

Metropolitan Transportation Commission
Planning Committee

May 10, 2024

Agenda Item 3b

Federal Performance Target-Setting Update – May 2024

Subject:

Update on performance measures related to State of Good Repair for Transit Assets and Transit Safety, including past performance and near-term targets.

Background:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) established a Transportation Performance Management program to orient transportation investment decision-making around national transportation goals, while also moving toward a performance-based planning and programming paradigm. Through this program, State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies are responsible for setting targets for 28 performance measures covering the following federal goal areas: Safety; Infrastructure Condition; System Reliability; Freight Movement and Economic Vitality; Congestion Reduction; and Environmental Sustainability (status shown in Attachment A). Under MTC Resolution No. 4295 adopted in June 2017, the Planning Committee delegated authority for target-setting to staff, requiring regular consultation with stakeholders through MTC's working groups and semiannual updates to the committee going forward.

This memorandum summarizes MTC's target-setting actions for State of Good Repair for Transit Assets and Transit Safety, and presents the methodology and rationale used to arrive at the targets. This will be the seventh 1-year performance period for performance measures related to State of Good Repair for Transit Assets, and the third for performance measures related to Transit Safety.

Issues:

Both large and small transit operators alike have noted that current economic conditions are proving a challenge in making progress towards the targets related to State of Good Repair for Transit Assets. Examples include supply chain delays, staff shortages, and rising costs. The ongoing effects of the pandemic on traveler behavior, transit revenues, and macroeconomic

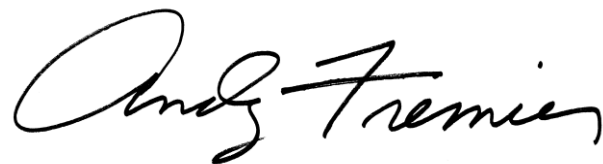
conditions make it difficult to forecast near-term performance, posing a significant challenge for MPOs in setting achievable regional targets. While this is not unique to the Bay Area, federal regulations mandate that these targets must be regularly updated, however MPOs are not penalized for failing to meet them.

Next Steps:

On December 7, 2023, the FHWA published a final rule establishing a performance measure for assessing the performance of the National Highway System related to greenhouse gas (GHG) emissions. On March 27, 2024 the U.S. District Court for the Northern District of Texas vacated and remanded the Final Rule to DOT, in effect nullifying the rule Nationwide. Consistent with the Court's decision, States and MPOs are not required to submit initial targets and reports at this time. MTC will coordinate with federal and state agencies as they examine next steps. In early 2025, MTC will undertake the next round of target-setting for Road Safety. MTC will also continue to monitor regional performance for all federal performance measures.

Attachments:

- Attachment A: List of Federally Required Performance Measures
- Attachment B: 2024 Target-Setting Summary: State of Good Repair for Transit Assets
- Attachment C: 2024 Targets for State of Good Repair for Transit Assets
- Attachment D: 2024 Target-Setting Methodology for Transit Safety
- Attachment E: 2024 Targets for Transit Safety



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List of Federally Required Performance Measures

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
Road Safety	Number of Fatalities on Roads	1. Total number of road fatalities	Annual	State: in August MPO: in February	MTC set the 2024 targets in February 2024. Seven rounds of target-setting complete.
	Rate of Fatalities on Roads	2. Road fatalities per 100 million vehicle miles traveled	Annual	State: in August MPO: in February	
	Number of Serious Injuries on Roads	3. Total number of serious injuries on roads	Annual	State: in August MPO: in February	
	Rate of Serious Injuries on Roads	4. Serious injuries on roads per 100 million vehicle miles traveled	Annual	State: in August MPO: in February	
	Non-Motorized Safety on Roads	5. Combined total number of non-motorized fatalities and serious injuries	Annual	State: in August MPO: in February	

