



U.S. Department of  
Transportation  
Federal Transit  
Administration

# Safety Management Information Statistics (SAMIS) 1997 Annual Report

U.S. Department of Transportation  
Research and Special Programs Administration  
John A. Volpe National Transportation Systems Center  
Cambridge, MA 02142-1093

Final Report  
March 1999



FTA OFFICE OF SAFETY AND SECURITY

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# PREFACE

The *Safety Management Information Statistics (SAMIS) 1997 Annual Report* is a compilation and analysis of transit accident, casualty, and crime statistics reported under the Federal Transit Administration's (FTA's) National Transit Database Reporting System by FTA-funded transit systems in the United States during 1997.

This report was prepared under the sponsorship of the Federal Transit Administration, Office of Safety and Security. The statistics for the tables, charts, and graphs were generated by the John A. Volpe National Transportation Systems Center (Volpe Center) in Cambridge, Massachusetts.

The authors wish to thank: Judy Z. Meade, Director of the FTA's Office of Safety and Security; and Carole Ferguson, Transit Safety Specialist at the Office of Safety and Security for their direction, guidance, and valuable comments during the preparation of this report. A special thank-you goes to William T. Hathaway, Senior Project Engineer and Technical Task Initiator at the Volpe Center. Mr. Hathaway retired from Federal service in late 1998. His practical insight and unerring support for the SAMIS program will always be appreciated.

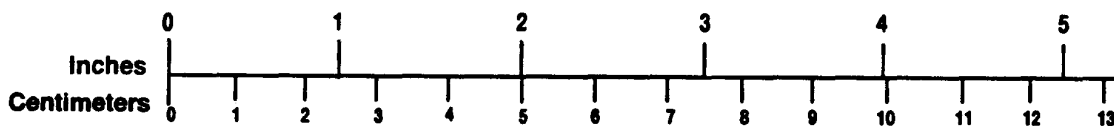
# METRIC/ENGLISH CONVERSION FACTORS

## ENGLISH TO METRIC

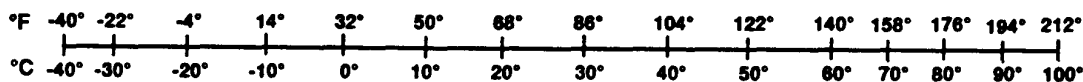
## METRIC TO ENGLISH

<p><b>LENGTH (APPROXIMATE)</b></p> <p>1 inch (in) = 2.5 centimeters (cm)</p> <p>1 foot (ft) = 30 centimeters (cm)</p> <p>1 yard (yd) = 0.9 meter (m)</p> <p>1 mile (mi) = 1.6 kilometers (km)</p>	<p><b>LENGTH (APPROXIMATE)</b></p> <p>1 millimeter (mm) = 0.04 inch (in)</p> <p>1 centimeter (cm) = 0.4 inch (in)</p> <p>1 meter (m) = 3.3 feet (ft)</p> <p>1 meter (m) = 1.1 yards (yd)</p> <p>1 kilometer (km) = 0.6 mile (mi)</p>
<p><b>AREA (APPROXIMATE)</b></p> <p>1 square inch (sq in, in<sup>2</sup>) = 6.5 square centimeters (cm<sup>2</sup>)</p> <p>1 square foot (sq ft, ft<sup>2</sup>) = 0.09 square meter (m<sup>2</sup>)</p> <p>1 square yard (sq yd, yd<sup>2</sup>) = 0.8 square meter (m<sup>2</sup>)</p> <p>1 square mile (sq mi, mi<sup>2</sup>) = 2.6 square kilometers (km<sup>2</sup>)</p> <p>1 acre = 0.4 hectare (ha) = 4,000 square meters (m<sup>2</sup>)</p>	<p><b>AREA (APPROXIMATE)</b></p> <p>1 square centimeter (cm<sup>2</sup>) = 0.16 square inch (sq in, in<sup>2</sup>)</p> <p>1 square meter (m<sup>2</sup>) = 1.2 square yards (sq yd, yd<sup>2</sup>)</p> <p>1 square kilometer (km<sup>2</sup>) = 0.4 square mile (sq mi, mi<sup>2</sup>)</p> <p>10,000 square meters (m<sup>2</sup>) = 1 hectare (ha) = 2.5 acres</p>
<p><b>MASS - WEIGHT (APPROXIMATE)</b></p> <p>1 ounce (oz) = 28 grams (gm)</p> <p>1 pound (lb) = 0.45 kilogram (kg)</p> <p>1 short ton = 2,000 pounds (lb) = 0.9 tonne (t)</p>	<p><b>MASS - WEIGHT (APPROXIMATE)</b></p> <p>1 gram (gm) = 0.036 ounce (oz)</p> <p>1 kilogram (kg) = 2.2 pounds (lb)</p> <p>1 tonne (t) = 1,000 kilograms (kg) = 1.1 short tons</p>
<p><b>VOLUME (APPROXIMATE)</b></p> <p>1 teaspoon (tsp) = 5 milliliters (ml)</p> <p>1 tablespoon (tbsp) = 15 milliliters (ml)</p> <p>1 fluid ounce (fl oz) = 30 milliliters (ml)</p> <p>1 cup (c) = 0.24 liter (l)</p> <p>1 pint (pt) = 0.47 liter (l)</p> <p>1 quart (qt) = 0.96 liter (l)</p> <p>1 gallon (gal) = 3.8 liters (l)</p> <p>1 cubic foot (cu ft, ft<sup>3</sup>) = 0.03 cubic meter (m<sup>3</sup>)</p> <p>1 cubic yard (cu yd, yd<sup>3</sup>) = 0.76 cubic meter (m<sup>3</sup>)</p>	<p><b>VOLUME (APPROXIMATE)</b></p> <p>1 milliliter (ml) = 0.03 fluid ounce (fl oz)</p> <p>1 liter (l) = 2.1 pints (pt)</p> <p>1 liter (l) = 1.06 quarts (qt)</p> <p>1 liter (l) = 0.26 gallon (gal)</p> <p>1 cubic meter (m<sup>3</sup>) = 36 cubic feet (cu ft, ft<sup>3</sup>)</p> <p>1 cubic meter (m<sup>3</sup>) = 1.3 cubic yards (cu yd, yd<sup>3</sup>)</p>
<p><b>TEMPERATURE (EXACT)</b></p> <p><math>[(x-32)(5/9)] \text{ } ^\circ\text{F} = y \text{ } ^\circ\text{C}</math></p>	<p><b>TEMPERATURE (EXACT)</b></p> <p><math>[(9/5) y + 32] \text{ } ^\circ\text{C} = x \text{ } ^\circ\text{F}</math></p>

## QUICK INCH - CENTIMETER LENGTH CONVERSION



## QUICK FAHRENHEIT - CELSIUS TEMPERATURE CONVERSION



For more exact and or other conversion factors, see NIST Miscellaneous Publication 286, Units of Weights and Measures. Price \$2.50 SD Catalog No. C13 10286

Updated 8/17/98

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## **NARRATIVE COMMENTS**



# INTRODUCTION

In its eighth year of publication, the Safety Management Information Statistics (SAMIS) Annual Report continues to provide uniformly collected comprehensive safety and security data. These data are collected from all recipients or beneficiaries of Urbanized Area Formula funds through the National Transit Database (NTD) Reporting System.<sup>1</sup>

Additions to this year's report include a thematic map of states' relative transit collision rates, a series of graphs analyzing grade-crossing collisions, a reorganization of the security data tables, and safety and security information for Purchased Transportation. Purchased Transportation consists of public transit agencies or private carriers who provide public mass transportation services under contract to recipients of Urbanized Area Formula funds. Purchased Transportation reported data are only for those services provided under contract. In previous years, SAMIS presented data for transit modes which were Directly Operated (DO) by Urbanized Area Formula fund recipients.

To facilitate the reader's understanding of the information presented, the safety and security data collection instrument, Form 405, is presented at the end of this introduction.

Transit safety data are collected in four basic categories: Collisions, Derailments / Buses going off road, Personal Casualties, and Fires. Each of these categories is further delineated in order to obtain detailed information on the exact nature of the incident. All transit agencies subject to NTD reporting are required to report safety data.

Transit security data are modeled after the Federal Bureau of Investigation's Uniform Crime Reporting System, using standardized offense definitions. Two types of security data are collected: reports of Part I (crime index) offenses, and arrests for Part II (most other) offenses. Transit agencies serving urbanized areas (UZAs) with populations of 200,000 or more are required to report security data.

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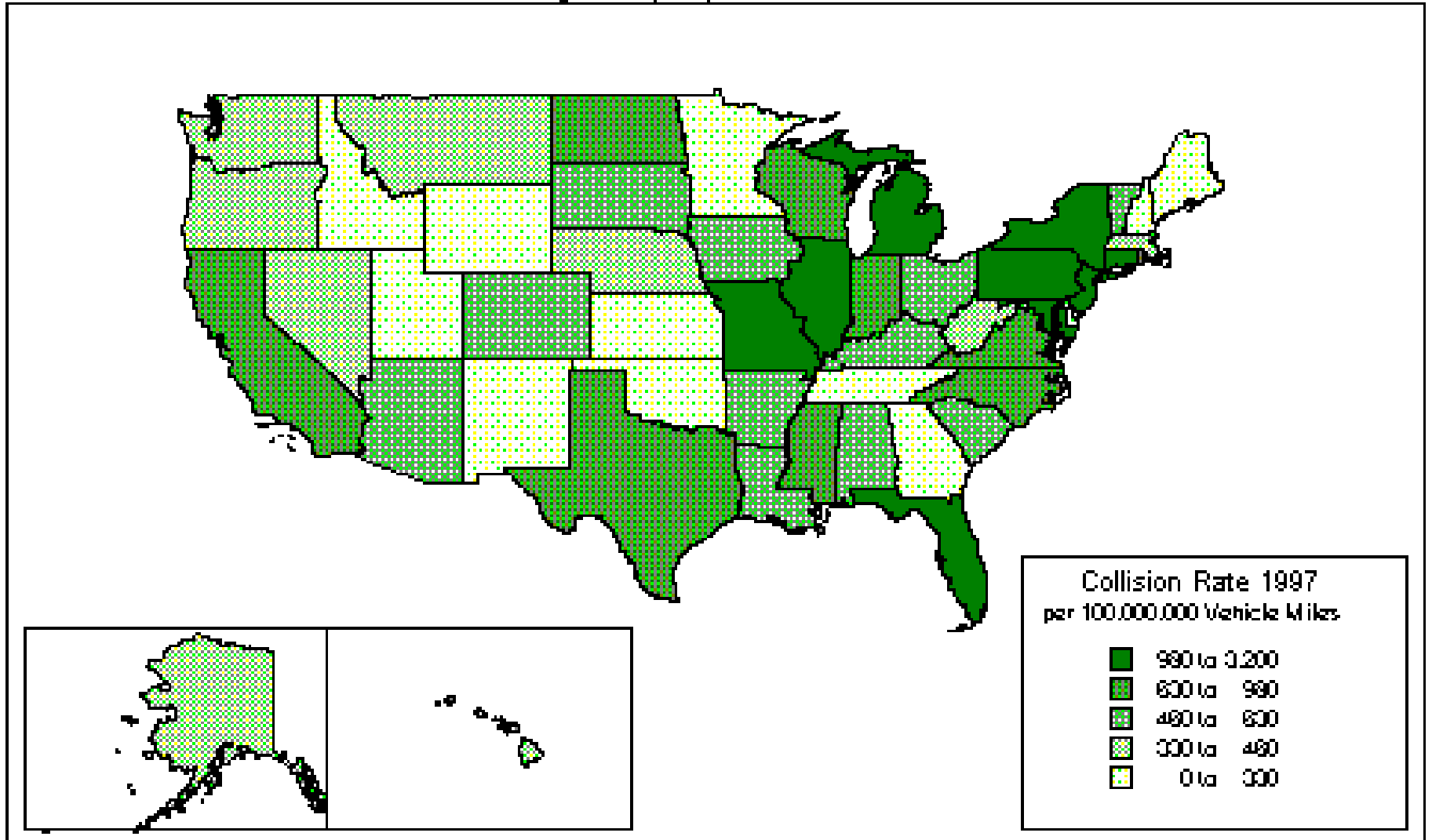
<sup>1</sup> Transit agencies with nine or fewer vehicles for non-fixed guideway systems, public carriers receiving no Urbanized Area Formula funds, private conventional and subscription bus services operators, and providers of services only under a demonstration grant are not required to report data under the NTD Reporting System, and thus are not included in this Annual Report.

SAMIS reports these safety statistics for the following transit modes: Automated Guideway (AG), Commuter Rail (CR), Demand Response (DR), Heavy Rail (HR), Light Rail (LR), Motor Bus (MB), Vanpool (VP). An abbreviated section is also presented for Cable Car (CC), Ferryboat (FB), Jitney (JT), and Inclined Plane (IP). Monorail (MO), Publico (PB), Aerial Tramway (TR), and Other (OR) modes had no reportable incidents.

As with previous years' SAMIS reports, caution should be used when making comparisons across different modes of transit, and also against data from other transportation reporting systems such as those for aviation and trucking. When comparing modes of transit, key differences should be kept in mind. For example, some transit modes run on exclusive rights of way while others mix with general traffic on surface roads. Some have extensive stations and terminals (where most fires are set) with escalators (where many of the injuries happen) while others have no such facilities. When making comparisons with data from other transportation reporting systems, it is important to consider that the reporting thresholds, assumptions, and definitions may be very different. For example, SAMIS reports property damage when the damage exceeds \$1,000, while other transportation industries use dollar thresholds that may be lower or higher.

# 1997 Transit Collisions Thematic Map\*

per 100,000,000 Vehicle Miles



\*Collisions [with vehicles, objects, and people (not suicides)]

# Transit Safety and Security Form (405)

Form not Applicable

NTD ID

Form 005 Included

Page 1 of 2

Mode

Type of Service

	a	b	c	d	e	f	g	h
	<b>Safety Items</b>	<b>Incidents</b>	<b>Fatalities</b>			<b>Injuries</b>		
	<b>Collisions</b>		<b>Patrons</b>	<b>Emps.</b>	<b>Others</b>	<b>Patrons</b>	<b>Emps.</b>	<b>Others</b>
01	Collisions with other vehicles							
01a	(at grade crossings)							
02	Collisions with objects							
02a	(at grade crossings)							
03	Collisions with people							
03a	(at grade crossings)							
	(attempted/successful suicides)							
	<b>Non-collisions</b>							
	<b>Derailments</b>							
04	Derailments/buses going off road							
	<b>Personal casualties</b>							
05	Parking facility							
06	Inside Vehicle							
07	On right-of-way							
08	Boarding and alighting vehicle							
08a	associated with lifts							
09	In stations/bus stops							
09a	associated with escalators							
09b	associated with elevators							
	<b>Fires (no thresholds)</b>							
10	In vehicles							
11	In stations							
12	Right-of-way others							
13	<b>Total Transit Property Damage</b>			\$				

Date Prepared  /  /

Date Updated  /  /

# Transit Safety and Security Form (405)

Required from transit agencies serving  
UZAs of 200,000 or more population

Form not Applicable

NTD ID

Page 2 of 2

Mode

Form 005 Included

*Based on the Uniform Crime Reporting Handbook*

Type of Service

a	b	c	d
Security Items		In Vehicle	In Station
Part I Offenses (Reports)			
Violent Crime			
01	Homicide	Patrons	
02		Employees	
03		Others	
04	Forcible Rape	Patrons	
05		Employees	
06		Others	
07	Robbery	Patrons	
08		Employees	
09		Others	
10	Aggravated Assault	Patrons	
11		Employees	
12		Others	
Property Crime			
13	Burglary		
14	Larceny/Theft	Patrons	
15		Employees	
16		Others	
17	Motor Vehicle Theft	Patrons	
18		Employees	
19		Others	
20	Arson		
Part II Offenses (Arrests)			
21	Other Assaults		
22	Vandalism		
23	Sex Offenses		
24	Drug Abuse Violations		
25	Driving Under the Influence		
26	Drunkenness		
27	Disorderly Conduct		
28	Trespassing		
29	Fare Evasion		
30	Curfew and Loitering Laws		
31	<b>Total Transit Property Damage</b>	\$	

Date Prepared  /  /

Date Updated  /  /





# GLOSSARY OF TERMS

## Safety Definitions

### **Vehicle Accident**

An incident involving a moving vehicle. Includes collisions with another vehicle, object, or person (except suicides) and derailment/left roadway.

### **Passenger Accident**

Same as Vehicle Accident, except that Personal Casualties incidents on the vehicle and entering/exiting the vehicle are also included.

### **Collision with Vehicle**

An incident in which a transit vehicle strikes or is struck by another vehicle. Reports are made if the accident results in death, injury, or property damage over \$1,000.

### **Collision with Object**

An incident in which a transit vehicle strikes an obstacle other than a vehicle or person (e.g., building, utility pole). Reports are made if the accident results in a death, injury, or property damage over \$1,000.

### **Collision with People**

An incident in which a transit vehicle strikes a person. Except where specifically indicated, collisions with people do not include suicide attempts. Reports are made if the incident results in death, injury, or property damage over \$1,000.

### **Derailment/Left Roadway**

A non-collision incident in which a transit vehicle leaves the rails or road on which it travels. This also includes rollovers. Reports are made for all occurrences.

### **Employee**

An individual who is compensated by the transit agency and whose expense is reported in object class 501 labor.

### **Fatality**

A transit-caused death confirmed within 30 days of a transit incident.

### **Fire**

Uncontrolled combustion made evident by flame and/or smoke which requires suppression by equipment or personnel. There are no thresholds; all fires are reported.

**Grade Crossings**

An intersection of highway roads, railroad tracks, or dedicated transit rail tracks that run either parallel or across mixed traffic situations with motor vehicles, light rail, commuter rail, heavy rail, trolleybus or pedestrian traffic. Collisions at grade crossings involving transit vehicles apply only to light rail, commuter rail, heavy rail or trolleybus.

**Incident**

Collisions, personal casualties, derailments/left roadway, fires, and property damage greater than \$1,000 associated with transit agency revenue vehicles and all transit facilities.

**Injury**

Any physical damage or harm to a person requiring medical treatment, or any physical damage or harm to a person reported at the time and place of occurrence. For employees, an injury includes incidents resulting in time lost from duty or any definition consistent with a transit agency's current employee injury reporting practice.

**Other**

An individual who is neither a patron nor employee of the transit agency.

**Passenger Miles**

The total number of miles traveled by transit passengers (e.g., a bus that carries 5 passengers for a distance of 3 miles incurs 15 passenger miles).

**Patron**

A person who intends to use or has used the transit system and is on property affiliated with the transit system within the limits of the law. An employee is not a patron.

**Personal Casualty on Vehicle**

An incident in which a person is injured on a transit vehicle, but not as a result of a collision, derailment/left roadway, or fire.

**Personal Casualty Entering/Exiting a Vehicle**

An incident in which a person is hurt while getting on or off a transit vehicle (e.g., falls or door incidents).

**Personal Casualty Associated with Lifts**

An incident in which a person is hurt while using a lift to get on or off a transit vehicle. This is a subset of the Entering/Exiting a vehicle in the Personal Casualties category.

**Personal Casualty in Stations/Bus Stops**

An incident in which a person is hurt while using a transit facility. This includes anyone on transit property (e.g., patrons, employees, trespassers) but does not include incidents resulting from illness or criminal activity.

**Personal Casualty Associated with Escalator**

An incident in which a person is hurt while using an escalator in a transit facility. Any incident in this category is a subset of Personal Casualties in Stations/Bus Stops.

**Personal Casualty Associated with Elevators**

Any incident in which a person is hurt while using an elevator in a transit facility. Any incident in this category is a subset of personal Casualty in Stations/Bus Stops.

**Suicide**

A person attempting to end his or her own life intentionally. This is a subset of Collision with People.

**Transit Property**

All facilities which are directly controlled by a transit agency or provided to a transit agency for its use. This includes stations, rights of way, bus stops, and maintenance facilities.

**Transit Property Damage**

The dollar amount required to repair or replace transit property damaged during an incident.

**Vehicle Miles**

The total number of miles traveled by transit vehicles. Commuter rail, heavy rail, and light rail report individual car miles rather than train miles for vehicle miles.



# Security Definitions

## Part I Offenses (Reports):

### **Homicide**

The killing of one or more human beings by another. This includes murder, non-negligent manslaughter and manslaughter by negligence.

### **Forcible Rape**

The carnal knowledge of a female forcibly and against her will. This includes rape and attempt to rape.

### **Robbery**

The taking or attempting to take anything of value from the care, custody, or control of a person or persons by force or threat of force or violence and/or by putting the victim in fear. The use or threat of force includes firearms, knives or cutting instruments, other dangerous weapons (clubs, acid, explosives), and strong-arm techniques (hands, fists, feet).

### **Aggravated Assault**

An unlawful attack by one person upon another for the purpose of inflicting severe or aggravated bodily injury. This type of assault usually is accompanied by the use of a weapon or by means likely to produce death or great bodily harm.

### **Larceny/Theft**

The unlawful taking, carrying, leading, or riding away of property from the possession or constructive possession of another. This includes pocket-picking, purse-snatching, shoplifting, thefts from motor vehicles, thefts of motor vehicle parts and accessories, theft of bicycles, theft from buildings, theft from coin-operated devices or machines, and all other theft not specifically classified.

### **Motor Vehicle Theft**

The theft or attempted theft of a motor vehicle. A motor vehicle is a self-propelled vehicle that runs on the surface of land and not rails. Examples of motor vehicles are automobiles, trucks, buses, motorcycles, motor scooters, etc.

**Burglary**

The unlawful entry of a structure to commit a felony or a theft. This includes offenses known locally as burglary (any degree), unlawful entry with intent to commit a larceny or felony, breaking and entering with intent to commit a larceny, housebreaking, safe-cracking, and all attempts at these offenses.

**Arson**

To unlawfully and intentionally damage, or attempt to damage, any real or personal property by fire or incendiary device.

**Part II Offenses (Arrests):****Other Assault**

An unlawful attack or attempt by one person upon another where no weapon was used or which did not result in serious or aggravated injury to the victim. This includes simple assault, minor assault, assault and battery, injury by culpable negligence, intimidation, coercion, hazing, and all attempts to commit these offenses.

**Vandalism**

The willful or malicious destruction, injury, disfigurement, or defacement of any public or private property, real or personal, without consent of the owner or person having custody or control by cutting, tearing, breaking, marking, painting, drawing, covering with filth, or any other such means as may be specified by local law.

**Sex Offenses**

Any sexual acts except forcible rape, prostitution, and commercialized vice. This includes offenses against chastity, common decency, morals, and the like, such as: adultery and fornication; buggery; incest; indecent exposure; indecent liberties; seduction; sodomy or crime against nature; statutory rape (no force); and all attempts to commit any of the above.

**Drug Abuse Violations**

Arrests requested based on the narcotics used. This includes all arrests for violations of state and local laws, specifically those relating to the unlawful possession, sale, use, growing, manufacturing, and making of narcotic drugs.

**Driving Under the Influence (DUI)**

The driving or operating of any vehicle or common carrier while drunk or under the influence of liquor or narcotics.

**Drunkenness**

Arrests for all offenses of drunkenness, defined as the consumption of alcoholic beverages to the extent that one's mental faculties and physical coordination are substantially impaired. This includes drunkenness, drunk and disorderly, common or habitual drunkard, and intoxication.

**Disorderly Conduct**

All charges of committing a breach of the peace. This includes affray; unlawful assembly; disturbing the peace; disturbing meetings, disorderly conduct in state institutions, at court, at fairs, on trains or public conveyances, etc.; blasphemy, profanity, and obscene language; desecrating the flag; refusing to assist an officer; and all attempts to commit any of the above.

**Trespass**

To unlawfully enter land, a dwelling, or other real property.

**Fare Evasion**

The unlawful use of transit facilities by riding without paying the applicable fare.

**Curfew and Loitering**

All arrests for violations of local curfew or loitering ordinances where such laws exist.





# TRANSIT MODE DEFINITIONS

## **AG - Automated Guideway**

Consists of one or more automatically controlled vehicles operating on an exclusive guideway.

## **CC - Cable Car**

Streetcar type of vehicles operating by means of an attachment to a moving cable located below the street surface and powered by engines or motors at a central location not on board the vehicle.

## **CR - Commuter Rail**

Urban passenger train service for local short distance travel between a central city and suburbs. Commuter rail does not include heavy rail or light rail service. Service of a predominantly intercity nature is excluded, except where a local portion is operated under public agency contract for commuter purposes.

## **DR - Demand Response**

Personal transit service operated on roadways providing service on demand. Vehicles are normally dispatched, and used exclusively for this service.

## **FB - Ferryboat**

Vessels carrying passengers and/or vehicles over a body of water. The vessels are generally steam or diesel-powered conventional ferry vessels.

## **HR - Heavy Rail (Rapid Rail)**

Transit service using rail cars powered by electricity which is usually drawn from a third rail and usually operated on exclusive rights of way. It generally uses longer trains and has longer spacing between stations than light rail.

## **IP - Inclined Plane**

Special tramway type of vehicles operating up and down slopes on rails via a cable mechanism so that passenger seats remain horizontal while the undercarriage (truck) is angled parallel to the slope.

## **JT - Jitney**

Passenger cars or vans operating on fixed routes (sometimes with minor deviations) as demand warrants without fixed schedules or fixed stops.

**LR - Light Rail (Streetcar)**

Urban transit which uses predominantly reserved but not always grade-separated rights of way. Electrically powered rail vehicles operate alone or in trains.

**MB - Motor Bus**

Rubber tired passenger vehicles that operate on roadways. Motor bus service implies fixed routes and schedules. The SAMIS graph descriptions Large Motor Bus (LMB), Medium Motor Bus (MMB), and Small Motor Bus (SMB) describe the size of the transit agency which operates the bus, not the size of the buses (i.e., if the number of buses an agency operates is greater than 500, then the vehicles are called LMBs, if the agency operates less than 100 buses, they are called SMBs, and anything in between is known as MMBs). *Therefore, in this sense of the division, LMB, MMB, and SMB are not true transit modes, but a representation of the agencies' sizes.*

There are two reasons for this division:

- To reflect the differences in the operating environments and traffic mix.
- To have a meaningful comparison between the motor buses and the rest of the transit modes [since motor buses constitute the majority of a transit agency's fleet, a chart comparing various motor bus (combined) statistics to the rest of the transit modes, would result in graphs where the motor bus statistics would considerably dwarf other transit modes].

The data for Trolleybus (TB) are combined with the Motor Bus data.

**VP - Vanpool**

Public-sponsored commuter service operating under prearranged schedules for pre-formed groups of riders in 8 to 18 seat vehicles. Drivers are also commuters who receive little or no compensation besides free transportation and use of the vehicle during off-hours.

Transit modes whose statistics are insignificant when compared with other modes are addressed in an abbreviated fashion. They are Cable Car (CC), Ferryboat (FB), Inclined Plane (IP), and Jitney (JT). Detailed statistics are available on request. Monorail (MO), Publico (PB), Aerial Tramway (TR), and Other (OR) modes had no reportable incidents.

**The 1997 SAMIS Safety and Security Data  
for  
Directly Operated Transit**



## Totals of all Transit Mishaps by Year

	1990	1991	1992	1993	1994	1995	1996	1997	
Type of Service*	DO	DO	DO	DO	DO	DO	DO	DO	PT
Incidents*	90,163	83,139	73,831	64,986	70,693	62,471	59,392	61,561	3,343
Fatalities	339	300	273	281	320	274	264	275	35
Injuries	54,556	52,125	55,089	52,688	58,193	57,196	55,288	56,132	2,279
Collisions**	57,726	46,238	36,202	30,338	29,698	25,489	24,953	24,777	2,352
Suicide Attempts	126	74	98	95	103	95	85	82	8
Personal Casualties	25,212	30,352	31,352	29,036	35,359	32,591	30,102	32,367	952
Derailment/Left Road	276	229	178	221	274	194	213	147	9
Fires	6,823	6,246	6,001	5,296	5,259	4,102	4,039	4,188	22
Property Damage (\$)	37,972,669	37,476,192	37,454,950	44,924,732	38,376,397	46,265,973	57,557,392	55,478,590	4,726,826

\* DO - Directly Operated, PT - Purchased Transportation

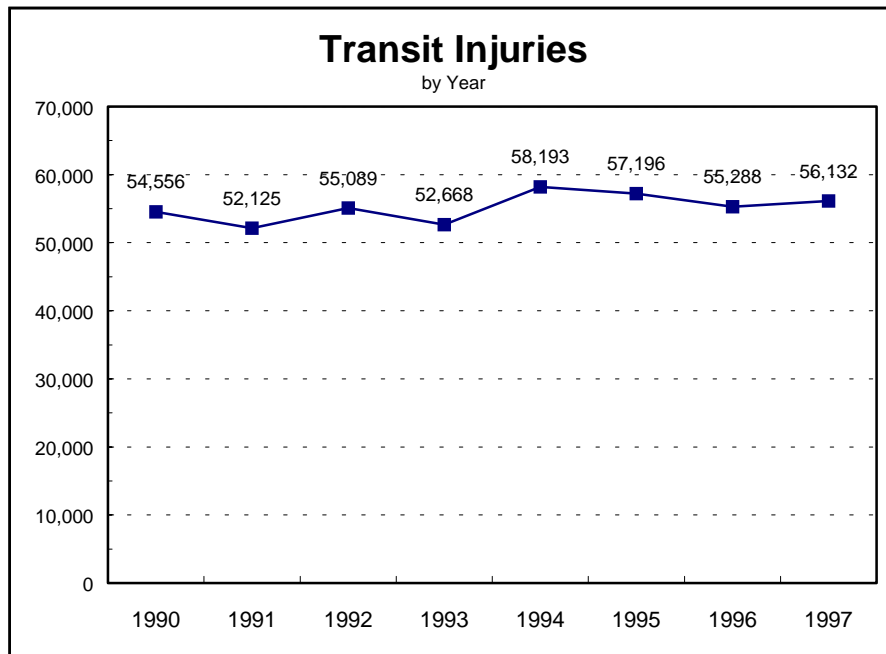
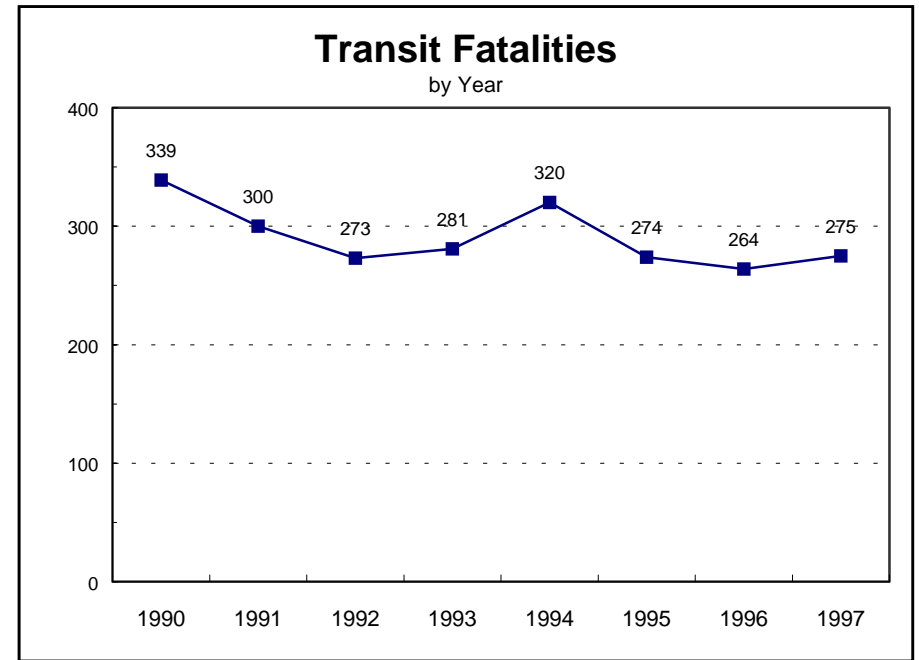
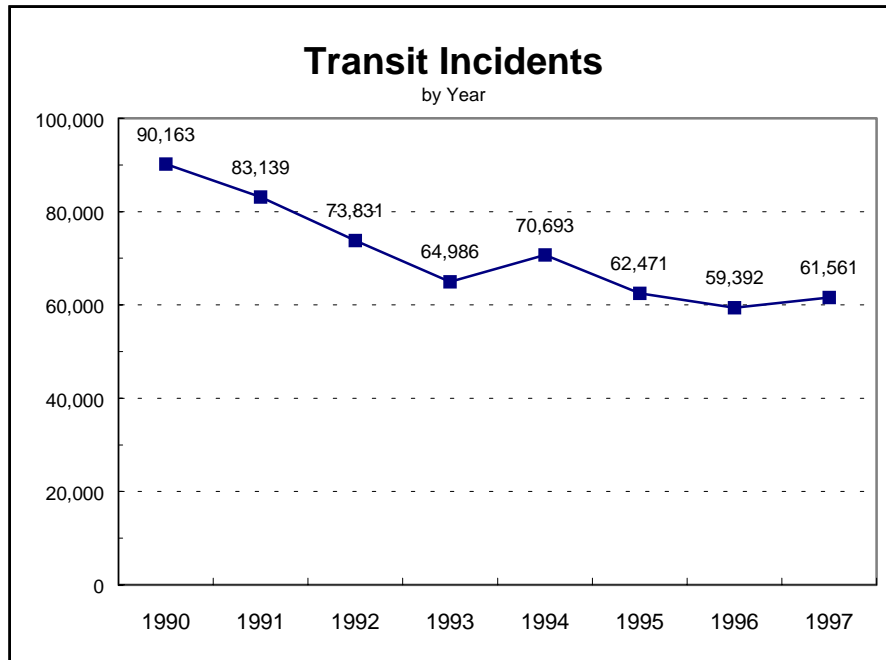
\*\* This is the total Incidents of Collisions, Derailments, Personal Casualties, and Fires.

