

# Regional Peer Review: Report Year 2022

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# Executive Summary

The Regional Peer Agency Review was developed to provide context to the performance of the Chicago region's transit service by relating it to comparable peer regions from across the country. To accomplish this goal, the Regional Peer Review incorporates data reported to the National Transit Database (NTD). NTD 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). This report includes NTD data for report year 2022, the most currently available, which was published in October 2023.

Peer regions were selected based on population, so that the top ten US metropolitan statistical areas (MSAs) are represented: Atlanta, Boston, Dallas, Houston, Los Angeles, Miami, New York, Philadelphia, and Washington, D.C., with the Chicago region being the third largest.

For each of the top ten regions, the main transit operators were determined to best represent each region's public transportation service. This report is based on published data from the NTD to ensure as much comparability between agencies in definition and collection of data elements as possible. However, while this report reflects the 2022 report year for each agency, the time period that constitutes a 'report year' varies by agency. Chicago and New York transit agencies use the calendar year as their NTD report year, while other regions use a state or federal fiscal year as their NTD report year. Accordingly, other regions' 2022 report year reflects performance for either July 1, 2021 – June 30, 2022 or October 1, 2021 – September 30, 2022. **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 benchmark from the agency's similar vehicles was used, or in the case where that was not available, the default Federal Transit Administration (FTA) benchmark specific to each revenue vehicle type was used for this calculation.
4. The use of the metropolitan statistical area (MSA) was selected as the standard representation for each urban area and has been incorporated into this report for both population and square mileage. Source: Annual Estimates of the Resident Population for Metropolitan Statistical Areas in the United States and Puerto Rico: April 1, 2020 to July 1, 2022 (CBSA-MET-EST2022-POP).
5. New Jersey Transit, which serves both the New York and Philadelphia regions, has been excluded from this and prior year reports because of the difficulty in disaggregating the data between the two urban areas. As a result, there is some under—representation of transit service for these urban areas. Similarly, the Maryland Transit Administration, which primarily serves the Baltimore region and also serves the DC area, has not been included in this or prior reports as its operating data cannot be divided among two metropolitan statistical areas. As a result, Washington, DC area transit service is slightly understated.



# Peer Selection

<b>Region</b>	<b>Transit Agencies Included</b>
<b>Chicago</b>	Chicago Transit Authority, Metra, Pace
<b>Atlanta</b>	Metropolitan Atlanta Rapid Transit Authority, CobbLinc
<b>Boston</b>	Massachusetts Bay Transportation Authority
<b>Dallas</b>	Dallas Area Rapid Transit, Fort Worth Transportation Authority
<b>Houston</b>	Metropolitan Transit Authority of Harris County
<b>Los Angeles</b>	Access Services, Foothill Transit, Long Beach Transit, Los Angeles County Metropolitan Transportation Authority, Los Angeles Department of Transportation, Montebello Bus Lines, Omnitrans, Orange County Transportation Authority, Riverside Transit Agency, Santa Monica Big Blue Bus, Southern California Regional Rail Authority
<b>Miami</b>	Broward County Transit, Miami-Dade Transit, PalmTran, South Florida Regional Transportation Authority
<b>New York</b>	Metropolitan Transportation Authority (MTA) operating agencies: Long Island Rail Road, Metro-North Commuter Railroad, MTA Bus, New York City Transit, and Staten Island Railway; Nassau Inter-County Express, New York City Department of Transportation, Port Authority Trans-Hudson, Suffolk County Transportation Division, Westchester County Bee-Line System
<b>Philadelphia</b>	Port Authority Transit Corporation, Southeastern Pennsylvania Transportation Authority
<b>Washington, DC</b>	City of Alexandria DASH, Ride-On Montgomery County Transit, Virginia Railway Express, Washington Metropolitan Area Transit Authority



# 2022 Peer Characteristics

2022	CHI	ATL	BOS	DAL	DC	HOU	LA	MIA	NYC	PHI
Population Ranking	3	8	10	4	6	5	2	9	1	7
Population (thousands)	9,442	6,222	4,901	7,944	6,374	7,340	12,872	6,139	19,618	6,241
Square Miles	7,197	8,339	3,487	8,928	5,598	8,827	4,848	4,602	6,687	5,077
Population Density	1,312	746	1,405	890	1,139	832	2,655	1,334	2,934	1,229
Vehicle Revenue Miles (millions)	201	51	83	53	125	59	214	92	658	83
Passenger Trips (millions)	285	52	203	46	175	57	345	87	2,615	179
Passenger Miles (millions)	1,613	310	854	288	763	352	1,526	535	12,028	774
Operating Cost (millions)	\$2,681	\$547	\$1,713	\$680	\$2,477	\$659	\$3,075	\$1,016	\$13,947	\$1,410
Fare Revenue (millions)	\$448	\$65	\$322	\$42	\$225	\$34	\$171	\$112	\$4,196	\$241
Capital Funds Expended (millions)	\$1,006	\$275	\$1,595	\$320	\$1,988	\$109	\$2,025	\$347	\$5,726	\$413
Average Trip Length (miles)	5.7	5.9	4.2	6.3	4.4	6.1	4.4	6.1	4.6	4.3
Average Vehicle Passenger Capacity	60.3	55.8	101.8	58.1	77.8	53.2	43.7	47.9	102.9	80.4
Report Year Time Frame	1/22 – 12/22	7/21 - 6/22	7/21 – 6/22	10/21 – 9/22	7/21 – 6/22	10/21 - 9/22	7/21 – 6/22	10/21 – 9/22	1/22 – 12/22	7/21 – 6/22