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
Transit Safety	Safety of Public Transit Systems	<p>6. Total number of reportable transit fatalities</p> <p>7. Reportable transit fatalities per revenue vehicle miles by mode (<i>example below</i>)</p> <p style="margin-left: 40px;"><i>a. Motor bus</i></p> <p style="margin-left: 40px;"><i>b. Light rail</i></p> <p style="margin-left: 40px;"><i>c. etc.</i></p> <p>8. Total number of reportable transit injuries</p> <p>9. Reportable transit injuries per revenue vehicle miles by mode</p> <p>10. Total number of reportable transit safety events</p> <p>11. Reportable transit safety events per revenue vehicle miles by mode</p> <p>12. Mean distance between major mechanical failures by mode</p>	Annual	Operators: in July MPO: in January	MTC set the 2024 targets in April 2024. Three rounds of target-setting complete.
Infrastructure Condition	Pavement Condition on	13. Percentage of pavements on the Interstate Highway System in good condition	Every 4 years	State: May 2022 MPO: November 2022	MTC set the 2025 targets

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	the Interstate Highway System	14. Percentage of pavements on the Interstate Highway System in poor condition			in February 2023. Two rounds of target-setting complete.
	Pavement Condition on the National Highway System	15. Percentage of pavements on the non-Interstate National Highway System in good condition 16. Percentage of pavements on the non-Interstate National Highway System in poor condition	Every 4 years	State: May 2022 MPO: November 2022	
	Bridge Condition on the National Highway System	17. Percentage of National Highway System bridges by deck area classified in good condition 18. Percentage of National Highway System bridges by deck area classified in poor condition	Every 4 years	State: May 2022 MPO: November 2022	
Transit Asset Management	State of Good Repair for Public Transit	19. Percentage of revenue vehicles that have met or exceeded their useful life benchmark by asset class (example below)	Annual	Operators: in October MPO: in April	MTC set the 2024 targets in April 2024.

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	Assets	<p><i>a. Motor bus</i></p> <p><i>b. Light rail vehicle</i></p> <p><i>c. etc.</i></p> <p>20. Percentage of facilities within a condition rating below fair by asset class (example below)</p> <p><i>a. Administrative and maintenance facilities</i></p> <p><i>b. Passenger facilities</i></p> <p>21. Percentage of guideway directional route-miles with performance restrictions</p> <p>22. Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark</p>			Seven rounds of target-setting complete.
System Performance	Performance of the Interstate System	23. Percentage of person-miles traveled on the Interstate Highway System that are reliable	Every 4 years	State: December 2022 MPO: June 2023	MTC set the 2025 targets in February 2023. Two rounds of target-setting
	Performance of the National	24. Percentage of person-miles traveled on the non-Interstate National Highway System that are	Every 4 years	State: December 2022 MPO: June 2023	

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
	Highway System	<p>reliable</p> <p>25. Percent change in tailpipe carbon dioxide (CO₂) emissions on the NHS compared to the reference year (calendar year 2022)</p> <p><i>(eliminated by FHWA in spring 2018, re-introduced by FHWA in winter 2023, struck down in federal court in spring 2024.)</i></p>			complete.
Freight Movement and Economic Vitality	Freight Movement on the Interstate System	<p>26. Interstate Highway System truck travel reliability index</p>	Every 4 years	State: December 2022 MPO: June 2023	MTC set the 2025 targets in February 2023. Two rounds of target-setting complete.
Congestion Reduction	Traffic Congestion	<p>27. Annual hours of peak-hour excessive delay per capita by urbanized area</p> <p><i>a. San Francisco-Oakland UA</i></p>	Every 4 years	State: December 2022 MPO: June 2023	MTC set the 2025 targets in February

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
		<p><i>b. San Jose UA</i></p> <p><i>c. Concord UA**</i></p> <p><i>d. Santa Rosa UA**</i></p> <p><i>e. Antioch UA**</i></p> <p>28. Percent of non-single occupant vehicle travel by urbanized area</p> <p><i>a. San Francisco-Oakland UA</i></p> <p><i>b. San Jose UA</i></p> <p><i>c. Concord UA**</i></p> <p><i>d. Santa Rosa UA**</i></p> <p><i>e. Antioch UA**</i></p> <p>** = not required during 1st target-setting cycle</p>			2023. Two rounds of target-setting complete.
Environmental Sustainability	On-Road Mobile Source Emissions	<p>29. Total emissions reductions from Congestion Mitigation and Air Quality (CMAQ) Improvement Program funded projects by pollutant</p>	Every 4 years	State: December 2022 MPO: June 2023	MTC set the 2025 targets in May 2023. Two rounds of

