in the RTA region – urban bus, heavy rail, commuter rail, suburban bus, and ADA paratransit – a peer group of five agencies has been chosen.

RTA staff, in cooperation with a Performance Measurement Task Force, periodically re-evaluates the process by which peer agencies are included for comparison within this report. The primary selection criteria for the peer agencies were determined to be: vehicle revenue hours and miles, unlinked passenger trips, number of vehicles operated in maximum service, and directional route miles (for rail modes). Although much care was used in selecting meaningful peers, no two transit agencies are perfectly comparable. Each agency has unique circumstances and a unique operating environment, and those differences should be kept in mind when making comparisons. The goal of the RTA performance measurement program is to point toward areas of improvement within the constraints and resources of our region.

This report is based on published data from the National Transit Database (NTD) to ensure as much comparability between agencies in definition and collection of data elements as possible. It covers data reported for 2022, the most current year available, which was released in late October 2023. Data submission by transit agencies is a requirement of receiving federal funding and thus follows guidelines and procedures established by the Federal Transit Administration (FTA). Although this report reflects the 2022 report year for each agency, the time period that constitutes a 'report year' varies by agency. Chicago, New York, and Minneapolis transit agencies use the calendar year as their NTD report year, while other regions use their state or federal fiscal year as their NTD report year. Accordingly, the other regions' 2022 report year reflects performance for either July 1, 2021 – June 30, 2022 or October 1, 2021 – September 30, 2022. Given the varying report timeframes, direct peer comparisons for measures that reflect service, operating cost, and fare revenue are not reasonable; **results are stated herein to maintain continuity of the performance reporting effort and to provide general information regarding each agency's operations.**



Notes/Methodology

1. To address differences resulting from the use of varying report year time periods, this report omits comparative performance rankings and instead illustrates each agency's year-over-year percentage changes from their last report year, as well as each agency's actual results for the current report year.
2. The fare recovery ratio used in this report follows the NTD definition, which is the proportion of operating costs that are covered by fare revenues paid by passengers. The NTD recovery ratio differs from the RTA statutory recovery ratio, which takes into account certain adjustments as enumerated in the RTA Act, such as the exclusion of various costs, the treatment of depreciation, and the inclusion of in-kind services. The RTA statutory recovery ratio also includes system-generated revenue other than fares in its formula calculation.
3. In the instances where a reporting agency did not provide a revenue vehicle's useful life benchmark, the default Federal Transit Administration (FTA) benchmark specific to each revenue vehicle type was used for peer agency calculations.



Peer Agencies

Mode	Peer Group
CTA Urban Bus	METRO: Los Angeles County Metropolitan Transportation Authority
	MBTA: Massachusetts Bay Transportation Authority
	NYCT: New York City Transit
	SEPTA: Southeastern Pennsylvania Transportation Authority
CTA Heavy Rail	WMATA: Washington Metropolitan Area Transit Authority
	MARTA: Metropolitan Atlanta Rapid Transit Authority
	MBTA: Massachusetts Bay Transportation Authority
	NYCT: New York City Transit
Metra Commuter Rail	SEPTA: Southeastern Pennsylvania Transportation Authority
	WMATA: Washington Metropolitan Area Transit Authority
	LIRR: Long Island Rail Road
	MBTA: Massachusetts Bay Transportation Authority
Pace Suburban Bus	MNCR: Metro-North Commuter Railroad
	NJT: New Jersey Transit
	SEPTA: Southeastern Pennsylvania Transportation Authority
	ACT: Alameda-Contra Costa Transit
	BCT: Broward County Transit Division
Pace ADA Paratransit	OCTA: Orange County Transportation Authority
	VTA: Santa Clara Valley Transportation Authority
	RIDE ON: Ride-On Montgomery County Transit
	MBTA: Massachusetts Bay Transportation Authority
	MM: Metro Mobility (Minneapolis)
Pace ADA Paratransit	NYCT: New York City Transit
	ACCESS: Access Services (Los Angeles)
	WMATA: Washington Metropolitan Area Transit Authority



Urban Bus

The peers selected for urban bus are those that serve the nation's largest urbanized areas with the most extensive, well-developed transit systems. These cities – Boston, Los Angeles, New York, Philadelphia, and Washington, DC – rank within the top ten in the country for metropolitan area population and bus ridership. They each also have both urban rail and bus services, which provide coordinated service throughout the metropolitan area.

Agencies may provide performance results to the Federal Transit Administration based on a fiscal- or calendar-year basis. CTA and NYCT are the only two of the six bus agencies that report on a calendar-year basis; the other four agencies reported for the period July 1, 2021 – June 30, 2022, which makes peer comparisons for the 2022 report year difficult as the time periods reflect unique stages of recovery from the pandemic. Results are stated herein to maintain continuity of the performance reporting effort and to provide general information regarding each agency's operations. For each measure, performance is stated in nominal terms and as a percent change from the prior year result.

2022 Urban Bus Characteristics

Urban Bus Characteristics	CTA	MBTA	METRO	NYCT	SEPTA	WMATA
	Chicago	Boston	Los Angeles	New York	Philadelphia	Washington, DC
Service Area Population	3,207,635	3,109,308	10,394,849	8,804,190	3,475,337	5,089,918
Service Area (square miles)	310	3,244	4,099	321	844	1,349
Population Density	10,347	958	2,536	27,427	4,118	3,773
Vehicle Revenue Miles	44,199,272	22,606,308	64,010,579	95,132,436	39,316,921	36,331,203
Vehicle Revenue Hours	4,830,866	2,426,259	6,106,145	12,868,464	3,884,156	3,595,310
Passenger Trips	140,013,945	76,590,854	197,284,848	483,294,720	91,193,686	79,512,639
Passenger Miles	353,874,432	190,575,450	629,876,580	1,239,306,857	260,968,256	251,623,377
Operating Cost	\$774,665,363	\$572,665,656	\$1,180,655,231	\$3,262,398,266	\$693,070,836	\$845,757,291
Fare Revenue	\$157,136,558	\$61,238,494	\$48,310,035	\$621,622,622	\$101,519,176	\$47,555,017
Capital Funds Expended	\$148,714,115	\$121,315,557	\$153,485,005	\$508,825,753	\$52,286,973	\$181,595,801
Average Speed (miles per hour)	9.1	9.3	10.5	7.4	10.1	10.1
Average Trip Length (miles)	2.5	2.5	3.2	2.6	2.9	3.2
Average Vehicle Passenger Capacity	87	70	54	79	81	67
Average Vehicle Age (years)	11.5	8.4	6.6	6.2	8.2	7.1
Vehicles Operated in Maximum Service	1,274	773	1,554	3,785	1,092	1,147



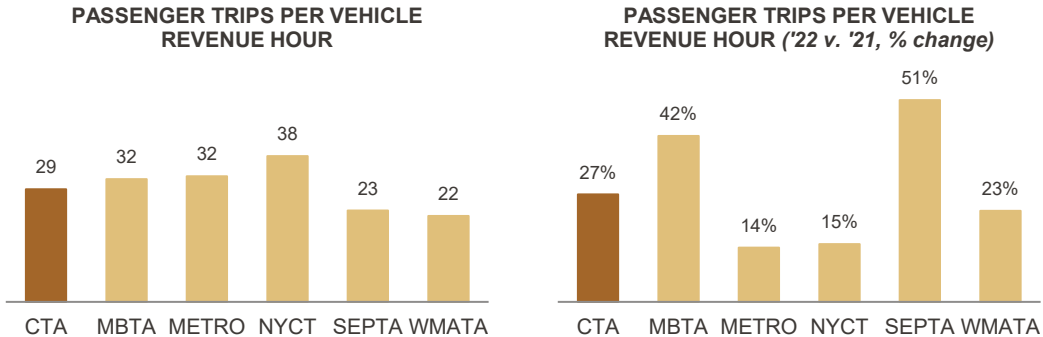
Urban Bus Characteristics Compared to 2021

Urban Bus Characteristics (2022 vs. 2021)	CTA	MBTA	METRO	NYCT	SEPTA	WMATA
	Chicago	Boston	Los Angeles	New York	Philadelphia	Washington, DC
Service Area Population	0%	0%	-1%	0%	1%	4%
Service Area (square miles)	0%	0%	0%	0%	1%	0%
Population Density	0%	0%	-1%	0%	0%	4%
Vehicle Revenue Miles	-6%	1%	12%	2%	1%	24%
Vehicle Revenue Hours	-6%	2%	14%	2%	0%	23%
Passenger Trips	19%	46%	30%	17%	51%	52%
Passenger Miles	19%	40%	46%	20%	39%	55%
Operating Cost	-5%	11%	9%	6%	6%	18%
Fare Revenue	15%	70%	197%	9%	34%	133%
Capital Funds Expended	45%	-38%	-47%	114%	-62%	-8%
Average Speed (miles per hour)	0%	-2%	-2%	1%	1%	1%
Average Trip Length (miles)	0%	-4%	12%	3%	-8%	2%
Average Vehicle Passenger Capacity	0%	2%	-1%	0%	0%	-1%
Average Vehicle Age (years)	0%	0%	3%	-6%	12%	-4%
Vehicles Operated in Maximum Service	-16%	-12%	2%	0%	-10%	14%

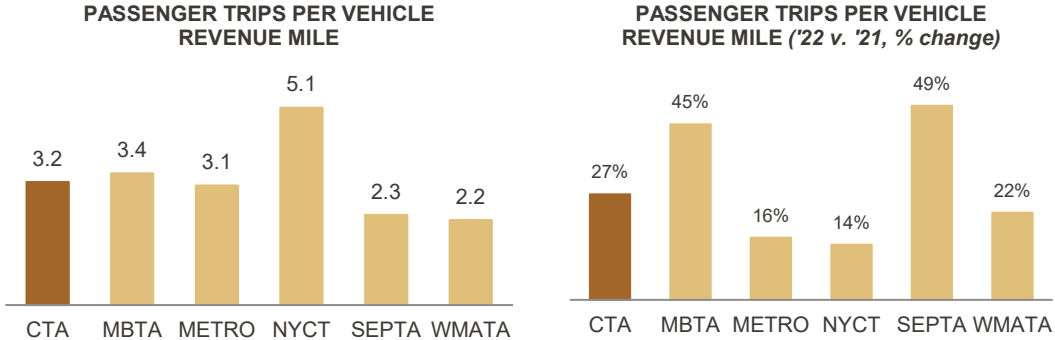
Service Coverage

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

Passenger trips per vehicle revenue hour: The total number of passengers who board public transportation vehicles divided by the total number of hours that vehicles travel while in revenue service. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Vehicle revenue hours include layover/ recovery time, but excluding deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.



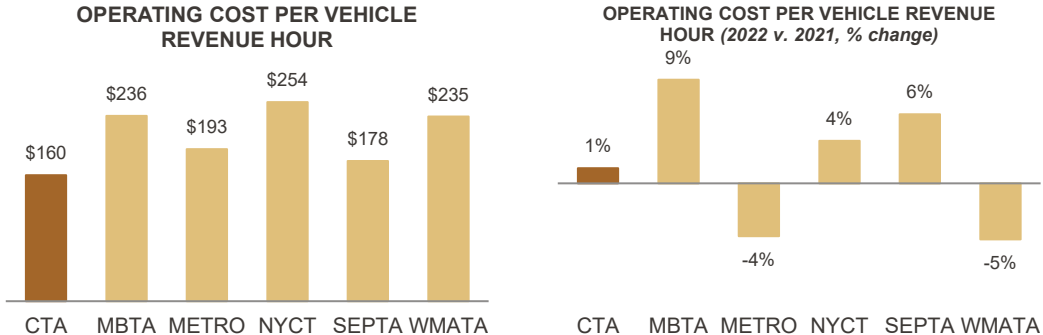
Passenger trips per vehicle revenue mile: The total number of unlinked passenger trips divided by the total number of miles vehicles travel while in revenue service, including layover/ recovery time, but excluding deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.



Service Efficiency & Effectiveness

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

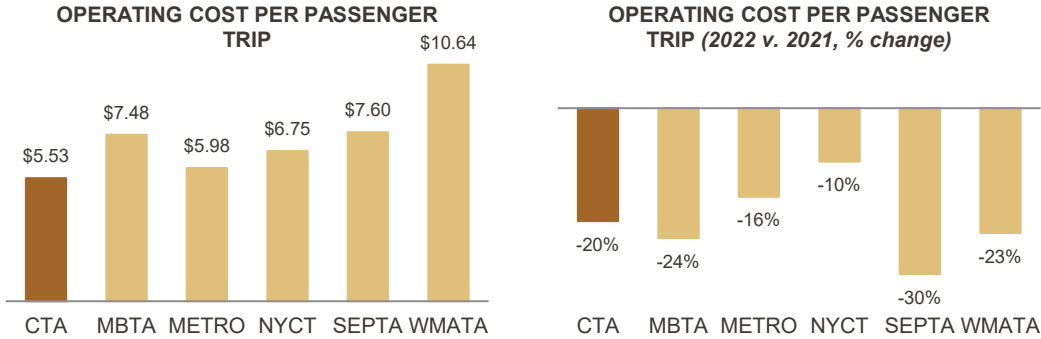
Operating Cost per Vehicle Revenue Hour: Total operating cost is comprised of expenses associated with the operation of the transit agency, and classified by function (e.g., mode) or activity, and the goods and services purchased. The basic functions and object classes are defined in Section 5.2 and 6.2 of the Uniform System of Accounts (USOA). These are consumable items with a useful life of less than one year or an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes, or \$5,000. This measure of cost efficiency is expressed as the total operating cost divided by the hours that vehicles travel while in revenue service.