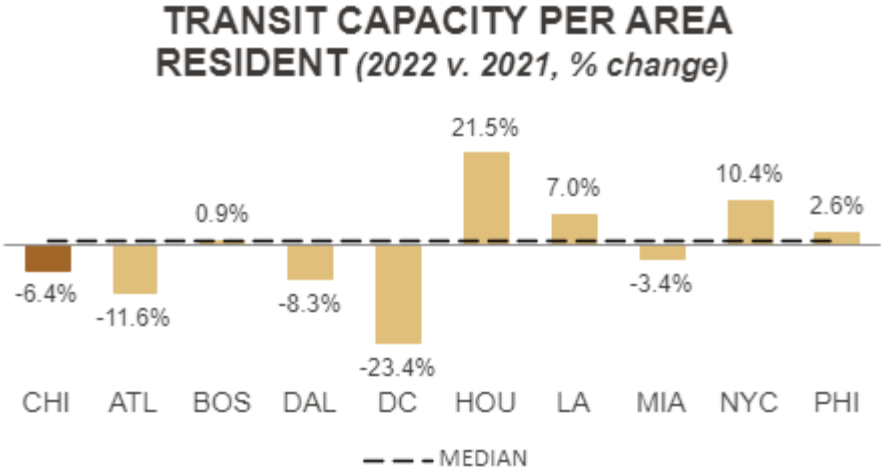
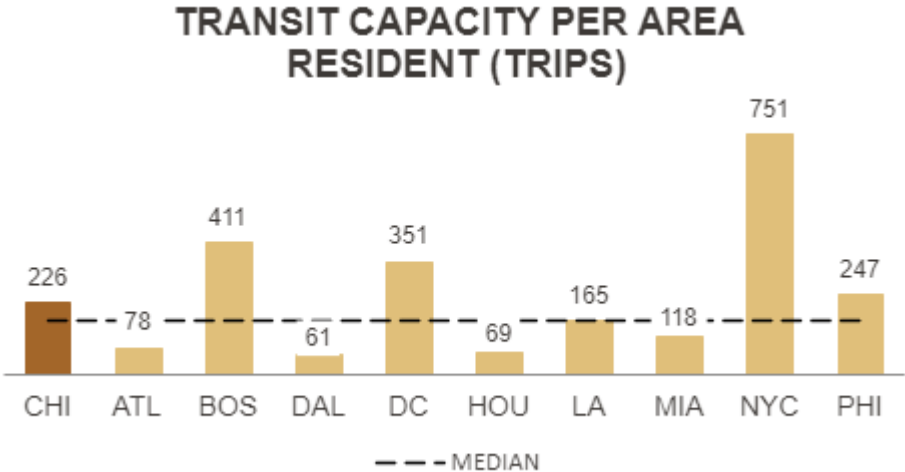
# Peer Characteristics Compared to 2021

'22 vs. '21	CHI	ATL	BOS	DAL	DC	HOU	LA	MIA	NYC	PHI
Population Ranking	3	8	10	4	6	5	2	9	1	7
Population (thousands)	-1%	1%	0%	2%	0%	2%	-1%	1%	-1%	0%
Square Miles	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Population Density	-1%	1%	0%	2%	0%	2%	-1%	1%	-1%	0%
Vehicle Revenue Miles (millions)	-1%	-2%	4%	-2%	-4%	10%	10%	3%	4%	5%
Passenger Trips (millions)	26%	10%	68%	18%	72%	28%	31%	15%	33%	64%
Passenger Miles (millions)	33%	20%	77%	17%	80%	38%	35%	18%	26%	67%
Operating Cost (millions)	3%	2%	9%	4%	5%	18%	8%	8%	7%	6%
Fare Revenue (millions)	29%	24%	93%	20%	103%	44%	98%	142%	32%	50%
Capital Funds Expended (millions)	13%	13%	-17%	0%	15%	15%	-10%	13%	16%	-20%
Average Trip Length (miles)	5%	10%	5%	-1%	5%	8%	3%	2%	-5%	2%
Average Vehicle Passenger Capacity	-1%	0%	2%	-5%	-16%	22%	-1%	-3%	0%	0%



# Service Coverage

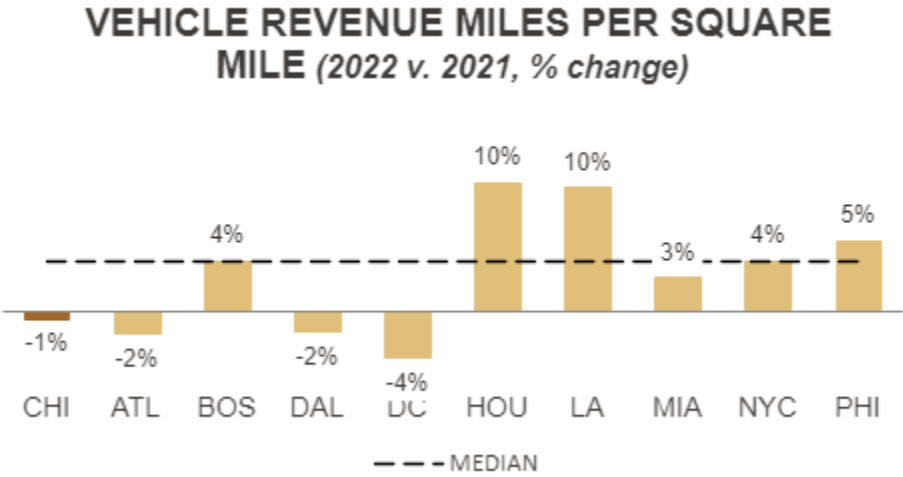
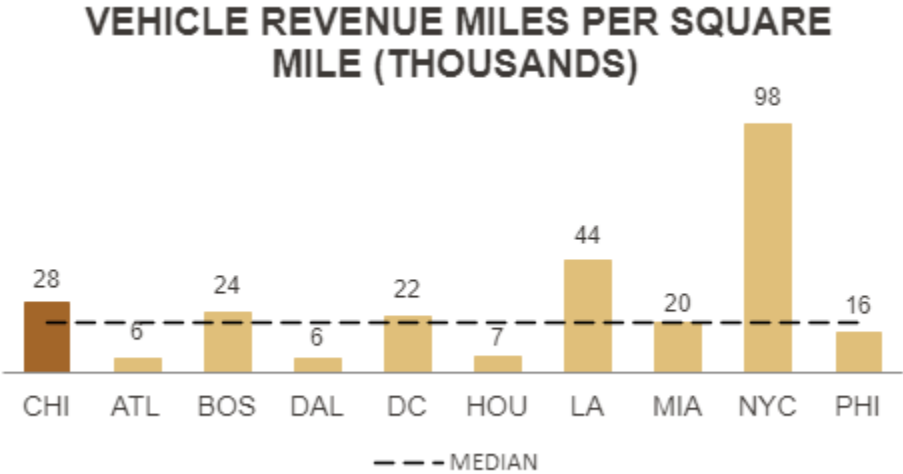
**Transit Capacity per Area Resident:** The amount of transit service, as measured by average vehicle capacity and vehicle revenue miles, expressed as the number of trips available per resident to take annually.