Federal Goals & Programs	General Measures in Law	Final Performance Measures	Target-Setting Frequency	Target-Setting Due Dates	Current Status
		<ul style="list-style-type: none"> a. <i>PM_{2.5}</i> b. <i>PM₁₀</i> c. <i>CO</i> d. <i>VOC</i> e. <i>NO_x</i> 			target-setting complete.
Reduced Project Delivery Delays	<i>none</i>	<p><i>none</i> (neither MAP-21 nor FAST included performance measures for this goal)</p>	N/A	N/A	N/A

2024 Target-Setting Summary: State of Good Repair for Transit Assets

Overview

The transit asset management (TAM) final rule published by FTA in July 2016 established a National TAM System in accordance with MAP-21. The rule contained requirements for public transit providers, and designated recipients such as MTC. The major requirements of the rule include:

- 1) **State of Good Repair Performance Targets** – Targets must be set for each applicable asset including Rolling Stock, Equipment, Infrastructure, and Facilities. The final rule establishes state of good repair standards and performance measures as shown below:

Asset Category	Performance Measure
Rolling Stock: All revenue vehicles	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures and parking facilities	Percentage of facilities within an asset class, rated below condition 3 (fair or adequate) on FTA’s Transit Economic Requirements Model (TERM) scale
Infrastructure: Only rail fixed guideway, tracks, signals and systems	Percentage of guideway directional route-miles with performance restrictions
Equipment: Only non-revenue vehicles (e.g., maintenance, administrative, or training)	Percentage of non-revenue vehicles that have either met or exceeded their ULB

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes, with targets required for each asset class. Facilities are separated into administrative and maintenance facilities and passenger facilities, while revenue vehicles are separated into 18 sub-categories (e.g., light rail vehicle, bus, ferry, etc.)

Note that over time some targets improve relative to existing performance measures if there is funding available to replace or repair assets that are in poor condition. On the other hand, if there is no funding available to replace or repair assets, targets can worsen due to these assets aging another year and exceeding their useful lives.

- 2) **Development of TAM Plans** – Tier I operators (rail operators and any operators with 101 or more vehicles) must do their own TAM plan consisting of nine required elements. Tier II operators (operators with 100 vehicles or less) may do their own plan or participate in a group plan. There are only four required elements to the TAM plan for Tier II operators.
- 3) **Reporting** – Operators must report annually to FTA on state of good repair targets, asset conditions, and progress made towards meeting set targets.

The TAM Rule required transit providers to set State of Good Repair for Transit Assets performance targets by October 1st of each year. The Planning Rule requires that each MPO establish targets no later than 180 days after the date on which the transit providers establish their performance targets. Therefore, staff developed targets to meet the year 2024 target-setting deadline of April 1st for State of Good Repair for Transit Assets.

Target-Setting Approach and Rationale

To set State of Good Repair for Transit Assets performance targets, MTC staff assessed the current condition of operators' assets using data from the Regional Transit Capital Inventory (RTCI). The RTCI is a comprehensive regional database of the transit assets that are owned by transit agencies across the region. MTC developed the RTCI in order to collect consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator.

To set the target for each asset category, MTC staff provided each operator with existing performance measures (by asset class) for their asset inventory included in the RTCI and requested that each operator conduct an analysis of expected funding from all sources for the coming fiscal year that will be used to repair or replace transit assets. Operators used this assessment to predict which vehicle assets would be replaced or repaired and presented MTC with a target percentage of assets expected not to be in a state of good repair by the end of the fiscal year.

Staff worked with the operators to keep the targets realistic and to base them on reasonable financial projections. For vehicles and infrastructure, MTC staff consolidated the targets for all operators to identify a regional target for each asset class. With respect to facilities, prior targets had been set using the age of the facility as a proxy for its condition to determine the percentage of all regional transit facilities assets estimated to be out of a state of good repair. Operators' methodology has improved in the past few years due to new TAM Plan requirements. Operators are required to conduct physical inspections of their facilities to determine their condition rather than relying on the age of the facilities alone. As a result, most of the facilities' targets reflect the actual condition of the assets.