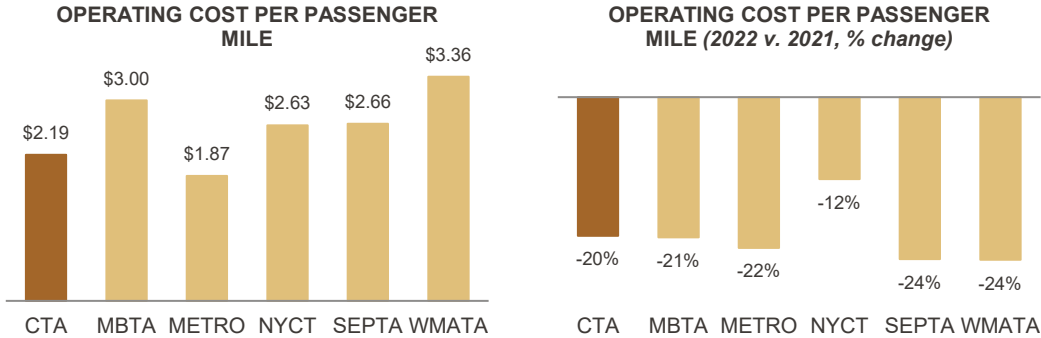
Service Efficiency & Effectiveness

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

Operating Cost per Passenger Trip: Total operating cost divided by the total number of unlinked passenger trips.



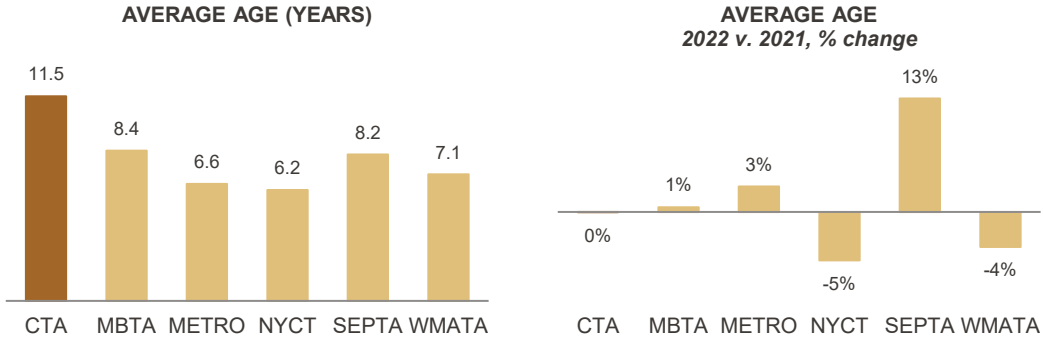
Operating Cost per Passenger Mile: Total operating cost divided by the total number of miles traveled by passengers.



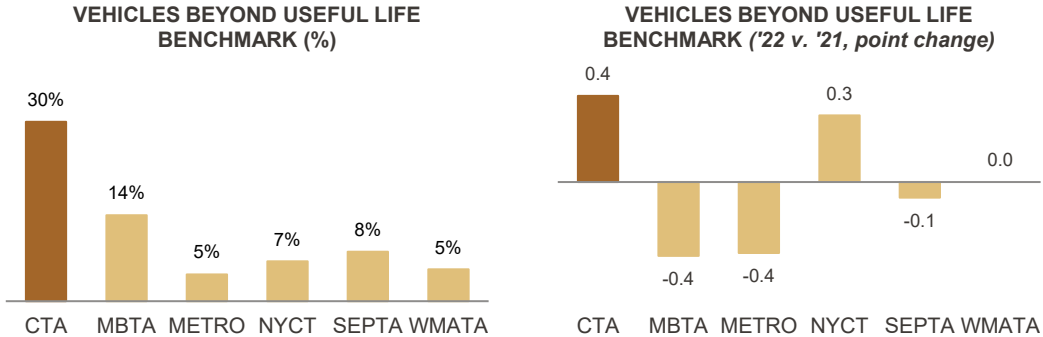
Service Maintenance & Capital Investment

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

Average Age: The average number of years since the manufacture date of a vehicle fleet.



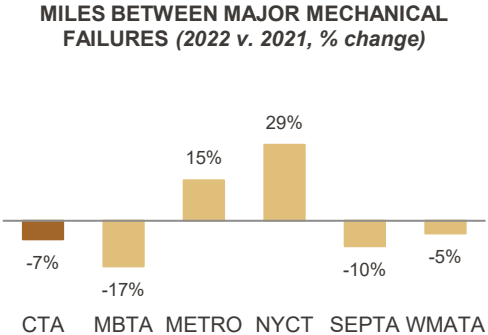
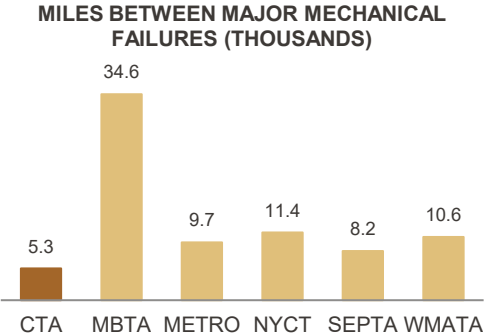
Vehicles Beyond Useful Life Benchmark: The percentage of revenue vehicles in the total active fleet beyond their useful life benchmark as allowed by the FTA. As a default, the FTA defines useful life as 8 years for automobiles and vans, 14 years for buses, 31 years for heavy rail cars, and 39 years for commuter rail vehicles. However, each reporting agency may petition the FTA to allow differing benchmarks that more adequately reflect unique operating environments and circumstances that may impact their vehicles' useful life expectancies, including life-extending rehabilitations and vehicle overhauls that may increase the useful life of a vehicle. Where no agency benchmark was noted, the default FTA benchmark was used for this metric.



Service Maintenance & Capital Investment

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

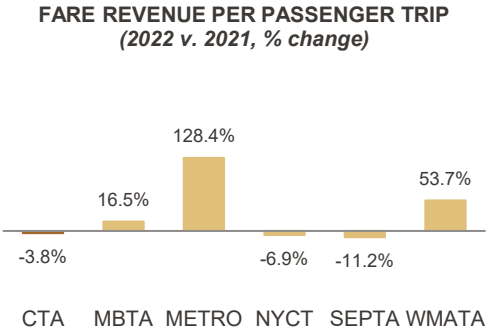
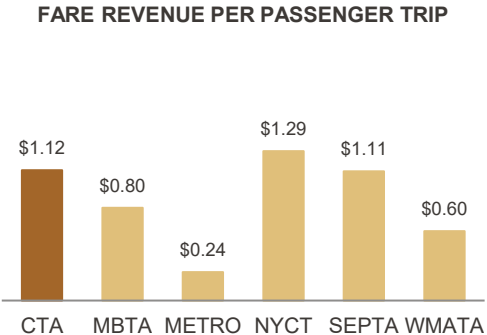
Miles Between Major Mechanical Failures: The average number of miles that vehicles travel while in revenue service between failures of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.



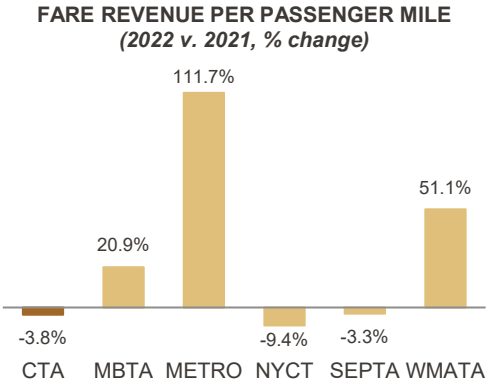
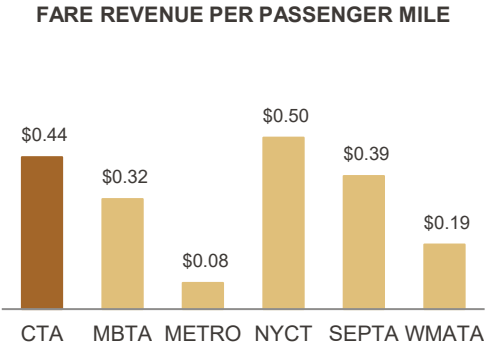
Service Level Solvency

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

Fare Revenue per Passenger Trip (Average Fare): All income received directly from passengers (paid either in cash or through pre-paid tickets, passes, etc., and including the reduced fares paid by passengers in a user-side subsidy arrangement) divided by the total number of unlinked passenger trips provided.



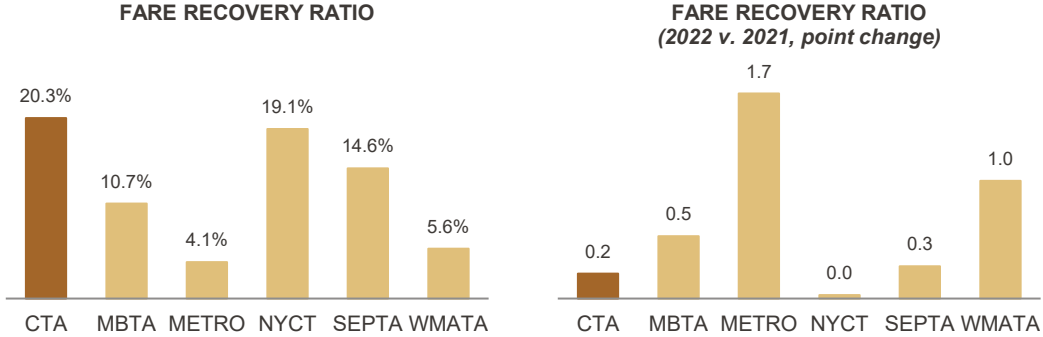
Fare Revenue per Passenger Mile: All income received from passengers divided by the total number of passenger miles traveled.



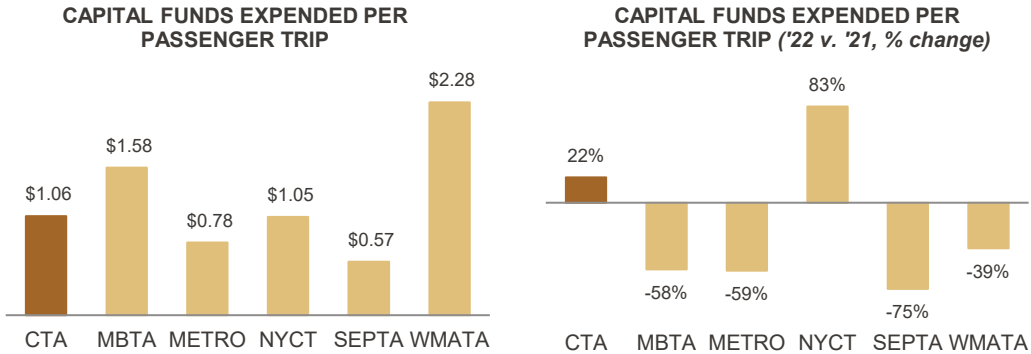
Service Level Solvency

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

Fare Recovery Ratio: The recovery ratio used in this report follows the NTD definition, which is the proportion of operating costs that are covered by fare revenue paid by passengers. The NTD recovery ratio differs from the RTA statutory recovery ratio, which takes into account other system-generated revenue and adjustments as enumerated in the RTA Act.



Capital Funds Expended per Passenger Trip: Expenses related to the purchase of equipment and financing capital projects, expressed on a per-passenger trip basis. Equipment means an article of non-expendable tangible personal property having a useful life of more than one year and an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes, or \$5,000. Capital expenses do not include operating expenses that are eligible to use capital funds.



Heavy Rail

The peers selected for CTA heavy rail were chosen from the largest rapid transit systems in the country. NYCT, MBTA, and SEPTA are all natural peers as older rail systems serving the urban center of large metropolitan areas. MARTA and WMATA, although relatively newer heavy rail systems, were chosen as peers due to their large sizes and mostly urban settings.

Agencies may provide performance results to the Federal Transit Administration based on a fiscal- or calendar-year basis. CTA and NYCT are the only two of the six agencies that report on a calendar-year basis; the other four agencies reported for the period July 1, 2021 – June 30, 2022, which makes peer comparisons for the 2022 report year difficult as the time periods reflect unique stages of recovery from the pandemic. Results are stated herein to maintain continuity of the performance reporting effort and to provide general information regarding each agency's operations. For each measure, performance is stated in nominal terms and as a percent change from the prior year result.

2022 Heavy Rail Characteristics

Heavy Rail Characteristics	CTA	MARTA	MBTA	NYCT	SEPTA	WMATA
	Chicago	Atlanta	Boston	New York	Philadelphia	Washington, DC
Service Area Population	3,207,635	2,128,687	3,109,308	8,804,190	3,475,337	5,089,918
Service Area (square miles)	310	949	3,244	321	844	1,349
Population Density	10,347	2,243	958	27,427	4,118	3,773
Directional Route Miles	208	96	76	494	75	234
Vehicle Revenue Miles	66,984,263	17,937,424	22,214,025	338,199,451	15,691,660	53,126,512
Vehicle Revenue Hours	3,742,178	674,818	1,507,475	20,848,895	1,024,991	2,302,036
Passenger Trips	103,524,858	26,079,792	78,861,897	1,788,363,060	52,499,263	76,077,714
Passenger Miles	615,259,223	180,808,729	266,054,405	7,055,402,031	219,803,311	404,715,396
Operating Cost	\$623,607,857	\$223,351,192	\$333,756,435	\$5,349,756,161	\$212,247,719	\$1,221,960,685
Fare Revenue	\$137,120,529	\$35,871,984	\$125,112,804	\$2,326,782,567	\$53,638,079	\$161,575,682
Capital Funds Expended	\$ 498,576,121	\$ 209,705,428	\$ 463,011,835	\$2,685,260,055	\$ 110,008,017	\$1,741,527,658
Average Speed (mph)	17.9	26.6	14.7	16.2	15.3	23.1
Average Trip Length (miles)	5.9	6.9	3.4	3.9	4.2	5.3
Average Vehicle Passenger Capacity	80	95	218	143	112	203
Average Vehicle Age (years)	22	33	31	26	30	24
Vehicles Operated in Maximum Service	906	210	312	5,410	238	998