\*\*\* Not including Suicide attempts

**A look at SAMIS safety data from 1990 through 1997  
(General Transit, Bus, and Rail)**

**TREND**

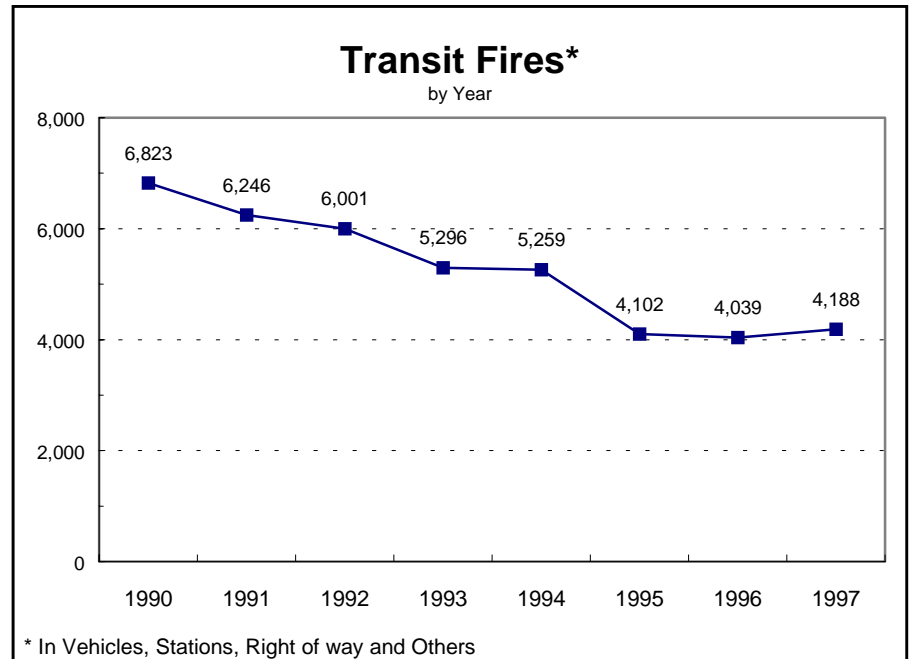
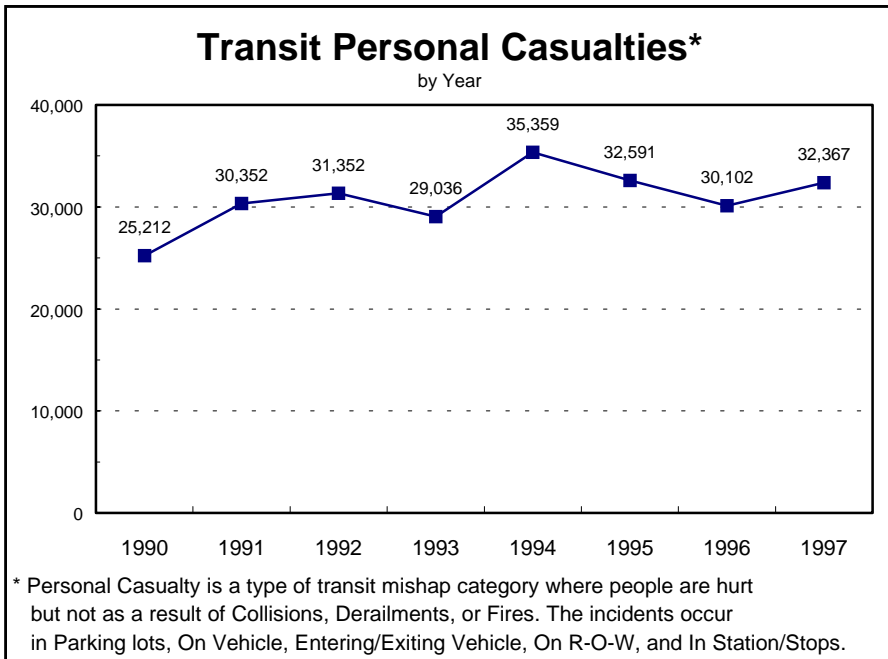
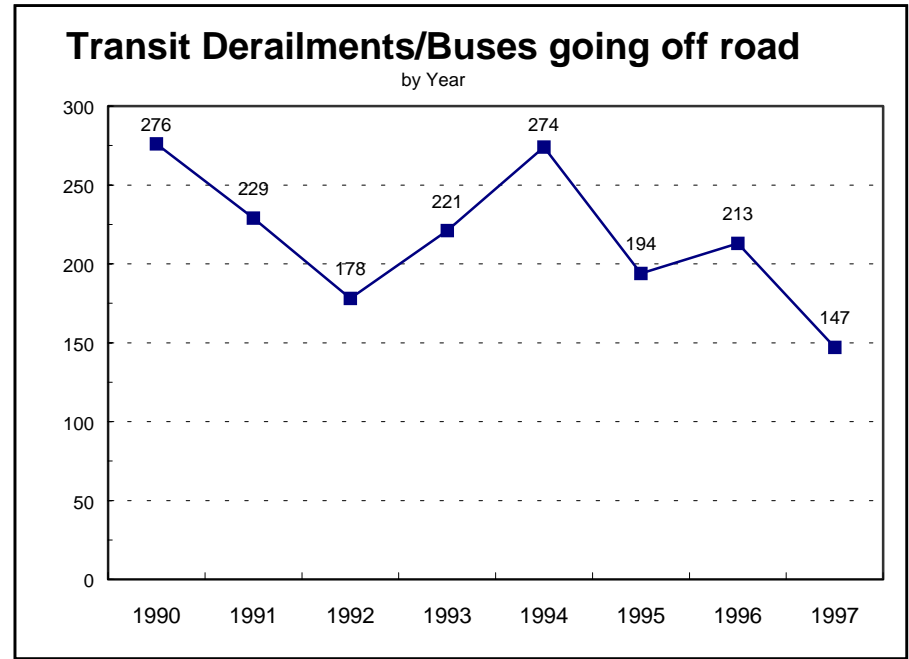
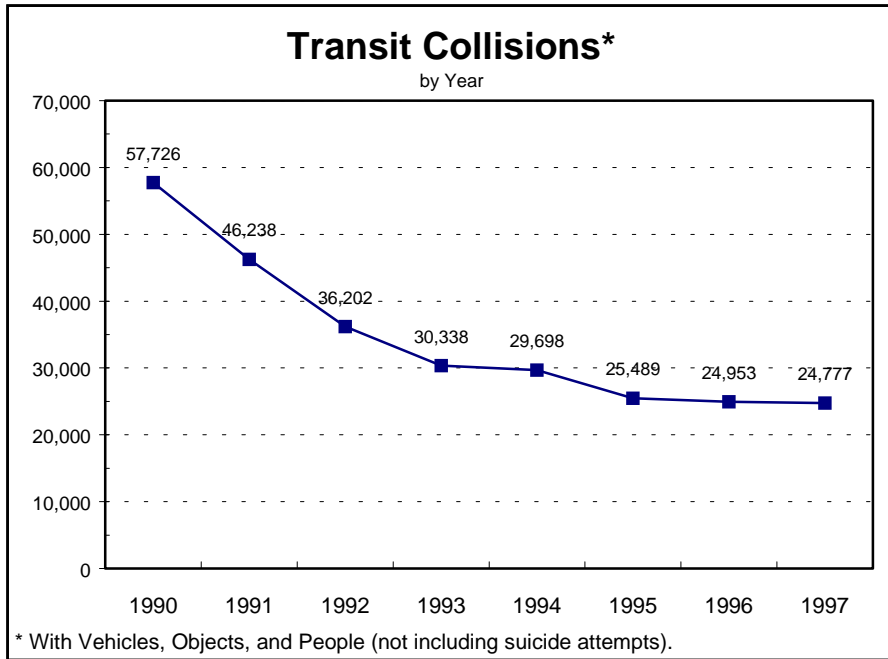


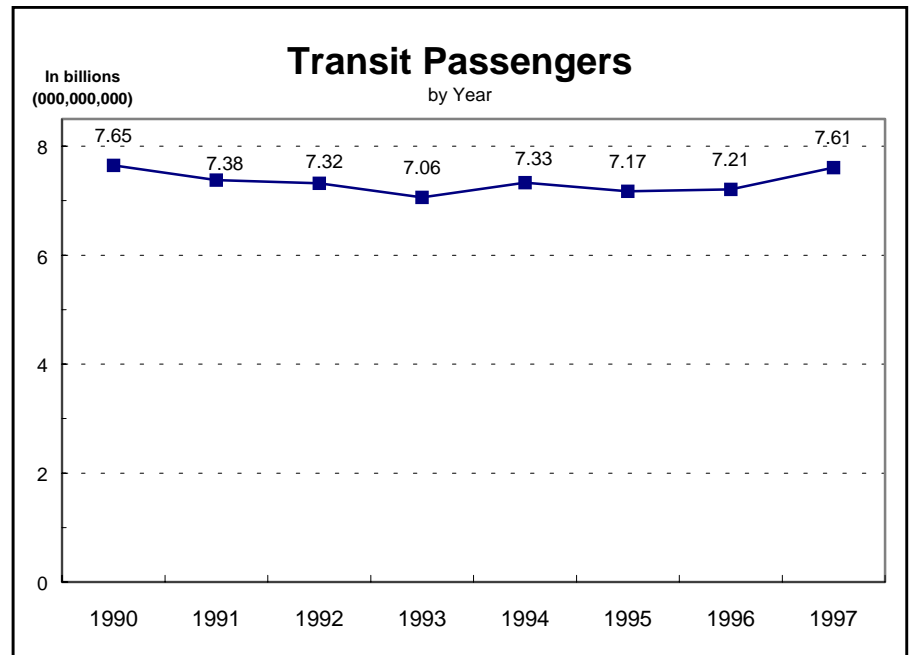
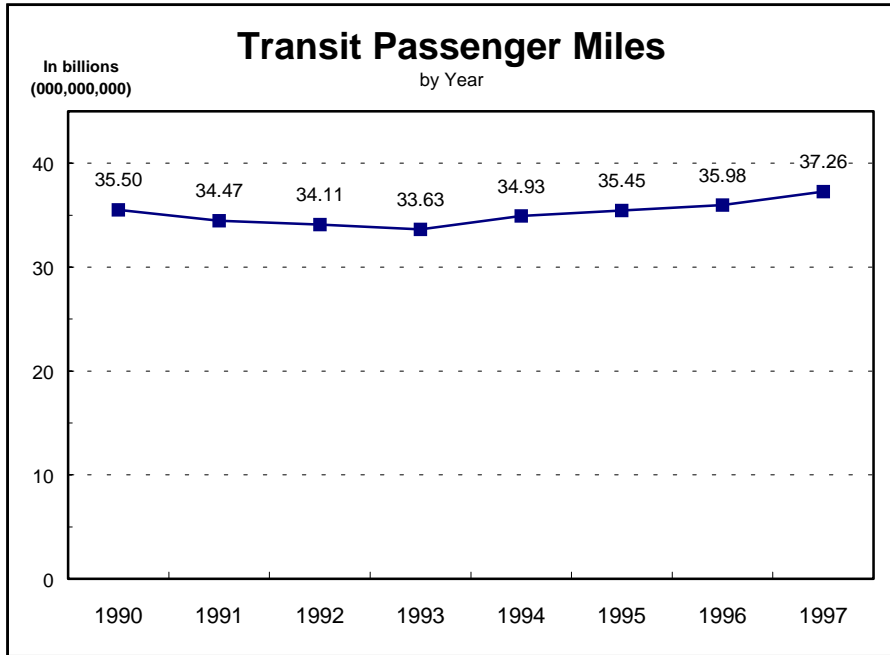
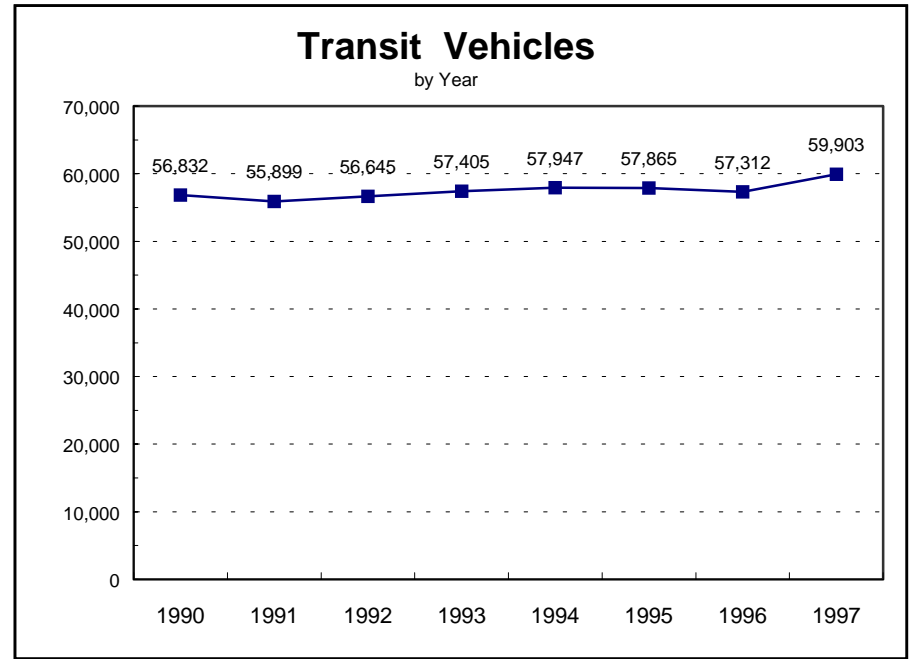
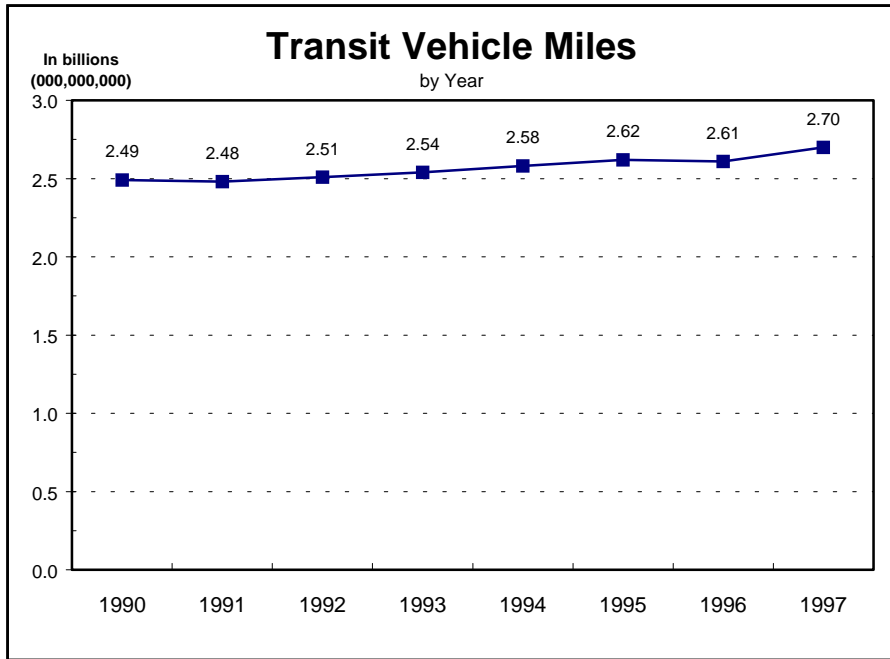


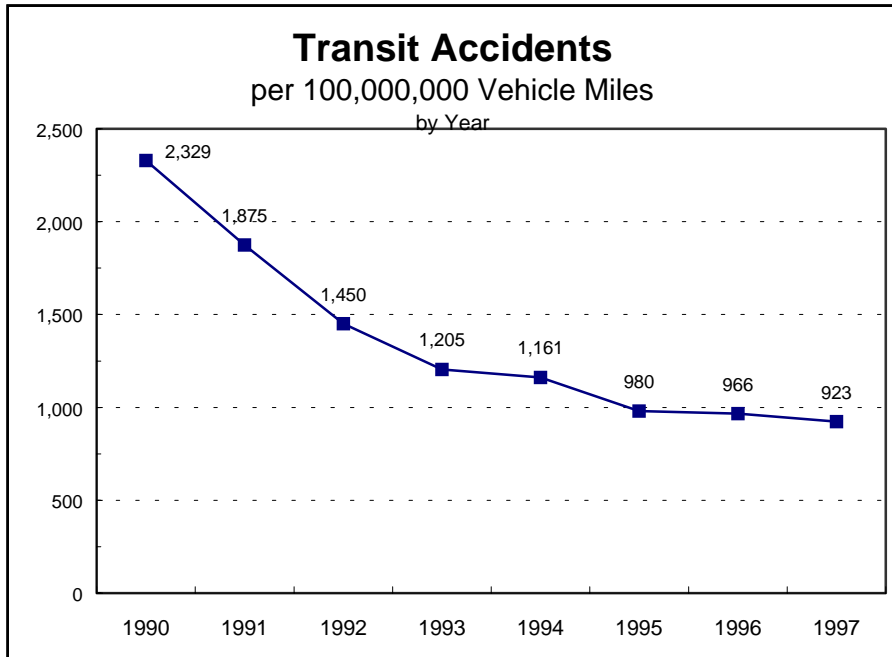
These graphs depict the trends for the total number of *incidents*, *fatalities*, and *injuries* from all causes, i.e., **Collisions, Derailments, Personal Casualties, and Fires**.

**Note:** In these trend graphs (pages 25 - 32), the term *Transit* refers to the following modes: **MB, CR, HR, LR, AG, DR, VP**.



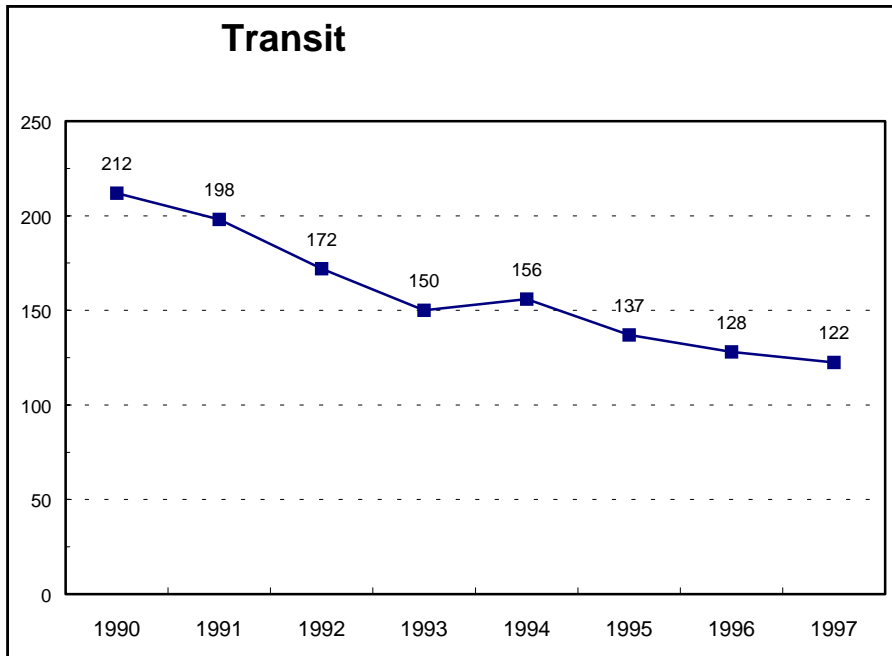






This graph shows the accident rate which is based only on the number of vehicle accidents. These include all vehicle accidents resulting from **Collisions** [with vehicles, objects, people (not suicides)] and **Derailments** (vehicle derailed/left roadway). The vehicle mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation. The three rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train miles for vehicle miles.

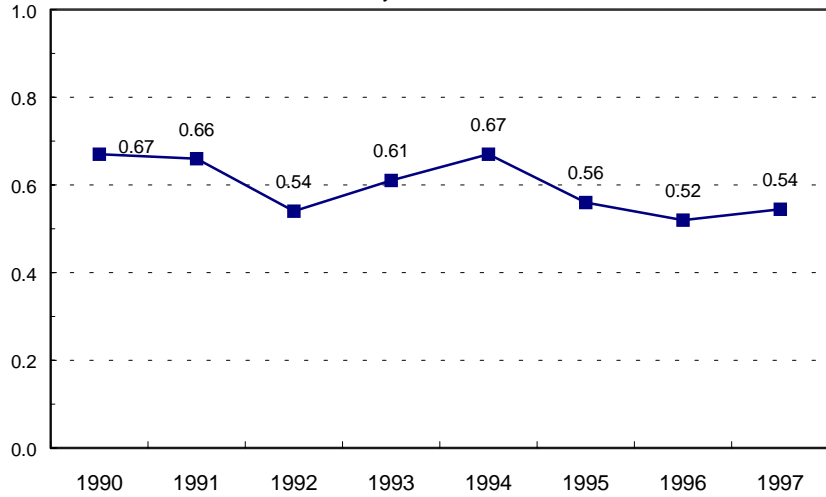
28



This graph shows the trend for accident (or incident) rates, which result from Collisions [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway) and **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle). When analyzing the results on this page, consider that the number of passengers, and the average trip length all affect the accident rate. This graph differs from the previous graph in that it includes **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle), and is indexed by Passenger Miles.

### Transit Fatalities

per 100,000,000 Passenger Miles  
by Year

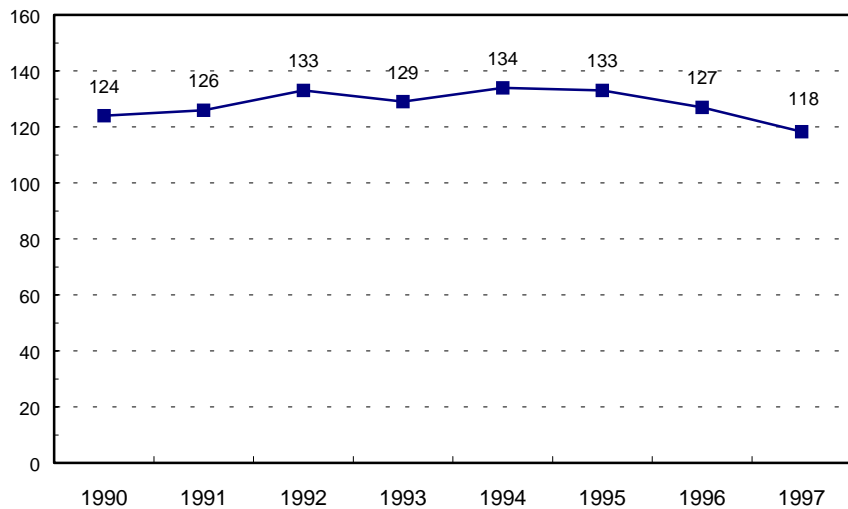


These statistics represent *fatalities* resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway) and **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle).

29

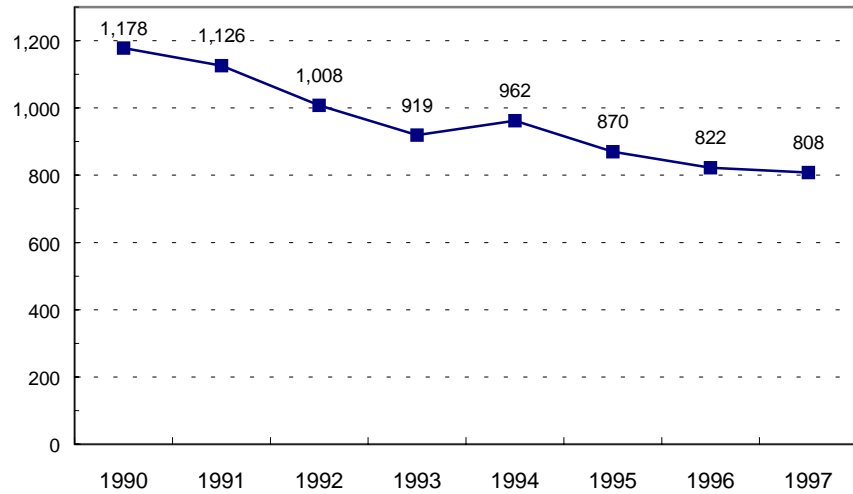
### Transit Injuries

per 100,000,000 Passenger Miles  
by Year

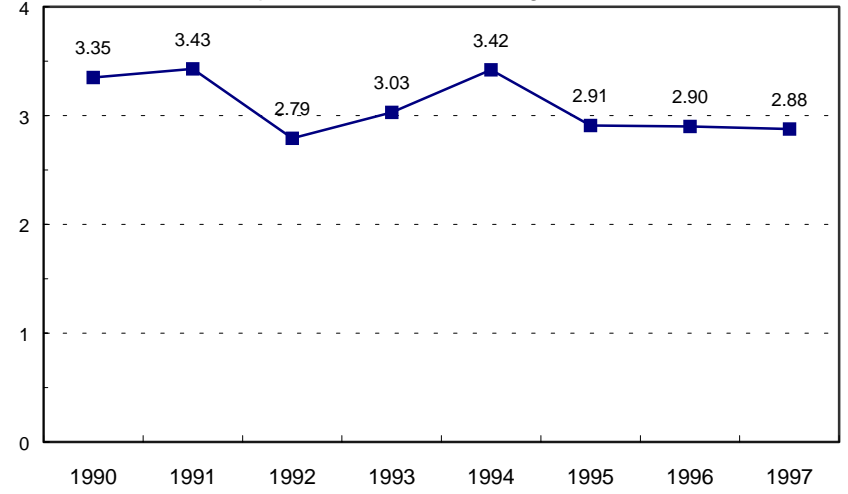


These statistics represent *injuries* resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway) and **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle).

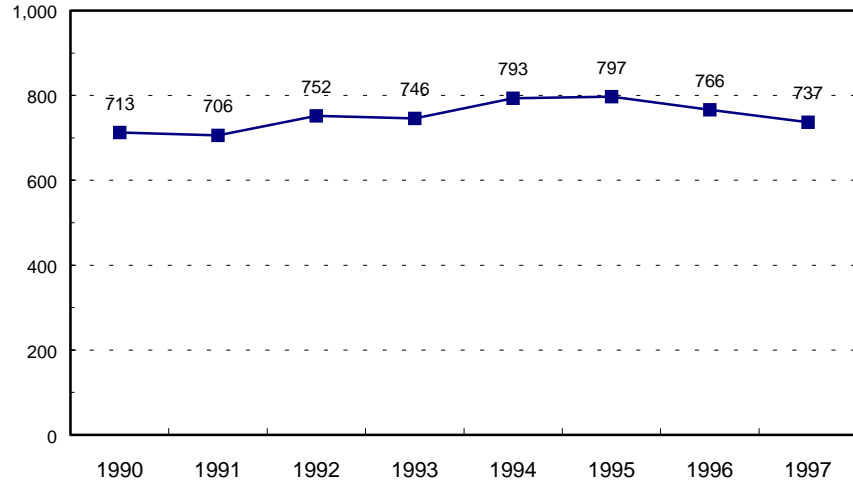
**Transit Incidents**  
of all types  
per 100,000,000 Passengers



**Transit Fatalities**  
from all causes  
per 100,000,000 Passengers



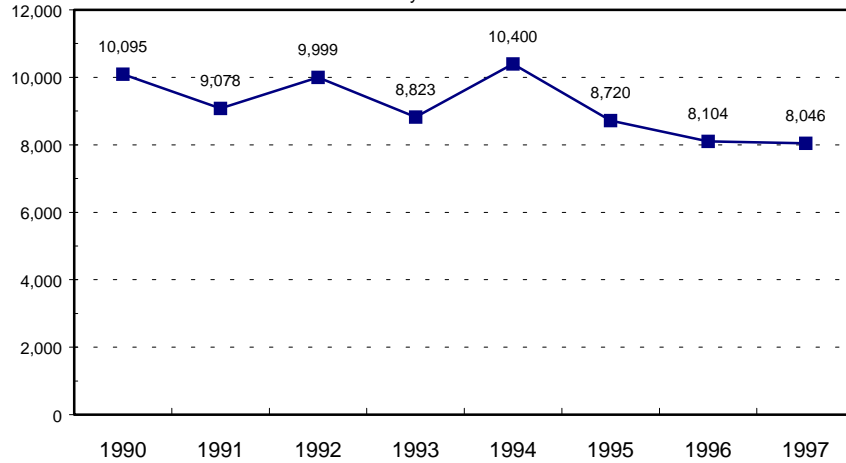
**Transit Injuries**  
from all causes  
per 100,000,000 Passengers



These graphs depict the trends for incident, fatality and injury rates, from all causes (except suicides) listed in the Transit Safety Form (405), i.e., **Collisions, Derailments, Personal Casualties and Fires.**

### Entering/Exiting the Transit Vehicle\* Injuries

by Year

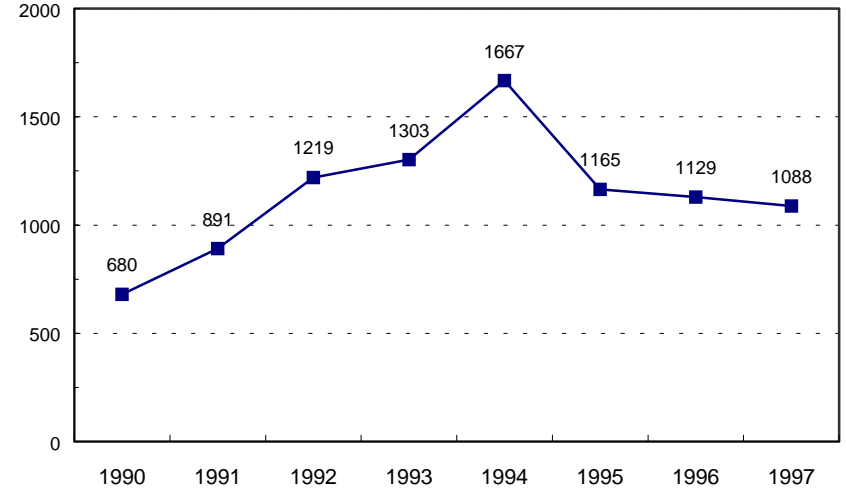


\* This is a sub-category of Personal Casualties.  
It includes figures associated with Lifts.

### Escalator Injuries

In Transit Stations/Bus Stops\*

by Year



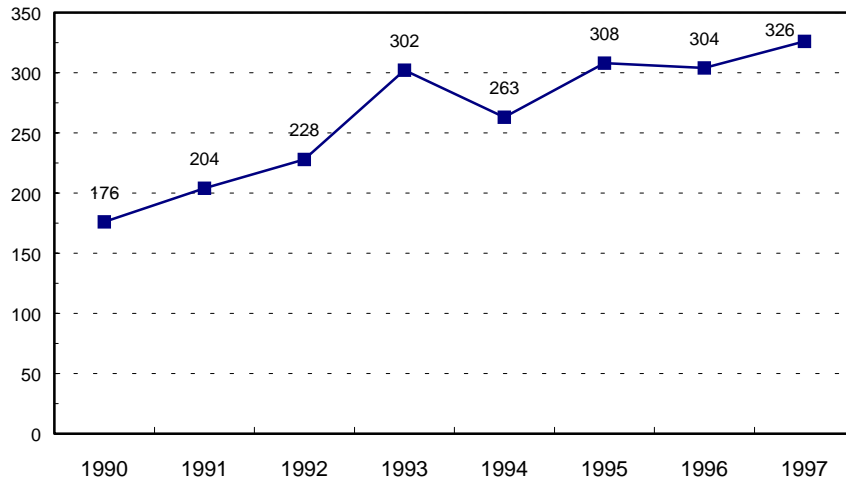
\* This is a sub-category of Personal Casualties.