Review of 2023 Performance

The Bay Area met its performance targets for non-revenue vehicles, facilities, and infrastructure while it fell short of its target for revenue vehicles. As current federal regulations stand, there is no penalty for not meeting the 2023 targets.

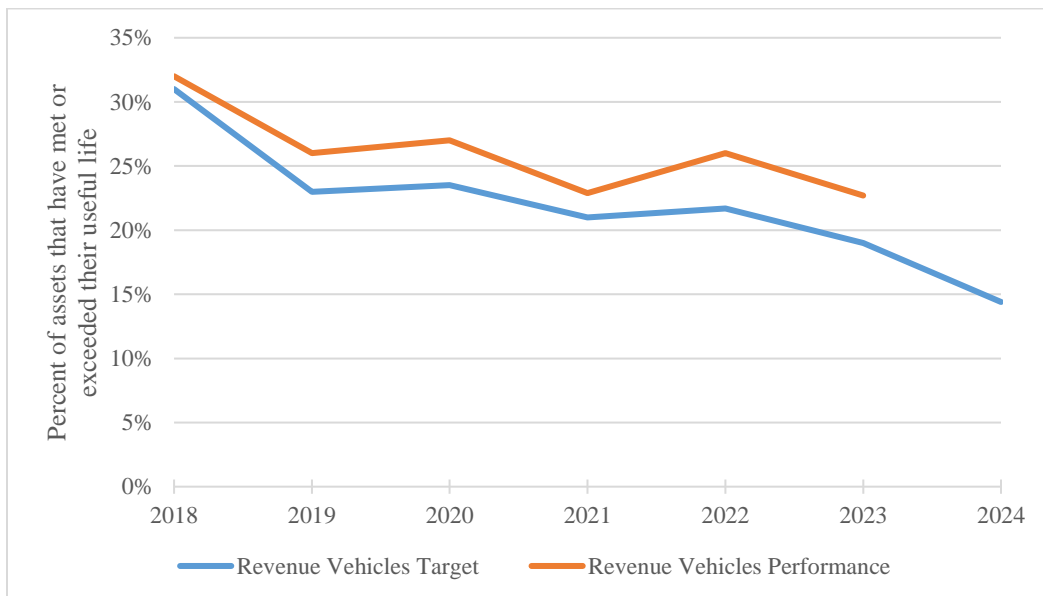


Figure 1: Revenue vehicles State of Good Repair for Transit Assets targets and performance

Over the past several years, the share of revenue vehicles that are not in a state of good repair has generally decreased, reflecting MTC's regional priority to replace such vehicles. This trend is evident in Figure 1. In 2023, approximately 23 percent of revenue vehicles met or exceeded their useful lives, which exceeds the 19 percent target for that year, but represents a decrease from the 32 percent value in 2018. The fleet replacements, including BART's Fleet of the Future and

SFMTA’s new Light Rail Vehicles, have been instrumental in this improvement. The 2024 target anticipates further improvement in the condition of revenue vehicle assets over the next year.