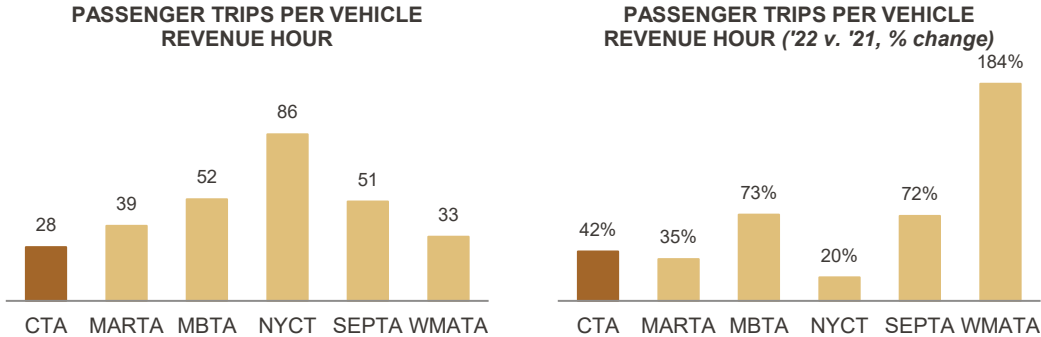
Heavy Rail Characteristics Compared to 2021

Heavy Rail Characteristics (2022 vs. 2021)	CTA	MARTA	MBTA	NYCT	SEPTA	WMATA
	Chicago	Atlanta	Boston	New York	Philadelphia	Washington, DC
Service Area Population	0%	0%	0%	0%	1%	4%
Service Area (square miles)	0%	0%	0%	0%	1%	0%
Population Density	0%	0%	0%	0%	0%	4%
Directional Route Miles	0%	0%	0%	0%	0%	0%
Vehicle Revenue Miles	-7%	4%	0%	2%	-3%	-27%
Vehicle Revenue Hours	-7%	4%	2%	14%	7%	-27%
Passenger Trips	32%	41%	76%	36%	83%	108%
Passenger Miles	23%	45%	81%	24%	74%	103%
Operating Cost	-7%	3%	-2%	6%	3%	-2%
Fare Revenue	26%	32%	83%	31%	55%	109%
Capital Funds Expended	36%	3%	-18%	17%	40%	17%
Average Speed (miles per hour)	0%	0%	-2%	-10%	-9%	0%
Average Trip Length (miles)	-7%	3%	3%	-9%	-5%	-3%
Average Vehicle Passenger Capacity	0%	0%	0%	0%	0%	-16%
Average Vehicle Age (years)	3%	4%	3%	4%	5%	189%
Vehicles Operated in Maximum Service	-22%	0%	-7%	0%	-17%	0%

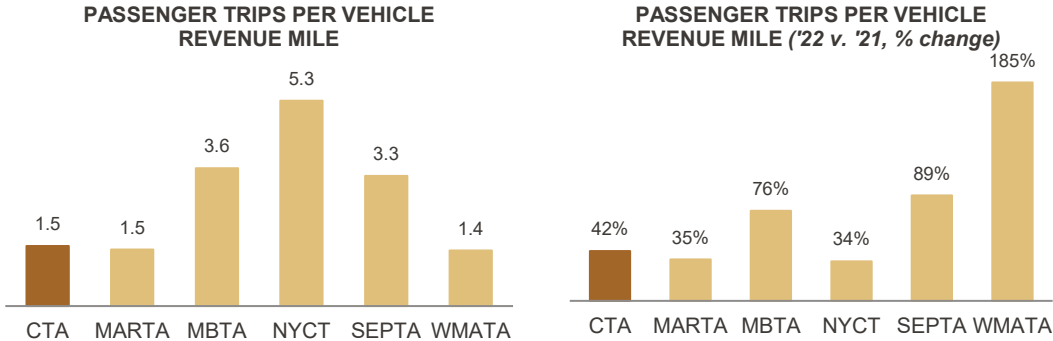
Service Coverage

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

Passenger trips per vehicle revenue hour: The total number of passengers who board public transportation vehicles divided by the total number of hours that vehicles travel while in revenue service. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Vehicle revenue hours include layover/ recovery time, but excluding deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.



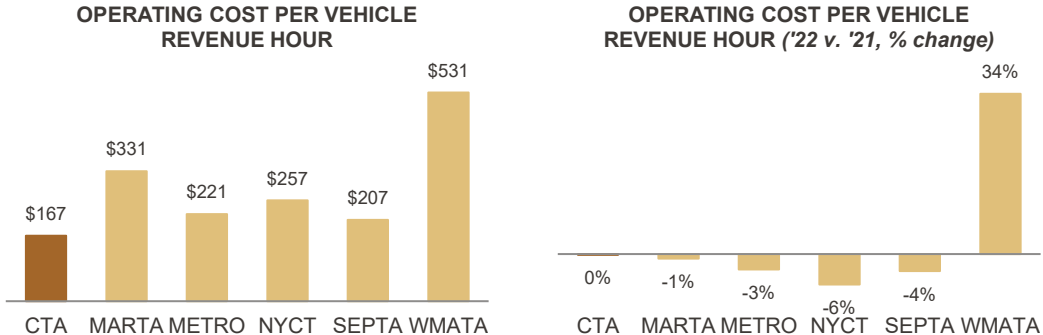
Passenger trips per vehicle revenue mile: the total number of unlinked passenger trips divided by the total number of miles vehicles travel while in revenue service, including layover/ recovery time, but excluding deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.



Service Efficiency & Effectiveness

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

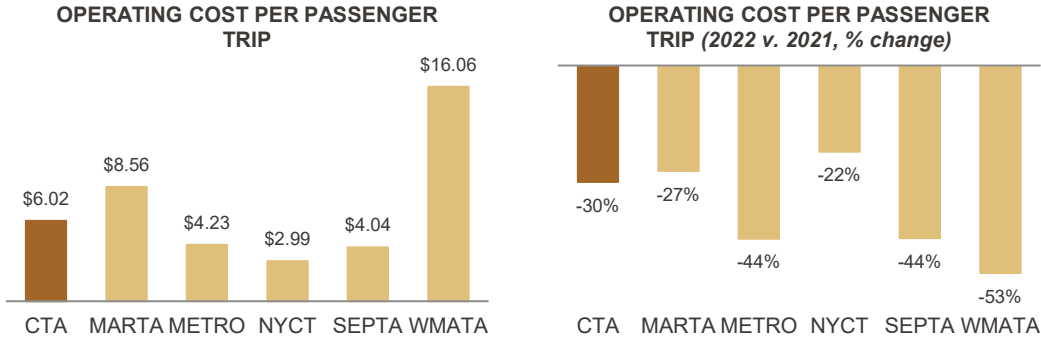
Operating Cost per Vehicle Revenue Hour: Total operating cost is comprised of expenses associated with the operation of the transit agency, and classified by function (e.g., mode) or activity, and the goods and services purchased. The basic functions and object classes are defined in Section 5.2 and 6.2 of the Uniform System of Accounts (USOA). These are consumable items with a useful life of less than one year or an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes, or \$5,000. This measure of cost efficiency is expressed as the total operating cost divided by the hours that vehicles travel while in revenue service.



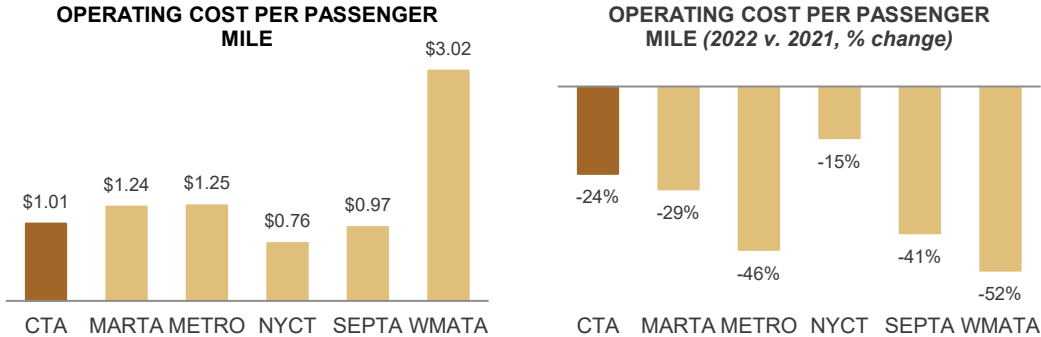
Service Efficiency & Effectiveness

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

Operating Cost per Passenger Trip: Total operating cost divided by the total number of unlinked passenger trips.



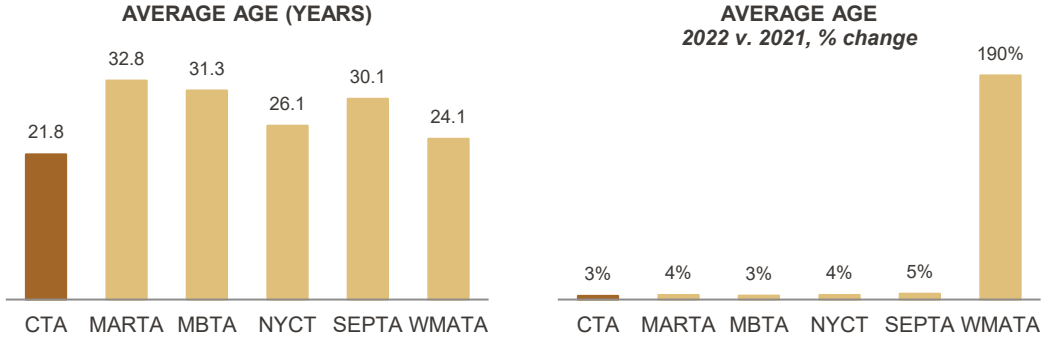
Operating Cost per Passenger Mile: Total operating cost divided by the total number of miles traveled by passengers.



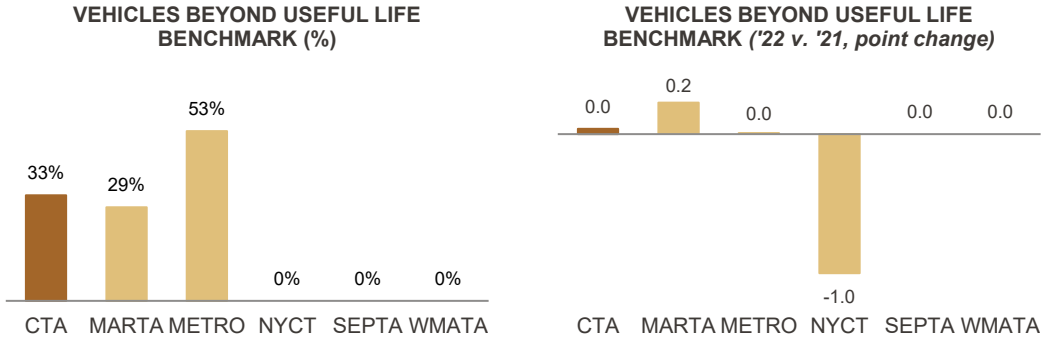
Service Maintenance & Capital Investment

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

Average Age: The average number of years since the manufacture date of a vehicle fleet.



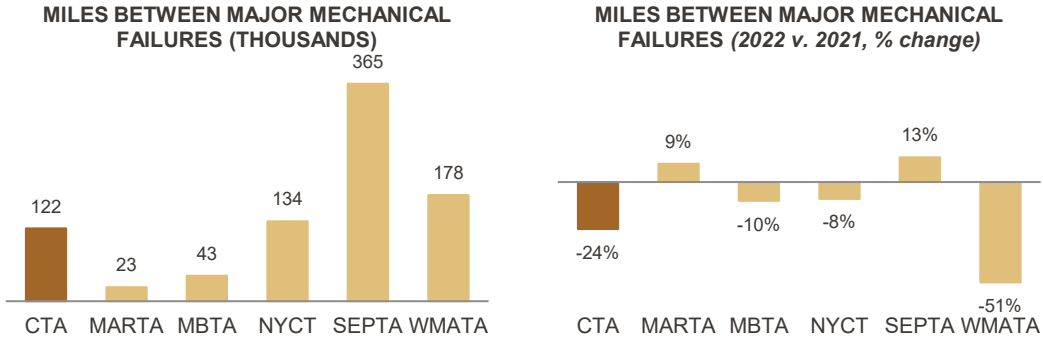
Vehicles Beyond Useful Life Benchmark: The percentage of revenue vehicles in the total active fleet beyond their useful life benchmark as allowed by the FTA. As a default, the FTA defines useful life as 8 years for automobiles and vans, 14 years for buses, 31 years for heavy rail cars, and 39 years for commuter rail vehicles. However, each reporting agency may petition the FTA to allow differing benchmarks that more adequately reflect unique operating environments and circumstances that may impact their vehicles' useful life expectancies, including life-extending rehabilitations and vehicle overhauls that may increase the useful life of a vehicle. Where no agency benchmark was noted, the default FTA benchmark was used for this metric.



Service Maintenance & Capital Investment

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

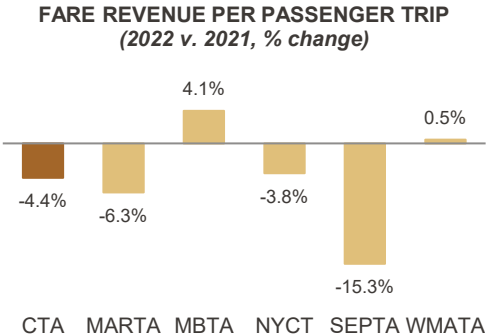
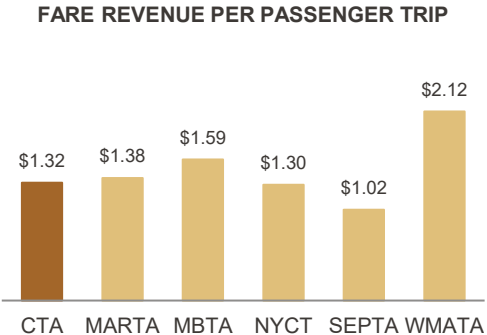
Miles Between Major Mechanical Failures: The average number of miles that vehicles travel while in revenue service between failures of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.