31

### Lift Injuries

While Entering/Exiting the Transit Vehicle\*

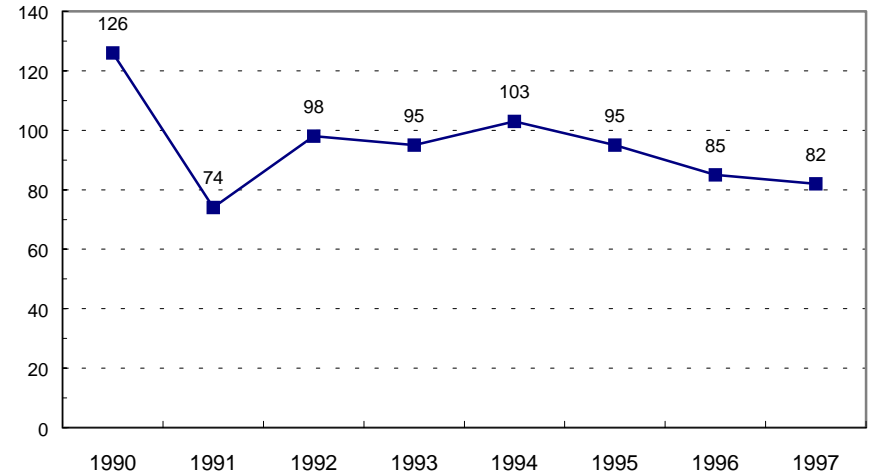
by Year



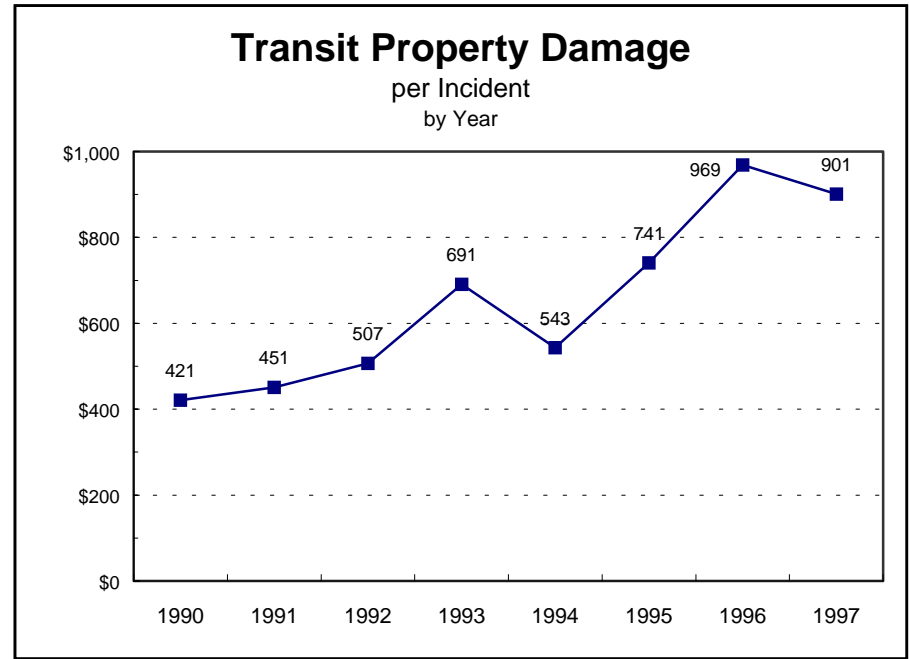
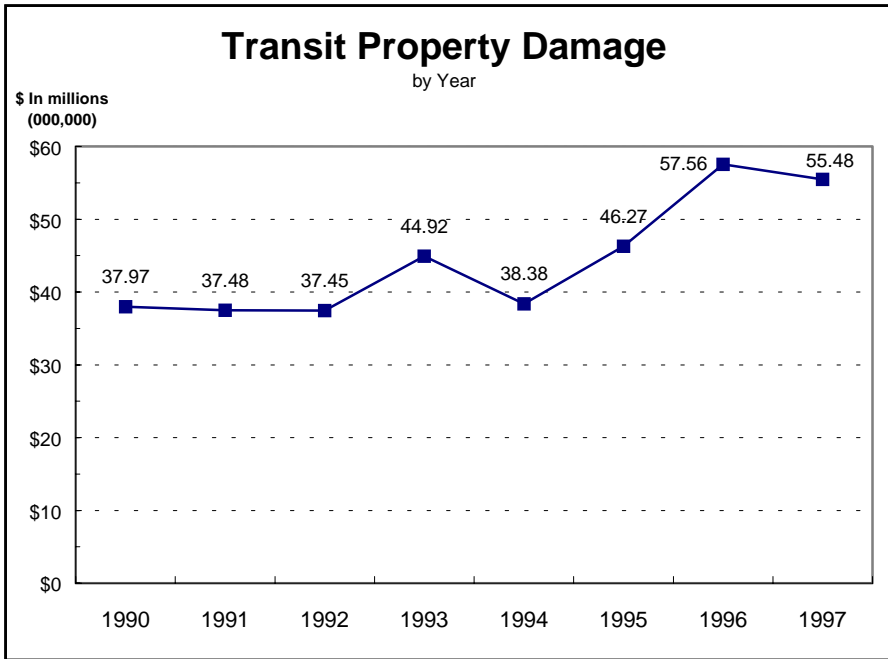
\* This is a sub-category of Personal Casualties.

### Transit Suicides\*

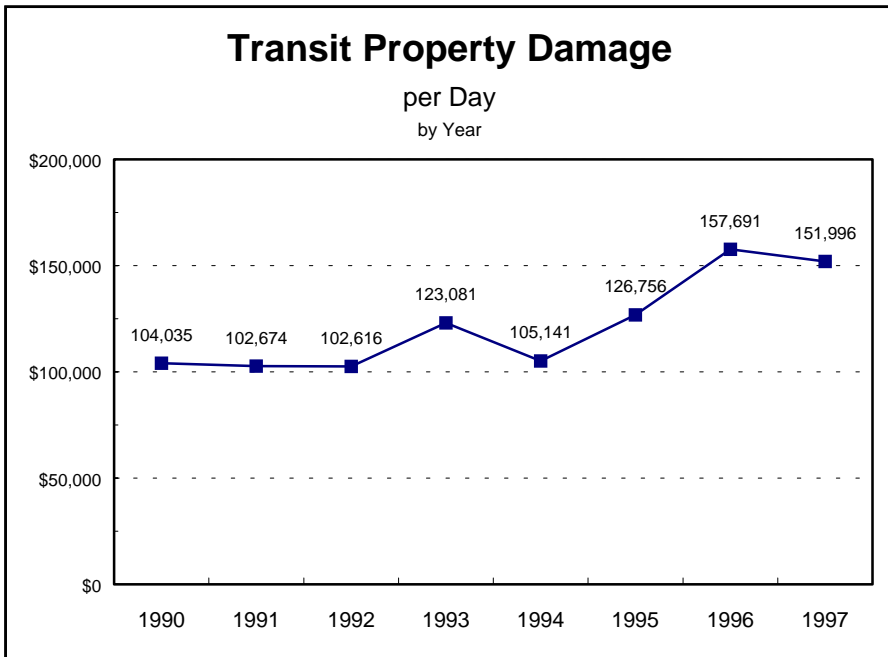
by Year



\* Incidents of attempted suicides. These include fatalities, injuries, and unharmed. This is a sub-category of Collisions (with people).

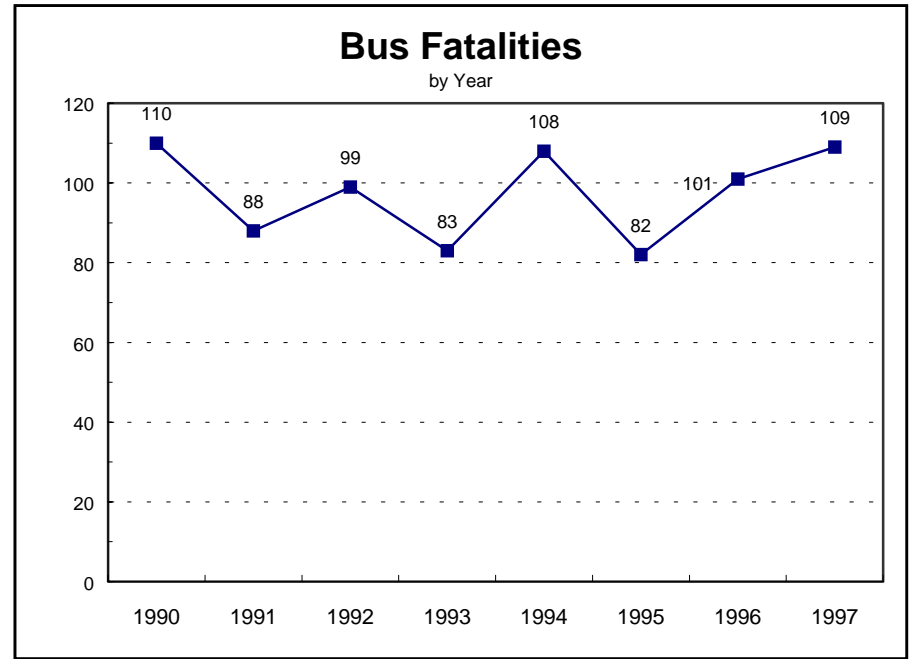
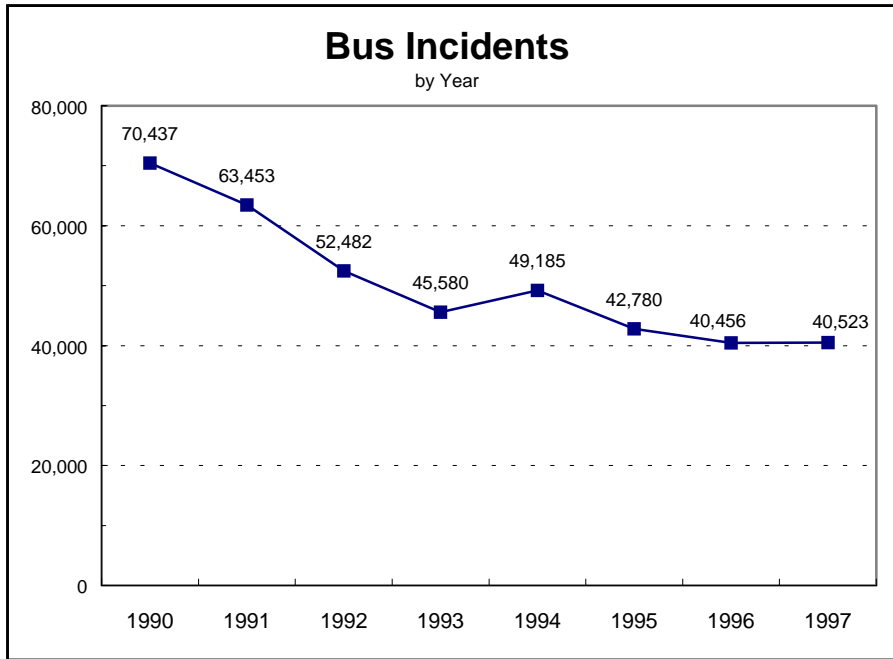


32

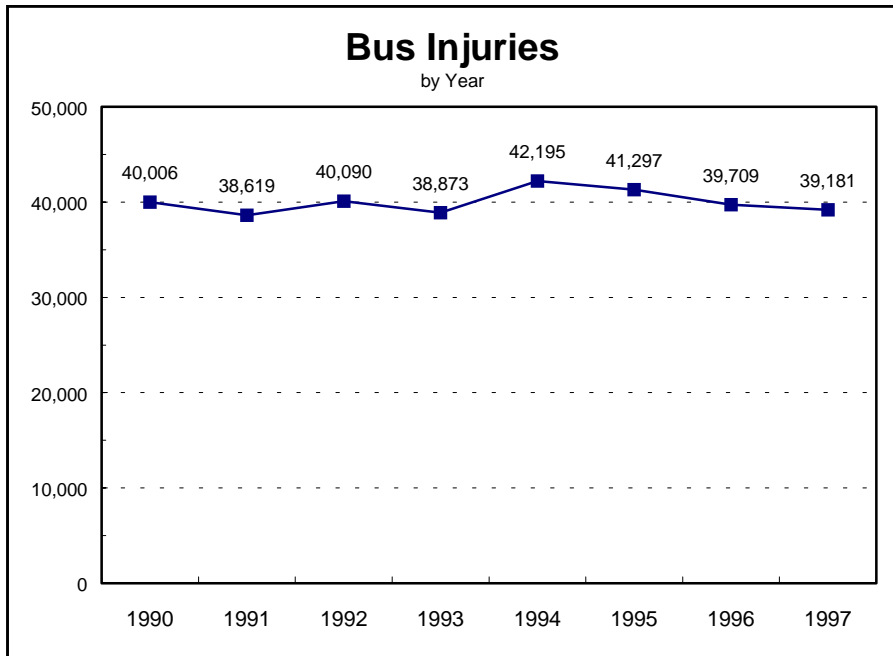


These graphs depict the trends for *property damage* to transit agency vehicles or facilities (track, signals, buildings, etc.)

The dollar amounts are **not** adjusted for inflation.



33

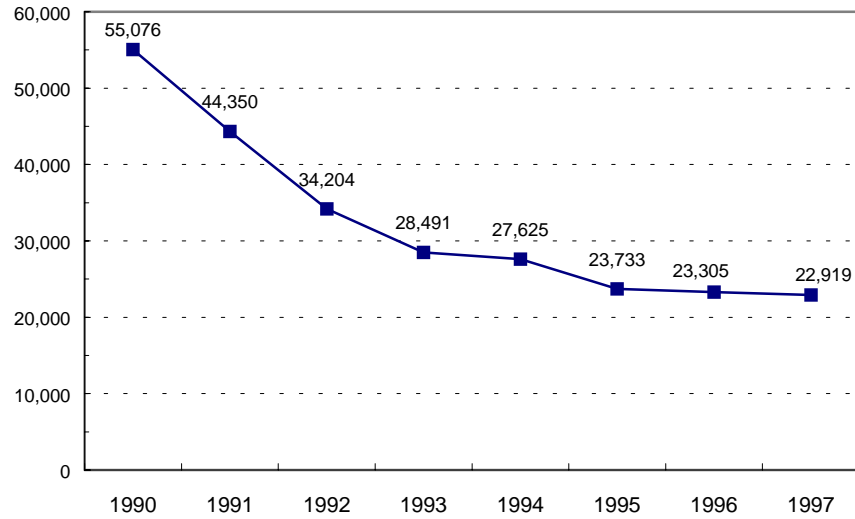


These graphs depict the trends for buses. They show the total number of *incidents*, *fatalities* and *injuries* from all causes, i.e., **Collisions**, **Derailments** (bus left roadway), **Personal Casualties** and **Fires**



### Bus Collisions

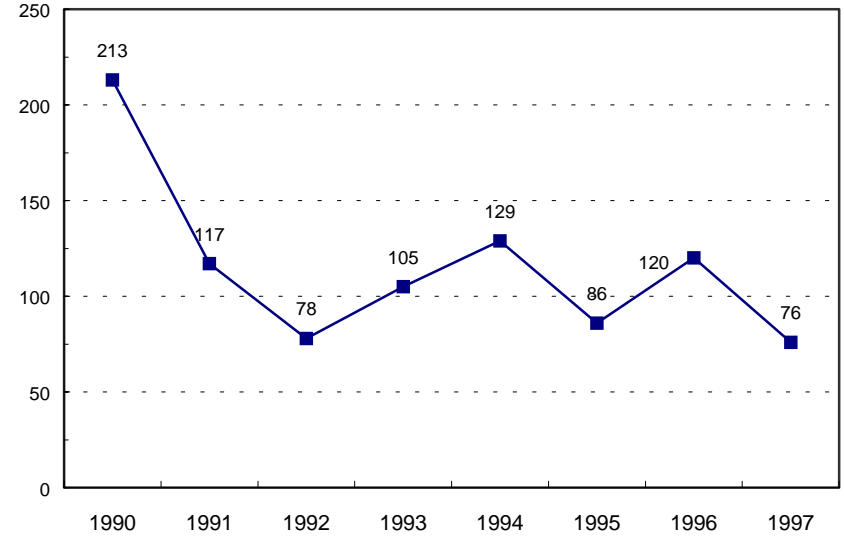
by Year



\* With Vehicles, Objects, and People (not including suicide attempts)

### Bus going off road

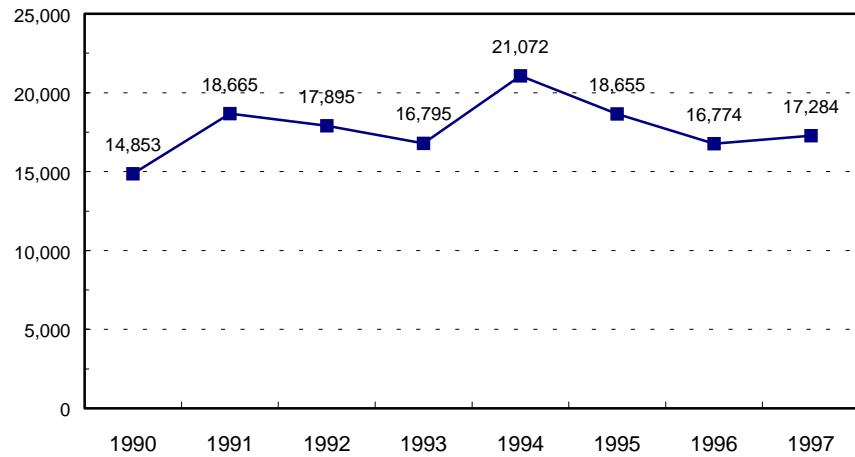
by Year



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### Bus Personal Casualties\*

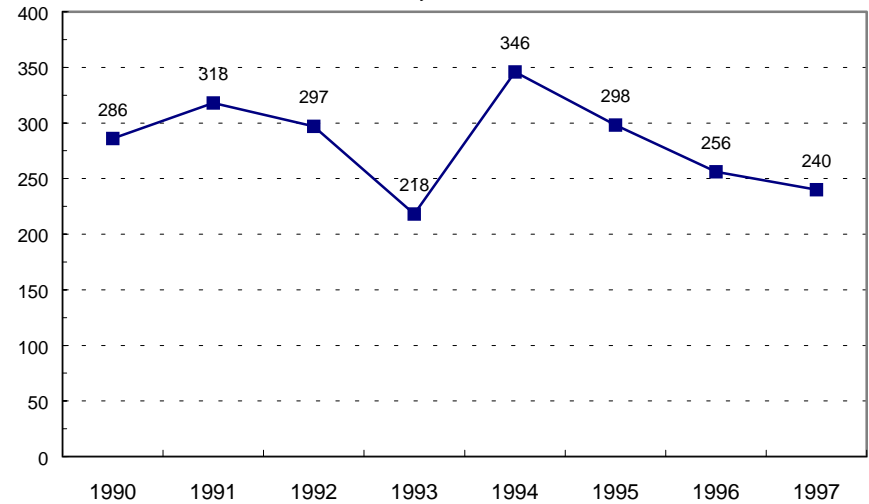
by Year



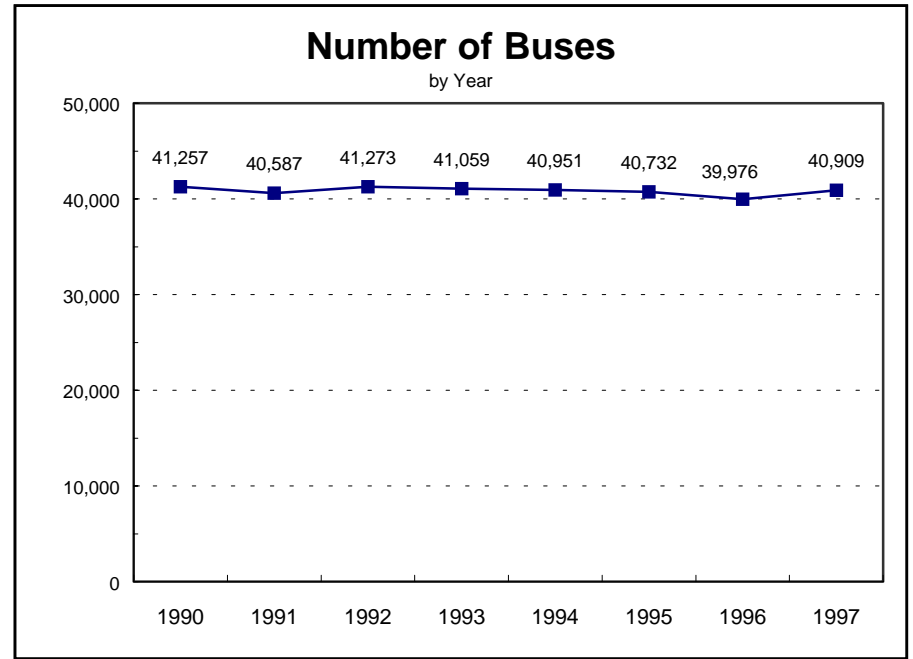
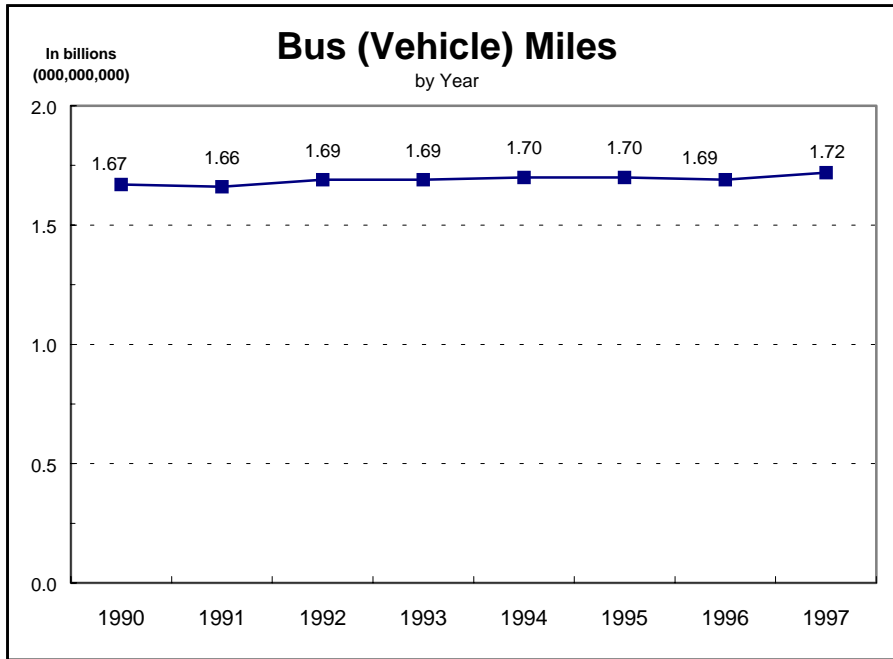
\* Personal Casualty is a type of transit mishap category where people are hurt but not as a result of Collisions, Derailments, or Fires. The incidents occur in Parking lots, On Vehicle, Entering/Exiting Vehicle, On R-O-W, and In Station/Stops.

### Bus Fires\*

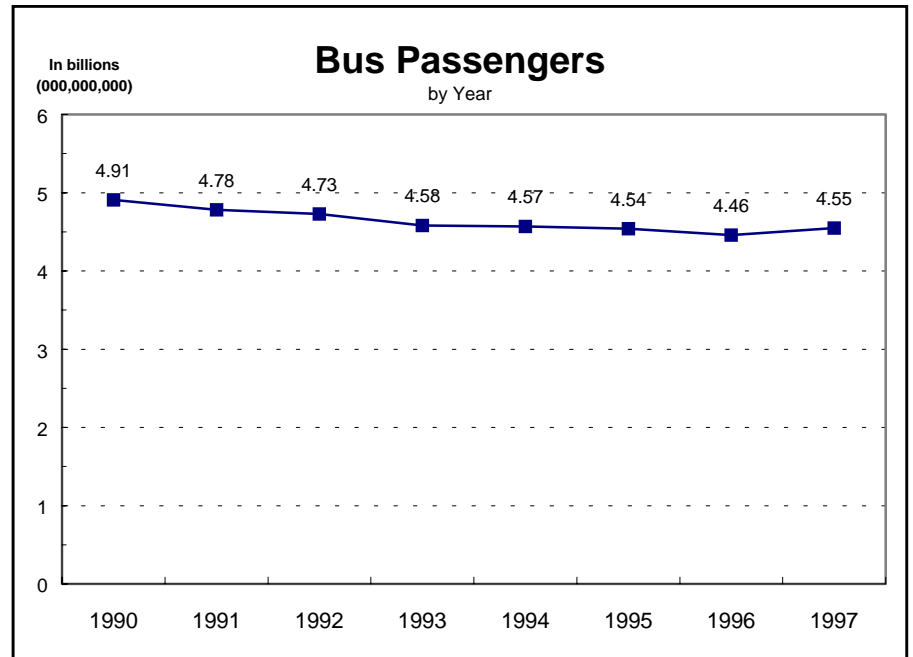
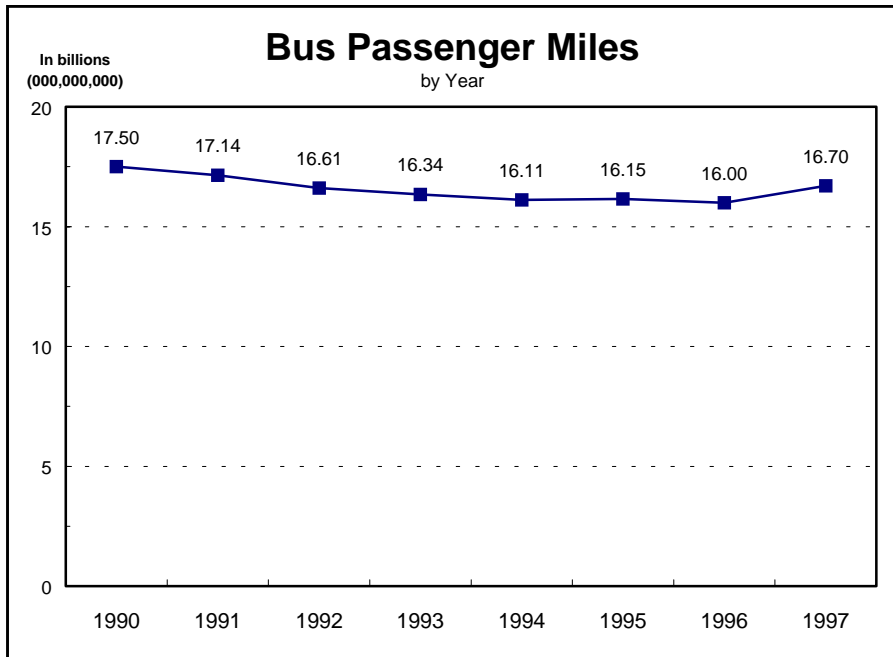
by Year

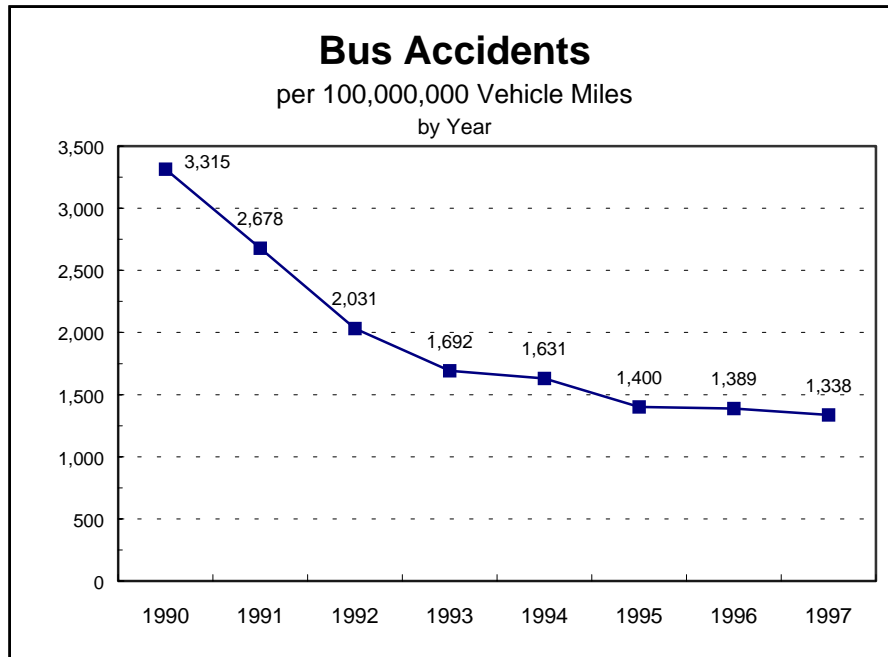


\* In Vehicles, Stations, Right of way and others.

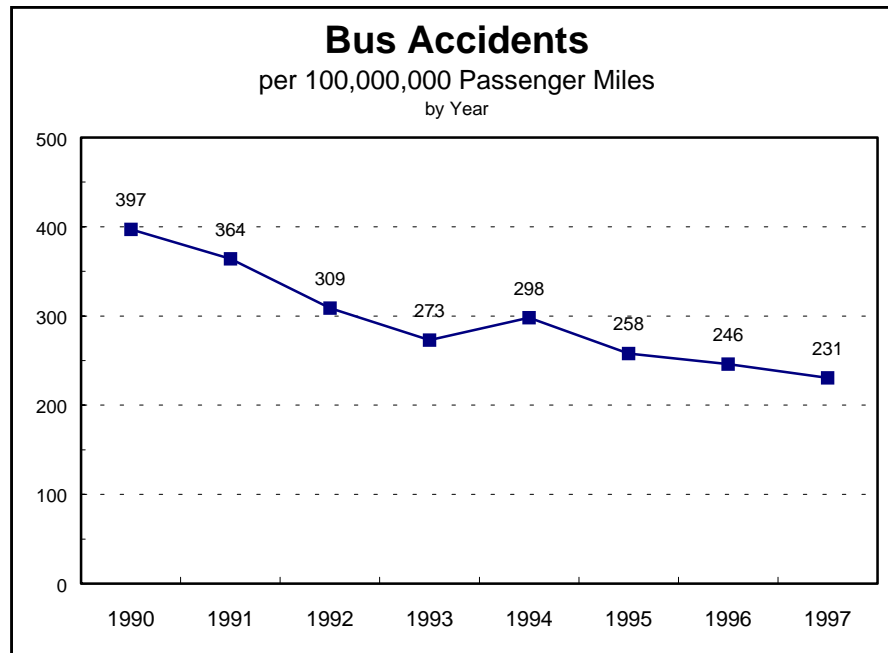


35





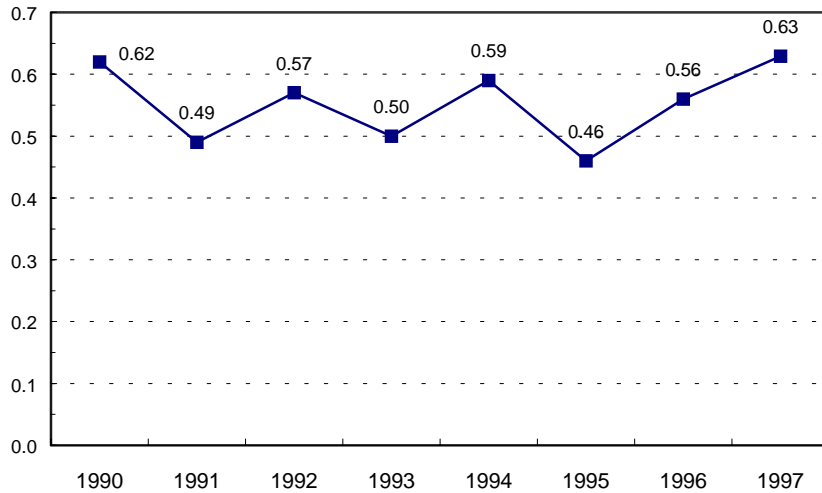
This graph shows the accident rate which is based only on the number of vehicle accidents. These include all bus accidents resulting from **Collisions** [with vehicles, objects, people (not suicides)] and Derailments (bus left roadway). The vehicle mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation. The three rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train miles for vehicle miles.



This graph shows the trend for bus accident (or incident) rates, which result from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway) and **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle). When analyzing the results on this page, consider that the number of vehicle accidents, the number of passengers, and the average trip length all affect the accident rate. This graph differs from the previous graph in that it includes **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle), and is indexed by Passenger Miles.

## Bus Fatalities

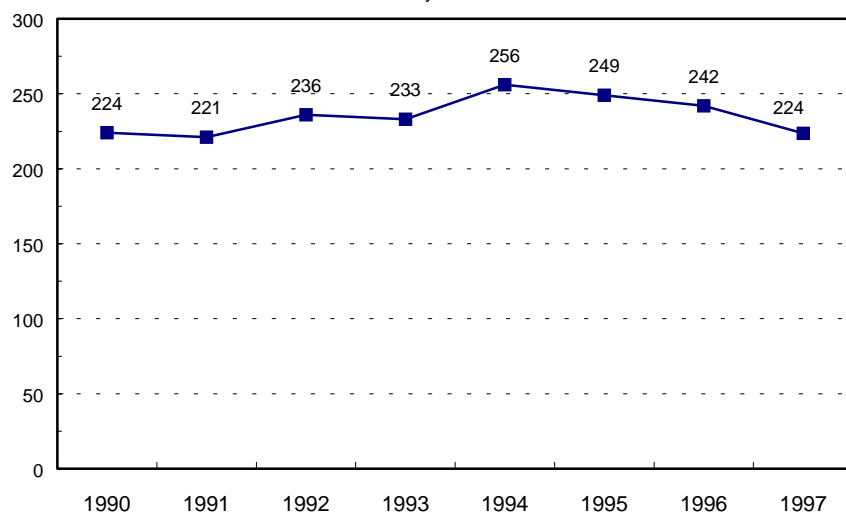
per 100,000,000 Passenger Miles  
by Year



These statistics represent *fatalities* resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway) and **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle).