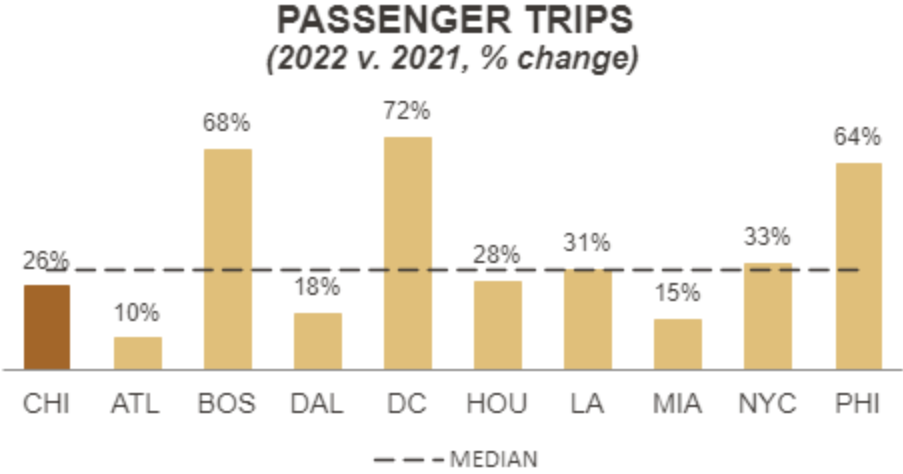
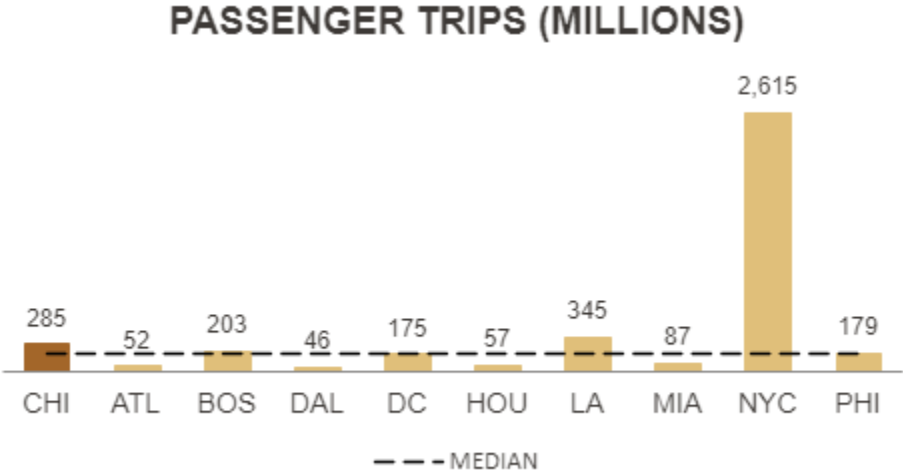
# Service Coverage

**Vehicle Revenue Miles per Square Mile:** Total number of miles traveled annually by transit operators in a region per square mile of the metropolitan statistical area (MSA).



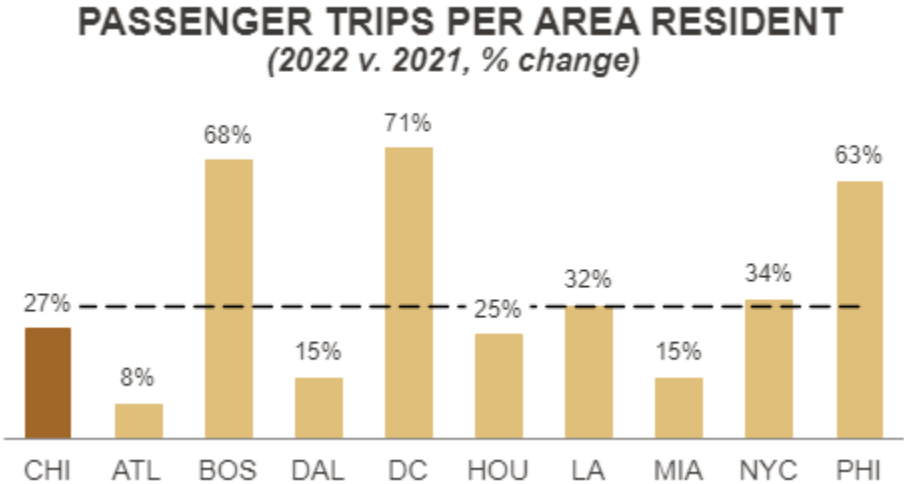
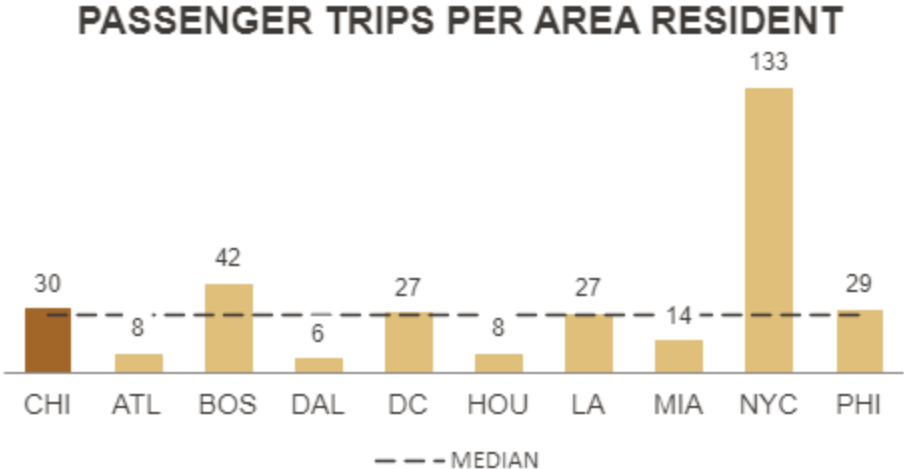
# Service Coverage

**Passenger Trips:** Also known as ridership, refers to the number of trips taken on public transportation. A trip is counted each time a public transit bus or train is used. Each transfer between vehicles from the beginning to the end of an individual journey is counted as a separate "unlinked" trip.