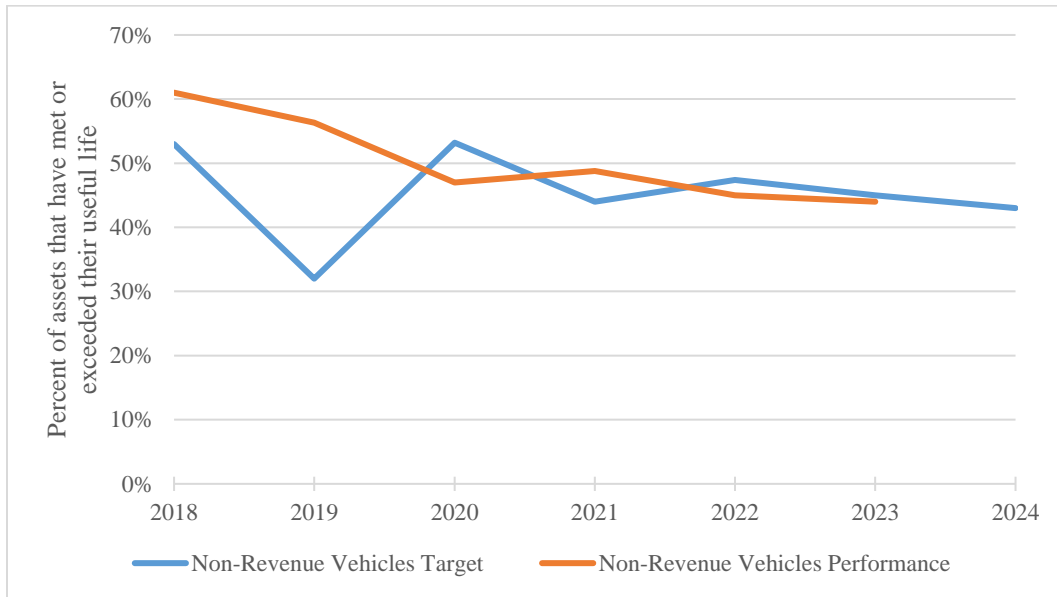


Figure 2: Non-revenue vehicles State of Good Repair for Transit Assets targets and performance

The share of non-revenue vehicles that have exceeded their useful life has decreased since 2018 but has stabilized in more recent years. This trend is illustrated in Figure 2. The target for 2024 assumes that this condition will remain relatively stable over the coming year.

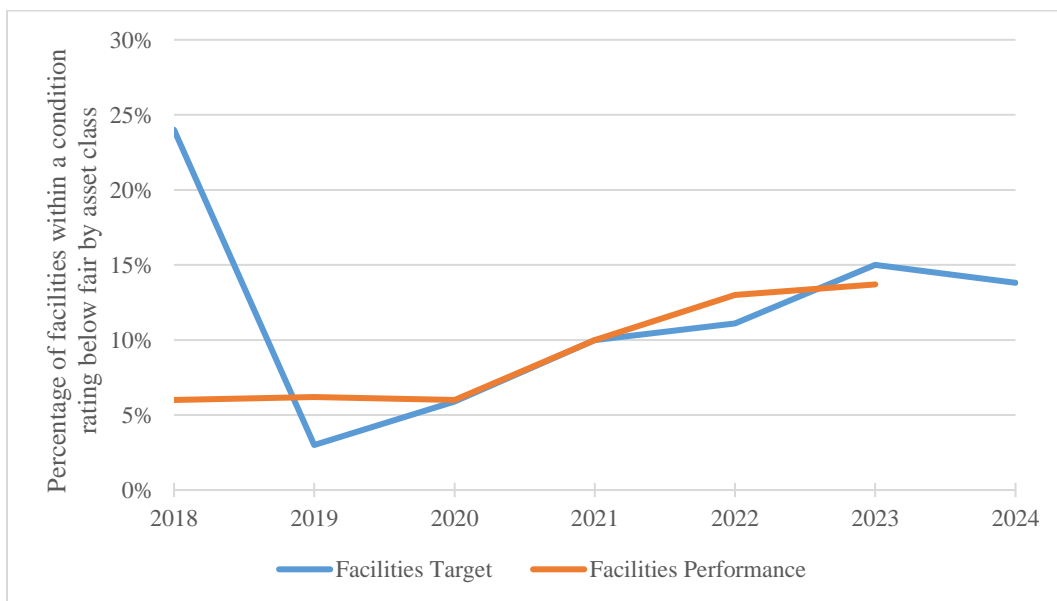


Figure 3: Facilities State of Good Repair for Transit Assets targets and performance

As shown in Figure 3, in 2023 approximately 14 percent of facilities scored below 3 on FTA’s TERM facility condition rating scale. This value is slightly worse from the previous year but is nevertheless within the 2023 target. The target for 2024 assumes facility condition remains similar to the performance that was observed in 2023.