## Bus Injuries

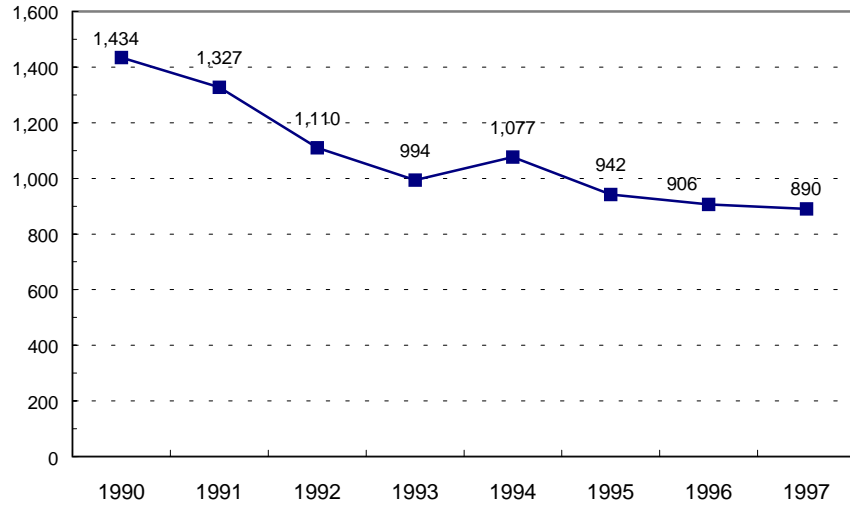
per 100,000,000 Passenger Miles  
by Year



These statistics represent *injuries* resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway) and **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle).

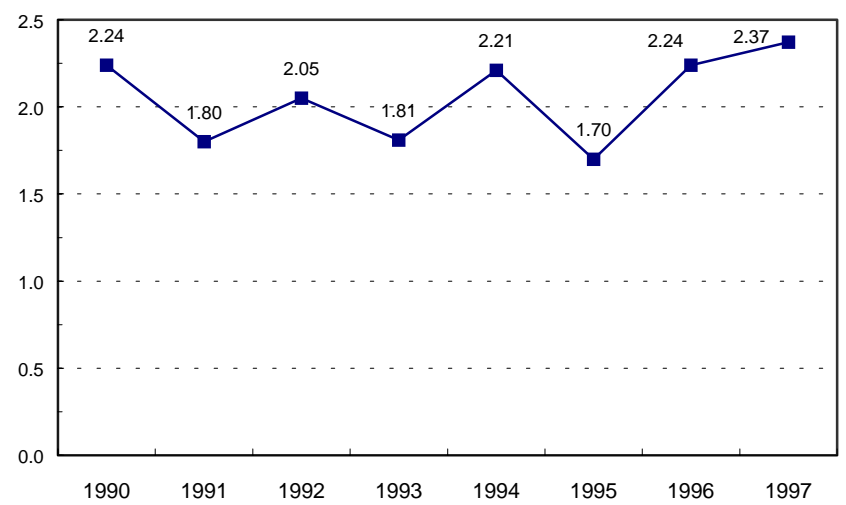
### Bus Incidents

of all types  
by Year



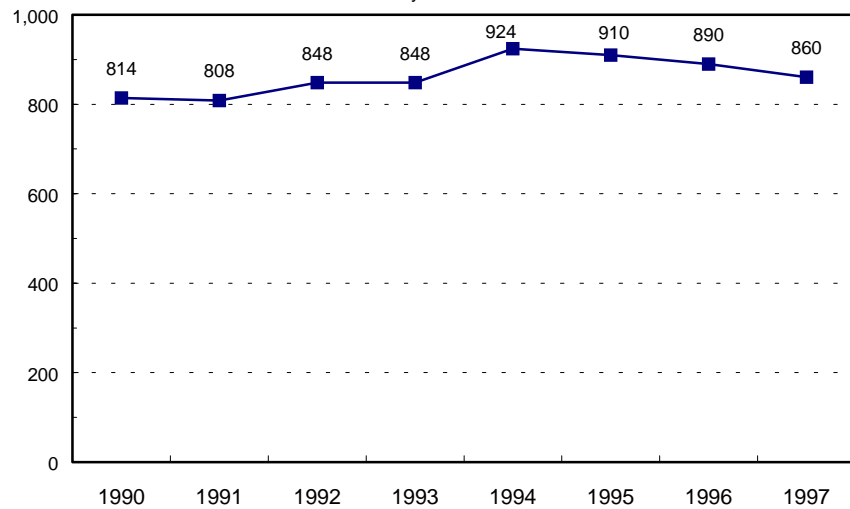
### Bus Fatalities

from all causes  
by Year



### Bus Injuries

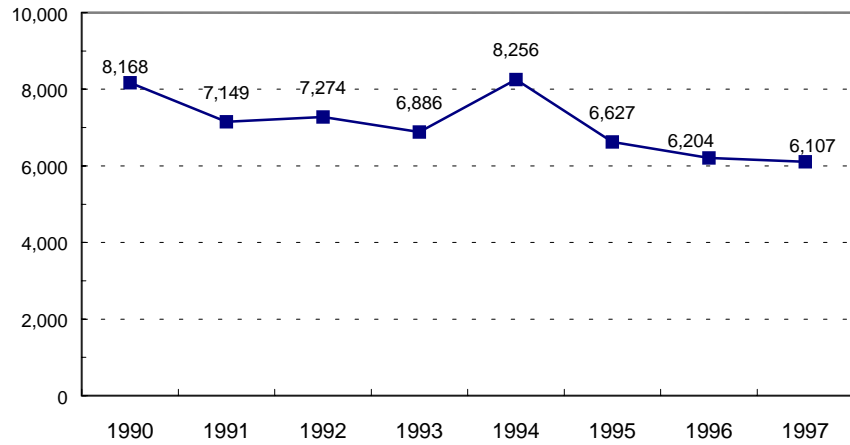
from all causes  
by Year



These graphs depict bus trends for *incident*, *fatality* and *injury* rates, from all causes (except suicides) listed in the Transit Safety Form (405), i.e., **Collisions**, **Derailments** (bus left roadway), **Personal Casualties** and **Fires**.

### Entering/Exiting the Bus\*

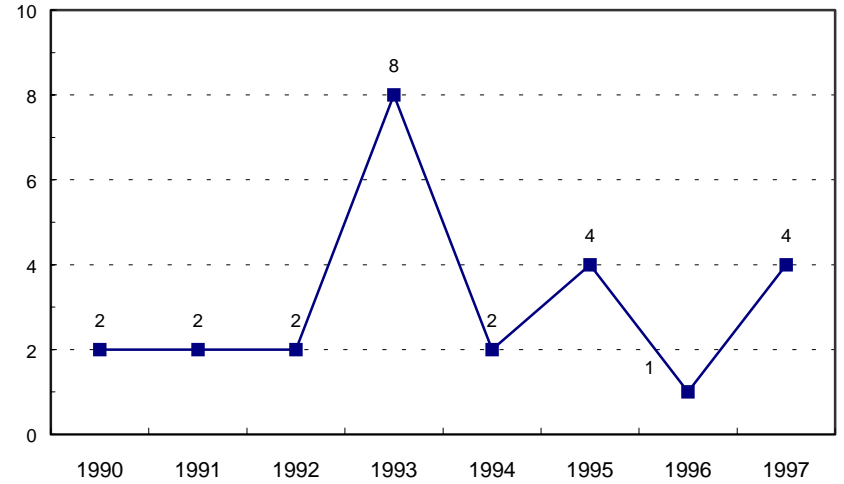
Injuries  
by Year



\* This is a sub-category of Personal Casualties.  
It includes figures associated with Lifts.

### Escalator Injuries

In Bus Stops\*  
by Year

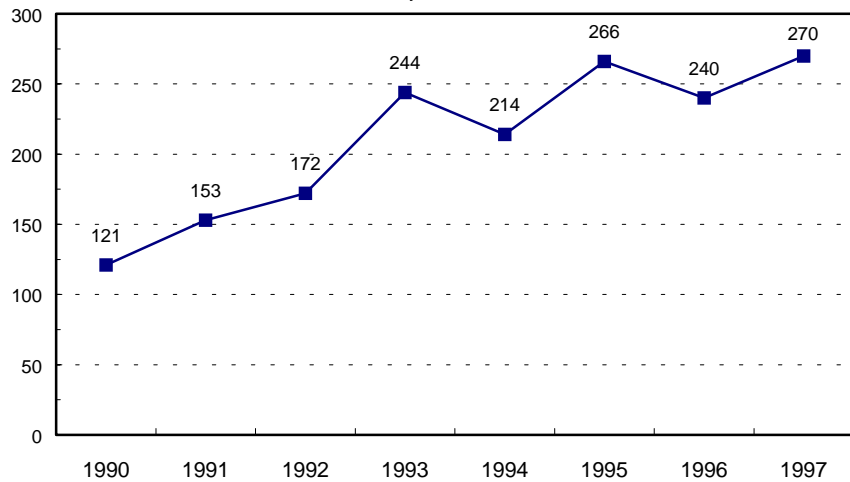


\* This is a sub-category of Personal Casualties.

39

### Lift Injuries

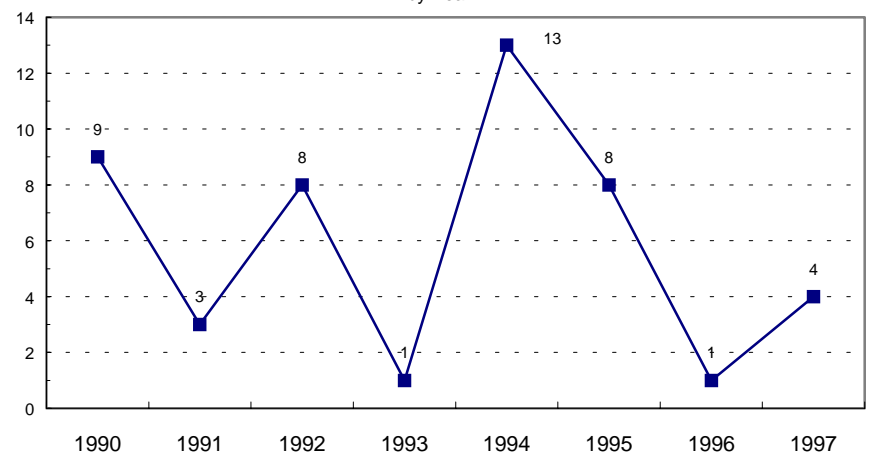
While Entering/Exiting the Bus\*  
by Year



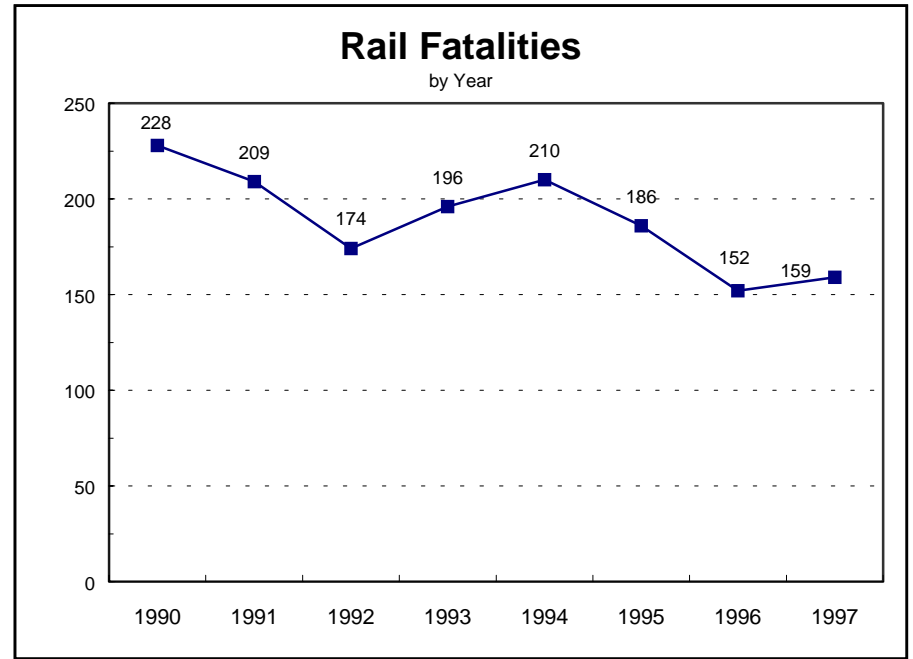
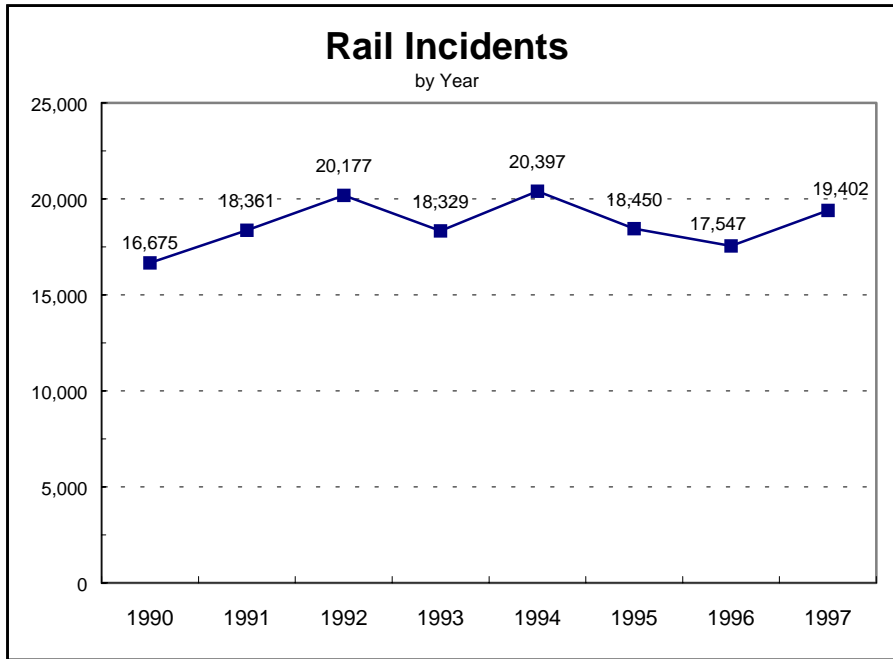
\* This is a sub-category of Personal Casualties.

### Suicides\*

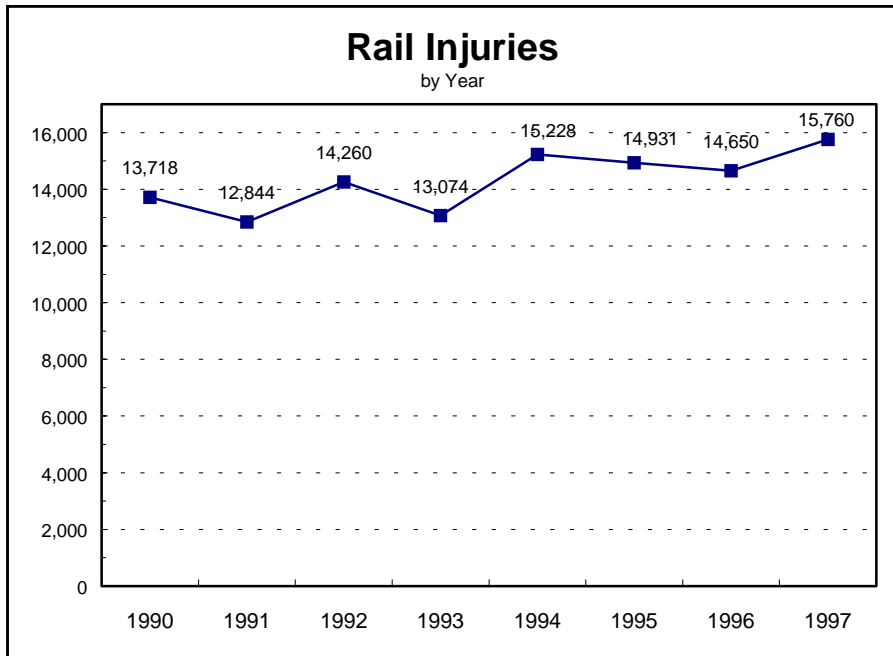
by means of Buses  
by Year



\* Incidents of attempted suicides. They include fatalities, injuries, and unharmed. This is a sub-category of Collisions (with people)



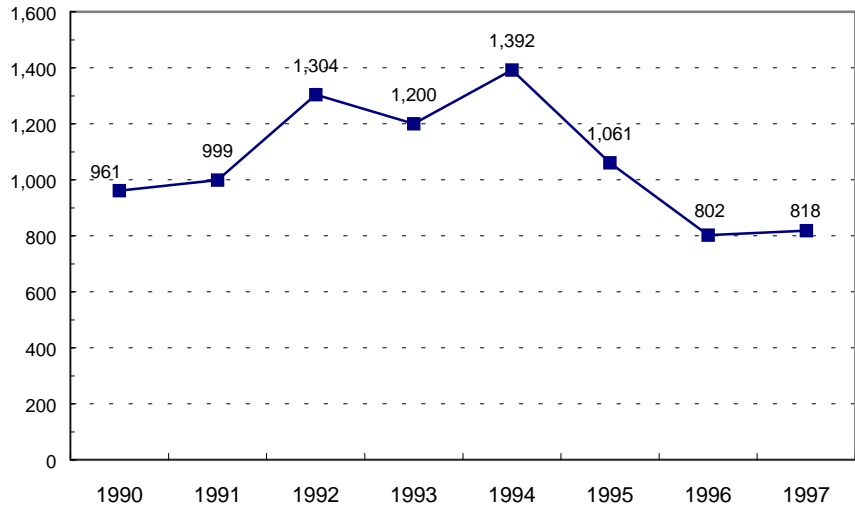
40



These graphs depict the trends for rail vehicles. They show the total number of *incidents*, *fatalities* and *injuries* from all causes, i.e., **Collisions**, **Derailments** (bus left roadway), **Personal Casualties** and **Fires**

### Rail Collisions\*

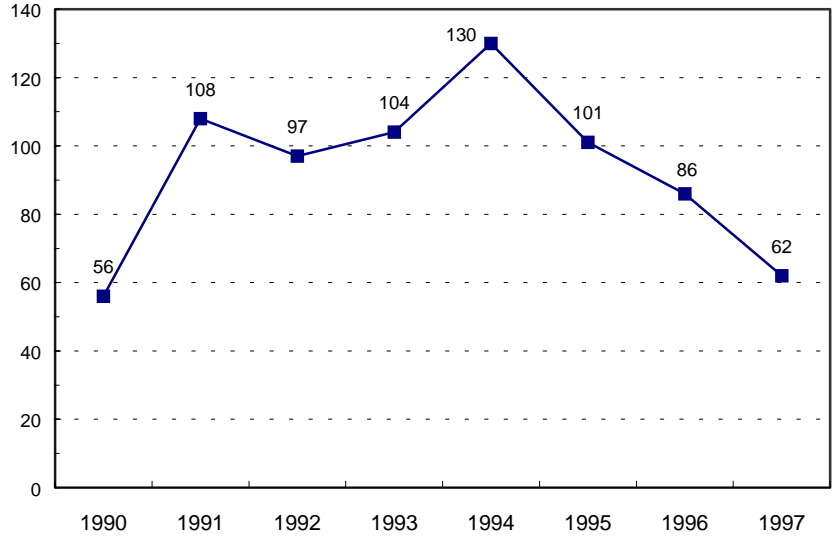
by Year



\* With Vehicles, Objects, and People (not including suicide attempts)

### Derailments

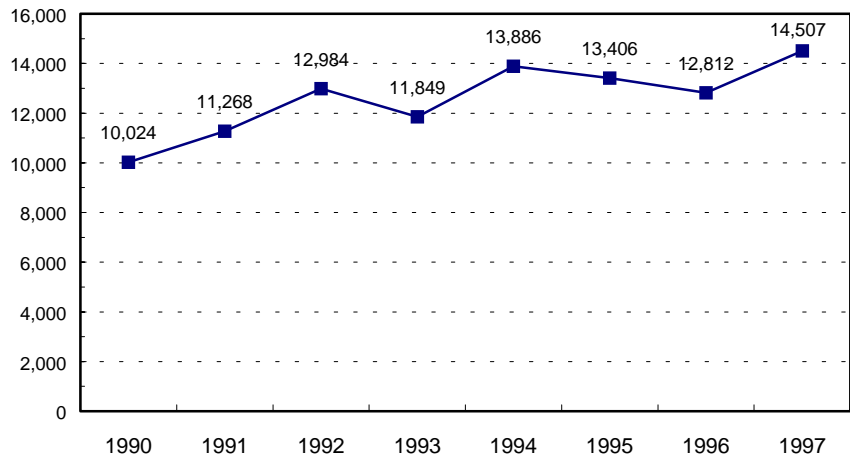
by Year



11

### Rail Personal Casualties\*

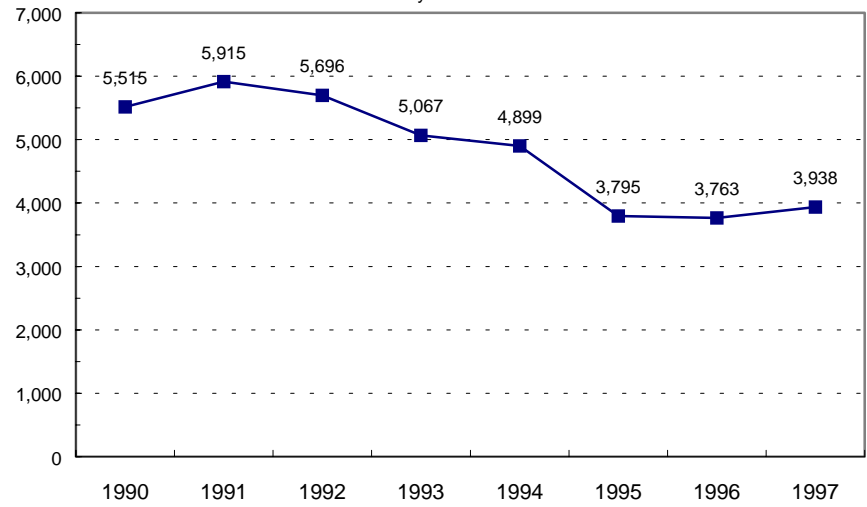
by Year



\* Personal Casualty is a type of transit mishap category where people are hurt but not as a result of Collisions, Derailments, or Fires. The incidents occur in Parking lots, On Vehicle, Entering/Exiting Vehicle, On R-O-W, and In Station/Stops.

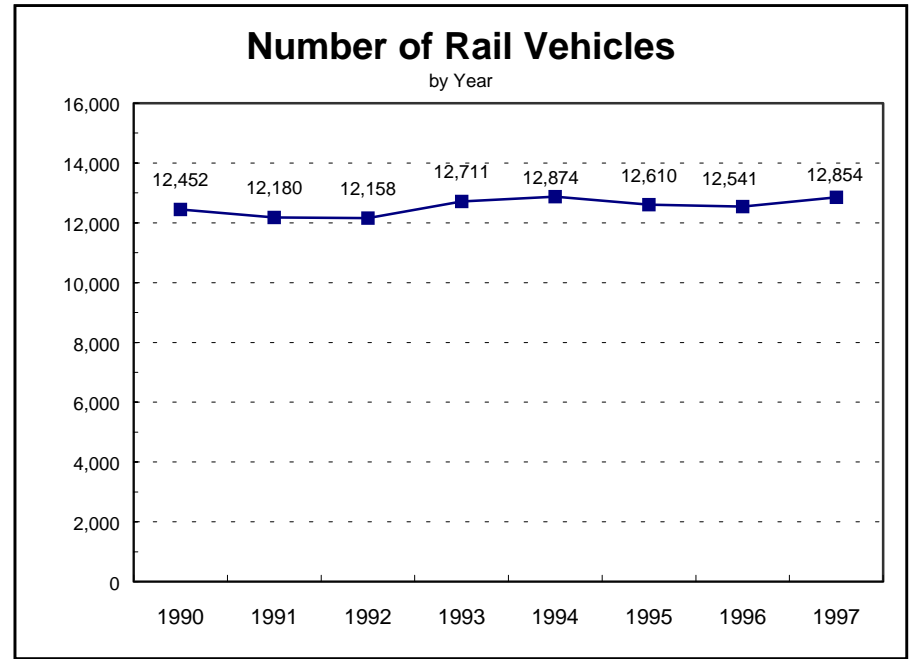
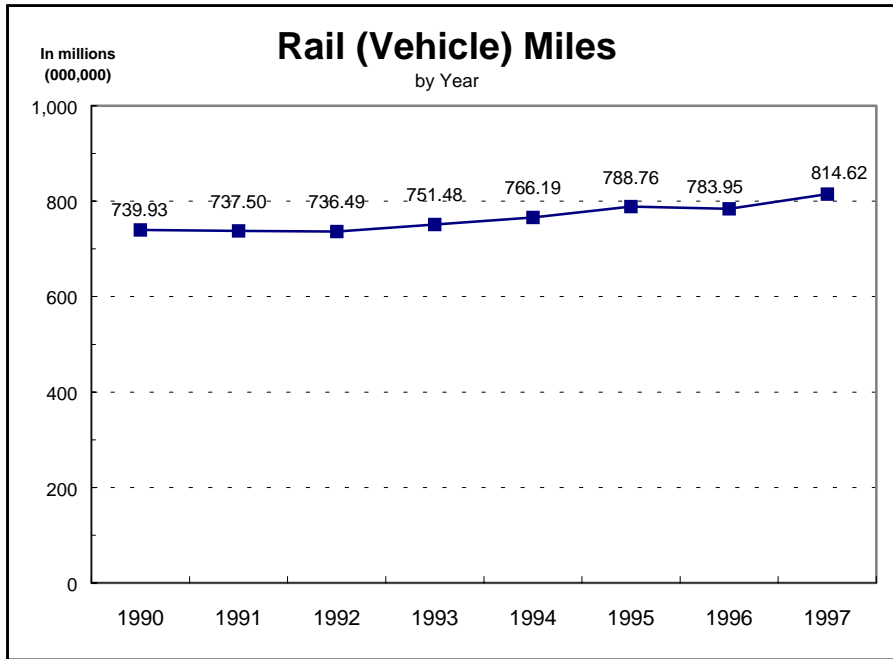
### Rail Fires\*

by Year

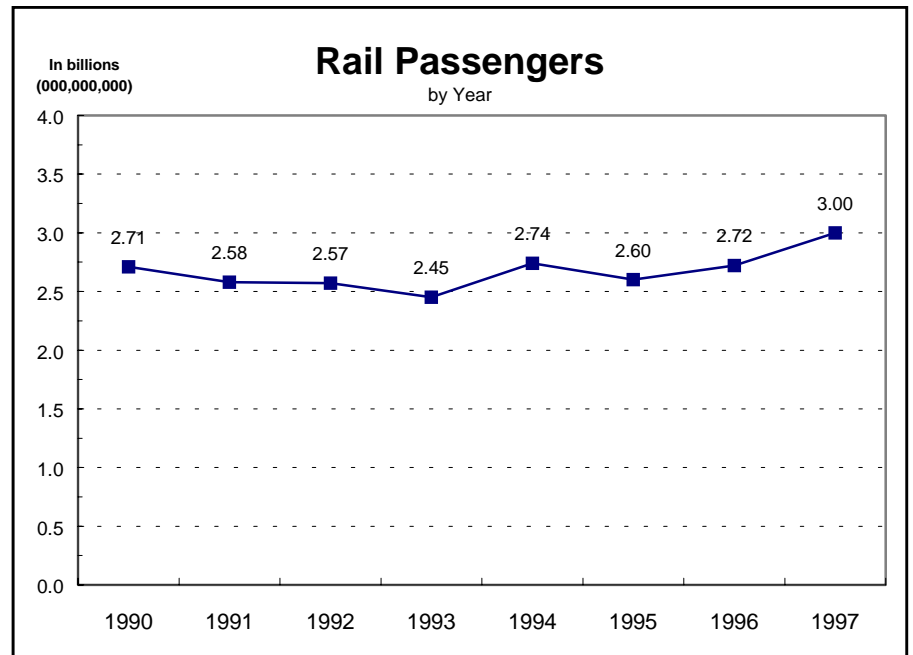
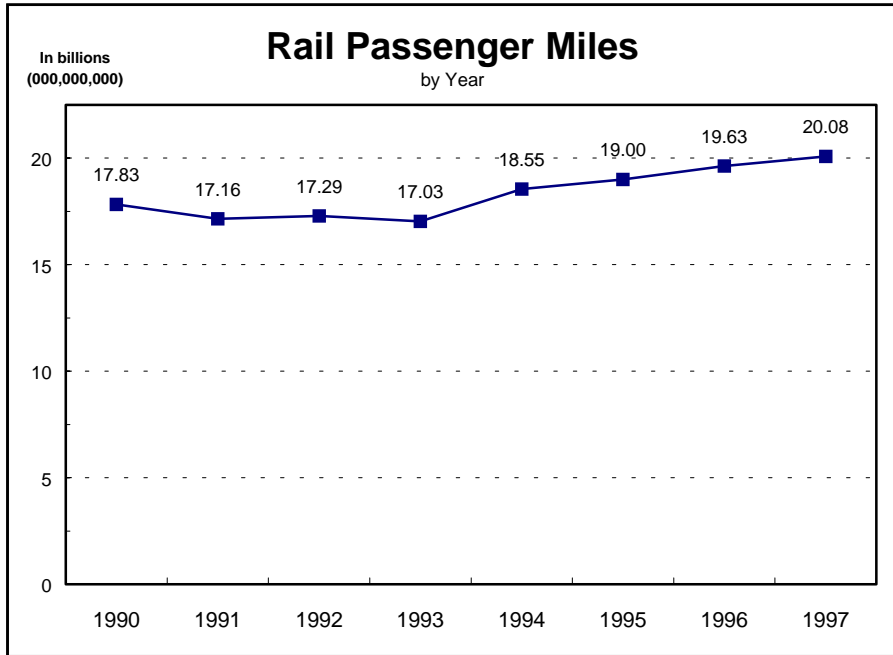


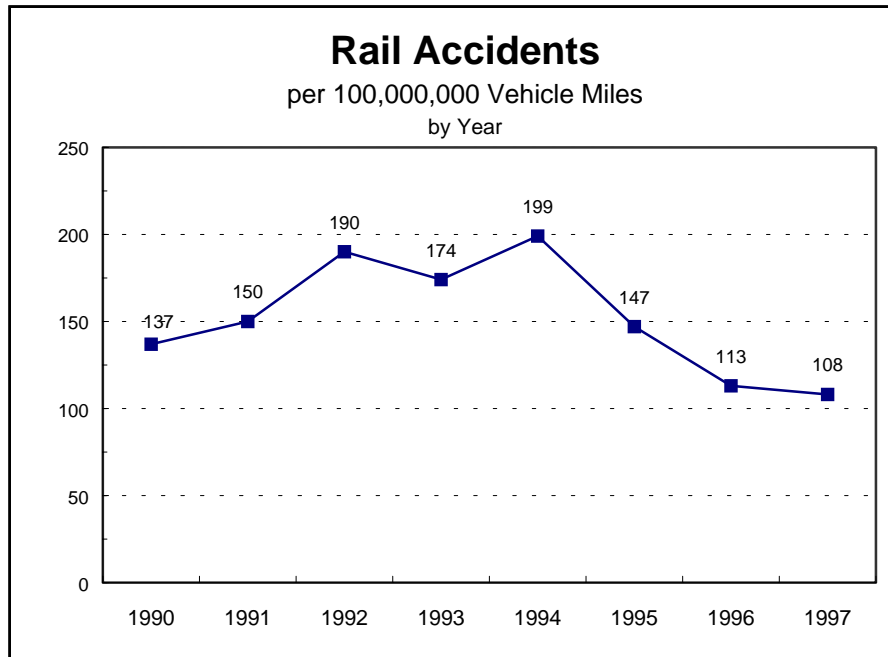
\* In Vehicles, Stations, Right of way and others.