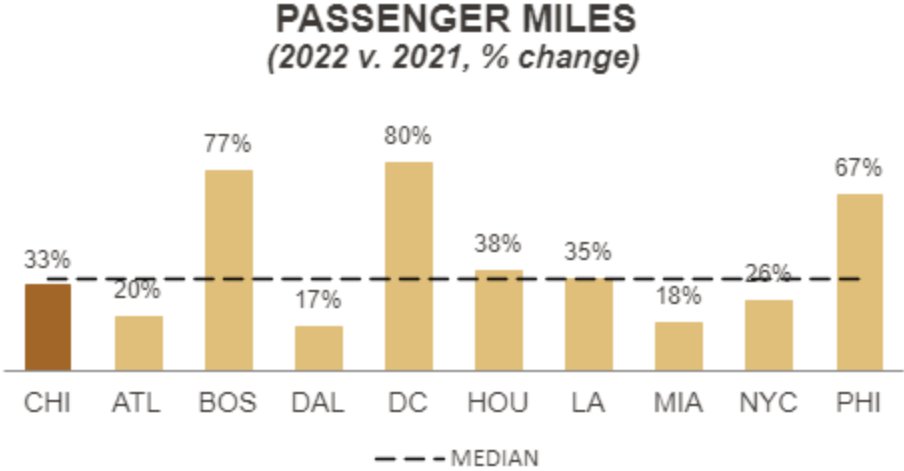
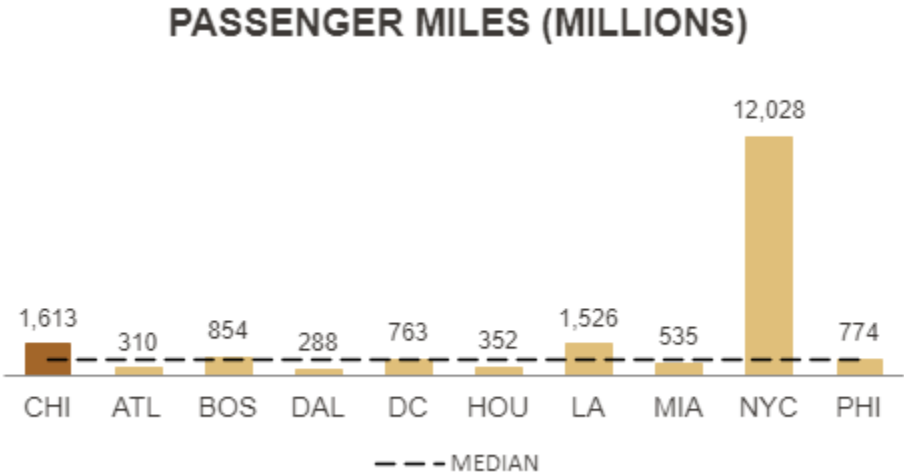
# Service Coverage

**Passenger Trips per Area Resident:** The average number of rides taken per resident annually.



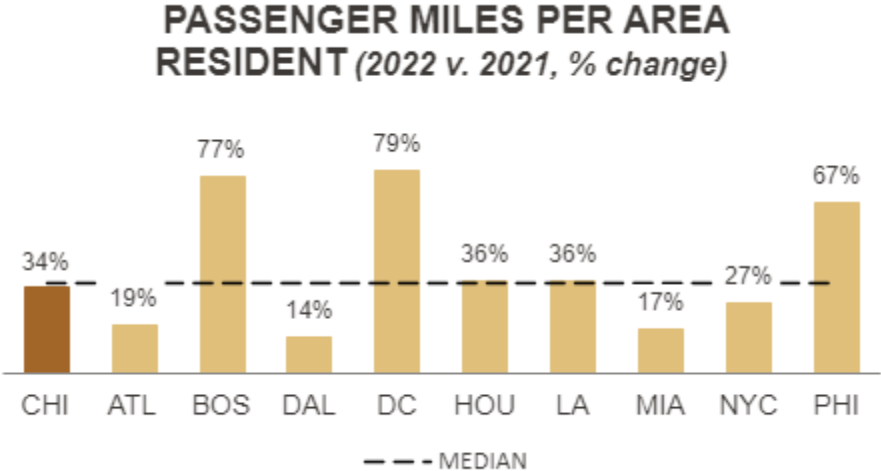
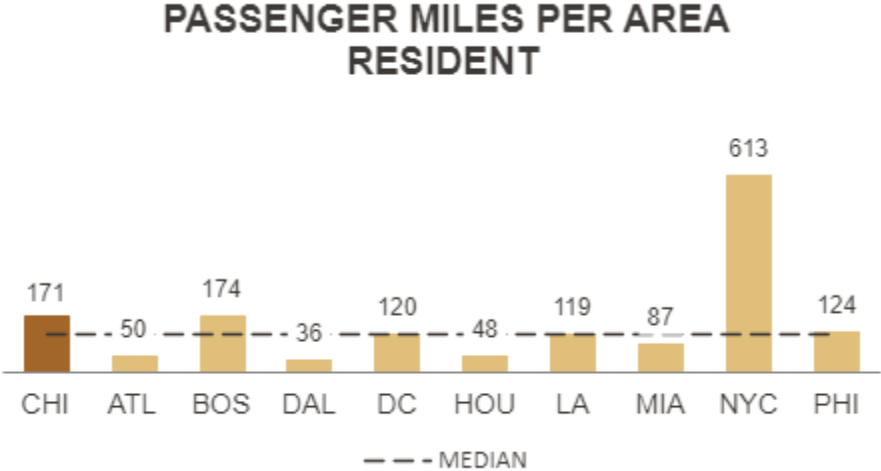
# Service Coverage

**Passenger Miles:** The cumulative sum of the distance ridden by passengers.



# Service Coverage

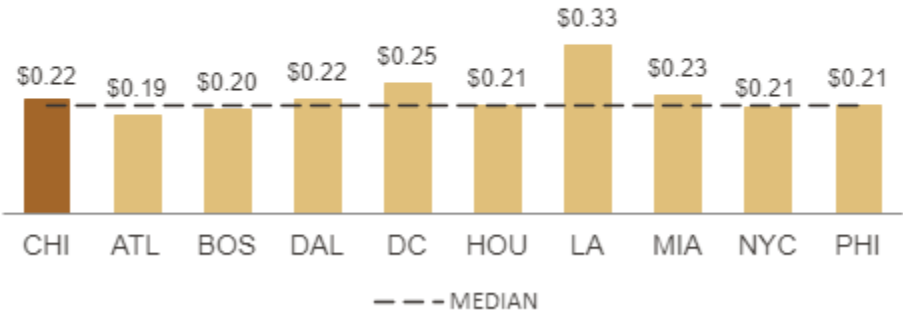
**Passenger Miles Traveled per Area Resident:** The average number of passenger miles traveled per resident annually.