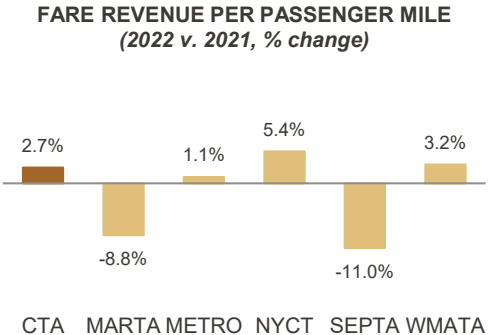
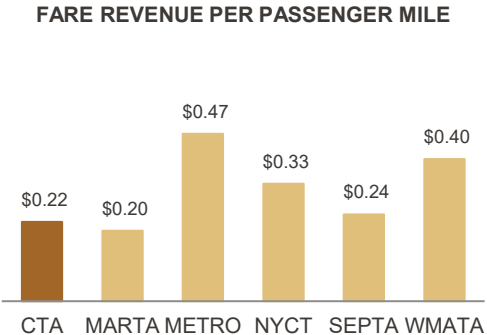
Service Level Solvency

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

Fare Revenue per Passenger Trip (Average Fare): All income received directly from passengers (paid either in cash or through pre-paid tickets, passes, etc., and including the reduced fares paid by passengers in a user-side subsidy arrangement) divided by the total number of unlinked passenger trips provided.



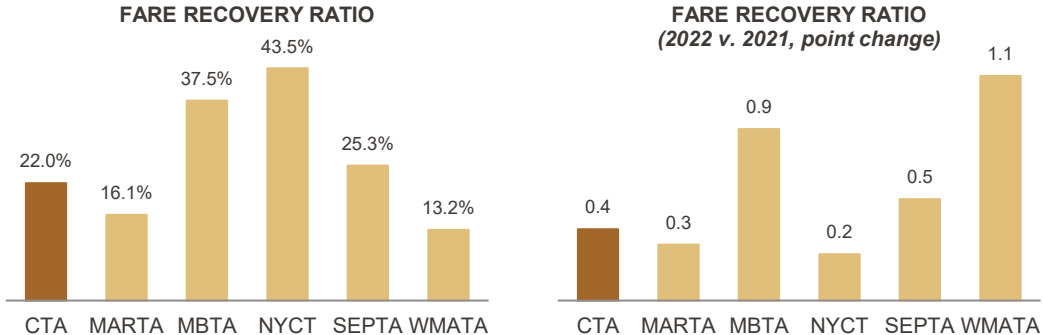
Fare Revenue per Passenger Mile: All income received from passengers divided by the total number of passenger miles traveled.



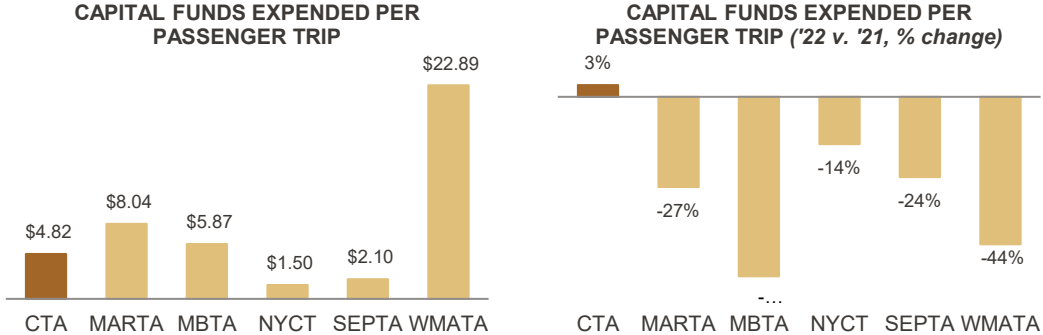
Service Level Solvency

NOTE: Report Year time periods vary by agency. CTA and NYCT data are for 1/1/22 – 12/31/22, all other agencies' data are for 7/1/21 – 6/30/22.

Fare Recovery Ratio: The recovery ratio used in this report follows the NTD definition, which is the proportion of operating costs that are covered by fare revenue paid by passengers. The NTD recovery ratio differs from the RTA statutory recovery ratio, which takes into account other system-generated revenue and adjustments as enumerated in the RTA Act.



Capital Funds Expended per Passenger Trip: Expenses related to the purchase of equipment and financing capital projects, expressed on a per-passenger trip basis. Equipment means an article of non-expendable tangible personal property having a useful life of more than one year and an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes, or \$5,000. Capital expenses do not include operating expenses that are eligible to use capital funds.



Commuter Rail

Peers selected for this mode represent the largest commuter rail systems in the United States. Three peers provide service to New York City from the states of New York, New Jersey, and Connecticut; Boston and Philadelphia are the other peer cities.

Agencies may provide performance results to the Federal Transit Administration based on a fiscal- or calendar-year basis. Metra, LIRR, and MNCR report on a calendar-year basis; the other three agencies reported for the period July 1, 2021 – June 30, 2022, which makes peer comparisons for the 2022 report year difficult as the time periods reflect unique stages of recovery from the pandemic. Results are stated herein to maintain continuity of the performance reporting effort and to provide general information regarding each agency's operations. For each measure, performance is stated in nominal terms and as a percent change from the prior year result.

2022 Commuter Rail Characteristics

Commuter Rail Characteristics	Metra	MBTA	LIRR	MNCR	NJT	SEPTA
	Chicago	Boston	New York	New York	Newark	Philadelphia
Service Area Population	7,261,176	3,109,308	11,170,342	6,503,894	10,594,013	3,475,337
Service Area (square miles)	1,940	3,244	2,967	527	5,325	844
Population Density	3,743	958	3,765	12,341	1,989	4,118
Directional Route Miles	975	776	618	546	920	447
Vehicle Revenue Miles	38,740,615	23,837,624	62,918,402	62,976,627	59,140,432	14,712,833
Vehicle Revenue Hours	1,304,405	818,346	2,107,155	2,049,308	1,799,117	747,253
Passenger Trips	23,791,702	14,310,785	81,613,697	54,517,695	40,054,391	16,340,688
Passenger Miles	518,254,909	307,334,036	1,820,711,614	1,070,033,815	1,145,563,899	214,528,260
Operating Cost	\$822,547,900	\$474,347,246	\$1,601,947,259	\$1,353,483,213	\$1,270,807,775	\$309,426,507
Fare Revenue	\$126,649,459	\$80,658,731	\$457,582,502	\$448,196,125	\$277,787,790	\$56,363,232
Capital Funds Expended	\$270,140,023	\$646,003,141	\$1,113,783,139	\$836,624,071	\$478,606,847	\$196,783,262
Average Speed (mph)	29.7	29.1	29.9	30.7	32.9	19.7
Average Trip Length (miles)	21.8	21.5	22.3	19.6	28.6	13.1
Average Vehicle Passenger Capacity	145	152	111	110	125	117
Average Vehicle Age (years)	29.6	27.0	18.2	19.6	23.1	33.1
Vehicles Operated in Maximum Service	889	416	908	1,138	865	277



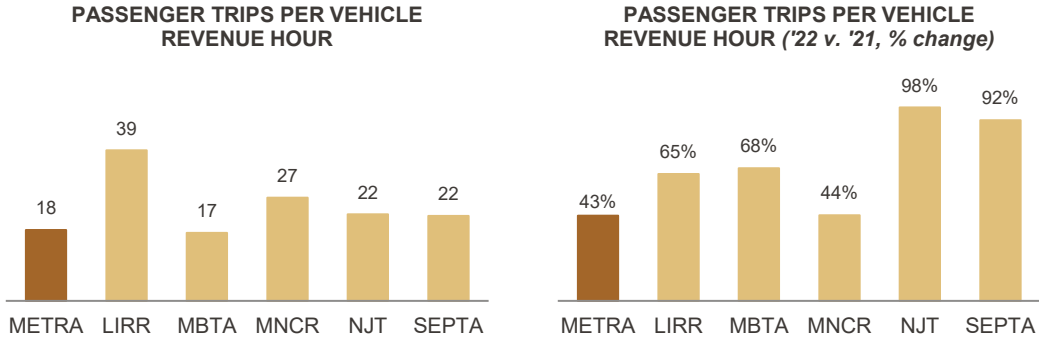
Commuter Rail Characteristics Compared to 2021

Commuter Rail Characteristics (2022 vs. 2021)	Metra	MBTA	LIRR	MNCR	NJT	SEPTA
	Chicago	Boston	New York	New York	Newark	Philadelphia
Service Area Population	0%	0%	0%	0%	0%	1%
Service Area (square miles)	0%	0%	0%	0%	0%	1%
Population Density	0%	0%	0%	0%	0%	0%
Directional Route Miles	0%	0%	-3%	0%	0%	0%
Vehicle Revenue Miles	18%	20%	8%	21%	5%	24%
Vehicle Revenue Hours	18%	22%	1%	18%	6%	24%
Passenger Trips	69%	105%	66%	69%	110%	138%
Passenger Miles	70%	98%	28%	45%	116%	133%
Operating Cost	15%	22%	9%	11%	12%	10%
Fare Revenue	66%	144%	55%	71%	120%	101%
Capital Funds Expended	-27%	15%	-9%	48%	-17%	-11%
Average Speed (mph)	0%	-2%	7%	3%	-1%	0%
Average Trip Length (miles)	1%	-3%	-23%	-14%	3%	-2%
Average Vehicle Passenger Capacity	0%	1%	0%	0%	16%	0%
Average Vehicle Age (years)	3%	3%	2%	2%	1%	3%
Vehicles Operated in Maximum Service	9%	0%	3%	1%	-4%	-3%

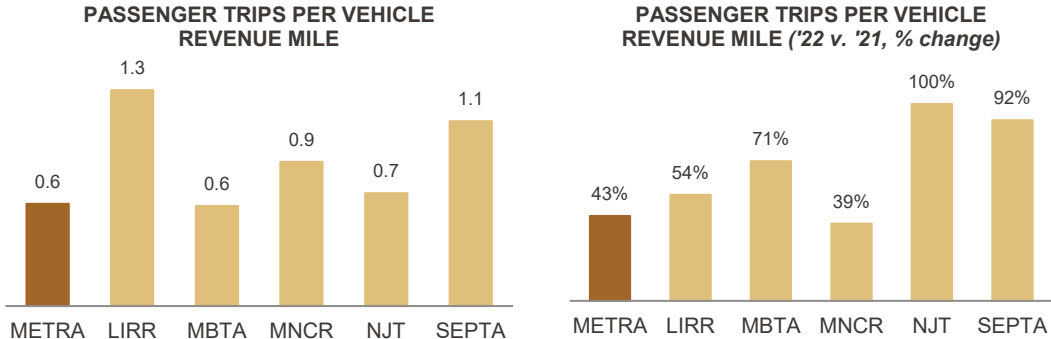
Service Coverage

NOTE: Report Year time periods vary by agency. Metra, LIRR, and MNCR data are for 1/1/22 – 12/31/22; all other agencies' data are for 7/1/21 – 6/30/22.

Passenger trips per vehicle revenue hour: The total number of passengers who board public transportation vehicles divided by the total number of hours that vehicles travel while in revenue service. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Vehicle revenue hours include layover/ recovery time, but excluding deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.



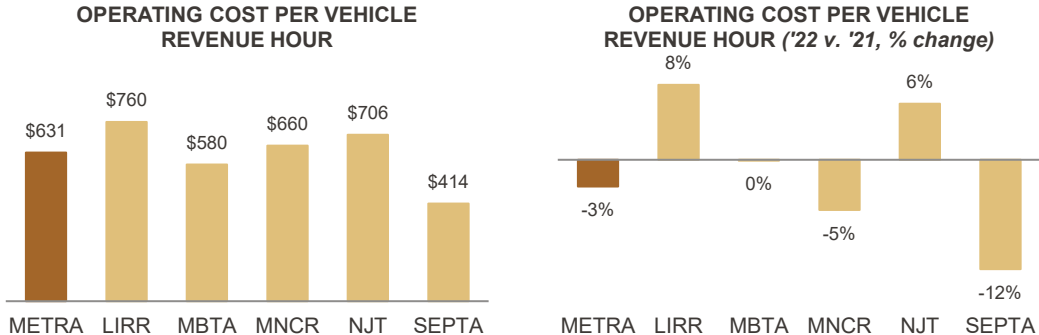
Passenger trips per vehicle revenue mile: the total number of unlinked passenger trips divided by the total number of miles vehicles travel while in revenue service, including layover/ recovery time, but excluding deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.



Service Efficiency & Effectiveness

NOTE: Report Year time periods vary by agency. Metra, LIRR, and MNCR data are for 1/1/22 – 12/31/22; all other agencies' data are for 7/1/21 – 6/30/22.

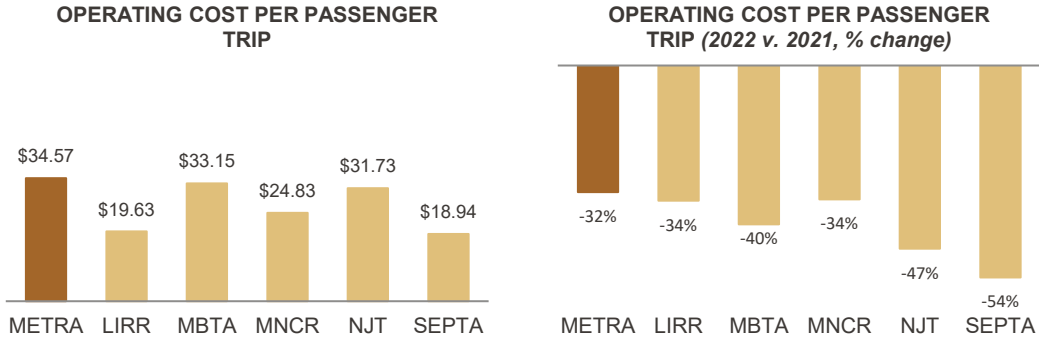
Operating Cost per Vehicle Revenue Hour: Total operating cost is comprised of expenses associated with the operation of the transit agency, and classified by function (e.g., mode) or activity, and the goods and services purchased. The basic functions and object classes are defined in Section 5.2 and 6.2 of the Uniform System of Accounts (USOA). These are consumable items with a useful life of less than one year or an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes, or \$5,000. This measure of cost efficiency is expressed as the total operating cost divided by the hours that vehicles travel while in revenue service.