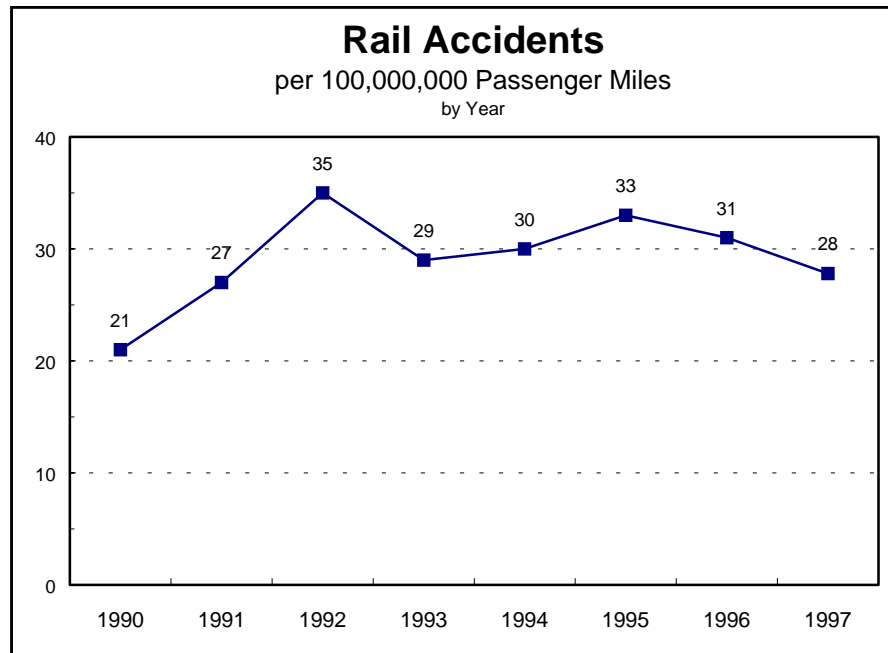
42



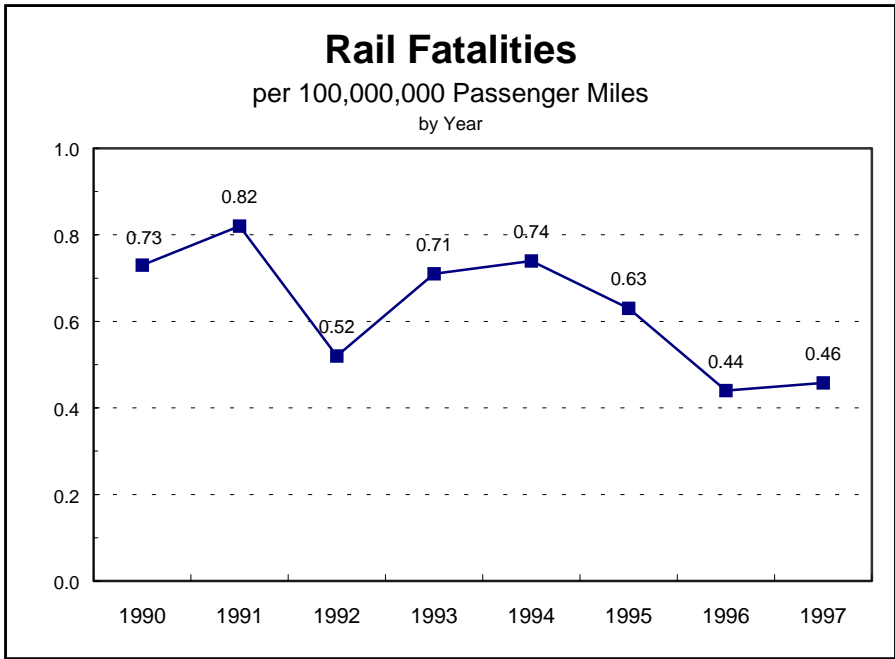


This graph shows the accident rate which is based only on the number of vehicle accidents. These include all rail vehicle accidents resulting from **Collisions** [with vehicles, objects, people (not suicides)] and **Derailments** (bus left roadway). The vehicle mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation. The rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train miles for vehicle miles.

43

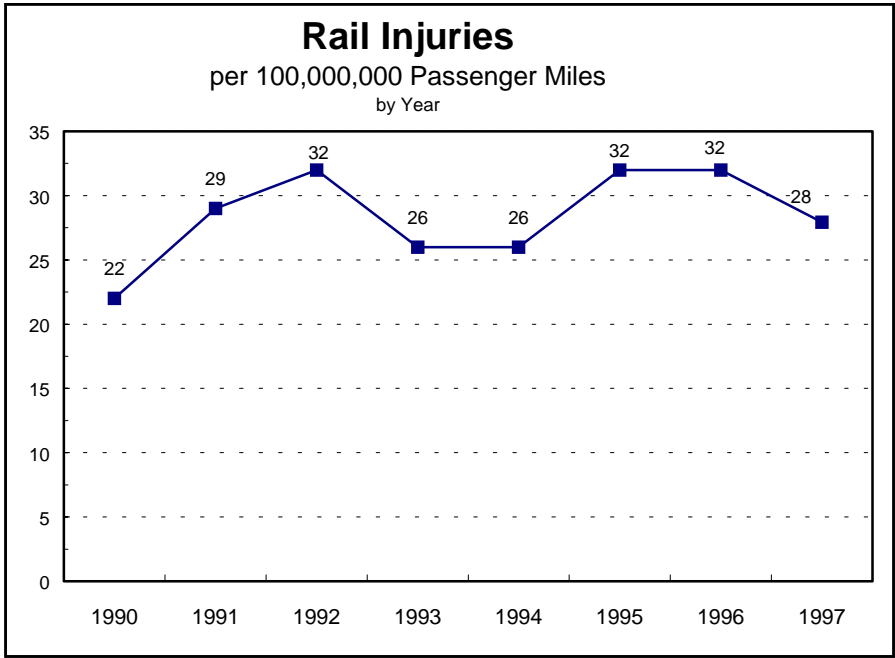


This graph shows the trend for rail vehicle accident (or incident) rates, which result from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway) and **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle). When analyzing the results on this page, consider that the number of vehicle accidents, the number of passengers, and the average trip length all affect the accident rate. This graph differs from the previous graph in that it includes **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle), and is indexed by Passenger Miles.



These statistics represent *fatalities* resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway) and **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle).

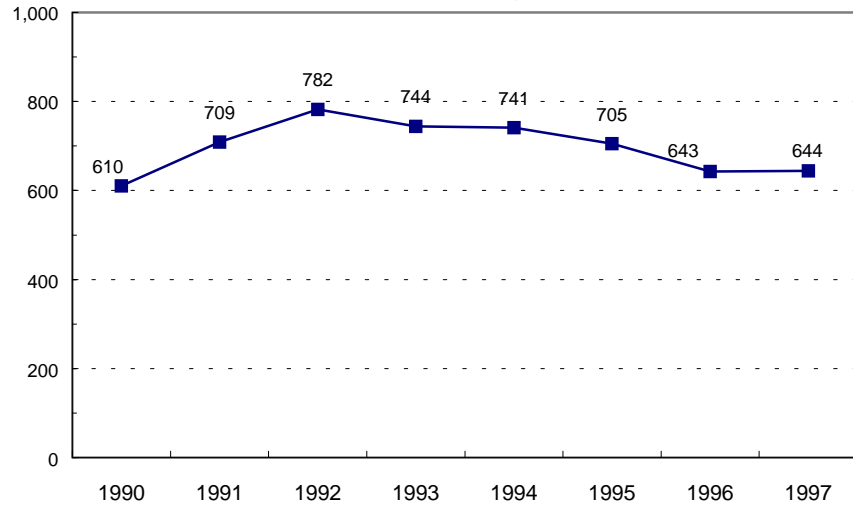
44



These statistics represent *injuries* resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway) and **Personal Casualties** (on right of way, inside the vehicle and entering/exiting the vehicle).

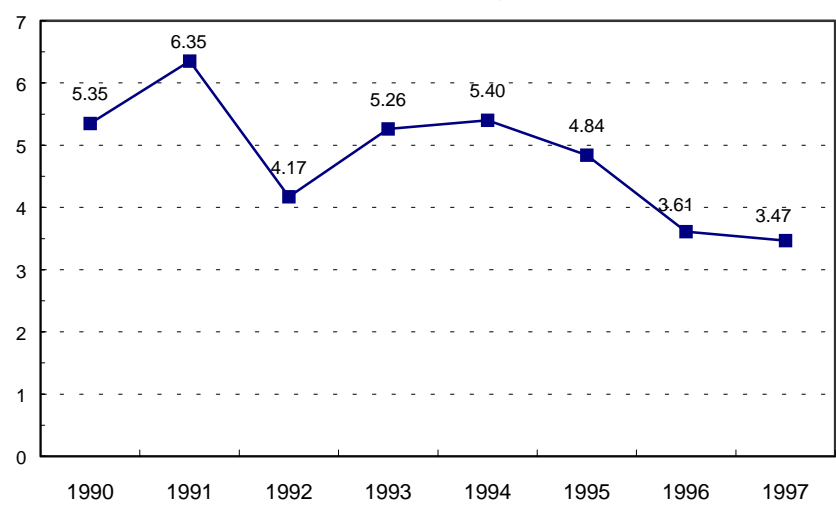
### Rail Incidents

of all types  
per 100,000,000 Passengers



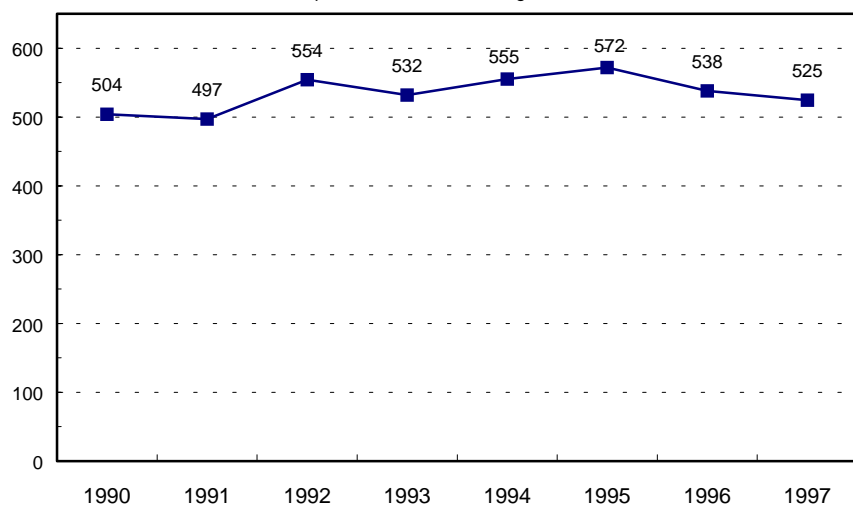
### Rail Fatalities

from all causes  
per 100,000,000 Passengers

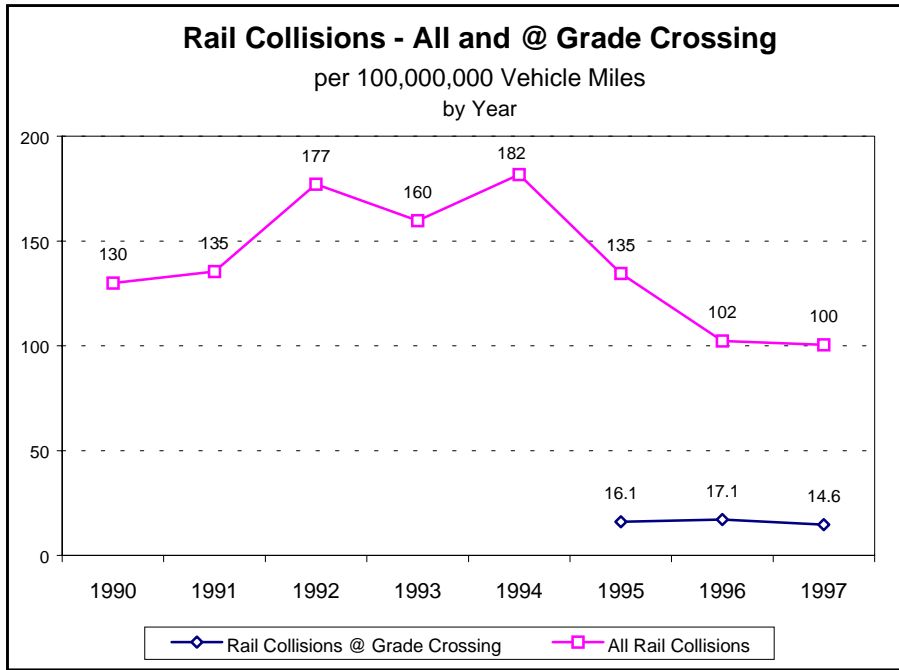


### Rail Injuries

from all causes  
per 100,000,000 Passengers

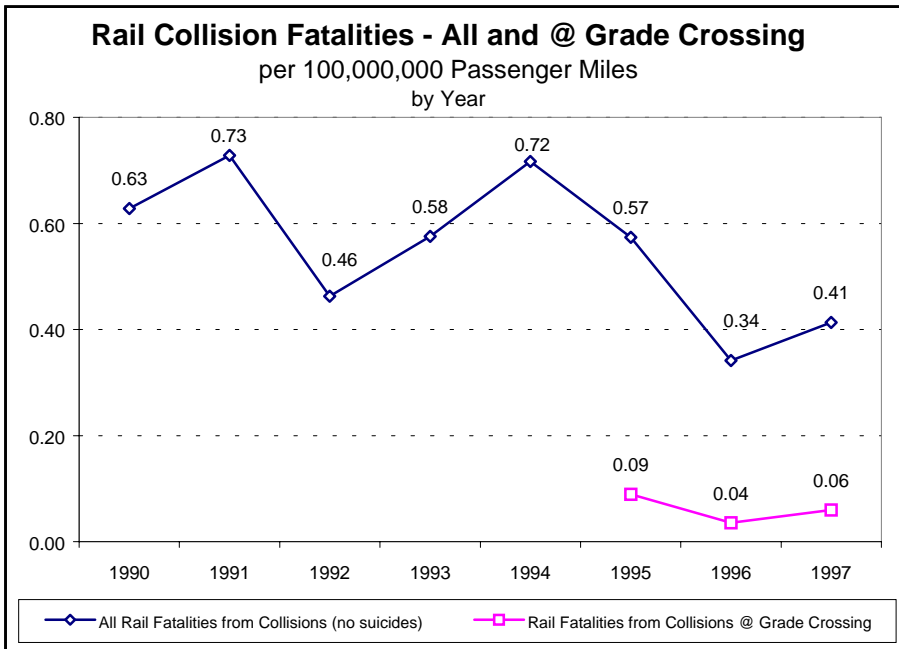


These graphs depict rail vehicle trends for *incident*, *fatality* and *injury* rates, from all causes (except suicides) listed in the Transit Safety Form (405), i.e., **Collisions, Derailments, Personal Casualties, and Fires.**

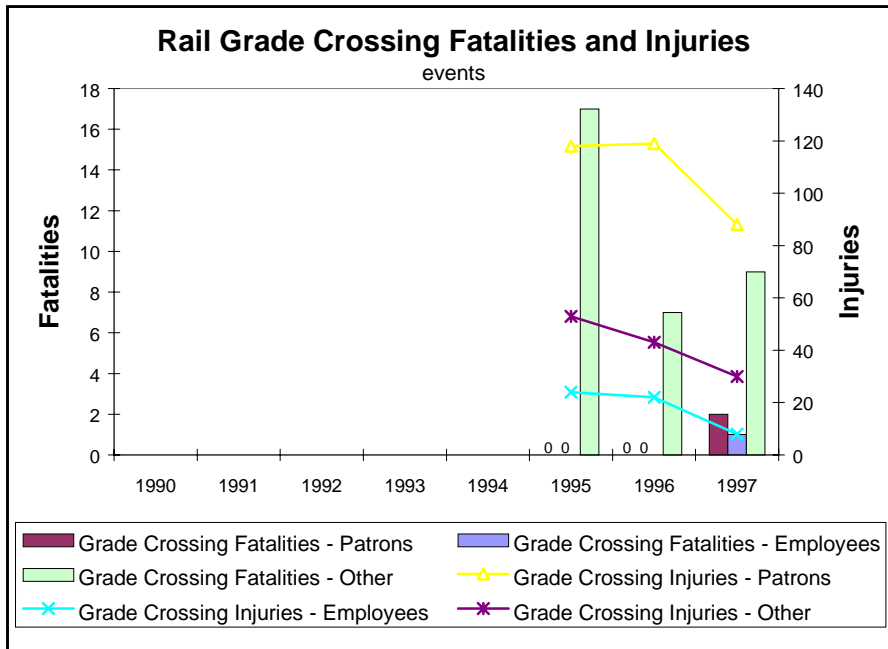


This graph shows the collision rate which is based only on the number of vehicle accidents. These include all rail vehicle accidents resulting from **Collisions** [with vehicles, objects, people (not suicides)]. The Rail Collisions @ Grade Crossings rate is a subset of the All Rail Collisions rate. The vehicle mile figure includes both revenue and non-revenue miles since there are risks present during both types of operation. The rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train miles for vehicle miles. For example, a CR locomotive and 3 cars travelling 10 miles accrues 30 vehicle miles (locomotive not counted, only passenger cars).

46



These statistics represent *fatalities* resulting from all Rail **Collisions** [with vehicles, objects, people (not suicides)] and the corresponding subset of *fatalities* that occurred due to these collisions at Grade Crossings. When analyzing the results on this page, consider that the number of rail vehicle collisions, the number of passengers, and the average trip length all affect the collision rate.

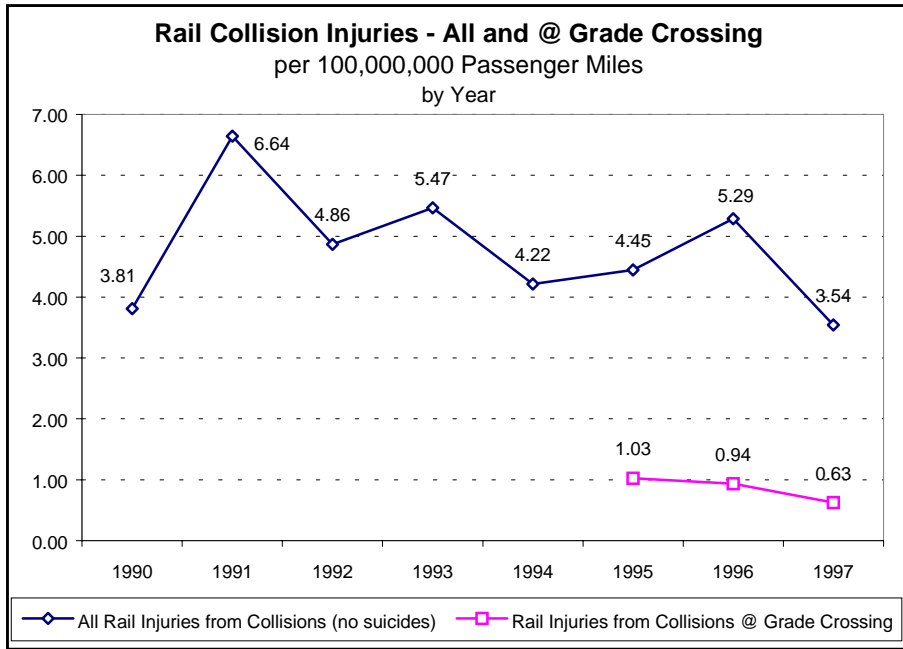


This graph shows the *fatalities* (bars) and *injuries* (lines) that occur at grade crossings.

Note the majority of fatalities are Others (e.g., pedestrians, trespassers, etc.).

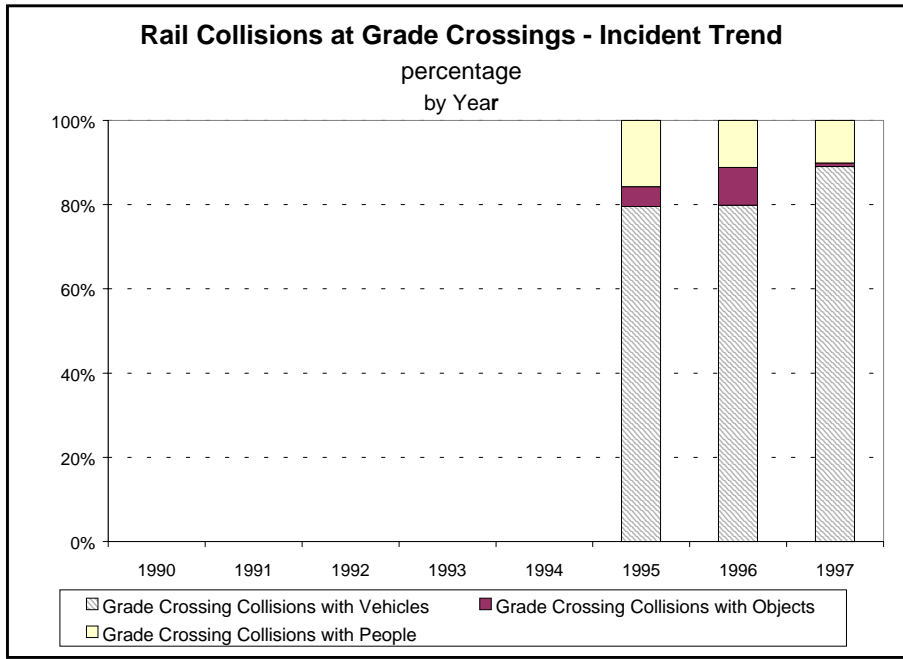
The majority of injuries are Patrons.

Both fatalities and injuries are trending down.

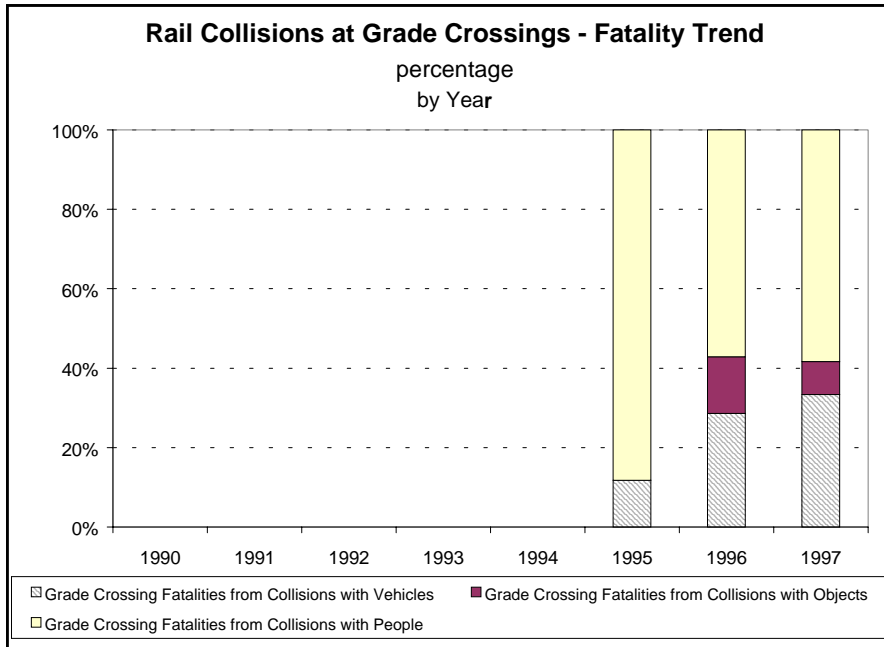


These statistics represent *injuries* resulting from all Rail **Collisions** [with vehicles, objects, people (not suicide attempts)] and the corresponding subset of *injuries* that occurred due to these collisions at Grade Crossings. When analyzing the results on this page, consider that the number of rail vehicle collisions, the number of passengers, and the average trip length all affect the collision rate.

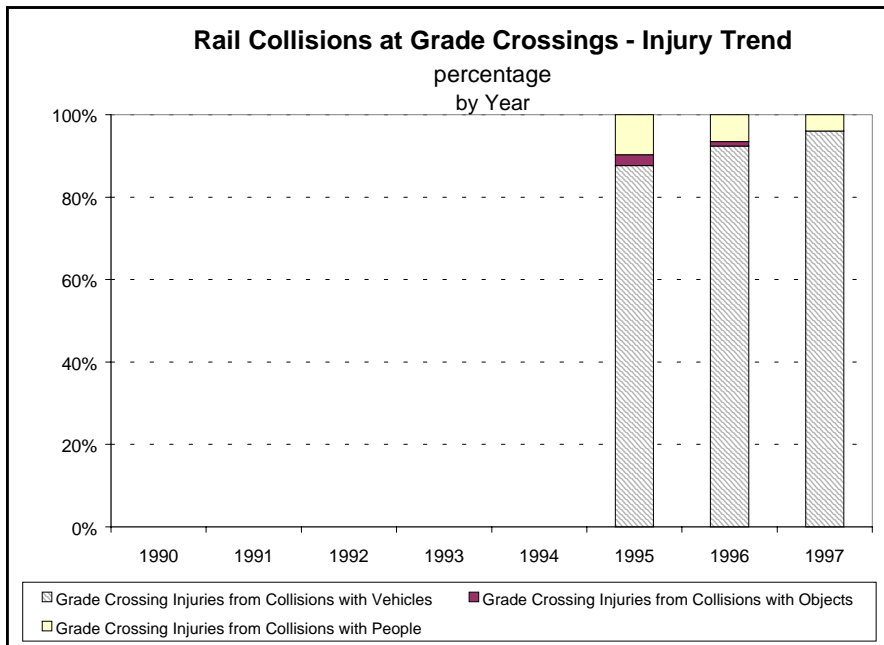
48



This graph shows the percentage of each type of grade crossing *incident* (i.e., Collisions with other vehicles, objects, and people) to the total **Collisions at grade crossings**.



This graph shows the percentage of each type of grade crossing *fatality* (i.e., Collisions with other vehicles, objects, and people) to the total **Fatalities at grade crossings**.

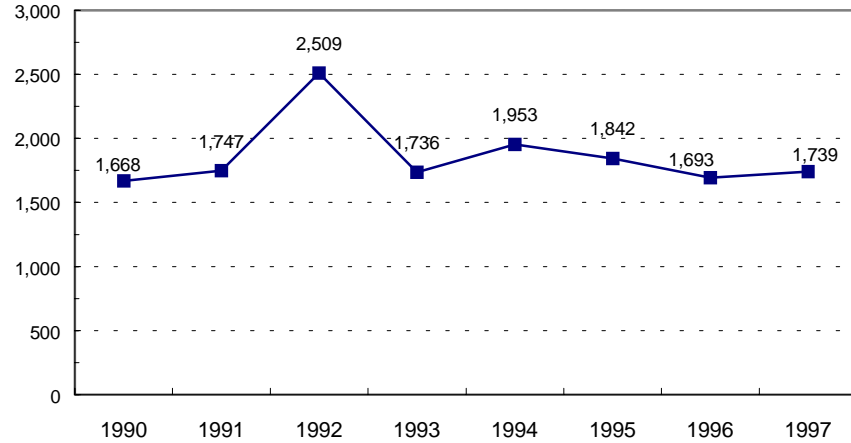


This graph shows the percentage of each type of grade crossing *injury* (i.e., Collisions with other vehicles, objects, and people) to the total **Injuries at grade crossings**.



### Entering/Exiting the Rail Vehicle\*

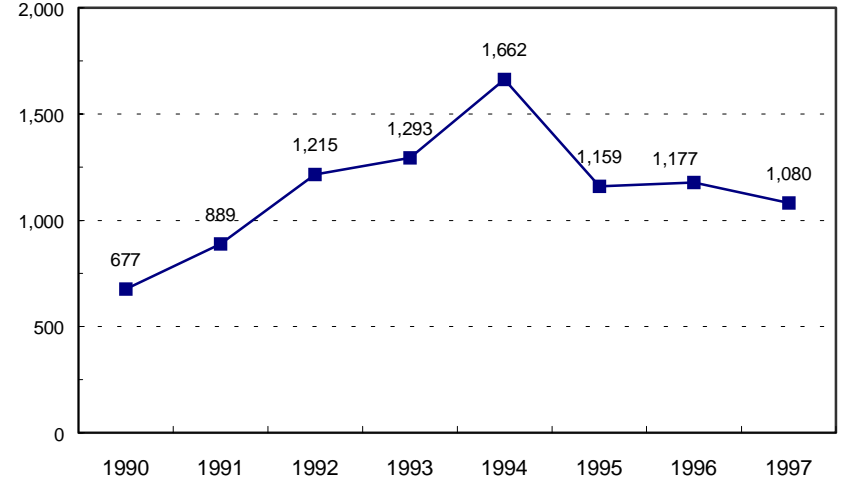
Injuries  
by Year



\* This is a sub-category of Personal Casualties.  
It includes figures associated with Lifts.

### Escalator Injuries

In Rail Stations\*  
by Year

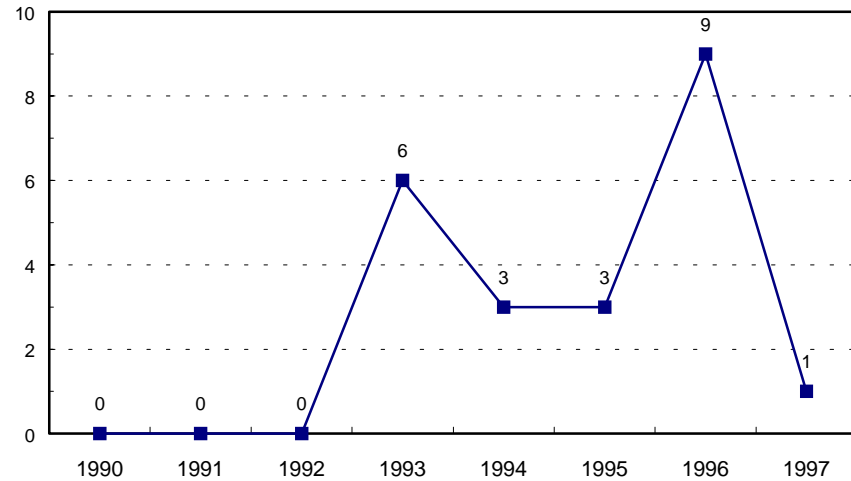


\* This is a sub-category of Personal Casualties.

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### Lift Injuries

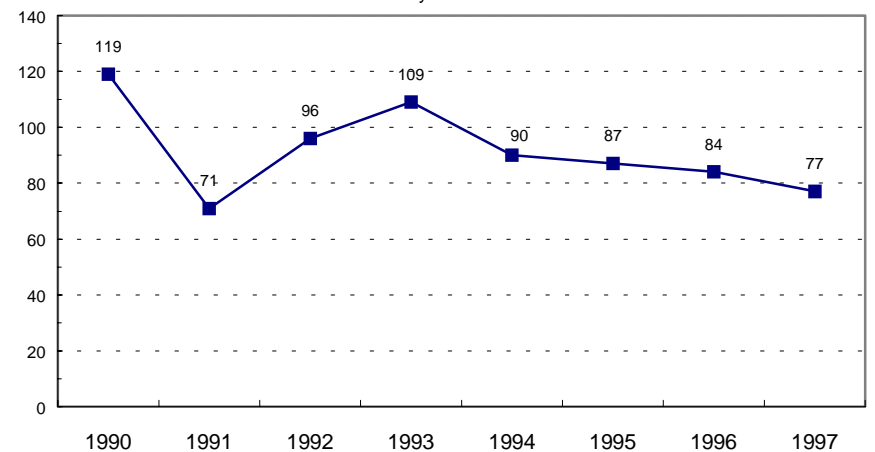
While Entering/Exiting the Rail Vehicle\*  
by Year



\* This is a sub-category of Personal Casualties.