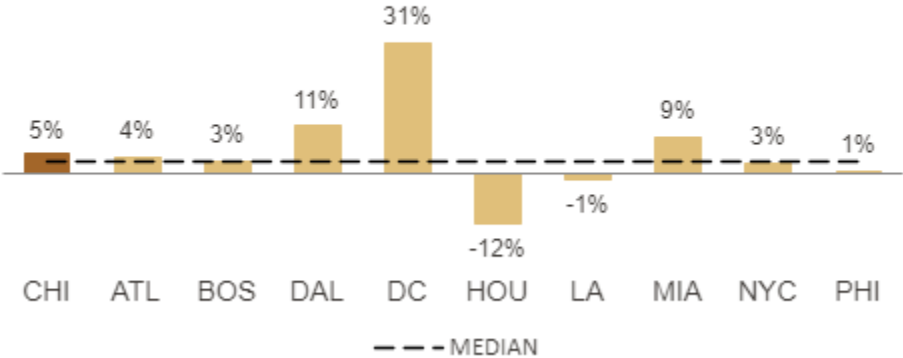
# Service Efficiency & Effectiveness

**Operating Cost per Unit of Transit Capacity:** The average cost of providing a passenger seat (or space) for each mile of an individual trip, whether or not it is taken.

## OPERATING COST PER UNIT OF TRANSIT CAPACITY



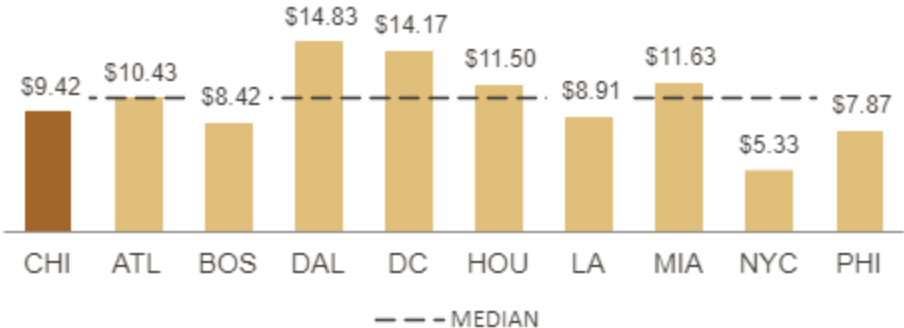
## OPERATING COST PER UNIT OF TRANSIT CAPACITY (2022 v. 2021, % change)



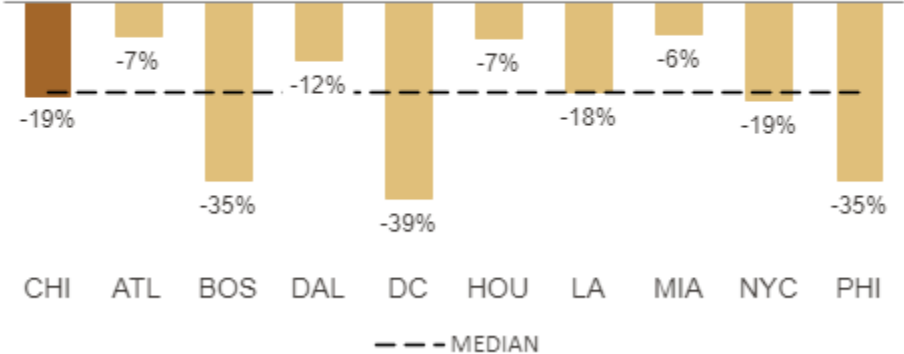
# Service Efficiency & Effectiveness

**Operating Cost per Passenger Trip:** The total operating cost divided by the total number of unlinked passenger trips taken on public transit vehicles.

**OPERATING COST PER PASSENGER TRIP**

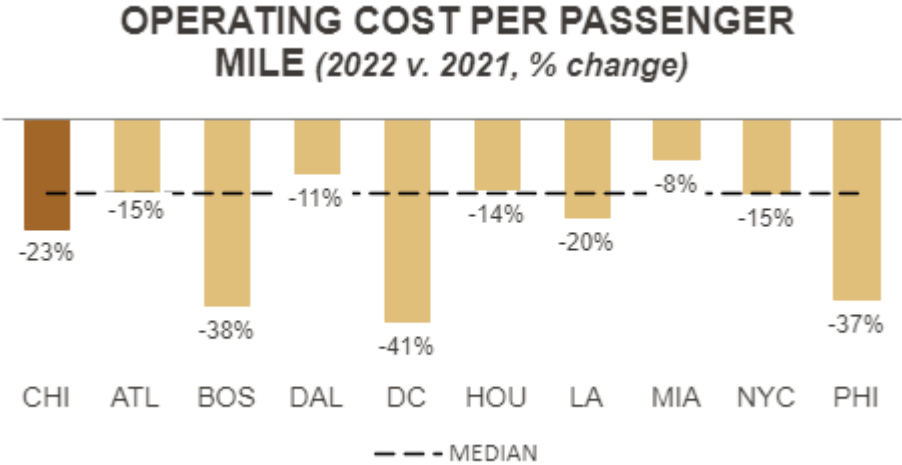
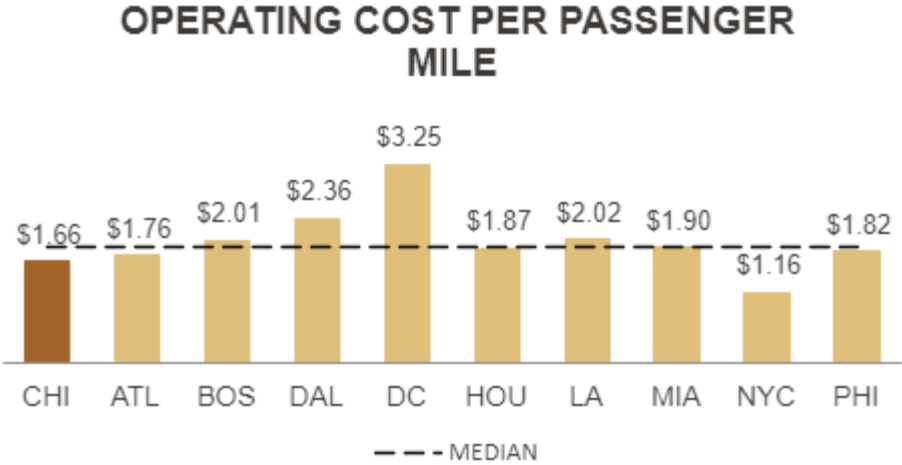