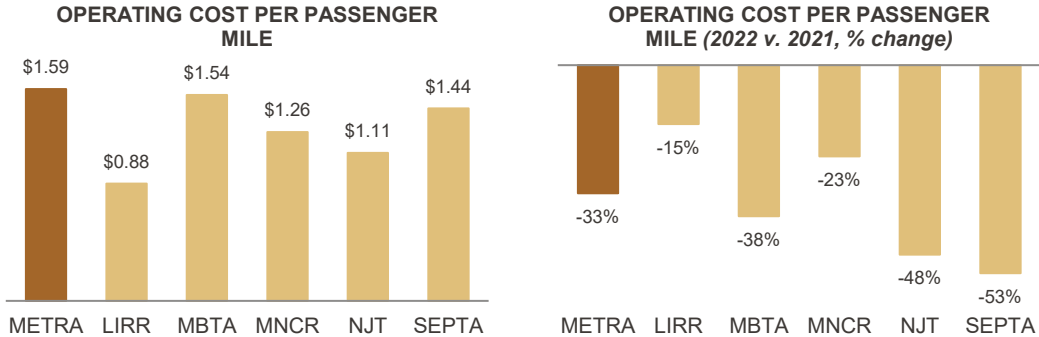
Service Efficiency & Effectiveness

NOTE: Report Year time periods vary by agency. Metra, LIRR, and MNCR data are for 1/1/22 – 12/31/22; all other agencies' data are for 7/1/21 – 6/30/22.

Operating Cost per Passenger Trip: Total operating cost divided by the total number of unlinked passenger trips.



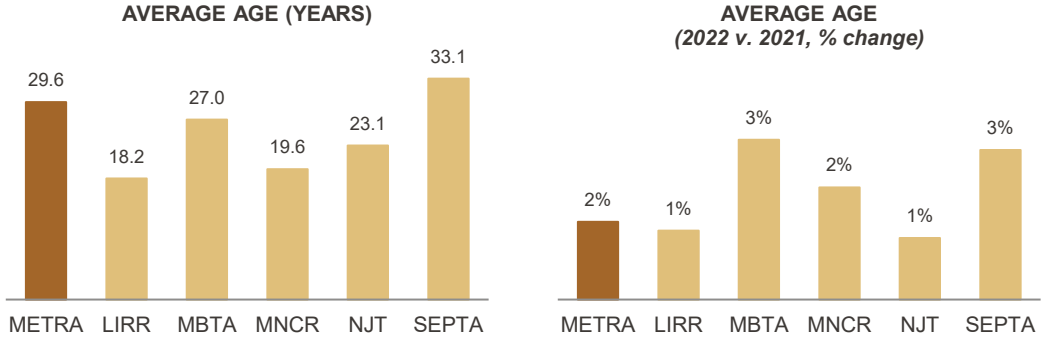
Operating Cost per Passenger Mile: Total operating cost divided by the total number of miles traveled by passengers.



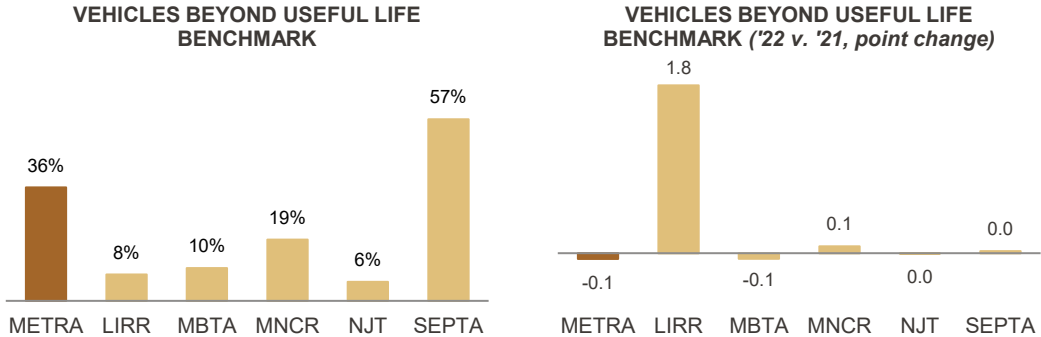
Service Maintenance & Capital Investment

NOTE: Report Year time periods vary by agency. Metra, LIRR, and MNCR data are for 1/1/22 – 12/31/22; all other agencies' data are for 7/1/21 – 6/30/22.

Average Age: The average number of years since the manufacture date of a vehicle fleet.



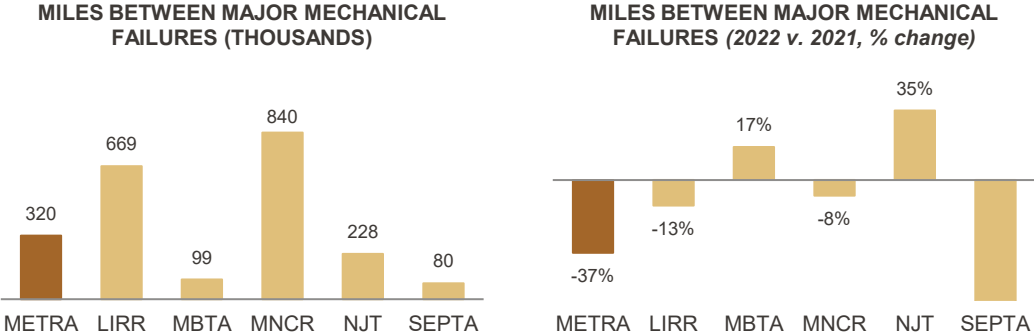
Vehicles Beyond Useful Life Benchmark: The percentage of revenue vehicles in the total active fleet beyond their useful life benchmark as allowed by the FTA. As a default, the FTA defines useful life as 8 years for automobiles and vans, 14 years for buses, 31 years for heavy rail cars, and 39 years for commuter rail vehicles. However, each reporting agency may petition the FTA to allow differing benchmarks that more adequately reflect unique operating environments and circumstances that may impact their vehicles' useful life expectancies, including life-extending rehabilitations and vehicle overhauls that may increase the useful life of a vehicle. Where no agency benchmark was noted, the default FTA benchmark was used for this metric.



Service Maintenance & Capital Investment

NOTE: Report Year time periods vary by agency. Metra, LIRR, and MNCR data are for 1/1/22 – 12/31/22; all other agencies' data are for 7/1/21 – 6/30/22.

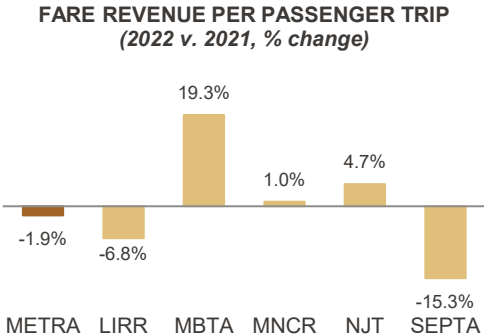
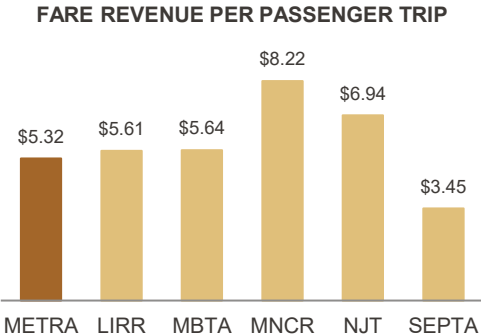
Miles Between Major Mechanical Failures: The average number of miles that vehicles travel while in revenue service between failures of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.



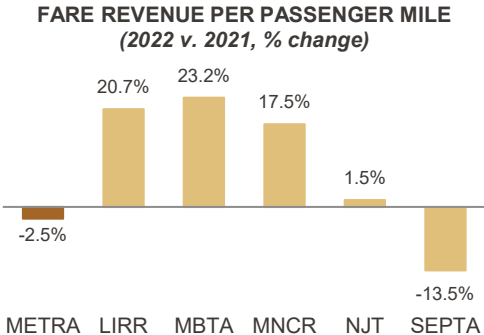
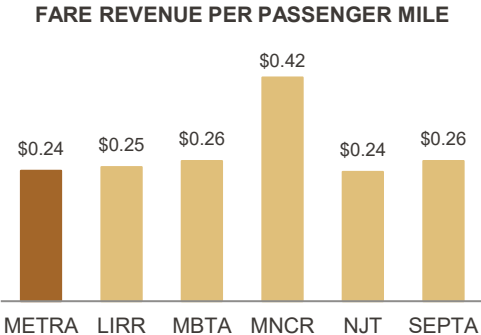
Service Level Solvency

NOTE: Report Year time periods vary by agency. Metra, LIRR, and MNCR data are for 1/1/22 – 12/31/22; all other agencies' data are for 7/1/21 – 6/30/22.

Fare Revenue per Passenger Trip (Average Fare): All income received directly from passengers (paid either in cash or through pre-paid tickets, passes, etc., and including the reduced fares paid by passengers in a user-side subsidy arrangement) divided by the total number of unlinked passenger trips provided.



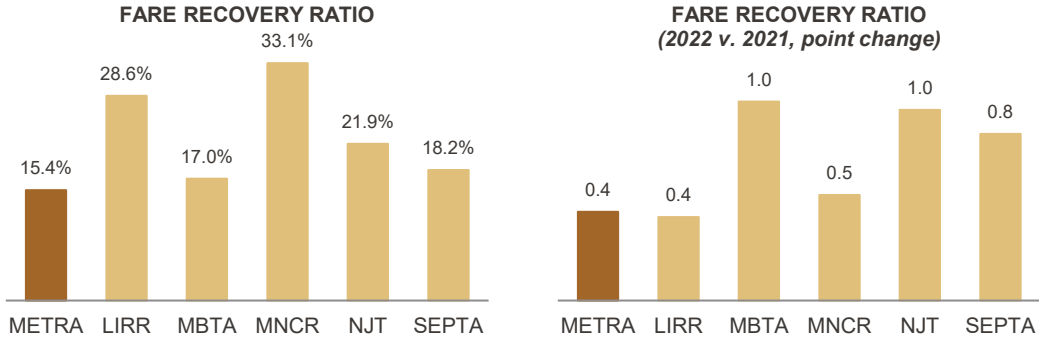
Fare Revenue per Passenger Mile: All income received from passengers divided by the total number of passenger miles traveled.



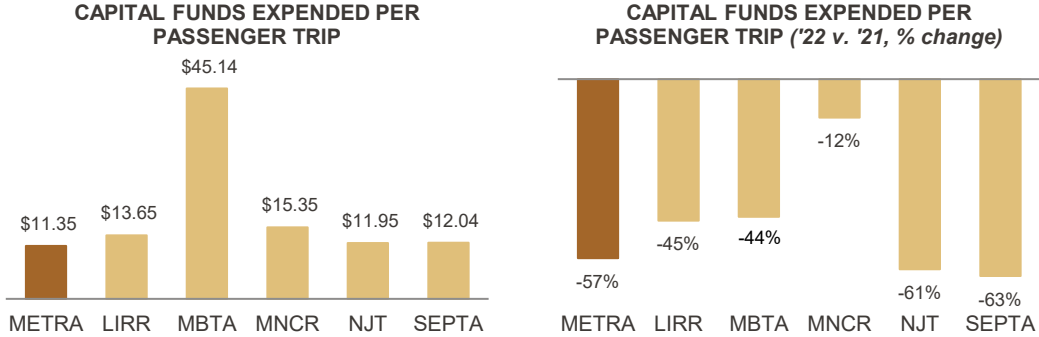
Service Level Solvency

NOTE: Report Year time periods vary by agency. Metra, LIRR, and MNCR data are for 1/1/22 – 12/31/22; all other agencies' data are for 7/1/21 – 6/30/22.

Fare Recovery Ratio: The recovery ratio used in this report follows the NTD definition, which is the proportion of operating costs that are covered by fare revenue paid by passengers. The NTD recovery ratio differs from the statutory RTA recovery ratio, which takes into account other system-generated revenue and adjustments as enumerated in the RTA Act.



Capital Funds Expended per Passenger Trip: Expenses related to the purchase of equipment and financing capital projects, expressed on a per-passenger trip basis. Equipment means an article of non-expendable tangible personal property having a useful life of more than one year and an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes, or \$5,000. Capital expenses do not include operating expenses that are eligible to use capital funds.



Suburban Bus

The most comparable peers for inclusion for the suburban bus mode are relatively large bus systems that operate in predominantly suburban areas adjacent to a major U.S. city, with Pace serving a geographic region more than six times the size of the next largest peer.

Agencies may provide performance results to the Federal Transit Administration based on a fiscal- or calendar-year basis. Pace is the only agency of its peer group to report on a calendar-year basis; OCTA, ACT, Ride-On, and VTA reported for the period July 1, 2021 – June 30, 2022, and BCT reported for the period 10/1/2021 – 9/30/2022. As a result, peer comparisons for the 2022 report year are difficult to make, as the time periods reflect unique stages of recovery from the pandemic. Results are stated herein to maintain continuity of the performance reporting effort and to provide general information regarding each agency's operations. For each measure, performance is stated in nominal terms and as a percent change from the prior year result.