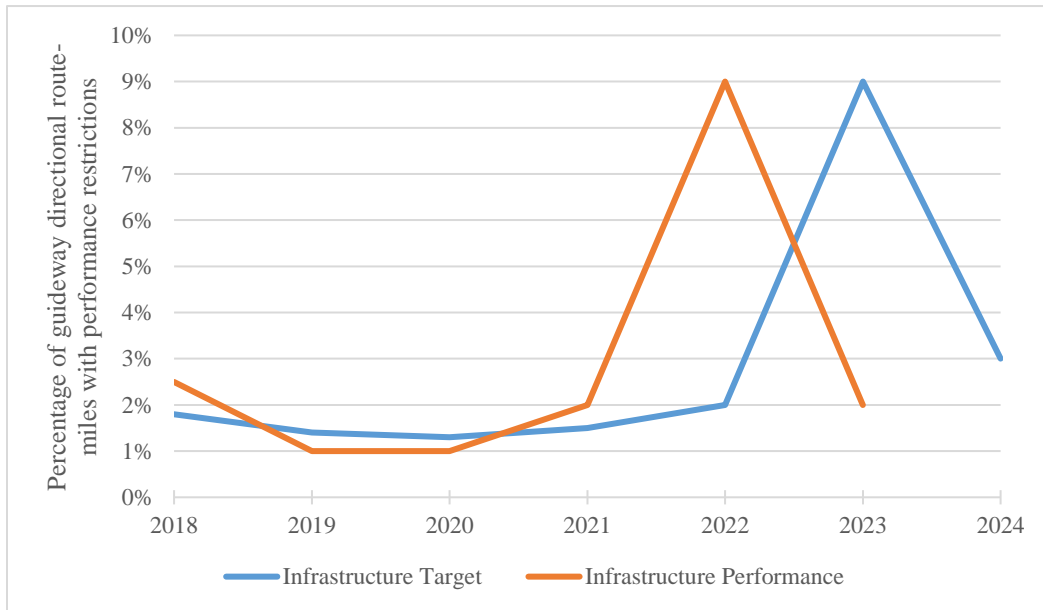


Figure 4: Infrastructure State of Good Repair for Transit Assets targets and performance

In 2023, the region did achieve its guideway target, as depicted in Figure 4. The percentage of route directional miles with speed or operational restrictions decreased from 9 percent to 2 percent between 2022 and 2023. The target for 2024 assumes guideway conditions worsen slightly relative to the performance that was observed in 2023. It is worth noting that SFMTA had a large percentage of their guideway under a performance restriction in 2022, which is a significant factor contributing to large spike observed in the chart for that year. This value was adjusted for 2023 after a clarification on the performance restriction.

Both large and small transit operators alike have noted that current economic conditions are proving a challenge in making progress towards the targets. Supply chain delays have caused some operators to delay procurements that would otherwise have helped an operator reach their targets. Staff shortages are another problem that operators are facing in improving their state of good repair. Transit operators have also noted that rising costs have been making it more difficult to keep assets in a state of good repair. Rising costs have not only been experienced due to inflation in the economy at large, but also due to the regulatory requirements for transitioning

towards a zero-emission fleet. An additional concern for transit operators has been the decrease in competition in the domestic bus market, leading to price increases significantly higher than inflation.

Summary of Proposed Targets

MTC set State of Good Repair for Transit Assets targets for 2024, which are summarized in Table 1 and outlined in **Attachment C**.

Table 1: State of Good Repair for Transit Assets targets and performance

Asset Category	2023 Target	2023 Performance	2024 Target
Revenue Vehicles	19%	23%	14%
Facilities	15%	14%	14%
Guideway	9%	2%	3%
Non-Revenue Vehicles	45%	44%	43%

Data source: Regional Transit Capital Inventory (RTCI) & operators' targets

MTC expects the state of repair for revenue vehicles to improve due to vehicle and rolling stock replacements at the operator level. The state of repair for non-revenue vehicles are expected to improve as well, although to a lesser degree than revenue vehicles.

As of 2023, the majority of the region's facilities and guideway were in good repair, with 14 percent of facilities and 2 percent of guideway miles not in good repair. The state of good repair for the region's facilities assets is expected to remain constant over the coming year. However, the condition of guideway assets is expected to slightly worsen based on current asset condition and funding levels.