**OPERATING COST PER PASSENGER TRIP (2022 v. 2021, % change)**



# Service Efficiency & Effectiveness

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

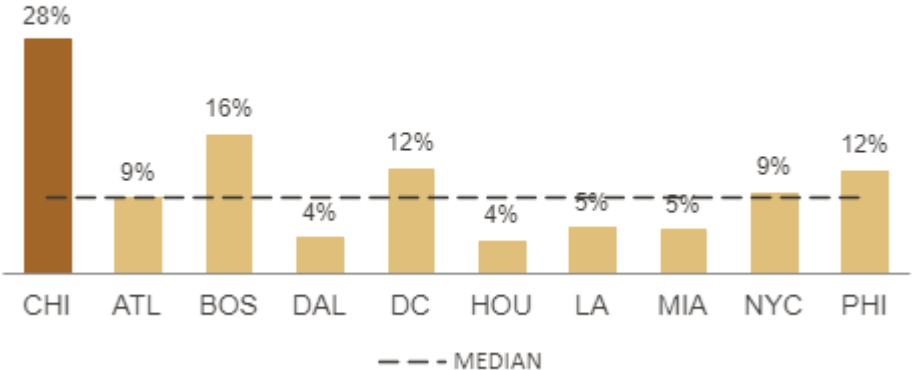




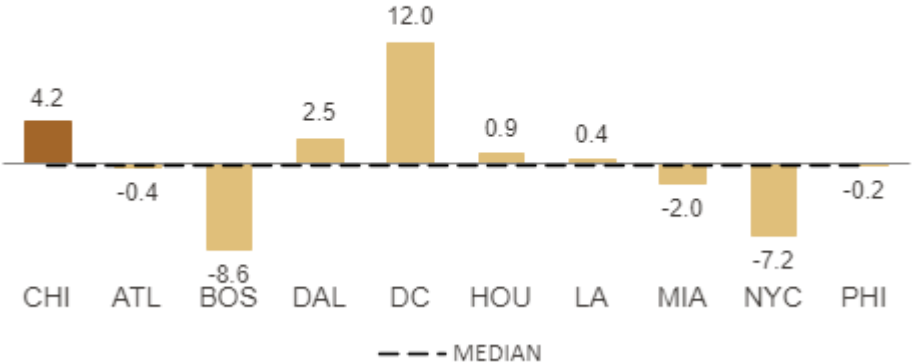
# Service Maintenance & Capital Investment

**Percent of Vehicles Beyond Useful Life Benchmark:** The percentage of a revenue vehicle fleet in service beyond the expected lifecycle of a capital asset. Expected lifecycles take into account a particular transit agency’s operating environment, and also reflect vehicle rehabilitation and overhauls.

**VEHICLES BEYOND USEFUL LIFE BENCHMARK**

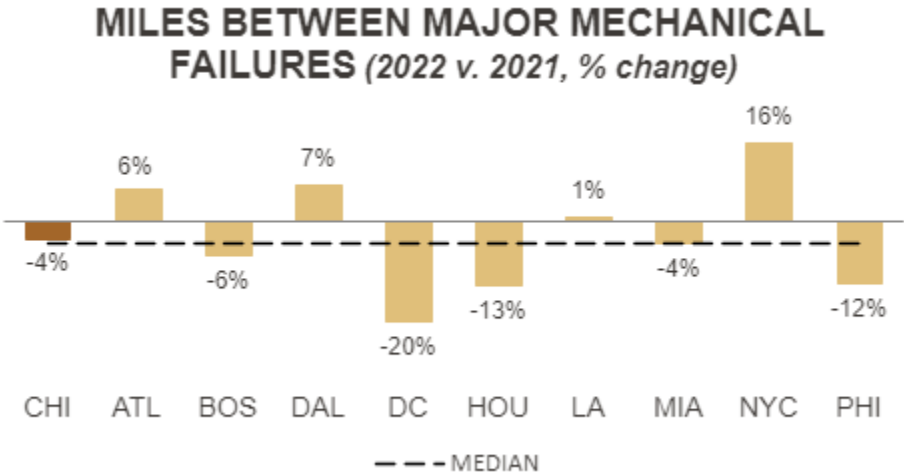
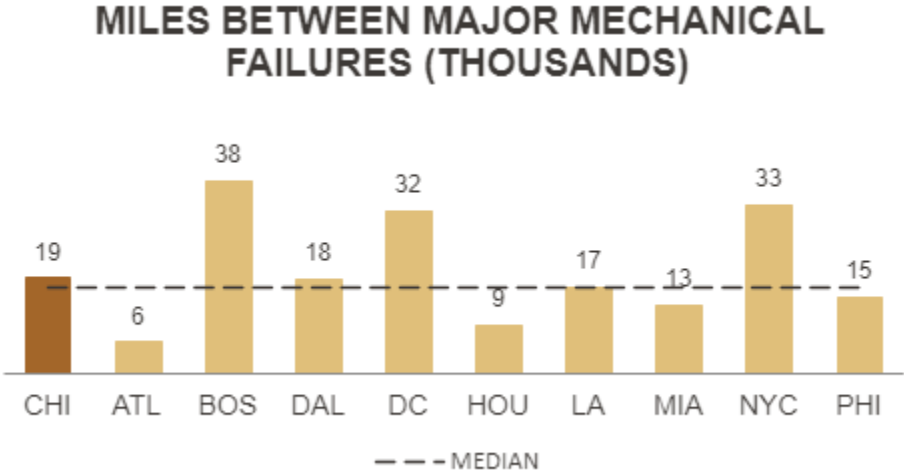