### Suicides\*

by means of Rail Vehicles  
by Year



\* Incidents of attempted suicides. They include fatalities, injuries, and unharmed. This is a sub-category of Collisions (with people)

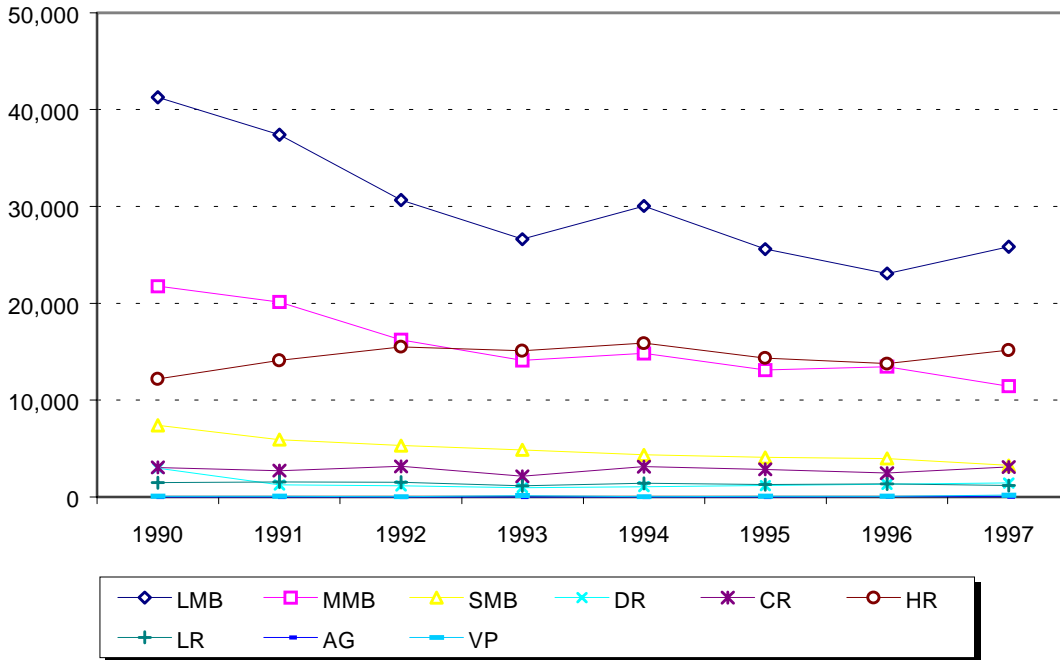
**A look at SAMIS safety data from 1990 through 1997  
(Individual Transit Modes)**

**TREND**



## Incidents

by Mode and Year

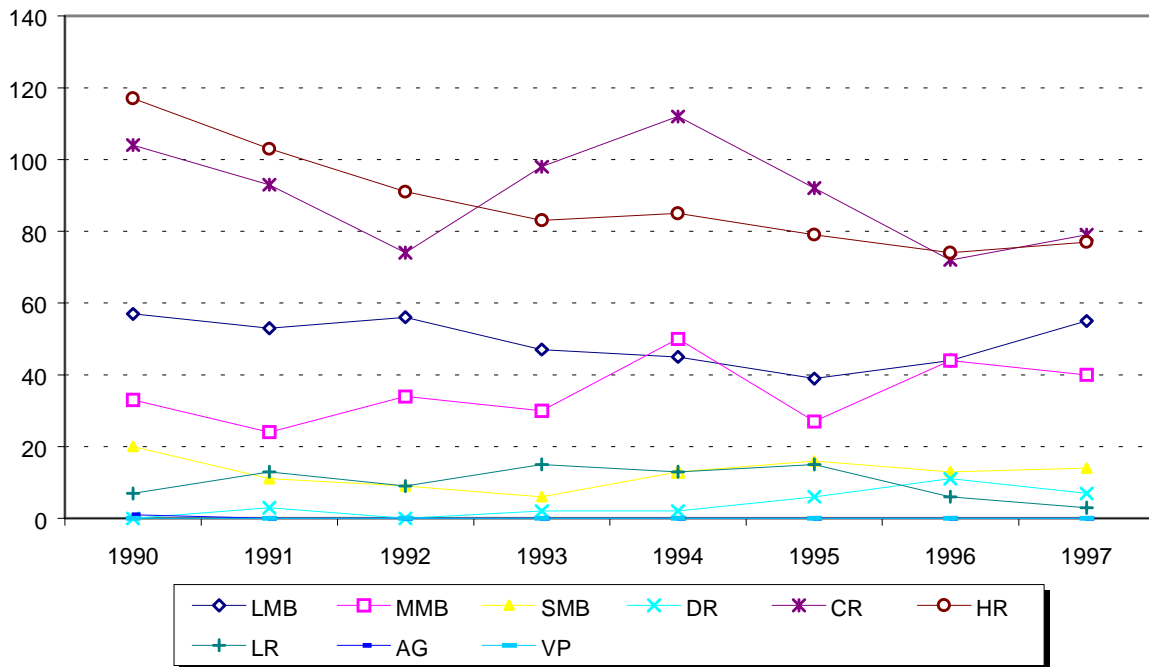


## Incidents by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	41,266	37,403	30,652	26,626	30,038	25,599	23,060	25,833
<b>MMB</b>	21,764	20,116	16,222	14,109	14,809	13,102	13,437	11,422
<b>SMB</b>	7,407	5,934	5,308	4,845	4,338	4,079	3,959	3,268
<b>DR</b>	2,965	1,241	1,137	946	1,062	1,173	1,284	1,454
<b>CR</b>	3,031	2,716	3,160	2,111	3,115	2,847	2,449	3,078
<b>HR</b>	12,178	14,102	15,512	15,082	15,869	14,327	13,748	15,151
<b>LR</b>	1,465	1,543	1,492	1,136	1,413	1,276	1,350	1,173
<b>AG</b>	3	1	8	10	10	10	25	19
<b>VP</b>	84	83	40	121	39	58	80	162
<b>Total</b>	<b>90,163</b>	<b>83,139</b>	<b>73,831</b>	<b>64,986</b>	<b>70,693</b>	<b>62,471</b>	<b>59,392</b>	<b>61,560</b>

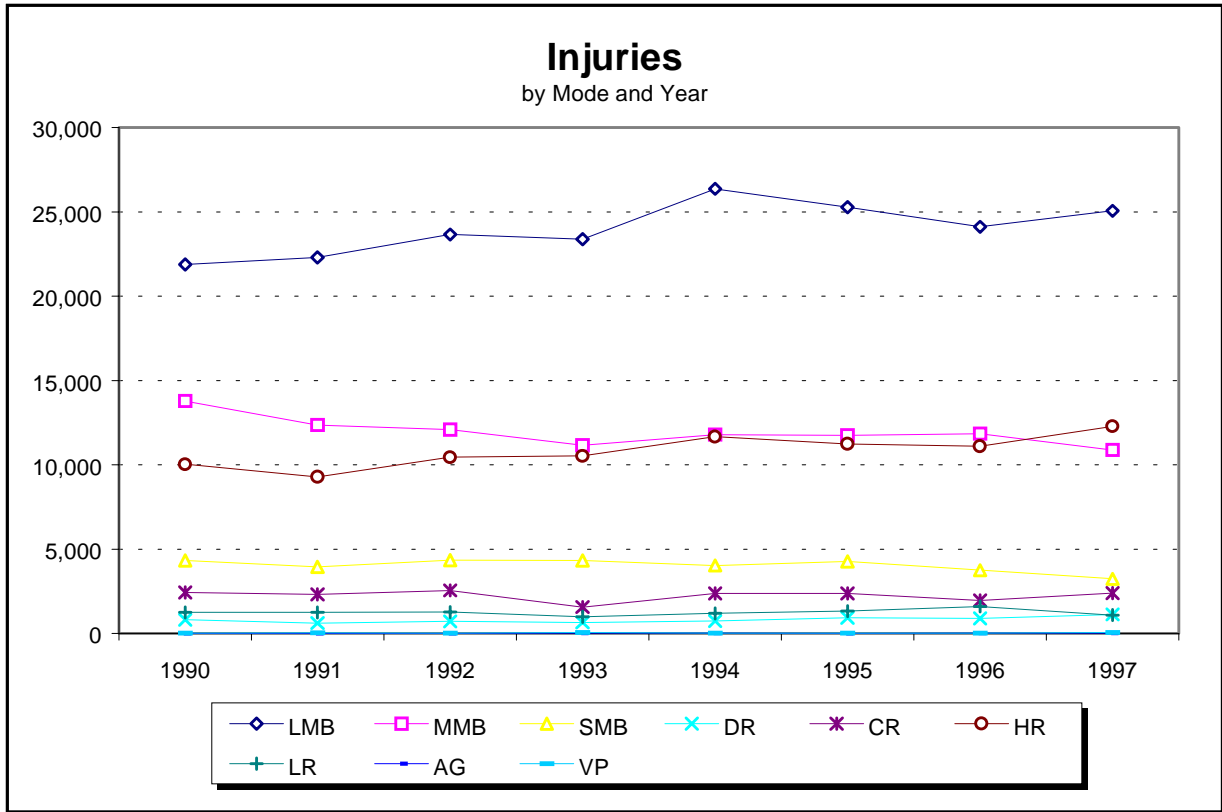
## Fatalities

by Mode and Year



## Fatalities by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	57	53	56	47	45	39	44	55
<b>MMB</b>	33	24	34	30	50	27	44	40
<b>SMB</b>	20	11	9	6	13	16	13	14
<b>DR</b>	0	3	0	2	2	6	11	7
<b>CR</b>	104	93	74	98	112	92	72	79
<b>HR</b>	117	103	91	83	85	79	74	77
<b>LR</b>	7	13	9	15	13	15	6	3
<b>AG</b>	1	0	0	0	0	0	0	0
<b>VP</b>	0	0	0	0	0	0	0	0
<b>Total</b>	<b>339</b>	<b>300</b>	<b>273</b>	<b>281</b>	<b>320</b>	<b>274</b>	<b>264</b>	<b>275</b>

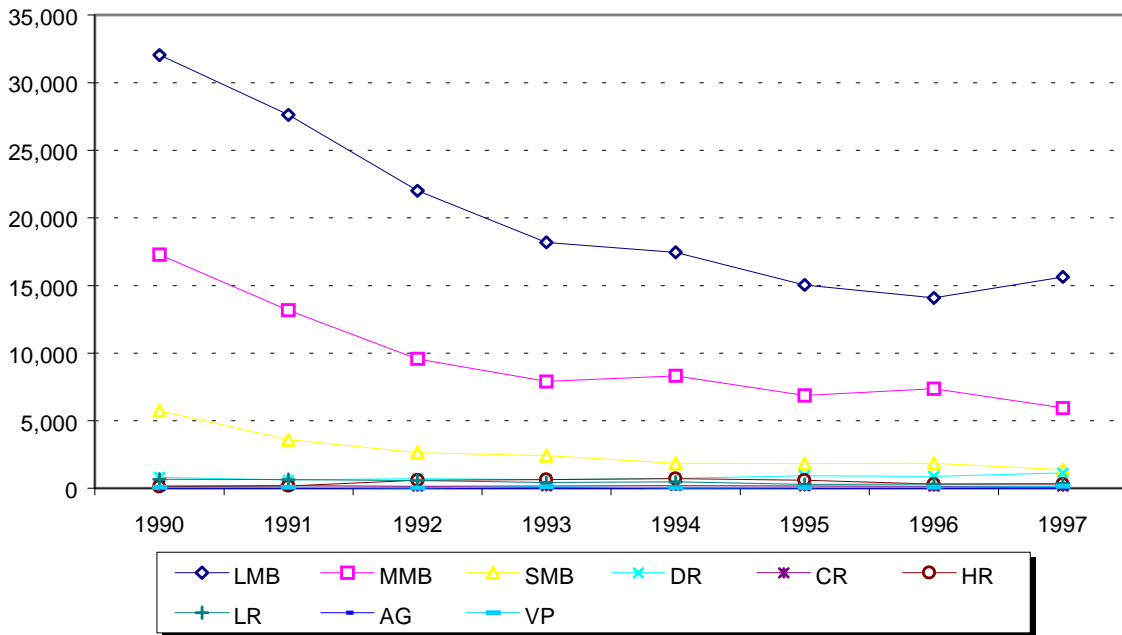


### Injuries by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	21,891	22,301	23,654	23,393	26,365	25,284	24,111	25,058
<b>MMB</b>	13,780	12,366	12,090	11,153	11,798	11,756	11,843	10,882
<b>SMB</b>	4,335	3,952	4,346	4,327	4,032	4,257	3,755	3,241
<b>DR</b>	807	622	713	652	731	935	882	1,121
<b>CR</b>	2,438	2,308	2,546	1,560	2,374	2,374	1,953	2,388
<b>HR</b>	10,036	9,285	10,446	10,532	11,673	11,238	11,093	12,285
<b>LR</b>	1,244	1,251	1,268	982	1,181	1,319	1,604	1,087
<b>AG</b>	4	0	7	10	10	8	20	16
<b>VP</b>	21	40	19	59	29	25	27	54
<b>Total</b>	<b>54,556</b>	<b>52,125</b>	<b>55,089</b>	<b>52,668</b>	<b>58,193</b>	<b>57,196</b>	<b>55,288</b>	<b>56,132</b>

## Collisions

with Vehicles, Objects, and People  
by Mode and Year



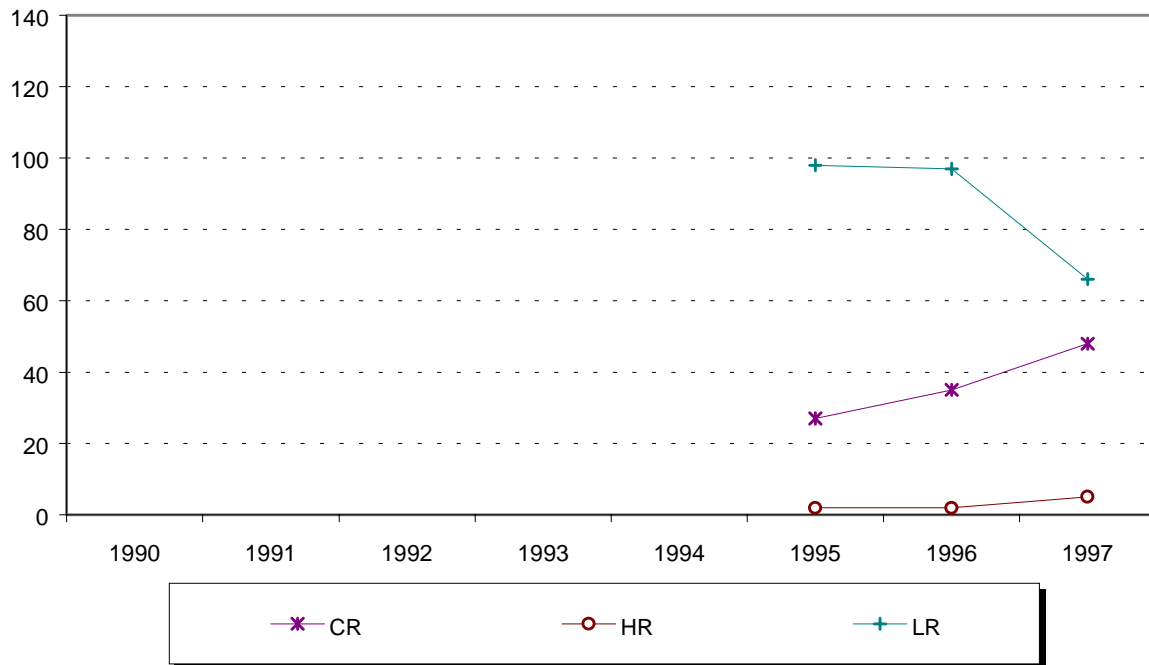
### Collisions\* by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	32,507	27,608	21,994	18,177	17,450	15,035	14,091	15,619
<b>MMB</b>	17,282	13,159	9,576	7,904	8,324	6,866	7,366	5,924
<b>SMB</b>	5,737	3,583	2,634	2,410	1,851	1,832	1,848	1,376
<b>DR</b>	1,606	810	665	513	644	640	768	878
<b>CR</b>	160	188	139	166	201	171	151	157
<b>HR</b>	134	180	585	630	718	600	328	309
<b>LR</b>	668	631	573	419	473	290	323	352
<b>AG</b>	1	0	1	1	1	1	1	3
<b>VP</b>	81	79	35	118	36	54	77	159
<b>Total</b>	57,726	46,238	36,202	30,338	29,698	25,489	24,953	24,777

\* Does not include suicides

## Rail Incidents @ Grade Crossings

by Mode and Year



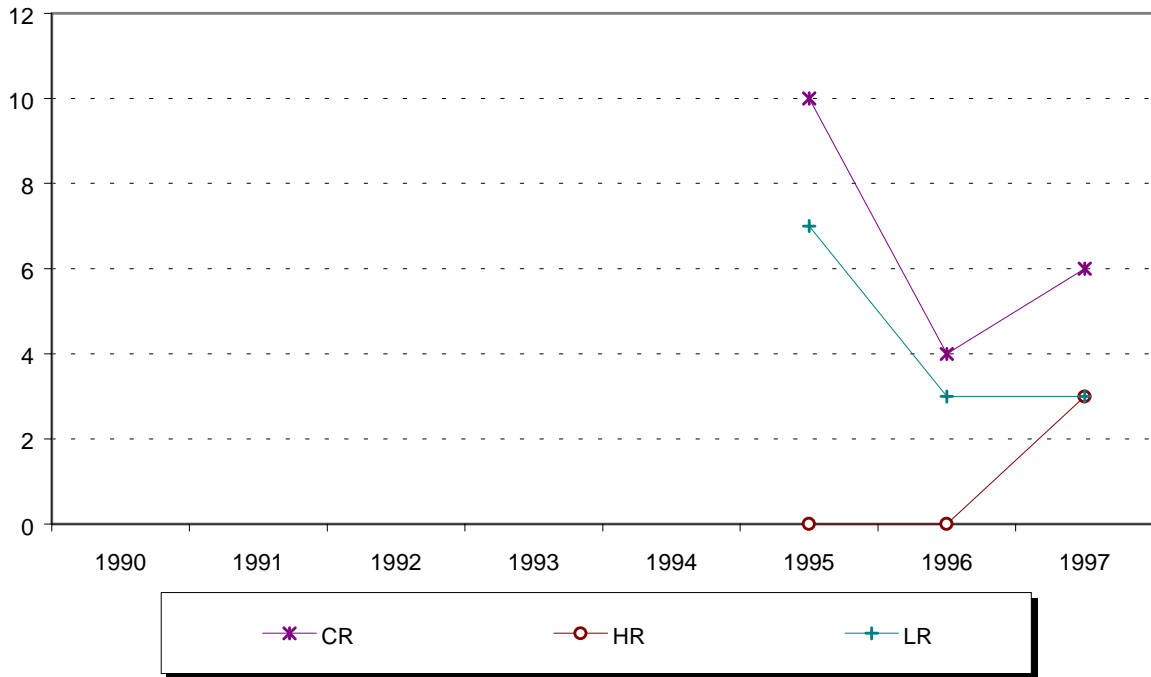
## Rail Grade Crossing Incidents by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>CR</b>						27	35	48
<b>HR</b>						2	2	5
<b>LR</b>						98	97	66
<b>Total</b>						127	134	119



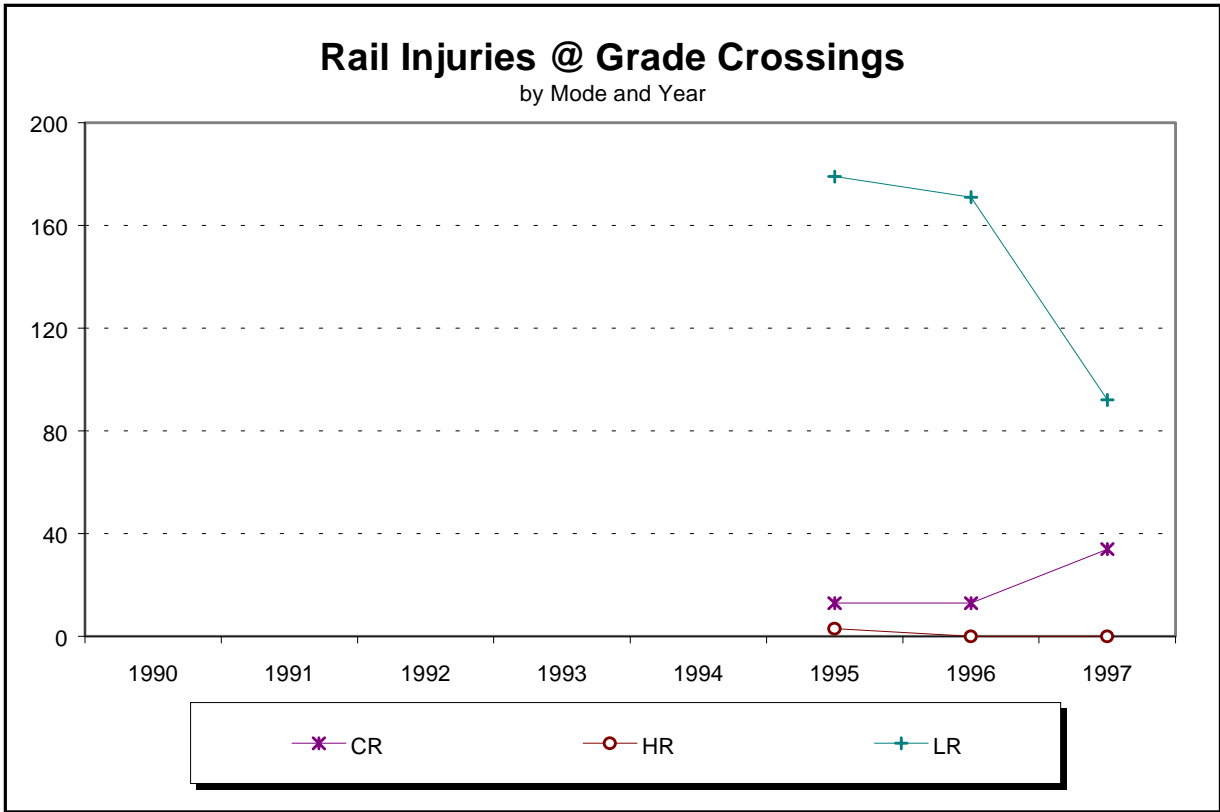
## Rail Fatalities @ Grade Crossings

by Mode and Year



## Grade Crossing Fatalities by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>CR</b>						10	4	6
<b>HR</b>						0	0	3
<b>LR</b>						7	3	3
<b>Total</b>						17	7	12

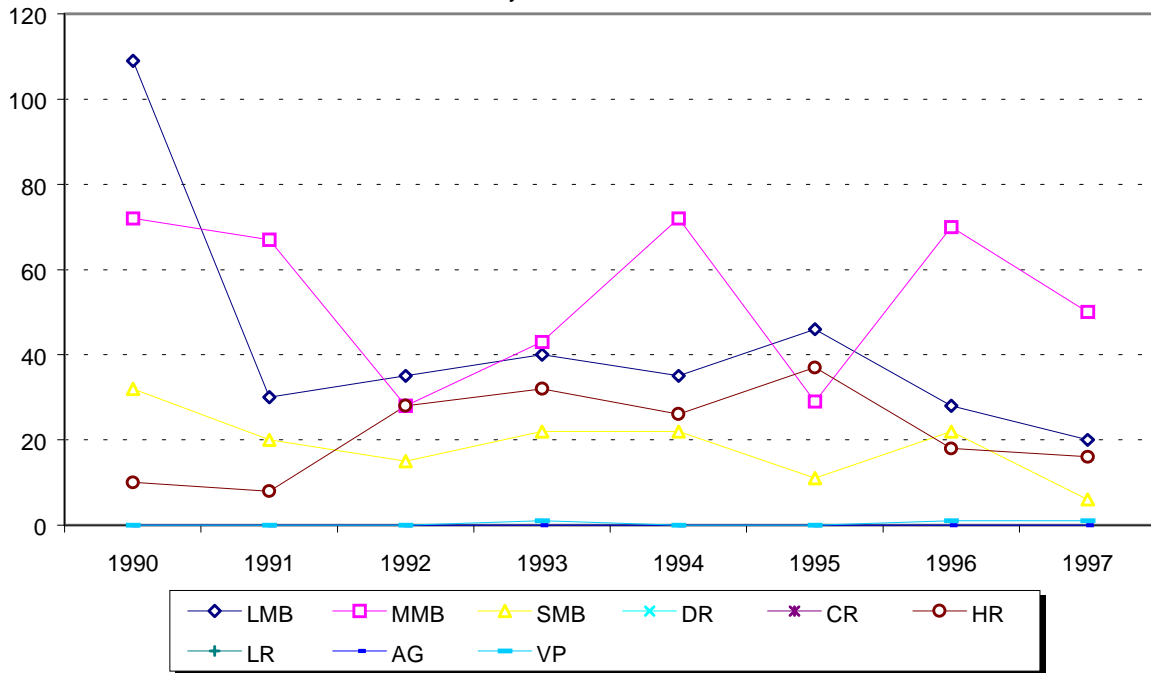


### Grade Crossing Injuries by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>CR</b>						13	13	34
<b>HR</b>						3	0	0
<b>LR</b>						179	171	92
<b>Total</b>						195	184	126

## Derailments/Buses going off road

by Mode and Year

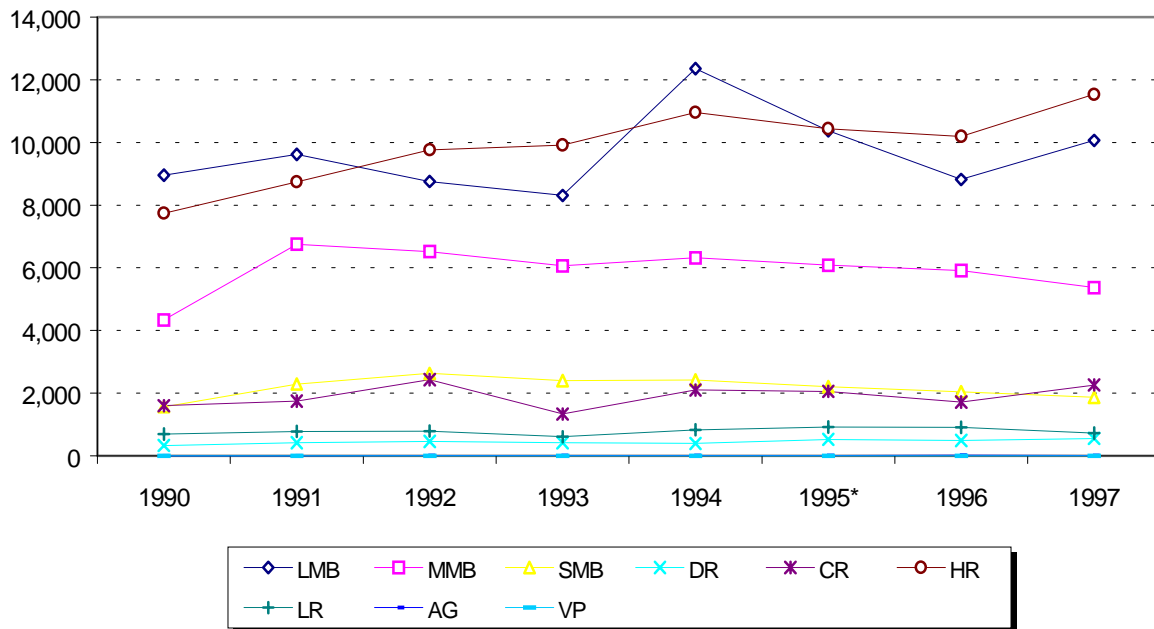


## Derailments/Buses going off road by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	109	30	35	40	35	46	28	20
<b>MMB</b>	72	67	28	43	72	29	70	50
<b>SMB</b>	32	20	15	22	22	11	22	6
<b>DR</b>	7	4	3	11	15	7	6	8
<b>CR</b>	15	60	42	42	65	45	50	35
<b>HR</b>	10	8	28	32	26	37	18	16
<b>LR</b>	31	40	27	30	39	19	18	11
<b>AG</b>	0	0	0	0	0	0	0	0
<b>VP</b>	0	0	0	1	0	0	1	1
<b>Total</b>	276	229	178	221	274	194	213	147

## Personal Casualties

Inside Vehicle, Entering/Exiting Vehicle, In Stations/Bus Stops  
Parking Facilities, and Right-of-Way\* by Mode and Year

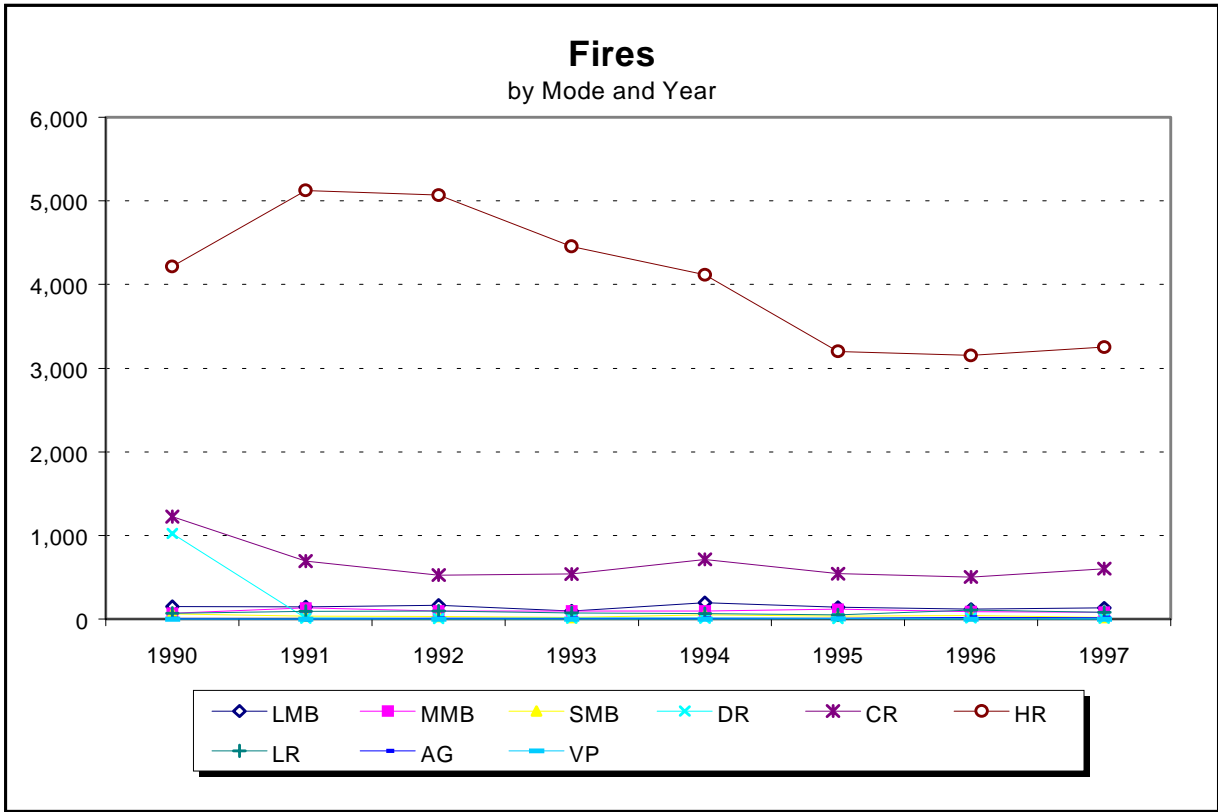


\* Starting in 1995, Personal Casualties in Parking Facilities and R-O-W were added to Form 405 as distinct sub categories of Personal Casualties

## Personal Casualties by Mode and Year

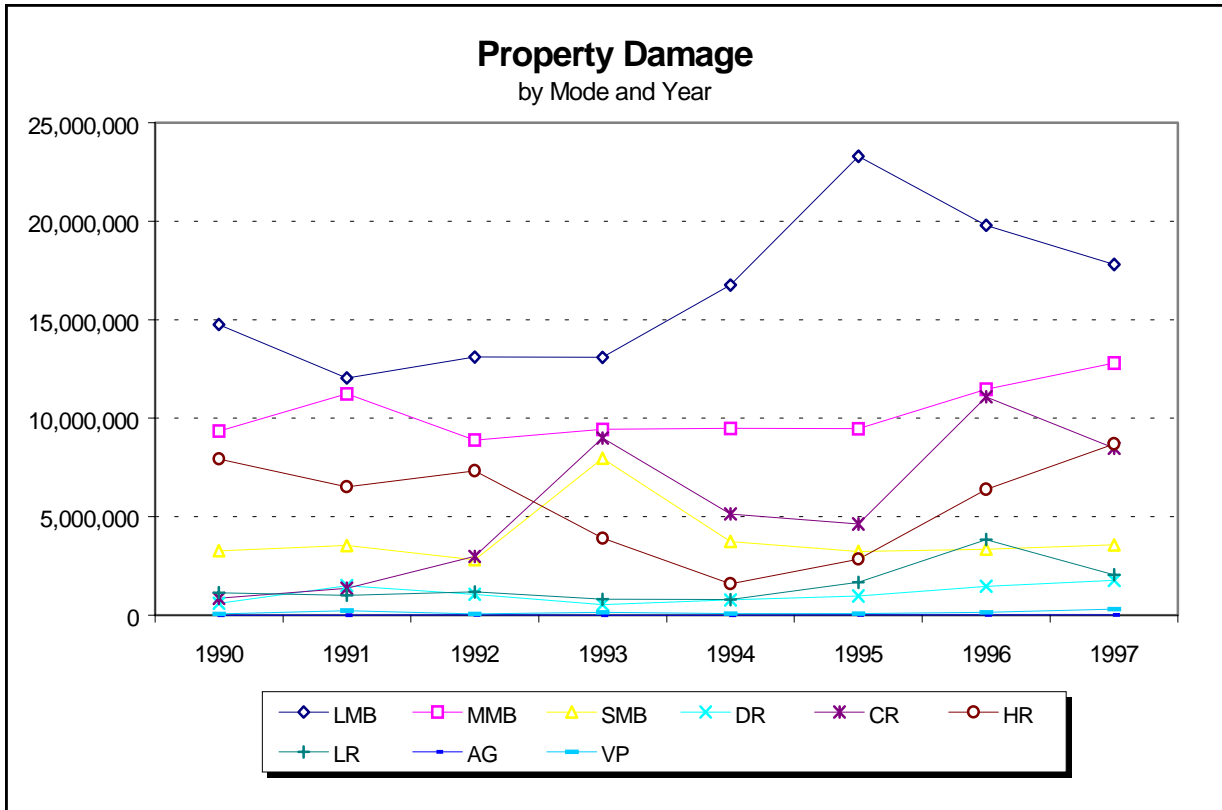
	1990	1991	1992	1993	1994	1995*	1996	1997
<b>LMB</b>	8,949	9,618	8,753	8,309	12,348	10,372	8,820	10,057
<b>MMB</b>	4,335	6,753	6,514	6,062	6,312	6,084	5,909	5,362
<b>SMB</b>	1,569	2,294	2,628	2,394	2,412	2,199	2,045	1,865
<b>DR</b>	330	415	461	412	391	520	494	558
<b>CR</b>	1,592	1,751	2,429	1,326	2,102	2,057	1,719	2,254
<b>HR</b>	7,740	8,743	9,766	9,916	10,952	10,438	10,190	11,526
<b>LR</b>	692	774	789	607	832	911	903	727
<b>AG</b>	2	0	7	9	8	8	20	15
<b>VP</b>	3	4	5	1	2	2	2	2
<b>Total</b>	25,212	30,352	31,352	29,036	35,359	32,591	30,102	32,366