2024 Targets for State of Good Repair for Transit Assets

General Information

Goal	Infrastructure Condition
Performance Measure(s)	<ul style="list-style-type: none"> Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class Percentage of facilities with a condition rating below fair by asset class Percentage of guideway directional route-miles with performance restrictions Percentage of non-revenue vehicles that have met or exceeded their ULB
Target(s) for Year	2024
Target(s) Deadline for MTC Approval	May 1, 2024

Past Targets & Past Performance

Measure	Subcategory	Current (2023)	Target (2024)	Total # (2023)	Measure ID
Percentage of revenue vehicles that have met or exceeded their ULB	Articulated bus	4%	0%	437	US-19a
	Automated guideway vehicle	0%	0%	12	US-19b
	Automobile	100%	100%	63	US-19c
	Bus	21%	18%	2,233	US-19d
	Cable car	79%	70%	40	US-19e
	Commuter rail – locomotive	56%	56%	36	US-19f

Measure	Subcategory	Current (2023)	Target (2024)	Total # (2023)	Measure ID
	Commuter rail – passenger coach	41%	41%	177	US-19g
	Commuter rail – self-propelled passenger car	0%	0%	34	US-19h
	Cutaway bus	28%	20%	698	US-19i
	Double decker bus	0%	0%	18	US-19j
	Ferryboat	31%	27%	22	US-19k
	Heavy rail	38%	0%	797	US-19l
	Light rail	13%	8%	397	US-19m
	Minivan	21%	25%	105	US-19n
	Over-the-road bus	26%	13%	163	US-19o
	Trolley bus	0%	0%	421	US-19p
	Van	3%	11%	80	US-19q
	Vintage trolley	100%	100%	1	US-19r
Percentage of facilities with a condition rating below fair	Administrative and maintenance facilities	13%	13%	N/A	US-20a
	Passenger facilities	14%	14%	N/A	US-20b
Percentage of guideway directional route-miles with performance restrictions	n/a	2%	3%	N/A	US-21

Measure	Subcategory	Current (2023)	Target (2024)	Total # (2023)	Measure ID
Percentage of non-revenue vehicles that have met or exceeded their ULB	n/a	44%	43%	2,148	US-22

Data source: Regional Transit Capital Inventory (RTCI) & operators' targets

2024 Target-Setting Methodology for Transit Safety

Overview:

The Public Transportation Agency Safety Plan (PTASP) final rule published by FTA in July 2018 established a requirement that certain transit operators that are recipients or sub-recipients of FTA grants develop safety plans that include processes and procedures necessary for implementing Safety Management Systems in accordance with MAP-21. The FTA administers the National Transit Database (NTD) as a resource for disseminating safety performance information. The rule contained new requirements for public transit providers and designated recipients such as MTC. The major requirements of the rule include:

- 1) **Transit Safety Performance Targets** – Targets must be set annually. The final rule establishes Transit Safety performance measures as shown below:

Measure	Definition
Total number of reportable transit fatalities	Number of fatalities reported to the NTD, excluding trespassing and suicide-related fatalities
Reportable transit fatalities per revenue vehicle miles (RVM) by mode	Number of fatalities reported to the NTD, excluding trespassing and suicide-related fatalities, divided by RVM by mode
Total number of reportable transit injuries	Number of injuries reported to the NTD, excluding injuries resulting from assaults or other crimes
Reportable transit injuries per RVM by mode	Number of injuries reported to the NTD, excluding injuries resulting from assaults or other crimes, divided by RVM by mode
Total number of reportable transit safety events	Number of safety events, excluding security events, meeting a major event reporting threshold reported to the NTD
Reportable transit safety events per RVM by mode	Number of safety events, excluding security events, meeting a major event reporting threshold reported to the

	NTD divided by RVM by mode
Mean distance between major mechanical failures by mode	Mean distance between major mechanical failures reported to the NTD, where major mechanical failure is defined as a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or starting the next scheduled revenue trip, by mode.

The final rule establishes the requirement to set targets by mode (i.e., bus, light rail, heavy rail) for certain performance measures.