**VEHICLES BEYOND USEFUL LIFE BENCHMARK (2022 v. 2021, % point change)**



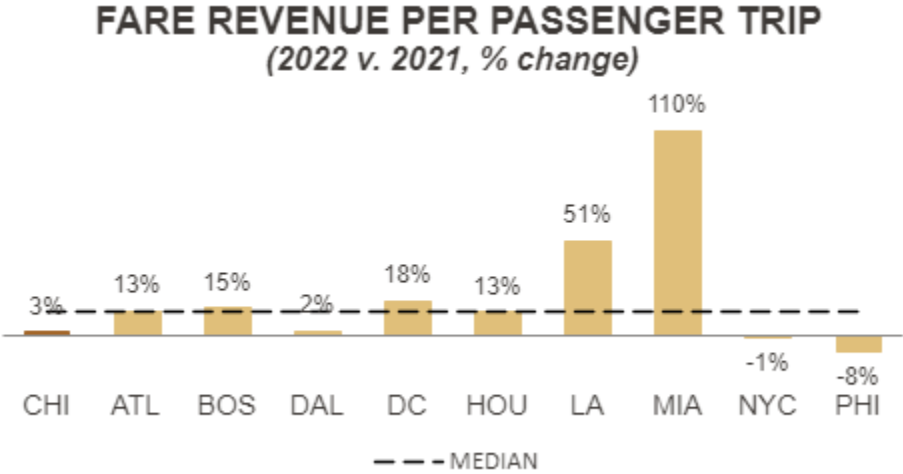
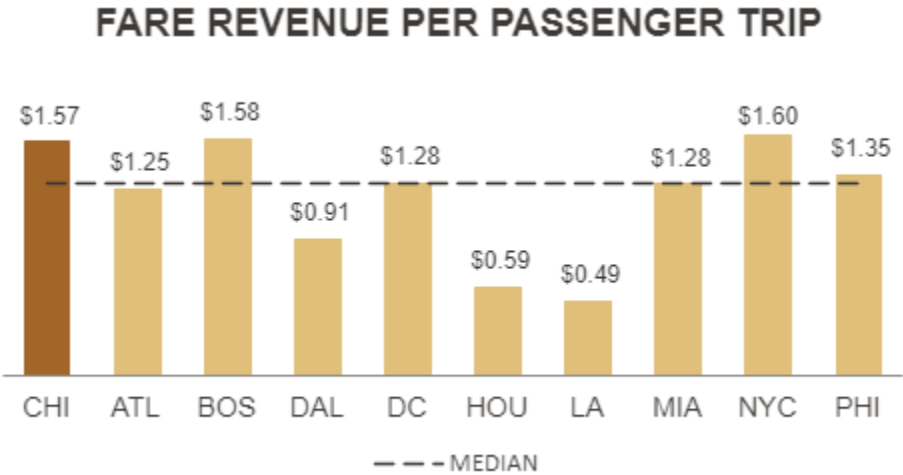
# Service Maintenance & Capital Investment

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



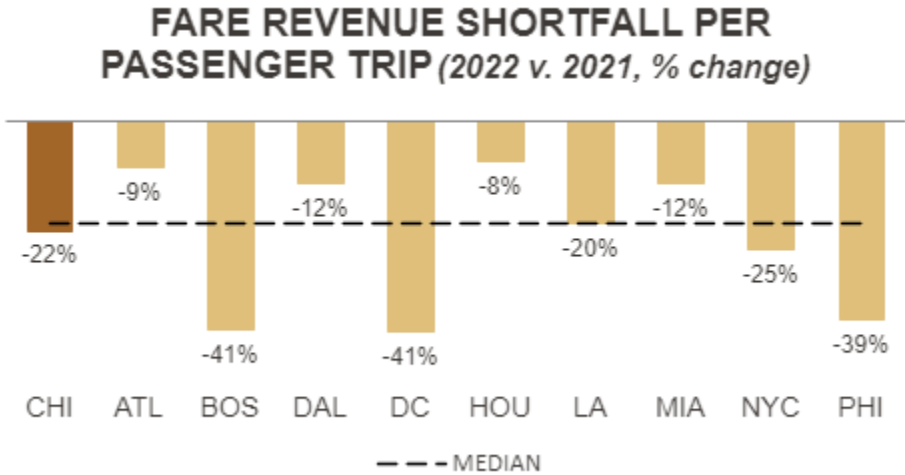
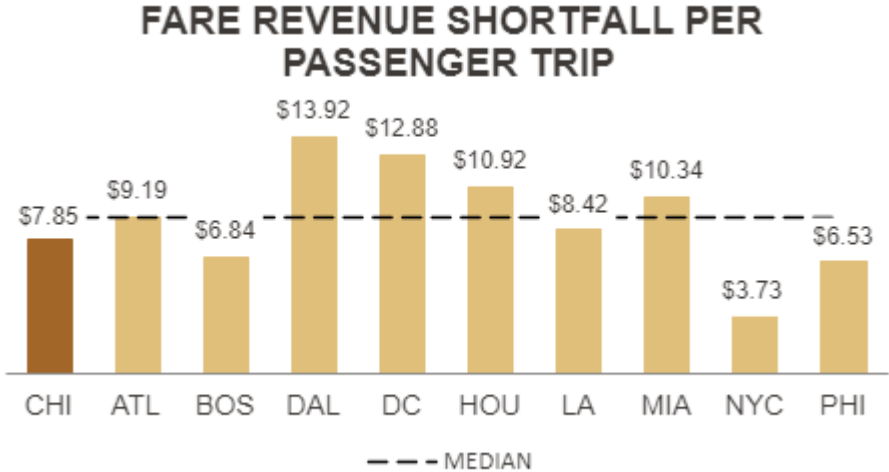
# Service Level Solvency

**Fare Revenue per Passenger Trip:** The average fare paid by customers per trip.



# Service Level Solvency

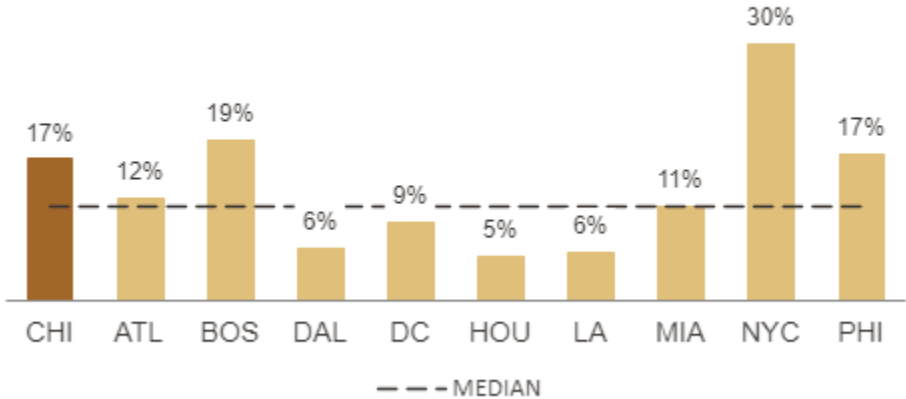
**Fare Revenue Shortfall per Passenger Trip:** The average cost of each trip that is not covered by the fare paid by customers. The balance of operating costs is covered by other directly-generated revenue (advertising, concessions, etc.) and public funding (local, state, and federal).