2022 Suburban Bus Characteristics

Suburban Bus Characteristics	Pace	BCT	OCTA	ACT	VTA	RIDE ON
	Chicago	Broward Co	Orange County	Oakland	Santa Clara	DC
Service Area Population	5,666,540	1,944,375	2,943,596	1,586,454	1,894,783	1,062,061
Service Area (square miles)	3,519	428	435	364	346	495
Population Density	1,610	4,543	6,767	4,358	5,476	2,146
Vehicle Revenue Miles	21,994,363	14,168,361	15,994,948	17,173,527	14,227,007	11,942,779
Vehicle Revenue Hours	1,550,682	1,116,543	1,378,706	1,646,815	1,212,589	934,954
Passenger Trips	13,528,762	20,003,848	26,680,576	29,030,789	15,181,163	14,093,905
Passenger Miles	91,244,432	94,867,873	115,099,912	102,090,416	78,212,937	61,425,335
Operating Cost	\$215,617,751	\$150,301,784	\$228,481,352	\$421,449,924	\$284,253,966	\$141,870,192
Fare Revenue	\$17,055,465	\$22,389,248	\$21,714,089	\$34,833,997	\$18,157,218	\$46,137
Capital Funds Expended	\$78,307,896	\$45,414,156	\$25,395,208	\$37,722,662	\$15,690,723	\$441,377
Average Speed (mph)	14.2	12.7	11.6	10.4	11.7	12.8
Average Trip Length (miles)	6.7	4.7	4.3	3.5	5.2	4.4
Average Vehicle Passenger Capacity	51.1	51.8	75.5	79.9	65.6	53.8
Average Vehicle Age (years)	7	5	10	8	11	7
Vehicles Operated in Maximum Service	504	285	365	414	345	285

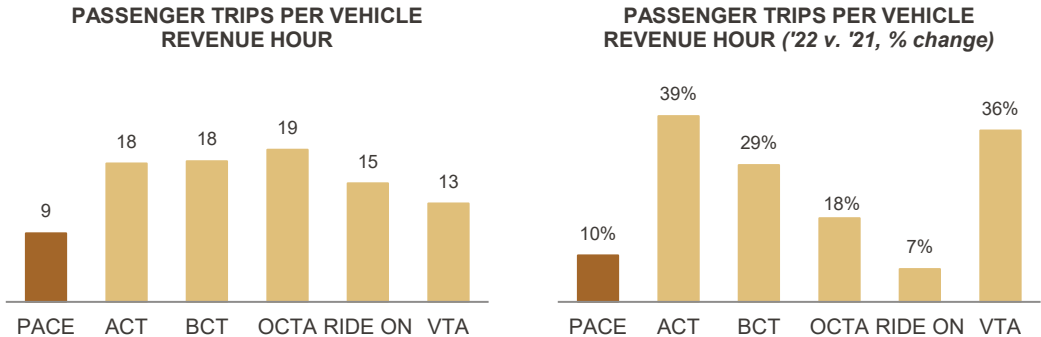
Suburban Bus Characteristics Compared to 2021

Suburban Bus Characteristics (2022 vs. 2021)	Pace	BCT	OCTA	ACT	VTA	RIDE ON
	Chicago	Broward Co	Orange County	Oakland	Santa Clara	DC
Service Area Population	0%	0%	-1%	11%	-2%	0%
Service Area (square miles)	0%	0%	0%	0%	0%	0%
Population Density	0%	0%	-1%	11%	-2%	0%
Vehicle Revenue Miles	1%	2%	12%	0%	16%	13%
Vehicle Revenue Hours	0%	4%	14%	-2%	15%	31%
Passenger Trips	9%	34%	34%	36%	56%	40%
Passenger Miles	11%	45%	26%	24%	61%	55%
Operating Cost	9%	9%	11%	-1%	8%	3%
Fare Revenue	14%	246%	66%	46%	69%	-82%
Capital Funds Expended	59%	-25%	195%	53%	-31%	-96%
Average Speed (mph)	2%	-2%	-2%	3%	2%	-14%
Average Trip Length (miles)	2%	9%	-6%	-9%	3%	10%
Average Vehicle Passenger Capacity	-1%	-4%	1%	3%	0%	1%
Average Vehicle Age (years)	12%	13%	4%	-8%	14%	14%
Vehicles Operated in Maximum Service	-1%	0%	25%	8%	4%	12%

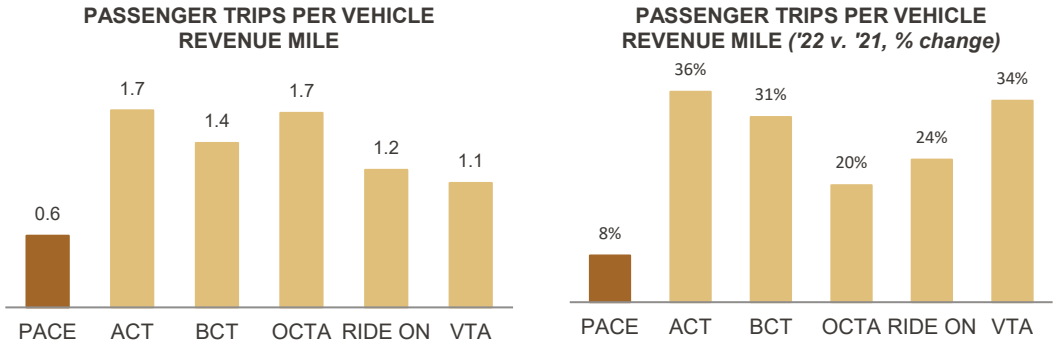
Service Coverage

NOTE: Report Year time periods vary by agency. Pace data are for 1/1/22 – 12/31/22; ACT, OCTA, Ride-On, and VTA data are for 7/1/21 – 6/30/22; BCT data are for 10/1/21 - 09/30/22.

Passenger trips per vehicle revenue hour: The total number of passengers who board public transportation vehicles divided by the total number of hours that vehicles travel while in revenue service. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Vehicle revenue hours include layover/ recovery time, but excluding deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.



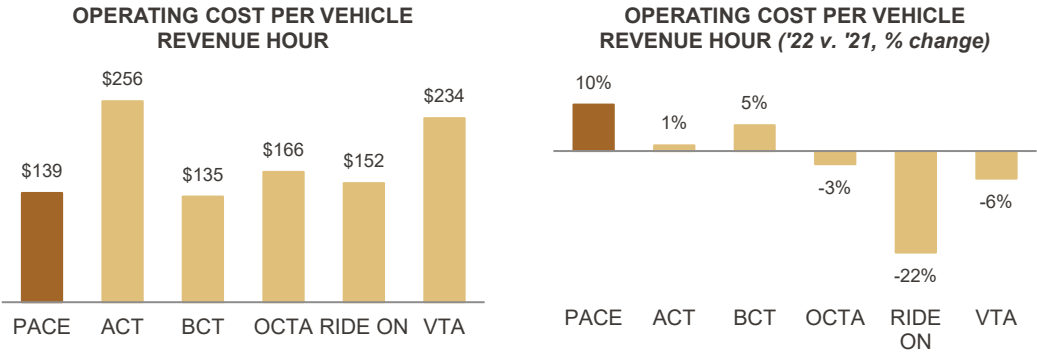
Passenger trips per vehicle revenue mile: the total number of unlinked passenger trips divided by the total number of miles vehicles travel while in revenue service, including layover/ recovery time, but excluding deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.



Service Efficiency & Effectiveness

NOTE: Report Year time periods vary by agency. Pace data are for 1/1/22 – 12/31/22; ACT, OCTA, Ride-On, and VTA data are for 7/1/21 – 6/30/22; BCT data are for 10/1/21 - 09/30/22.

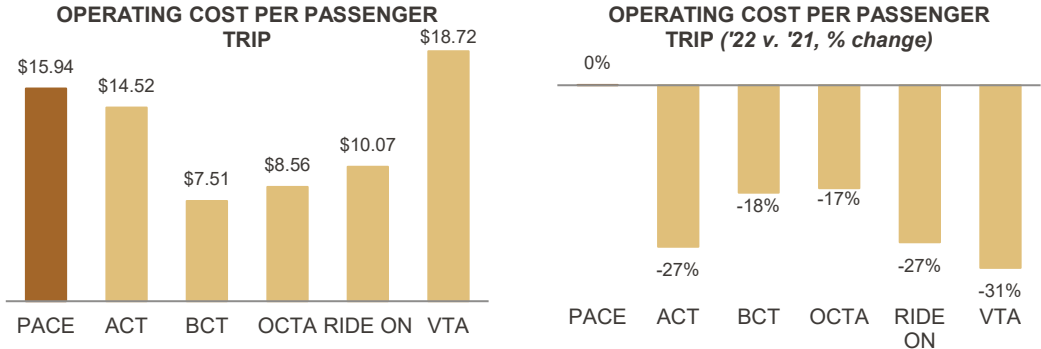
Operating Cost per Vehicle Revenue Hour: Total operating cost is comprised of expenses associated with the operation of the transit agency, and classified by function (e.g., mode) or activity, and the goods and services purchased. The basic functions and object classes are defined in Section 5.2 and 6.2 of the Uniform System of Accounts (USOA). These are consumable items with a useful life of less than one year or an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes, or \$5,000. This measure of cost efficiency is expressed as the total operating cost divided by the hours that vehicles travel while in revenue service.



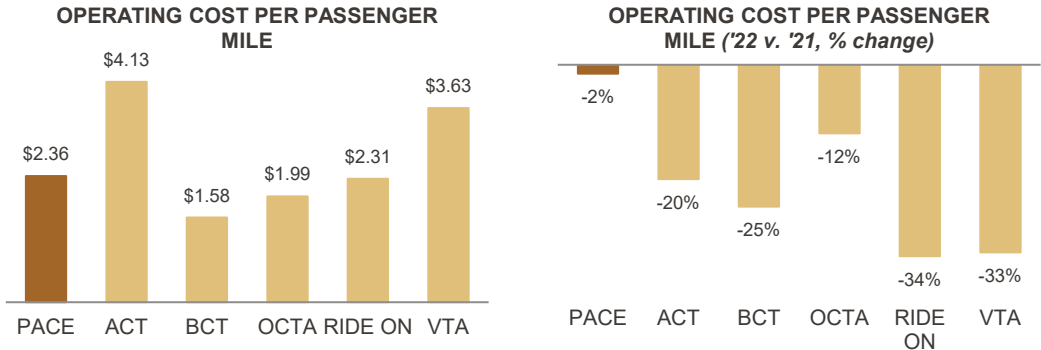
Service Efficiency & Effectiveness

NOTE: Report Year time periods vary by agency. Pace data are for 1/1/22 – 12/31/22; ACT, OCTA, Ride-On, and VTA data are for 7/1/21 – 6/30/22; BCT data are for 10/1/21 – 09/30/22.

Operating Cost per Passenger Trip: Total operating cost divided by the total number of unlinked passenger trips.



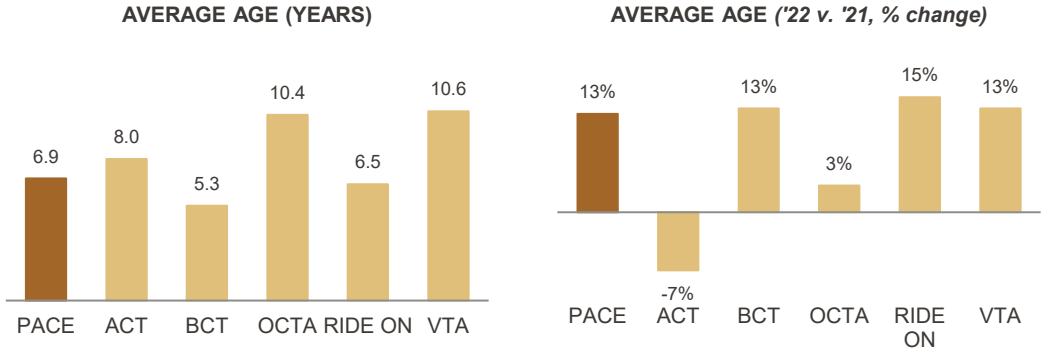
Operating Cost per Passenger Mile: Total operating cost divided by the total number of miles traveled by passengers.



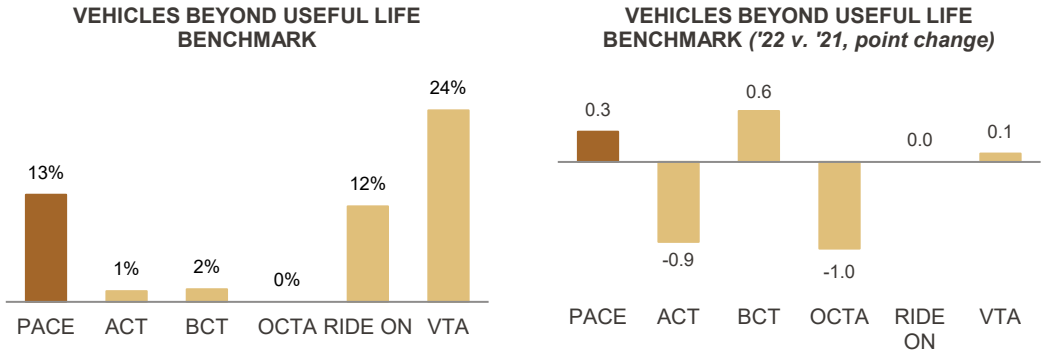
Service Maintenance & Capital Investment

NOTE: Report Year time periods vary by agency. Pace data are for 1/1/22 – 12/31/22; ACT, OCTA, Ride-On, and VTA data are for 7/1/21 – 6/30/22; BCT data are for 10/1/21 – 09/30/22.

Average Age: The average number of years since the manufacture date of a vehicle fleet.



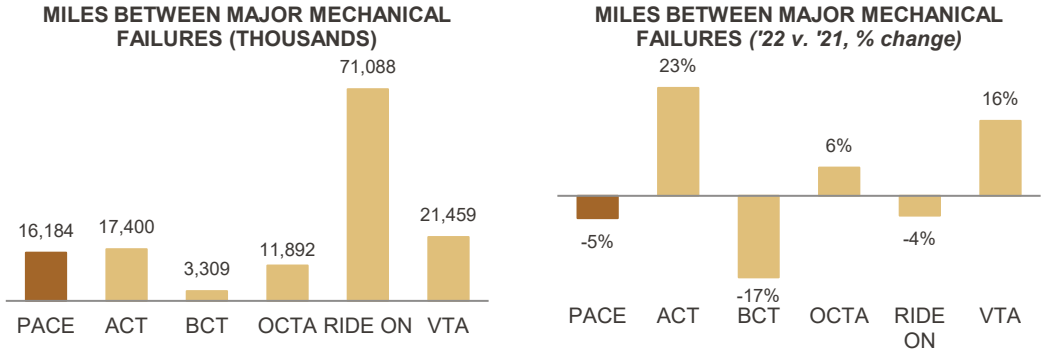
Vehicles Beyond Useful Life Benchmark: The percentage of revenue vehicles in the total active fleet beyond their useful life benchmark as allowed by the FTA. As a default, the FTA defines useful life as 8 years for automobiles and vans, 14 years for buses, 31 years for heavy rail cars, and 39 years for commuter rail vehicles. However, each reporting agency may petition the FTA to allow differing benchmarks that more adequately reflect unique operating environments and circumstances that may impact their vehicles’ useful life expectancies, including life-extending rehabilitations and vehicle overhauls that may increase the useful life of a vehicle. Where no agency benchmark was noted, the default FTA benchmark was used for this metric.