- 2) **Development of Public Transportation Agency Safety Plans (PTASP)** – Most transit operators are required to develop a PTASP; operators that are regulated by the Federal Railroad Administration or U.S. Coast Guard and operators that only receive financial assistance under the 5310 and 5311 formula grant programs are exempt.
- 3) **Reporting** – Operators and MPOs must report annually to FTA on Transit Safety targets, performance, and progress made towards meeting set targets.

The PTASP Rule requires transit providers to set performance targets annually, on a schedule determined by the provider. Each MPO must establish targets no later than 180 days after the date on which the transit providers establish their performance targets. MTC received providers’ performance targets during February and March of 2024.

Target-Setting Methodology:

MTC staff used an operator-led approach to set Transit Safety targets, similar to the approach used for setting regional targets for State of Good Repair for Transit Assets performance targets. To determine the targets, MTC staff collected data from transit operator staff and used a weighted average based on RVM to generate regional performance targets. MTC staff also worked closely with operators to ensure that the targets were realistic.

The final rule does not specify whether targets or baseline performance should be reported using a single year of data or a rolling average of multiple years of data, leaving that decision to transit operators and MPOs. To smooth out variability in individual years, a four-year rolling average of the latest available data from the NTD is used to measure baseline performance. For the number and rate of fatalities, serious injuries, and safety events, the average of data from 2020 through 2023 is used. For the mean distance between mechanical failures, a rolling average of data from 2019 through 2022 is used. MTC may revisit this decision in future target-setting cycles.

2024 Targets for Transit Safety

General Information

Goal	Transit Safety
Performance Measure(s)	<ul style="list-style-type: none"> • Total number of reportable transit fatalities • Reportable transit fatalities per revenue vehicle mile (RVM) by mode • Total number of reportable transit injuries • Reportable transit injuries per RVM by mode • Total number of reportable transit safety events • Reportable transit safety events per RVM by mode • Mean distance between major mechanical failures by mode
Target(s) for Year	2024
Target(s) Deadline for MTC Approval	August 1, 2024

Current Conditions and Proposed Regional Targets

Measure	Mode	Baseline (2020-2023)	Target (2024)
Total number of reportable transit fatalities	Not Applicable	11	0
Reportable transit fatalities per million revenue vehicle miles (RVM) by mode	Bus	0.04	0.00
	Cable Car	0.00	0.00
	Heavy Rail	0.06	0.00
	Hybrid Rail	0.00	0.00
	Light Rail	0.85	0.00

Measure	Mode	Baseline (2020-2023)	Target (2024)
	Monorail	0.00	0.00
	Paratransit/Demand Response	0.00	0.00
	Streetcar	0.00	0.00
	Trolleybus	0.00	0.00
Total number of reportable transit injuries	Not Applicable	472	471
Reportable transit injuries per million RVM by mode	Bus	3.77	4.32
	Cable Car	18.89	27.53
	Heavy Rail	2.60	0.77
	Hybrid Rail	1.25	3.10
	Light Rail	3.95	4.17
	Monorail	3.31	2.57
	Paratransit/Demand Response	0.67	1.31
	Streetcar	30.96	0.00
	Trolleybus	8.04	2.01
Total number of reportable transit safety events	Not Applicable	560	648
Reportable transit safety events per million RVM by mode	Bus	3.76	6.80
	Cable Car	22.83	22.02
	Heavy Rail	3.26	0.13

Measure	Mode	Baseline (2020-2023)	Target (2024)
	Hybrid Rail	1.46	1.55
	Light Rail	11.60	6.83
	Monorail	3.31	0.00
	Paratransit/Demand Response	0.71	2.40
	Streetcar	68.33	0.00
	Trolleybus	7.54	2.01

Source: NTD data, years 2020-2023

Measure	Mode	Baseline (2019-2022)	Target (2024)
Mean distance between major mechanical failures by mode	Bus	13,518	22,263
	Cable Car	463	335
	Heavy Rail	340,096	1,299,752
	Hybrid Rail	58,584	129,097
	Light Rail	5,701	22,484
	Monorail	158,851	388,584
	Paratransit/Demand Response	49,568	42,955
	Streetcar	1,552	601
	Trolleybus	11,878	9,073
	Bus	13,518	22,263

Source: NTD data, years 2019-2022