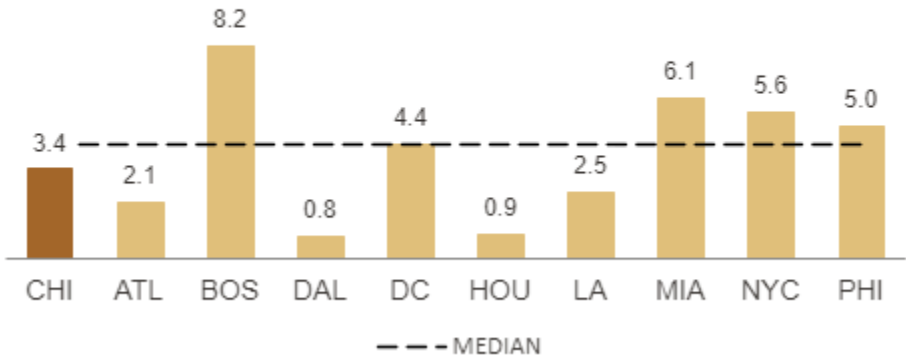
# Service Level Solvency

**Fare Revenue Recovery Ratio:** As defined by the NTD, the proportion of operating costs that are covered by fare revenues paid by passengers; this differs from the RTA statutory recovery ratio, which takes into account other system-generated revenue and certain adjustments as enumerated in the RTA Act.

**FARE REVENUE RECOVERY RATIO**



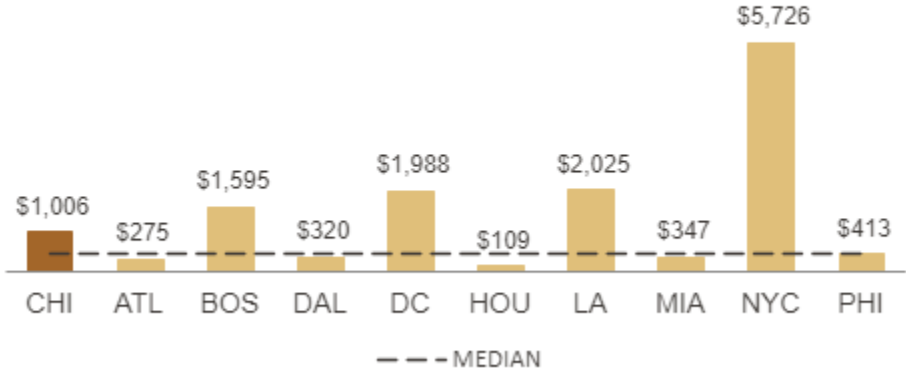
**FARE REVENUE RECOVERY RATIO  
(2022 v. 2021, % point change)**



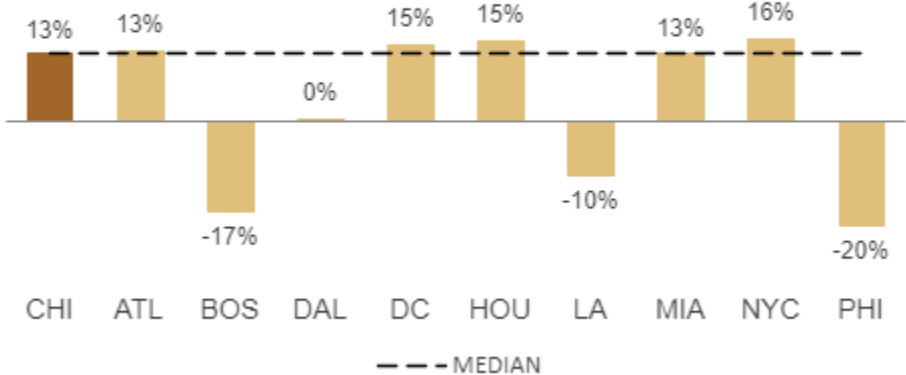
# Service Level Solvency

**Capital Expenditures:** Funds expended to finance the maintenance, enhancement, and expansion of the transit system’s infrastructure. Capital funds expended in one year may include funding from prior years due to the longer-term nature of capital project implementation.

**CAPITAL EXPENDITURES (MILLIONS)**

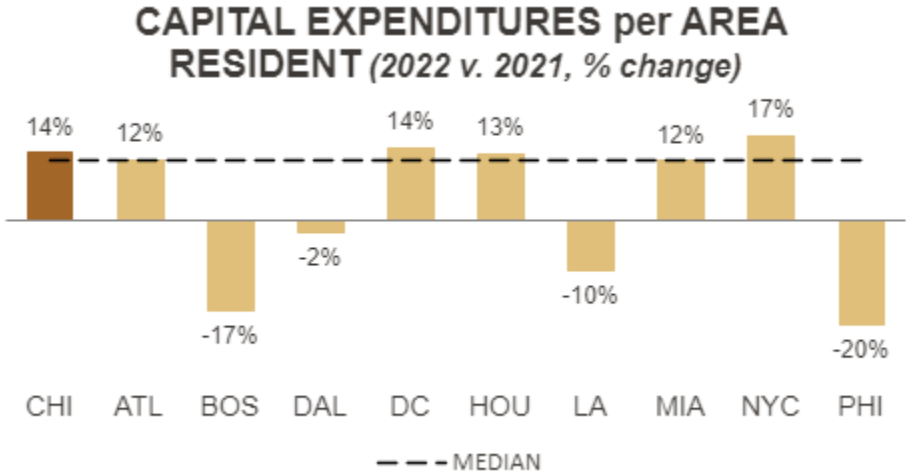
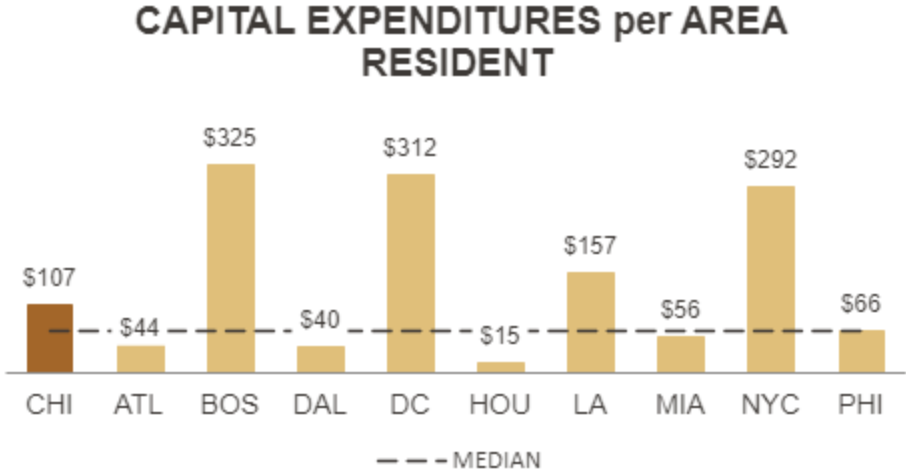


**CAPITAL EXPENDITURES  
(2022 v. 2021, % change)**



# Service Level Solvency

**Capital Expenditures per Area Resident:** The total amount of capital expenditures per resident of the metropolitan statistical area (MSA).





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