Service Maintenance & Capital Investment

NOTE: Report Year time periods vary by agency. Pace data are for 1/1/22 – 12/31/22; ACT, OCTA, Ride-On, and VTA data are for 7/1/21 – 6/30/22; BCT data are for 10/1/21 - 09/30/22.

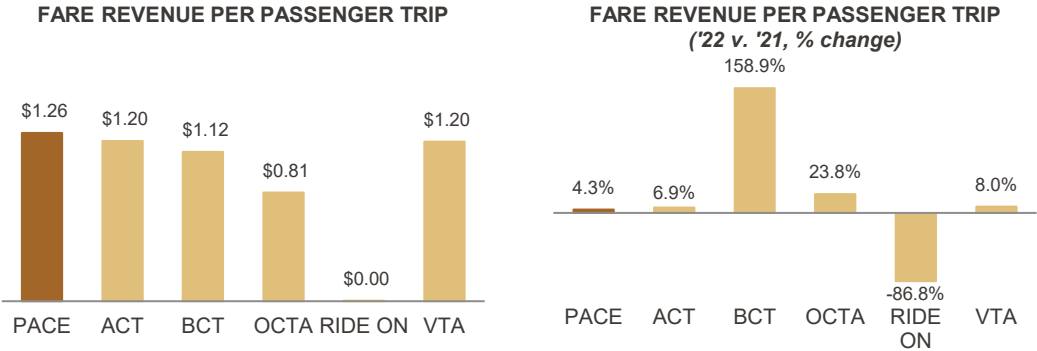
Miles Between Major Mechanical Failures: The average number of miles that vehicles travel while in revenue service between failures of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.



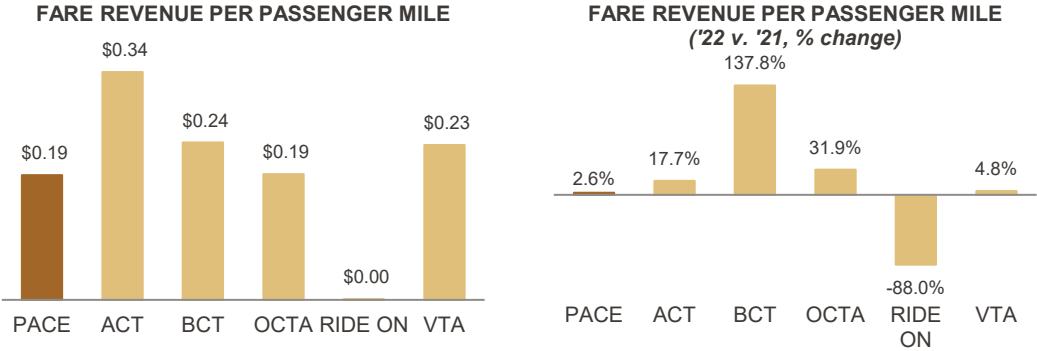
Service Level Solvency

NOTE: Report Year time periods vary by agency. Pace data are for 1/1/22 – 12/31/22; ACT, OCTA, Ride-On, and VTA data are for 7/1/21 – 6/30/22; BCT data are for 10/1/21 – 09/30/22.

Fare Revenue per Passenger Trip (Average Fare): All income received directly from passengers (paid either in cash or through pre-paid tickets, passes, etc., and including the reduced fares paid by passengers in a user-side subsidy arrangement) divided by the total number of unlinked passenger trips provided.



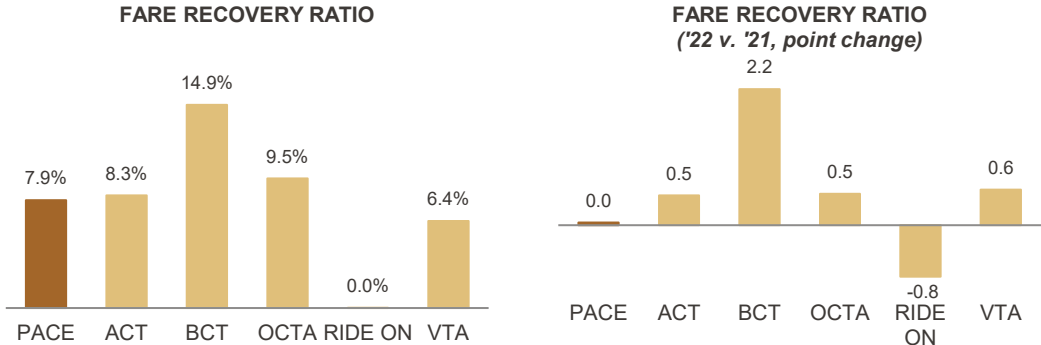
Fare Revenue per Passenger Mile: All income received from passengers divided by the total number of passenger miles traveled.



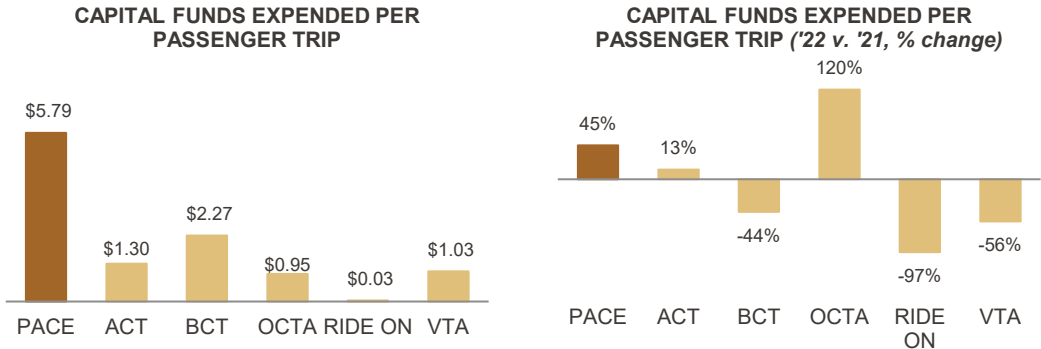
Service Level Solvency

NOTE: Report Year time periods vary by agency. Pace data are for 1/1/22 – 12/31/22; ACT, OCTA, Ride-On, and VTA data are for 7/1/21 – 6/30/22; BCT data are for 10/1/21 – 09/30/22.

Fare Recovery Ratio: The recovery ratio used in this report follows the NTD definition, which is the proportion of operating costs that are covered by fare revenue paid by passengers. The NTD recovery ratio differs from the statutory RTA recovery ratio, which takes into account other system-generated revenue and adjustments as enumerated in the RTA Act.



Capital Funds Expended per Passenger Trip: Expenses related to the purchase of equipment and financing capital projects, expressed on a per-passenger trip basis. Equipment means an article of non-expendable tangible personal property having a useful life of more than one year and an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes, or \$5,000. Capital expenses do not include operating expenses that are eligible to use capital funds.



ADA Paratransit

Agencies may provide performance results to the Federal Transit Administration based on a fiscal- or calendar-year basis. Pace, Metro Mobility, and NYCT report on a calendar-year basis; MBTA, ASI, and WMATA reported for the period July 1, 2021 – June 30, 2022. As a result, direct peer comparisons for the 2022 report year are difficult to make, as the time periods reflect unique stages of recovery from the pandemic. Results are stated herein to maintain continuity of the performance reporting effort and to provide general information regarding each agency's operations. For each measure, performance is stated in nominal terms and as a percent change from the prior year result.

2022 ADA Paratransit Characteristics

ADA Paratransit Characteristics	PACE	MM	MBTA	NYCT	ACCESS	WMATA
	Chicago	Minneapolis	Boston	New York	LA	Washington, DC
Service Area Population	6,603,537	2,849,712	3,109,308	8,804,190	11,638,106	5,089,918
Service Area (square miles)	1,337	2,975	3,244	321	1,621	1,349
Population Density	4,939	958	958	27,427	7,180	3,773
Vehicle Revenue Miles	22,996,294	24,165,657	8,723,274	22,151,691	28,077,169	19,251,997
Vehicle Revenue Hours	1,596,581	1,326,846	709,084	2,070,897	1,575,462	1,670,819
Passenger Trips	2,648,288	2,069,540	930,174	2,484,579	2,927,484	1,307,178
Passenger Miles	22,944,493	21,954,680	7,518,032	24,395,099	37,332,458	13,699,189
Operating Cost	\$171,003,095	\$94,604,884	\$99,595,993	\$467,111,823	\$165,276,937	\$152,419,955
Fare Revenue	\$7,334,630	\$7,191,901	\$2,718,009	\$4,728,186	\$6,797,933	\$4,401,849
Capital Funds Expended	\$0	\$2,646,936	\$3,999,948	\$4,120,393	\$1,649,643	\$1,407,352
Average Speed (mph)	14.4	18.2	12.3	10.7	17.8	11.5
Average Trip Length (miles)	8.7	10.6	8.1	9.8	12.8	10.5
Average Vehicle Passenger Capacity	9.8	8.7	6.5	5.1	3.9	5.0
Average Vehicle Age (years)	3	4	2	6	6	4
Vehicles Operated in Maximum Service	1,015	549	372	824	719	662

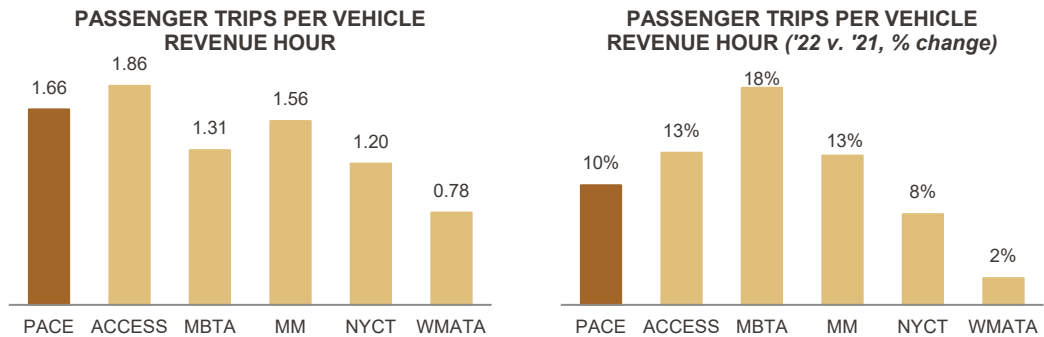
ADA Paratransit Characteristics Compared to 2021

ADA Paratransit Characteristics (2022 vs. 2021)	PACE	MM	MBTA	NYCT	ACCESS	WMATA
	Chicago	Minneapolis	Boston	New York	LA	Washington, DC
Service Area Population	0%	0%	0%	0%	0%	4%
Service Area (square miles)	0%	0%	0%	0%	0%	0%
Population Density	0%	0%	0%	0%	0%	4%
Vehicle Revenue Miles	2%	-7%	-9%	-7%	8%	36%
Vehicle Revenue Hours	3%	-5%	4%	-3%	21%	20%
Passenger Trips	14%	7%	23%	4%	37%	23%
Passenger Miles	35%	11%	33%	10%	57%	56%
Operating Cost	11%	5%	0%	17%	12%	6%
Fare Revenue	9%	9%	20%	8%	30%	0%
Capital Funds Expended	N/A	877%	-67%	60%	-44%	-84%
Average Speed (mph)	-1%	-2%	-12%	-4%	-11%	13%
Average Trip Length (miles)	18%	3%	9%	6%	15%	27%
Average Vehicle Passenger Capacity	-2%	0%	-3%	0%	-56%	2%
Average Vehicle Age (years)	17%	29%	-49%	24%	9%	35%
Vehicles Operated in Maximum Service	2%	-1%	-14%	-6%	6%	-8%

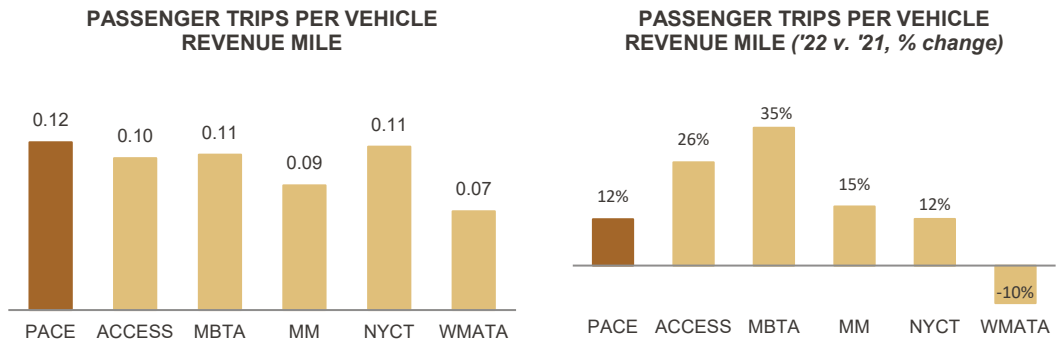
Service Coverage

NOTE: Report Year time periods vary by agency. Pace, MM, and NYCT data are for 1/1/22 – 12/31/22; MBTA, WMATA, and Access data are for 7/1/21 – 6/30/22.

Passenger trips per vehicle revenue hour: The total number of passengers who board public transportation vehicles divided by the total number of hours that vehicles travel while in revenue service. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Vehicle revenue hours include layover/ recovery time, but excluding deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.