\*Starting in 1995, Personal Casualties in Parking Facilities and R-O-W were added to Form 405 as distinct sub-categories of Personal Casualties



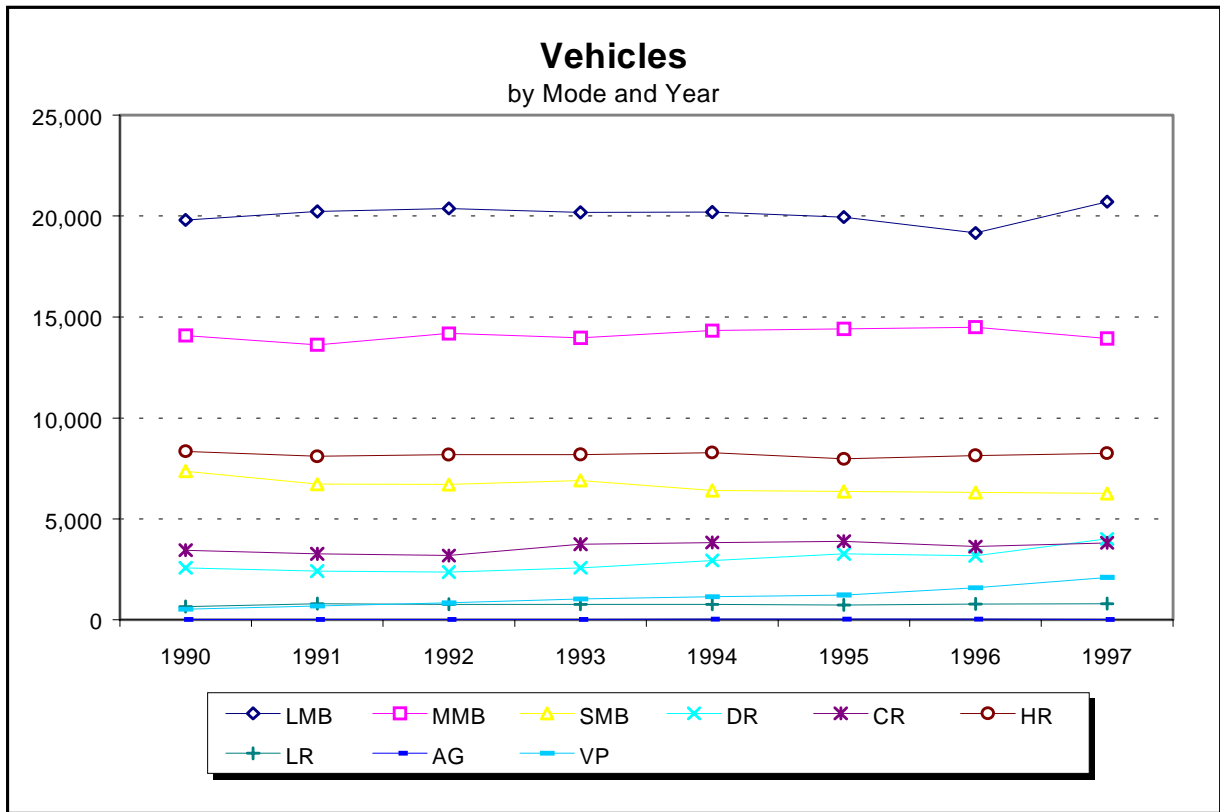
### Fires by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	151	146	168	99	197	142	120	136
<b>MMB</b>	73	136	98	100	98	119	92	83
<b>SMB</b>	62	36	31	19	51	37	44	21
<b>DR</b>	1,022	12	8	10	12	6	16	10
<b>CR</b>	1,226	695	527	540	715	544	503	602
<b>HR</b>	4,217	5,124	5,068	4,452	4,117	3,201	3,154	3,253
<b>LR</b>	72	96	101	75	67	50	106	83
<b>AG</b>	0	1	0	0	1	1	4	0
<b>VP</b>	0	0	0	1	1	2	0	0
<b>Total</b>	<b>6,823</b>	<b>6,246</b>	<b>6,001</b>	<b>5,296</b>	<b>5,259</b>	<b>4,102</b>	<b>4,039</b>	<b>4,188</b>



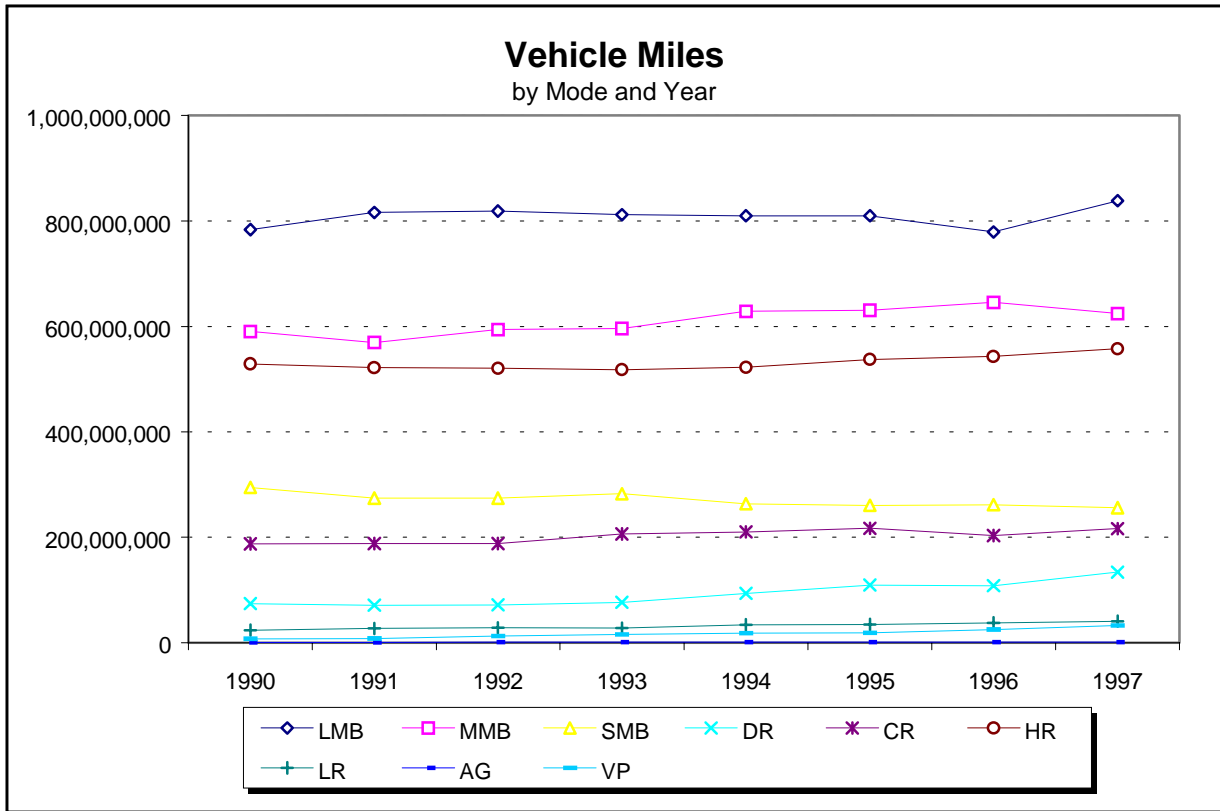
### Property Damage by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	\$14,760,209	\$12,050,771	\$13,105,639	\$13,091,179	\$16,754,916	\$23,305,005	\$19,791,293	\$17,801,076
<b>MMB</b>	9,343,884	11,238,640	8,900,792	9,440,339	9,490,771	9,474,456	11,475,827	12,795,432
<b>SMB</b>	3,264,278	3,543,247	2,807,956	7,971,835	3,748,256	3,240,757	3,355,253	3,568,235
<b>DR</b>	600,594	1,492,942	1,053,526	547,062	778,653	985,023	1,469,590	1,776,958
<b>CR</b>	861,513	1,370,729	2,986,769	9,003,757	5,140,604	4,628,509	11,080,056	8,472,858
<b>HR</b>	7,929,642	6,525,828	7,333,790	3,911,643	1,597,031	2,853,586	6,387,646	8,690,402
<b>LR</b>	1,144,000	1,008,107	1,184,825	801,082	784,719	1,669,265	3,839,037	204,701
<b>AG</b>	0	2,217	11,286	0	3,051	19,789	13,507	19,972
<b>VP</b>	68,549	243,711	70,367	157,835	78,396	89,583	145,183	306,646
<b>Total</b>	<b>\$37,972,669</b>	<b>\$37,476,192</b>	<b>\$37,454,950</b>	<b>\$44,924,732</b>	<b>\$38,376,397</b>	<b>\$46,265,973</b>	<b>\$57,557,392</b>	<b>\$55,478,590</b>



### Vehicles by Mode and Year

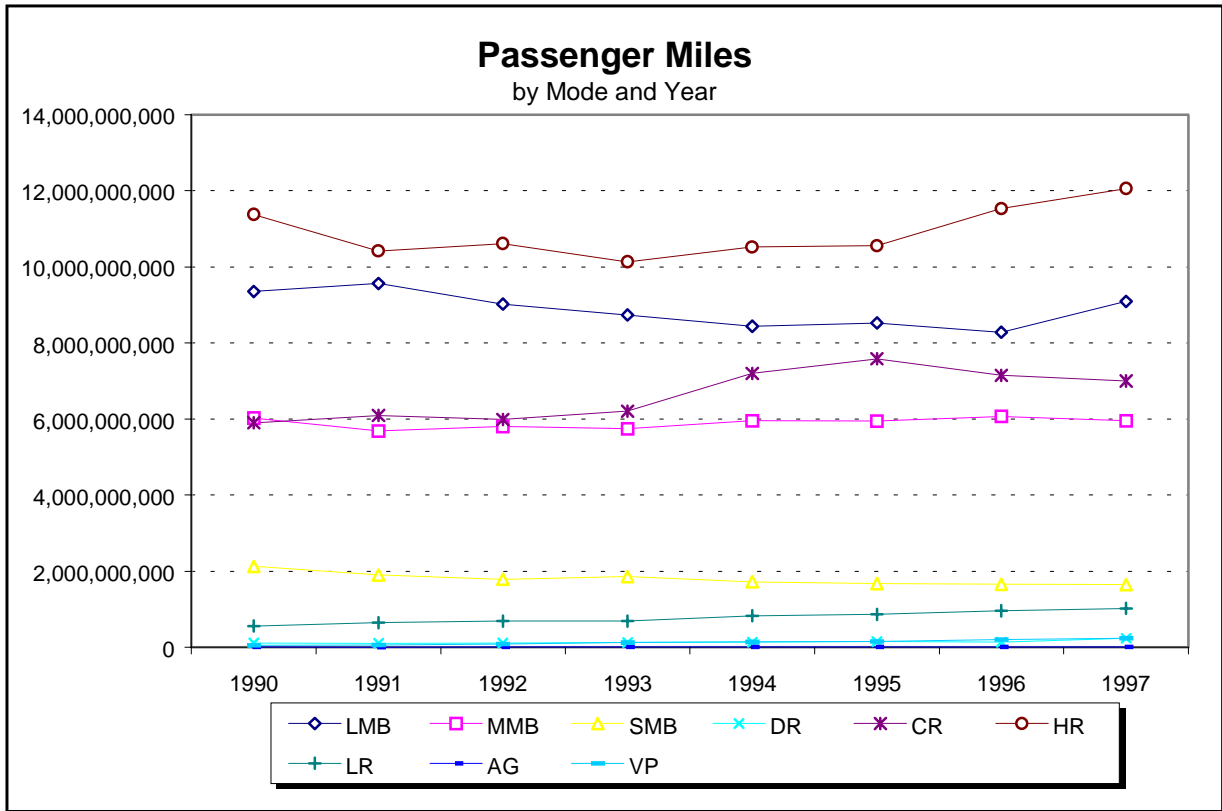
	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	19,808	20,230	20,383	20,184	20,204	19,962	19,171	20,710
<b>MMB</b>	14,091	13,634	14,178	13,971	14,330	14,412	14,496	13,932
<b>SMB</b>	7,358	6,723	6,712	6,904	6,417	6,358	6,309	6,267
<b>DR</b>	2,588	2,424	2,374	2,588	2,939	3,265	3,169	4,017
<b>CR</b>	3,444	3,266	3,182	3,755	3,828	3,891	3,626	3,806
<b>HR</b>	8,347	8,106	8,180	8,187	8,277	7,973	8,129	8,245
<b>LR</b>	661	808	769	769	769	746	786	803
<b>AG</b>	15	11	21	18	29	28	26	24
<b>VP</b>	520	697	846	1,029	1,154	1,230	1,600	2,099
<b>Total</b>	<b>56,832</b>	<b>55,899</b>	<b>56,645</b>	<b>57,405</b>	<b>57,947</b>	<b>57,865</b>	<b>57,312</b>	<b>59,903</b>



### Vehicle Miles by Mode and Year

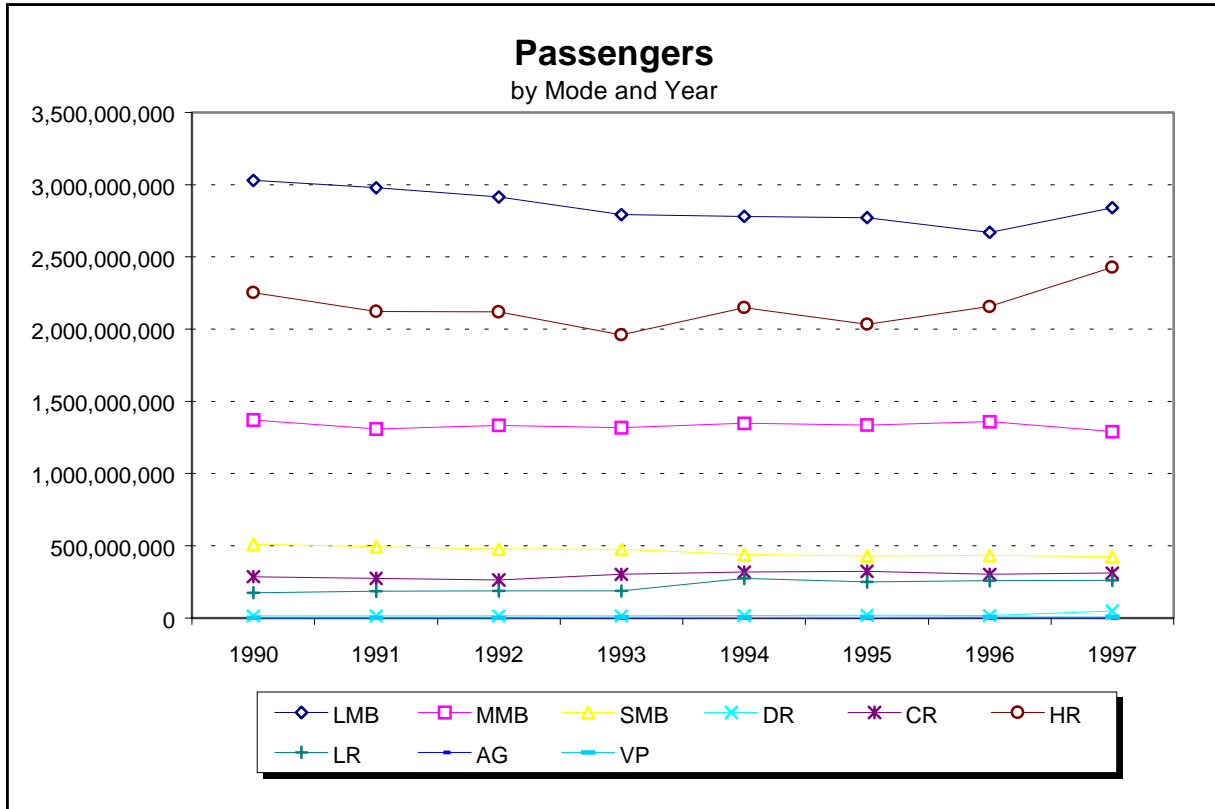
	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	783,462,575	816,537,201	818,634,740	812,012,373	809,748,409	810,119,645	779,119,052	838,353,348
<b>MMB</b>	590,034,014	569,705,808	594,265,959	595,797,608	628,481,294	630,797,756	645,586,093	624,084,181
<b>SMB</b>	294,410,421	274,486,151	274,667,270	282,306,693	263,588,384	260,690,837	261,903,415	256,317,566
<b>DR</b>	74,105,006	70,951,677	71,968,135	76,793,858	93,913,122	109,451,896	108,456,674	133,997,635
<b>CR</b>	187,250,786	188,340,972	188,003,333	206,398,036	210,144,656	217,072,438	203,372,845	216,206,241
<b>HR</b>	528,627,222	521,837,984	520,198,883	517,685,338	522,271,573	537,226,212	543,111,720	557,671,749
<b>LR</b>	24,055,177	27,316,440	28,287,567	27,395,870	33,778,116	34,461,491	37,467,839	40,747,527
<b>AG</b>	617,427	491,035	981,072	957,742	1,183,408	1,145,262	1,442,128	1,437,461
<b>VP</b>	7,703,281	8,368,677	12,571,244	15,988,994	18,175,972	18,653,979	24,871,057	32,985,274
<b>Total</b>	2,490,265,909	2,478,035,945	2,509,578,203	2,535,336,512	2,581,284,934	2,619,619,516	2,605,330,823	2,701,800,982





### Passenger Miles by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	9,356,105,402	9,559,613,863	9,020,728,495	8,735,111,887	8,436,801,038	8,521,534,025	8,283,906,554	9,091,818,099
<b>MMB</b>	6,019,938,132	5,681,140,849	5,802,019,495	5,747,356,634	5,955,895,358	5,948,733,095	6,066,394,699	5,953,021,331
<b>SMB</b>	2,125,924,373	1,903,836,382	1,790,385,790	1,859,062,717	1,713,877,588	1,677,851,901	1,653,973,081	1,651,061,898
<b>DR</b>	110,088,578	100,765,621	114,051,985	126,183,364	130,130,003	147,096,759	133,167,623	233,633,186
<b>CR</b>	5,901,516,569	6,094,419,108	5,992,300,852	6,210,811,478	7,202,401,370	7,581,255,925	7,148,446,602	7,000,312,146
<b>HR</b>	11,373,197,592	10,420,500,859	10,613,108,031	10,129,682,552	10,520,676,890	10,558,821,277	11,530,220,293	12,056,067,600
<b>LR</b>	554,554,894	647,579,641	686,289,760	688,961,513	823,832,584	858,701,487	955,245,148	1,023,708,132
<b>AG</b>	5,461,306	2,985,061	6,350,377	6,276,663	7,181,392	7,278,418	7,310,160	6,742,225
<b>VP</b>	53,953,693	61,622,268	84,648,188	122,923,428	137,789,656	143,981,569	196,385,808	239,721,989
<b>Total</b>	35,500,740,539	34,472,463,652	34,109,882,973	33,626,370,236	34,928,585,879	35,445,254,456	35,975,049,968	37,256,086,606



### Passengers by Mode and Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>LMB</b>	3,029,861,563	2,978,584,127	2,915,883,332	2,792,806,711	2,780,831,677	2,772,368,139	2,671,080,391	2,840,893,678
<b>MMB</b>	1,371,209,547	1,309,022,201	1,334,447,953	1,318,147,322	1,347,246,825	1,337,337,941	1,359,830,038	1,289,610,097
<b>SMB</b>	510,598,687	492,859,837	477,450,141	473,672,717	439,024,741	428,959,867	433,100,865	423,496,953
<b>DR</b>	13,829,398	13,296,991	13,221,090	14,814,835	16,651,638	17,687,878	16,797,522	47,992,971
<b>CR</b>	285,861,662	273,938,924	261,870,040	302,598,857	317,786,280	321,557,484	302,216,283	310,706,887
<b>HR</b>	2,252,462,303	2,123,182,878	2,118,769,679	1,960,305,314	2,148,844,066	2,033,506,007	2,156,893,742	2,429,454,599
<b>LR</b>	174,000,077	183,563,959	187,321,032	187,336,419	273,685,925	249,302,476	258,731,737	259,404,303
<b>AG</b>	5,882,047	3,534,327	5,499,402	5,163,965	6,250,861	6,479,075	6,309,203	5,887,004
<b>VP</b>	2,025,787	2,324,875	3,255,200	4,220,764	4,543,397	4,658,303	5,857,522	7,699,393
<b>Total</b>	7,645,731,071	7,380,308,119	7,317,717,869	7,059,066,904	7,334,865,410	7,171,857,170	7,210,817,303	7,615,145,885

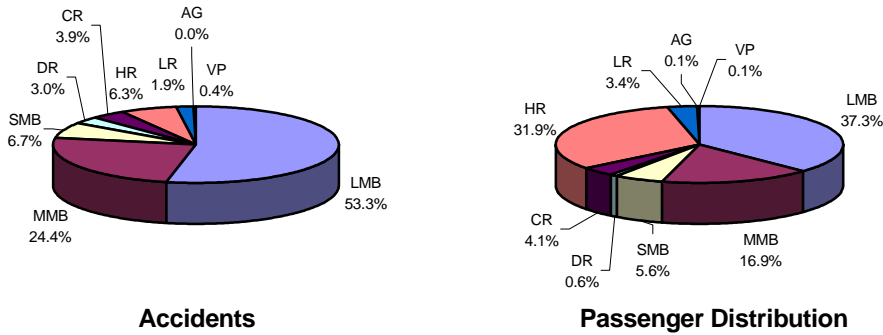


**The 1997 SAMIS safety data presented as**

**GRAPHS**



## Accidents and Passenger Distribution by Transit Mode



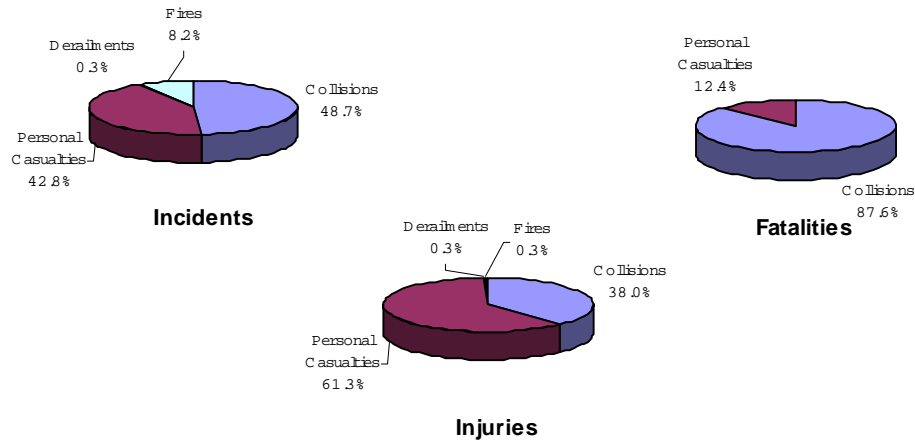
AG - Automated Guideway	LMB - Large Motor Bus	HR - Heavy Rail
CR - Commuter Rail	MMB - Medium Motor Bus	LR - Light Rail
DR - Demand Response	SMB - Small Motor Bus	VP - Vanpool

The pie chart on the left shows the percentage of accidents (or incidents) reported for each mode. The Accidents include Collisions (not suicides), Derailments, and Personal Casualties (inside vehicles, on right of ways, and entering/exiting vehicle) categories.

The pie chart on the right gives the percent of total transit ridership share held by each transit mode.

When compared, these pie charts provide another view of accident rates, e.g., with approximately 32% of transit passengers, Heavy Rail has only 6% of the total accidents. If all transit modes were equally safe, the pie charts would be identical.

## Incidents, Fatalities, Injuries by Cause



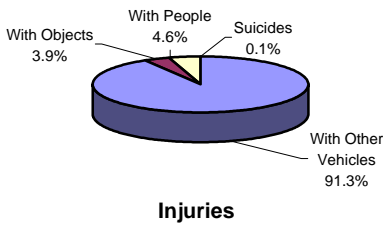
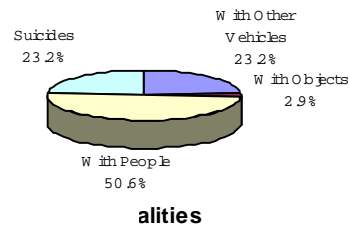
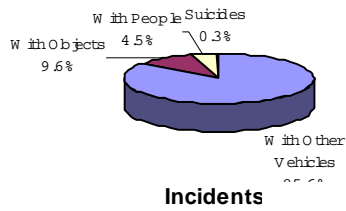
The pie chart on the left shows the percentage of incidents reported from each cause (Collisions, Derailments, Personal Casualties, and Fires) to the total incidents from all causes

The pie chart on the right shows the percentage of the fatalities and the pie chart in the middle shows the percentage of injuries from each cause (Collisions, Derailments, Personal Casualties, and Fires) to the total.

The fatalities chart shows that Collisions are the single most contributing cause of fatalities.

## Collisions

Incidents, Fatalities, Injuries  
by type



The pie chart on the left shows the percentage of each type of incident resulting from Collisions (i.e., with other vehicles, objects, and people) to the total Collision incidents.

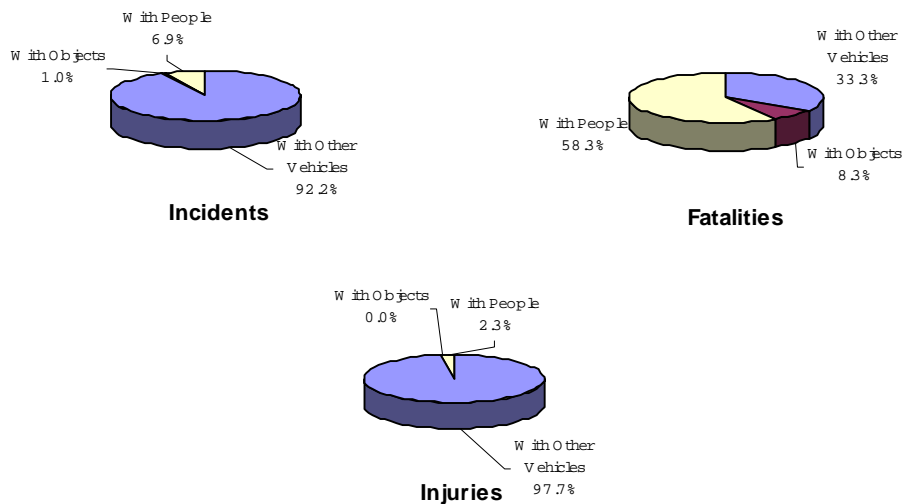
The pie chart on the right shows the percentage of the fatalities, and the pie chart in the middle shows the percentage of injuries from each type of Collision (i.e., with other vehicles, objects, and people) to the total.

Comparing the three charts provides more insight into the causes of incidents, injuries, and deaths from Collisions.



## Collisions at Grade Crossings

Incidents, Fatalities, Injuries  
by type



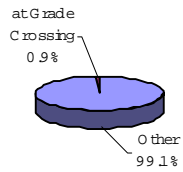
The pie chart on the left shows the percentage of each type of grade crossing incident (i.e., Collisions with other vehicles, objects, and people) to the total Collisions at grade crossings. Collision at grade crossings apply only to Light Rail, Commuter Rail, Heavy Rail, or Trolley Bus modes.

The pie chart on the right shows the percentage of the fatalities, and the pie chart in the middle shows the percentage of injuries from each type of Collisions at grade crossings (i.e., with other vehicles, objects, and people) to the total.

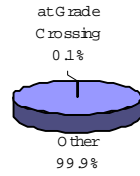
Comparing the three charts provides more insight into the causes of incidents, injuries, and deaths from Collisions at grade crossings; e.g., most of the fatalities result from Collisions with people.

## Collision Incidents

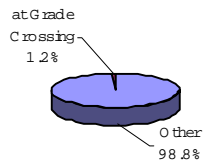
by Location



With Other Vehicles



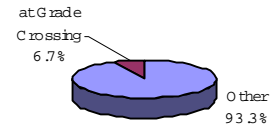
With Objects



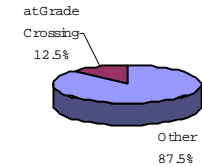
With People

## Collision Fatalities

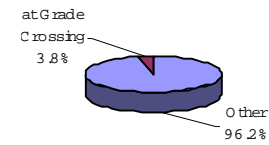
by Location



With Other Vehicles



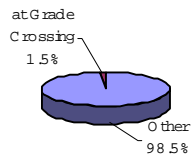
With Objects



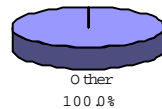
With People

## Collision Injuries

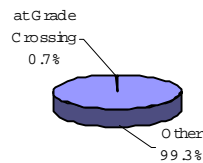
by Location



With Other Vehicles



With Objects



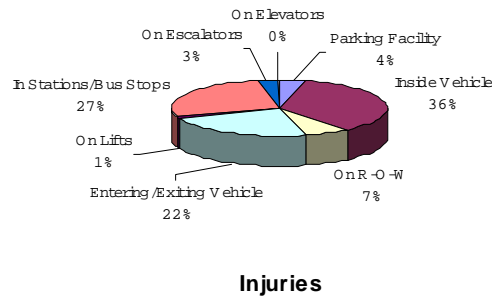
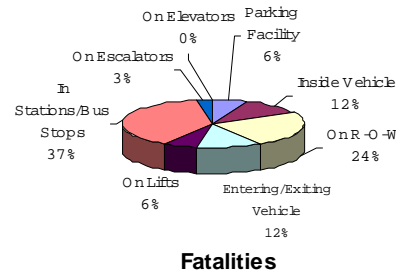
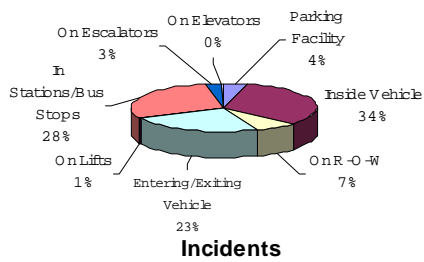
With People

In each of the charts the pie on the left shows the percentage of Collisions with other vehicles at grade crossings to the total Collisions with vehicles. The pie on the right is the percentage of Collisions with objects at grade crossings to the total Collisions with objects. The pie in the middle shows the percentage of Collisions with people at grade crossings to the total Collisions with people.

Each set of three charts show a relatively low percentage of incidents, fatalities, and injuries at grade crossings.

## Personal Casualties

Incidents, Fatalities, Injuries  
by Location

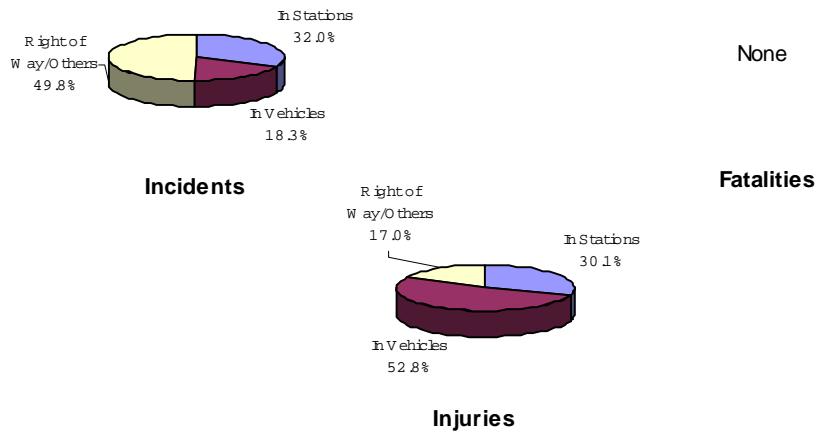


The pie chart on the left shows the percentage of each type of *incident* in the **Personal Casualties** category [in parking facilities, inside vehicles, on right of ways, entering/exiting vehicles (associated with lifts), in stations/bus stops (associated with escalators, and associated with elevators)] to the total incidents of Personal Casualties.

The pie chart on the right shows the percentage of *fatalities*, and the pie chart in the middle shows the percentage of *injuries* from each of these incidents.