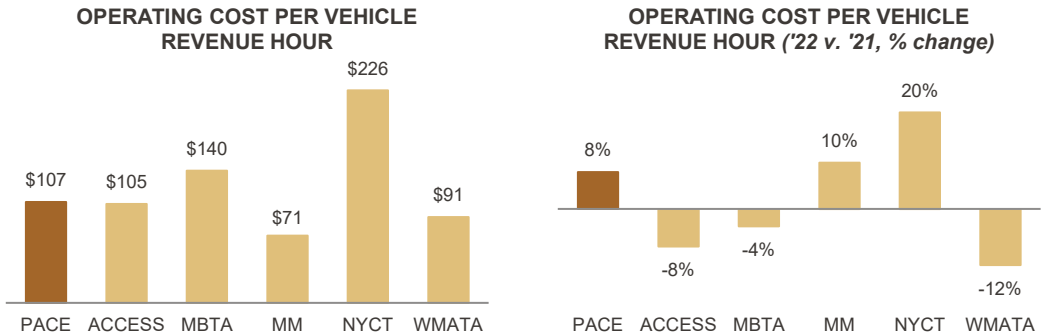
Passenger trips per vehicle revenue mile: the total number of unlinked passenger trips divided by the total number of miles vehicles travel while in revenue service, including layover/ recovery time, but excluding deadhead, operator training, vehicle maintenance testing, and other non-revenue uses of vehicles.



Service Efficiency & Effectiveness

NOTE: Report Year time periods vary by agency. Pace, MM, and NYCT data are for 1/1/22 – 12/31/22; MBTA, WMATA, and Access data are for 7/1/21 – 6/30/22.

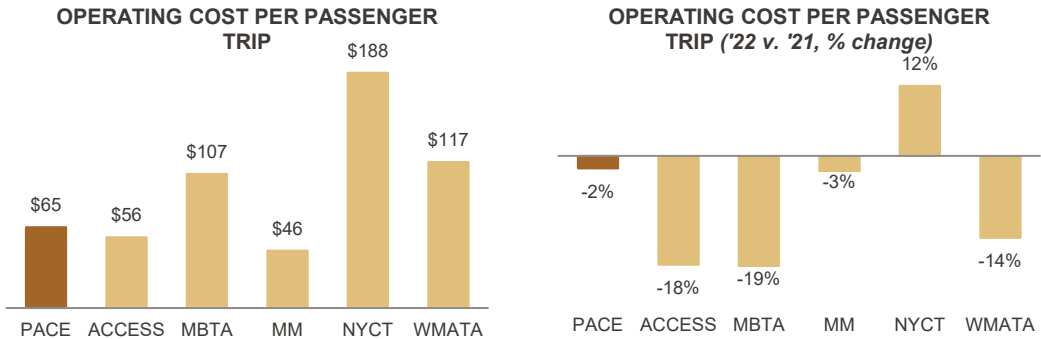
Operating Cost per Vehicle Revenue Hour: Total operating cost is comprised of expenses associated with the operation of the transit agency, and classified by function (e.g., mode) or activity, and the goods and services purchased. The basic functions and object classes are defined in Section 5.2 and 6.2 of the Uniform System of Accounts (USOA). These are consumable items with a useful life of less than one year or an acquisition cost which equals the lesser of: the capitalization level established by the government unit for financial statement purposes, or \$5,000. This measure of cost efficiency is expressed as the total operating cost divided by the hours that vehicles travel while in revenue service.



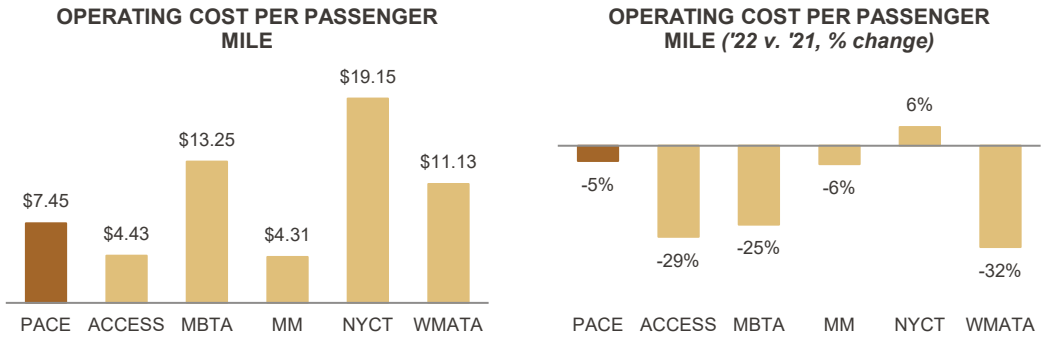
Service Efficiency & Effectiveness

NOTE: Report Year time periods vary by agency. Pace, MM, and NYCT data are for 1/1/22 – 12/31/22; MBTA, WMATA, and Access data are for 7/1/21 – 6/30/22.

Operating Cost per Passenger Trip: Total operating cost divided by the total number of unlinked passenger trips.



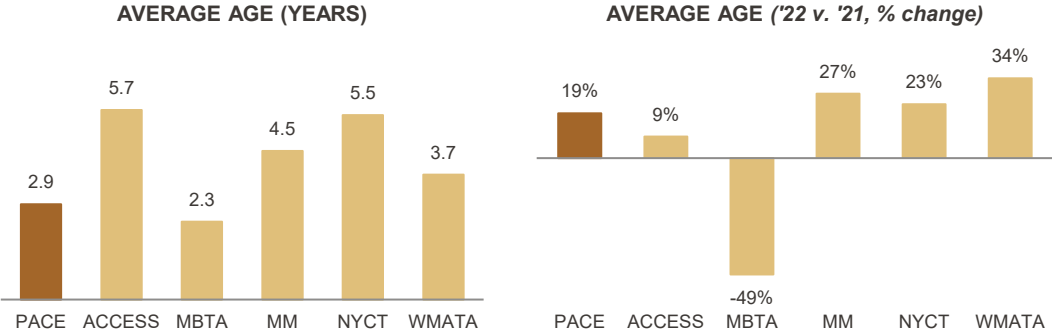
Operating Cost per Passenger Mile: Total operating cost divided by the total number of miles traveled by passengers.



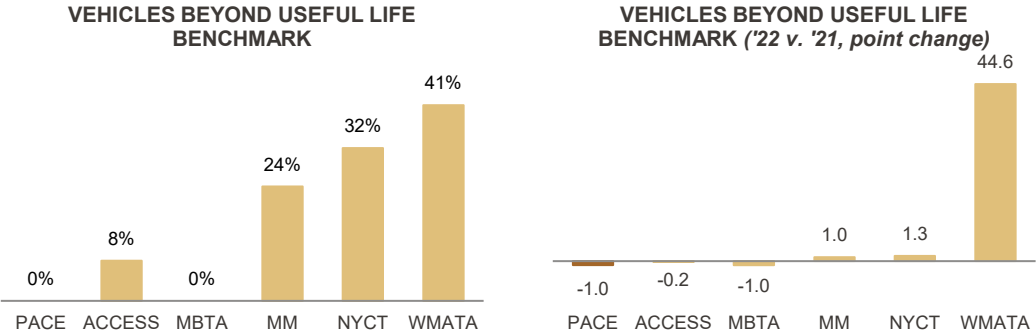
Service Maintenance & Capital Investment

NOTE: Report Year time periods vary by agency. Pace, MM, and NYCT data are for 1/1/22 – 12/31/22; MBTA, WMATA, and Access data are for 7/1/21 – 6/30/22.

Average Age: The average number of years since the manufacture date of a vehicle fleet.



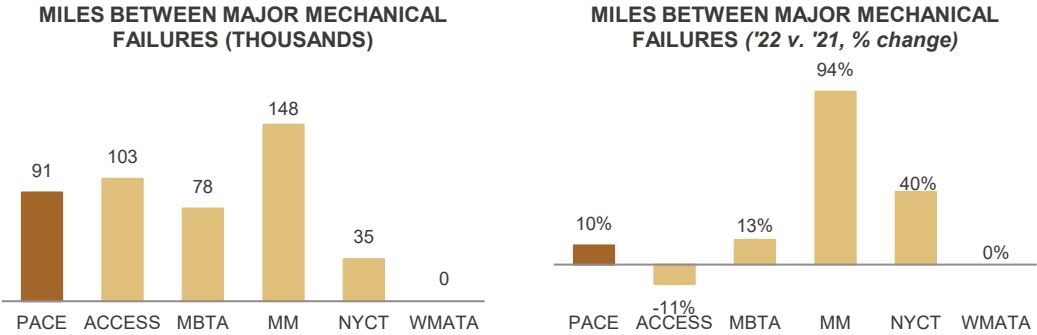
Vehicles Beyond Useful Life Benchmark: The percentage of revenue vehicles in the total active fleet beyond their useful life benchmark as allowed by the FTA. As a default, the FTA defines useful life as 8 years for automobiles and vans, 14 years for buses, 31 years for heavy rail cars, and 39 years for commuter rail vehicles. However, each reporting agency may petition the FTA to allow differing benchmarks that more adequately reflect unique operating environments and circumstances that may impact their vehicles’ useful life expectancies, including life-extending rehabilitations and vehicle overhauls that may increase the useful life of a vehicle. Where no agency benchmark was noted, the default FTA benchmark was used for this metric.



Service Maintenance & Capital Investment

NOTE: Report Year time periods vary by agency. Pace, MM, and NYCT data are for 1/1/22 – 12/31/22; MBTA, WMATA, and Access data are for 7/1/21 – 6/30/22.

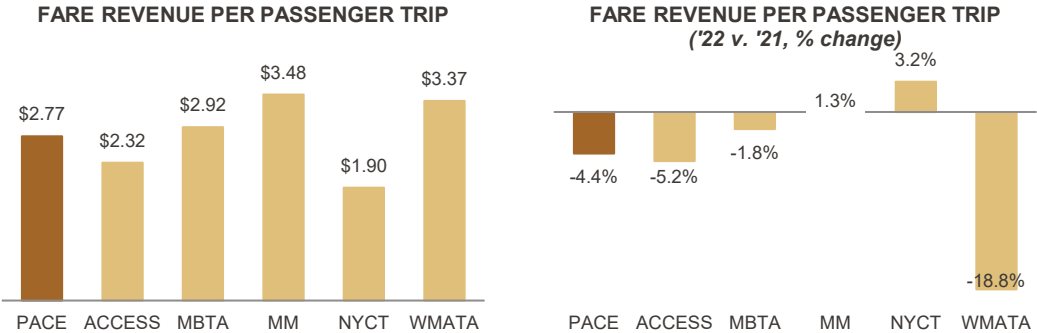
Miles Between Major Mechanical Failures: The average number of miles that vehicles travel while in revenue service between failures of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.



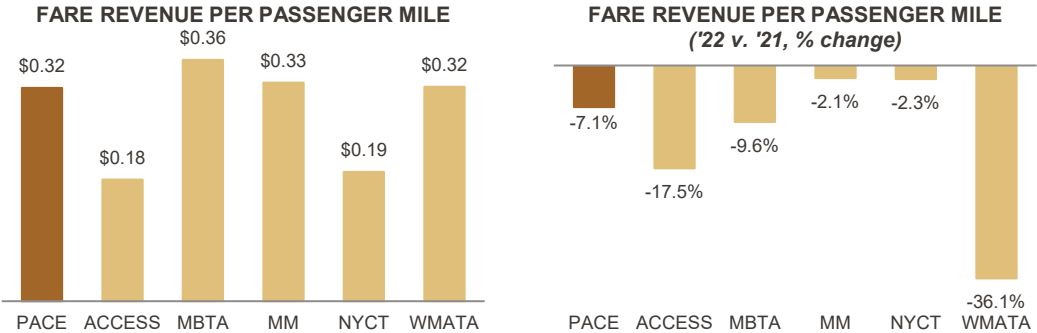
Service Level Solvency

NOTE: Report Year time periods vary by agency. Pace, MM, and NYCT data are for 1/1/22 – 12/31/22; MBTA, WMATA, and Access data are for 7/1/21 – 6/30/22.

Fare Revenue per Passenger Trip (Average Fare): All income received directly from passengers (paid either in cash or through pre-paid tickets, passes, etc., and including the reduced fares paid by passengers in a user-side subsidy arrangement) divided by the total number of unlinked passenger trips provided.



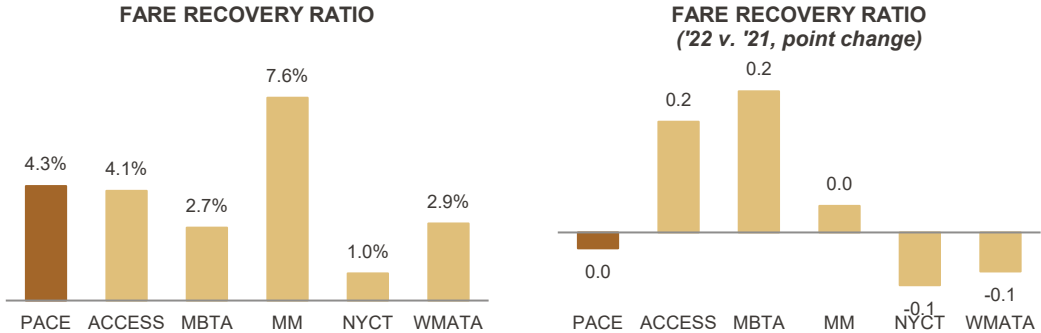
Fare Revenue per Passenger Mile: All income received from passengers divided by the total number of passenger miles traveled.



Service Level Solvency

NOTE: Report Year time periods vary by agency. Pace, MM, and NYCT data are for 1/1/22 – 12/31/22; MBTA, WMATA, and Access data are for 7/1/21 – 6/30/22.

Fare Recovery Ratio: The recovery ratio used in this report follows the NTD definition, which is the proportion of operating costs that are covered by fare revenue paid by passengers. The NTD recovery ratio differs from the statutory RTA recovery ratio, which takes into account other system-generated revenue and adjustments as enumerated in the RTA Act.





175 W Jackson Blvd., Suite 1550
Chicago, IL 60604
312 913 3200
rtachicago.org