## Fires

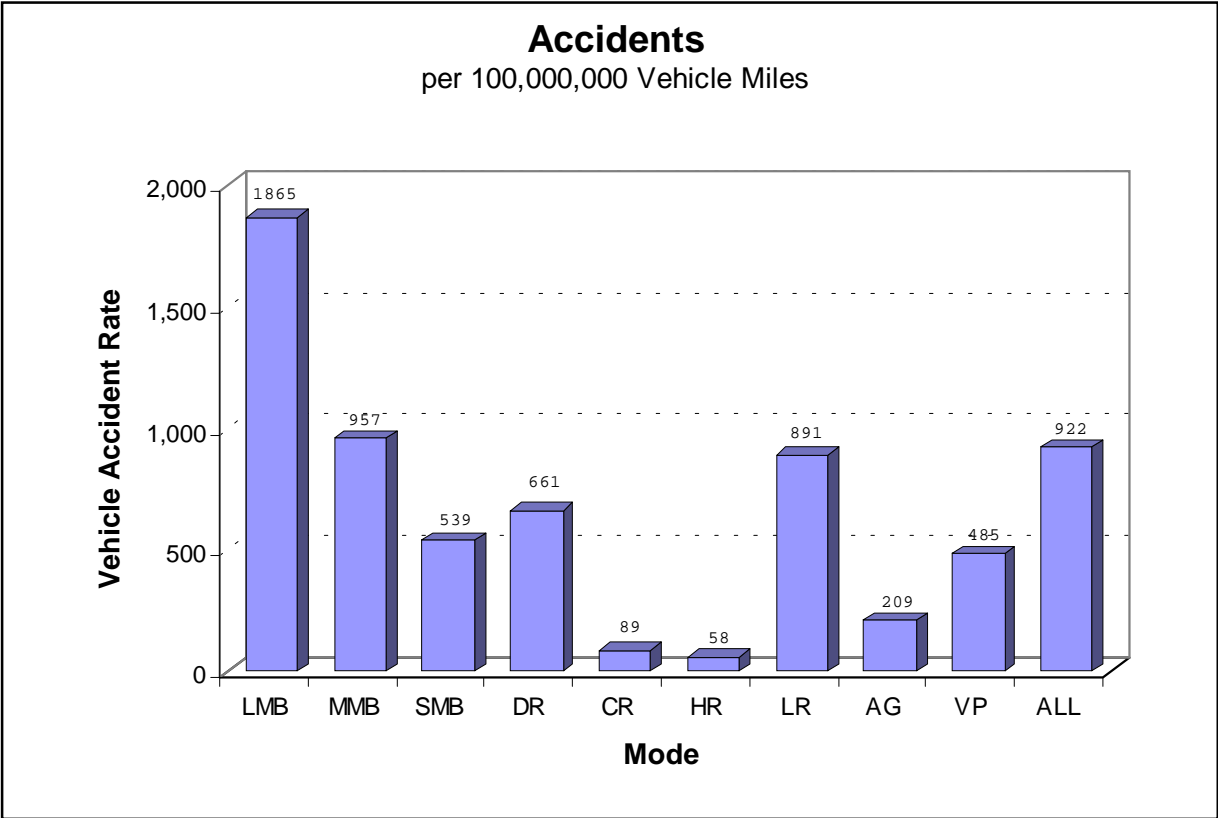
Incidents, Fatalities, Injuries  
by Location



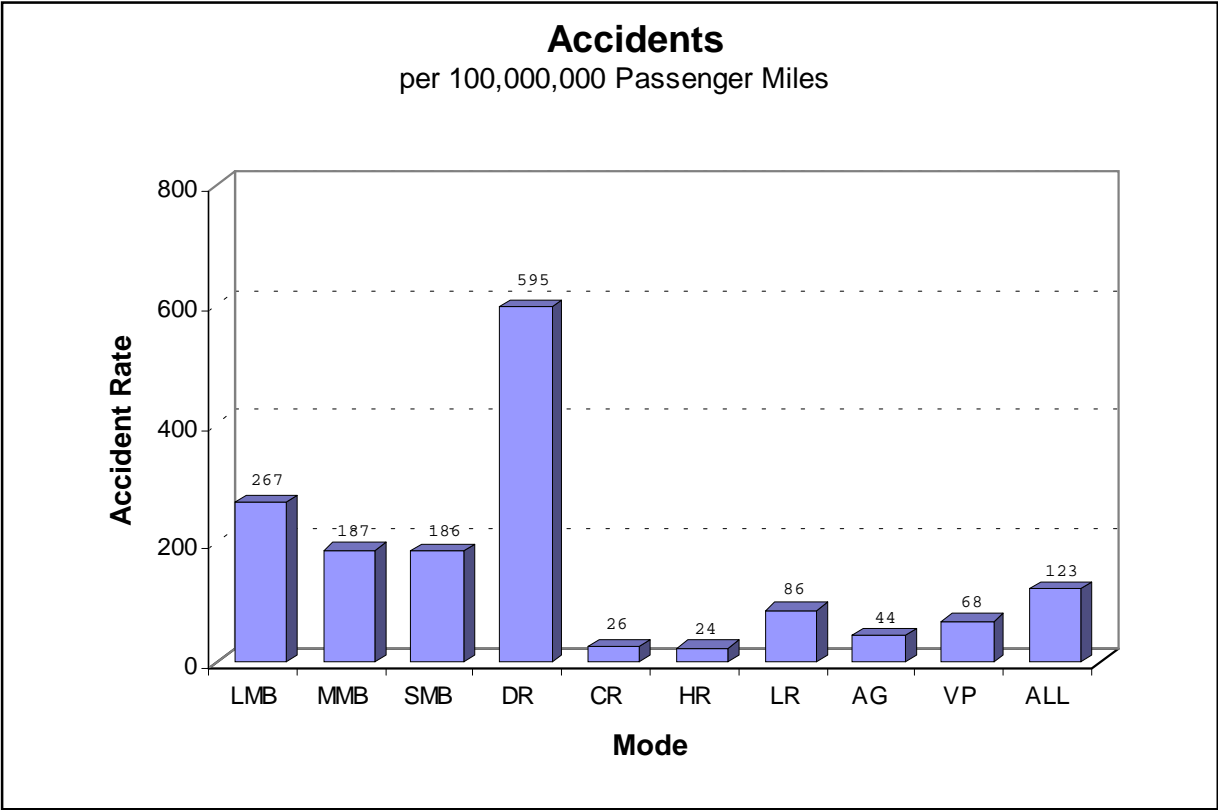
The pie chart on the left shows the percentage of Fire incident (in vehicles, in stations, and on right of way and others) to the total incidents of Fires.

The pie chart on the right shows the percentage of fatalities, and the middle one shows the percentage of injuries from each type of Fire incident to the total.

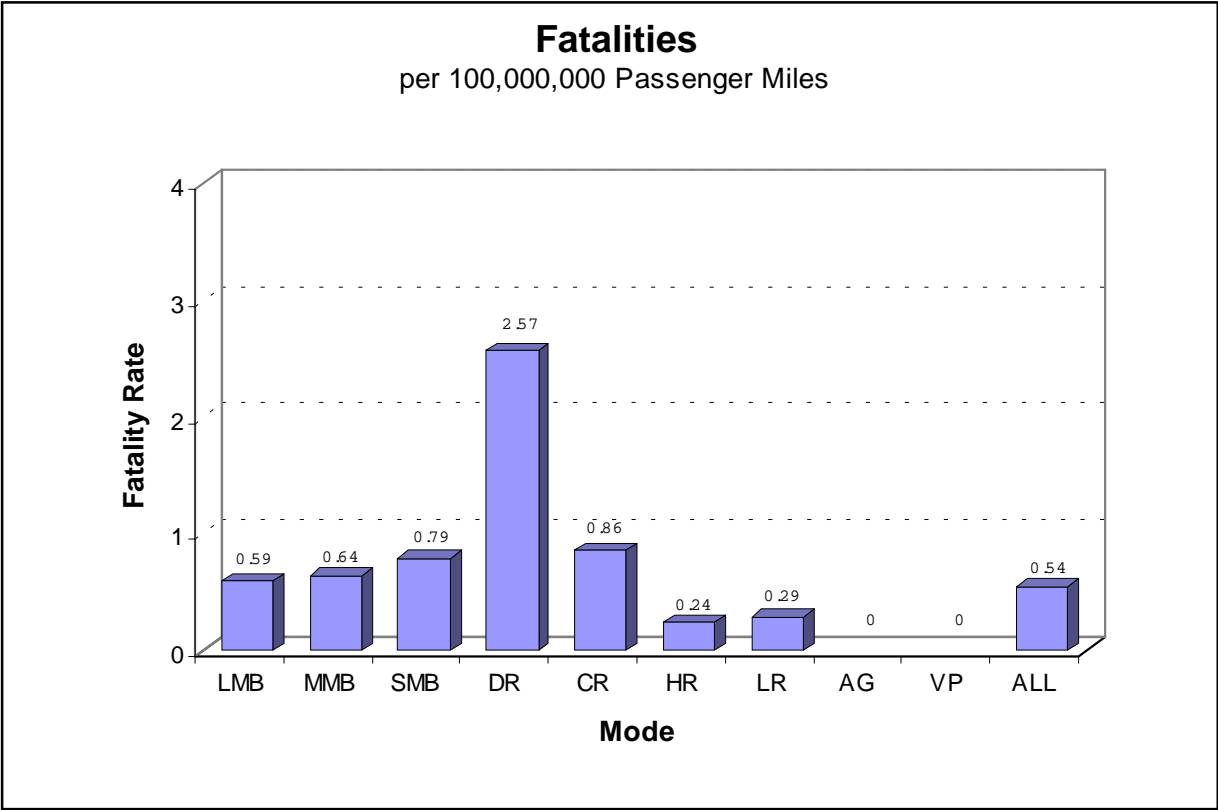
Comparing the three charts provides more insight into the the types of Fires and the causes of injuries and fatalities from them, e.g., a fire inside the vehicle (the smallest percentage of fire incidents) resulted in more injuries than a fire on the road or in a station/ bus stop



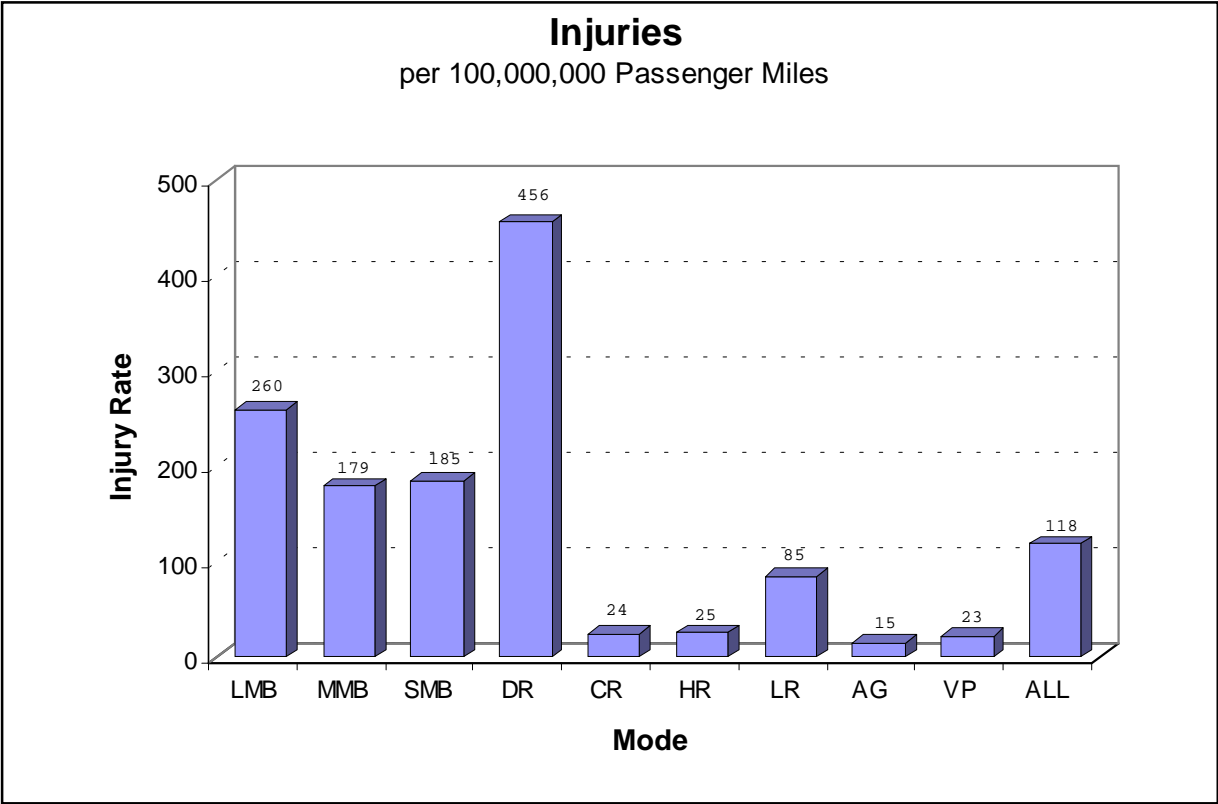
The graph shows the accident rate which is based on the number of vehicle accidents only. These include all vehicle accidents resulting from Collisions [with vehicles, objects, people (not suicides)] and Derailments (vehicle derailed/left roadway). The vehicle mile figure used includes both revenue and non-revenue miles since there are risks present during both types of operation. The three rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train miles for vehicle miles.



The graph shows the accident (or incident) rates which result from Collisions [with vehicles, objects, people (not suicides)], Derailments (vehicle derailed/left roadway), and Personal Casualties (on right of way, inside the vehicle, and entering/exiting the vehicle). When analyzing the results on this page, consider that the number of vehicle accidents, the number of passengers, and the average trip length all affect the accident rate. This graph differs from the previous page in that it also includes Personal Casualties (on right of way, inside the vehicle, and entering/exiting the



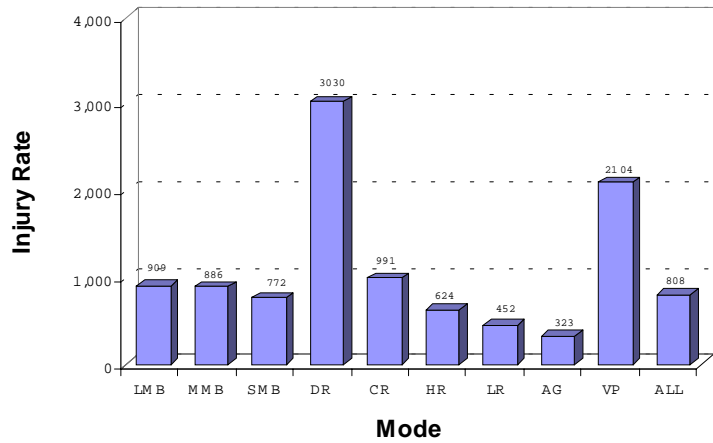
These statistics represent fatalities resulting from Collisions [with vehicles, objects, people (not suicides)], Derailments (vehicle derailed/left roadway), and Personal Casualties (on right of way, inside the vehicle, and entering/exiting the vehicle).



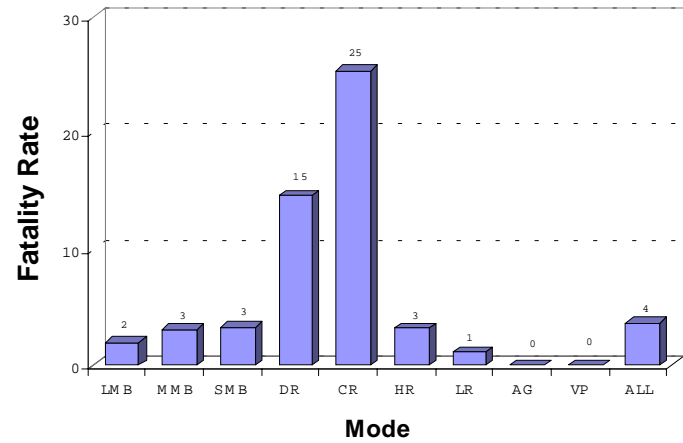
These statistics represent injuries resulting from Collisions [with vehicles, objects, people (not suicides)], Derailments (vehicle derailed/left roadway), and Personal Casualties (on right of way, inside the vehicle, and entering/exiting the vehicle).



**Incidents**  
of all types  
per 100,000,000 Passengers

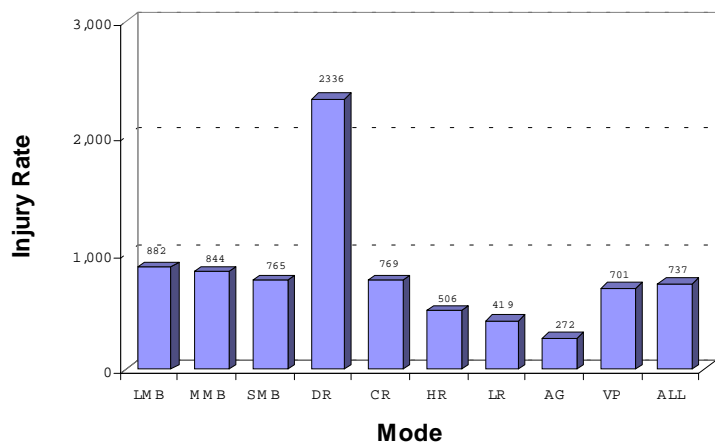


**Fatalities**  
From all causes  
per 100,000,000 Passengers



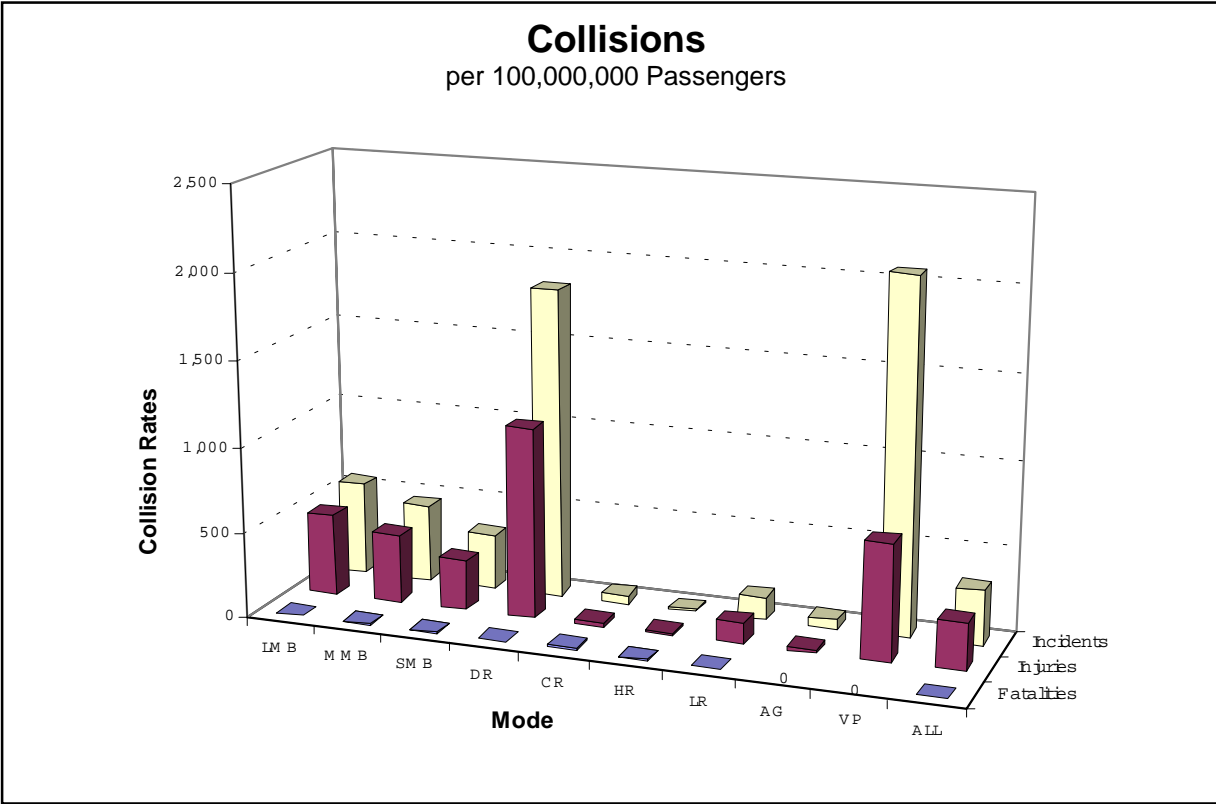
82

**Injuries**  
From all causes  
per 100,000,000 Passengers



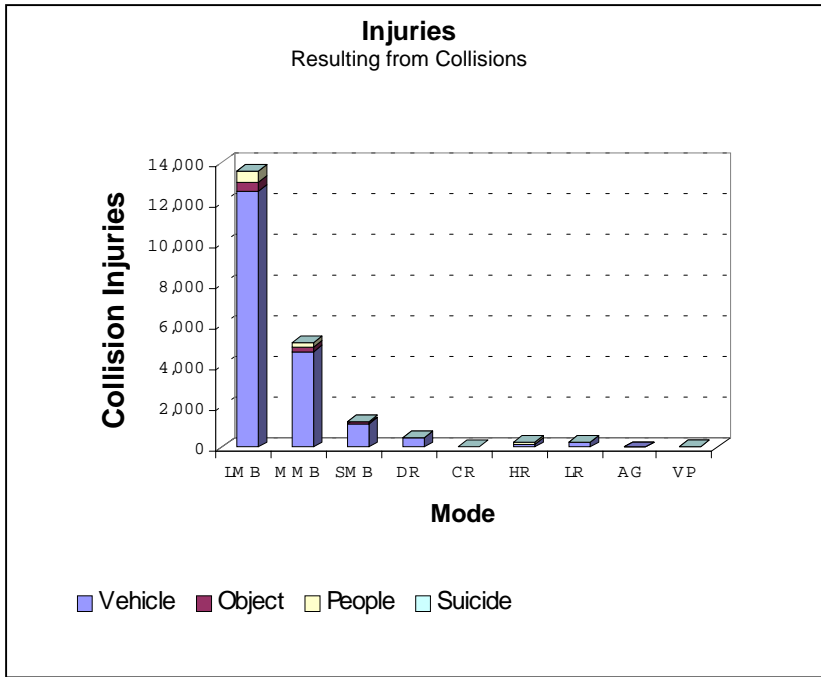
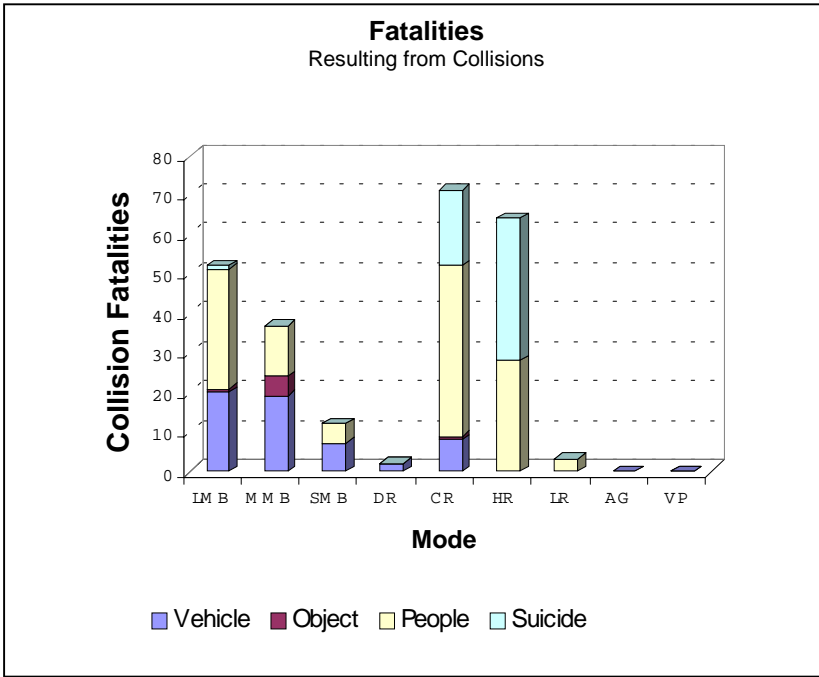
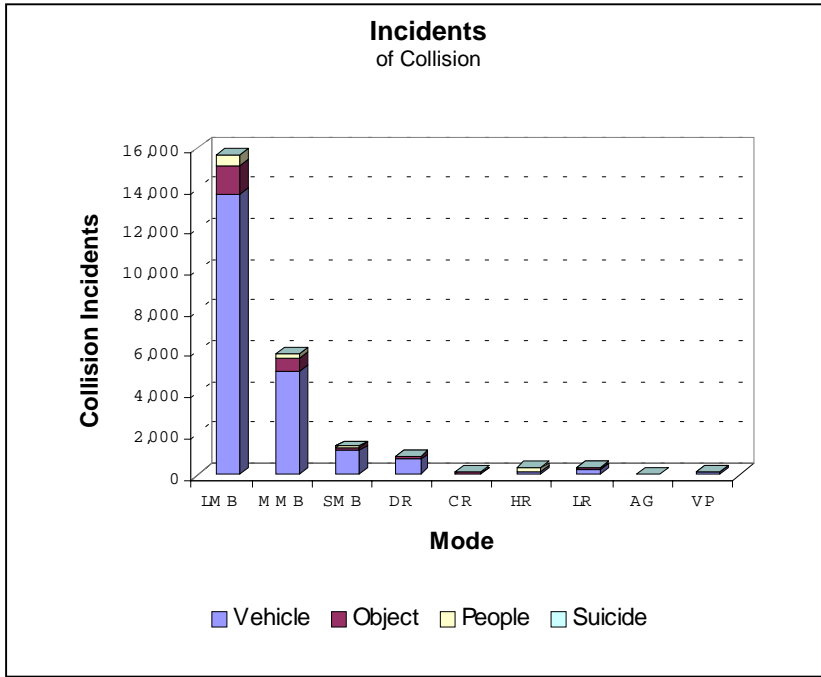
These graphs depict the incident, fatality, and injury rates, from all causes (except suicides), listed in the Transit Safety Form (405), i.e., Collisions, Derailments, Personal Casualties, and Fires.

Also note that they are indexed in number of Passengers.



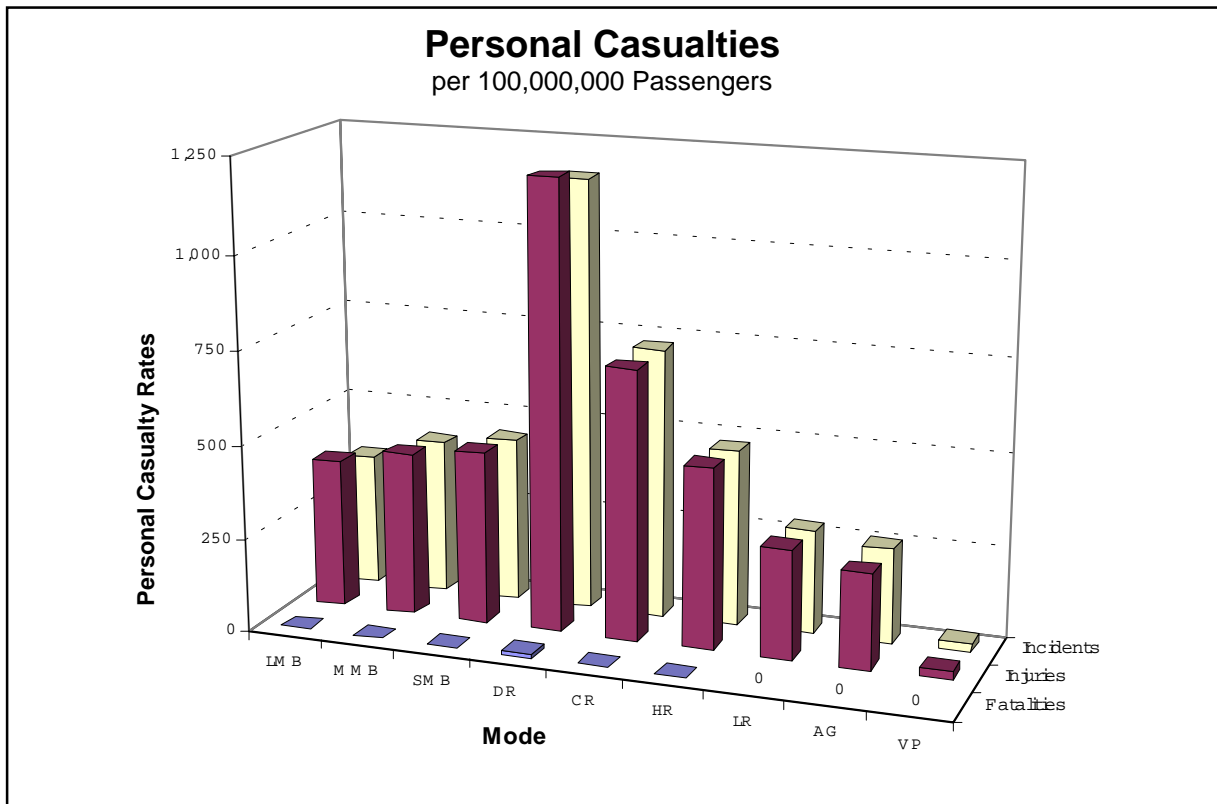
This graph shows the rates of incidents, injuries, and fatalities(except attempted/successful suicides) for the Collisions category of Form 405.

The rates show how often incidents, fatalities, and injuries occur as a result of Collisions with respect to the number of passengers carried. These rates should be considered when looking at the Collision figures (stacked bar charts on the next page) which provide only raw numbers. The raw numbers alone do not provide a full picture of relative safety without data on exposure which is provided here.

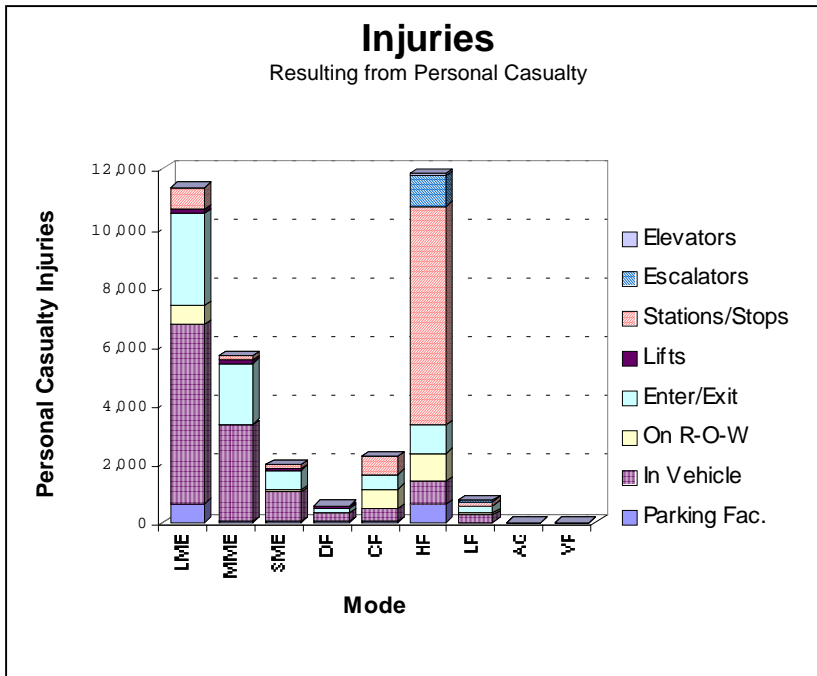
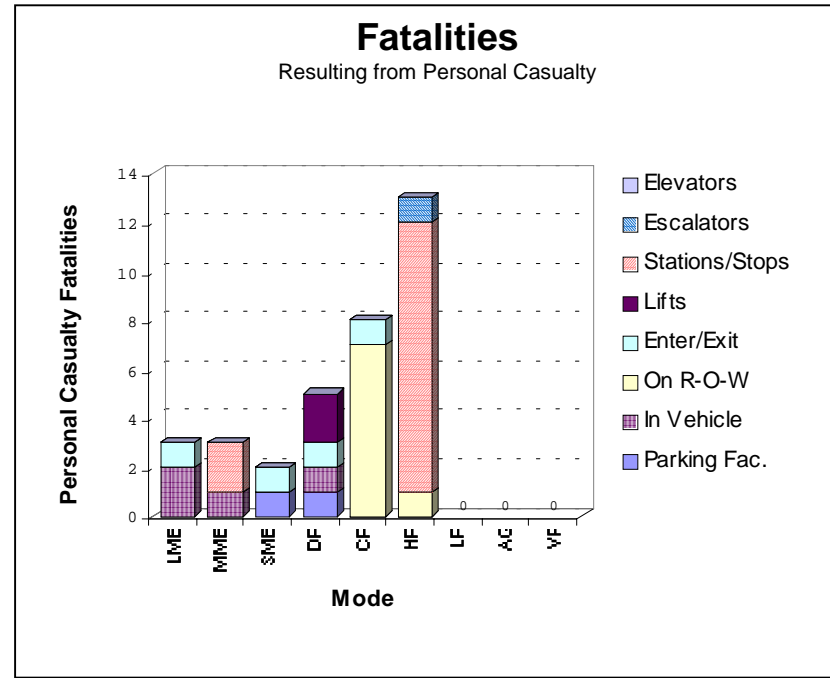
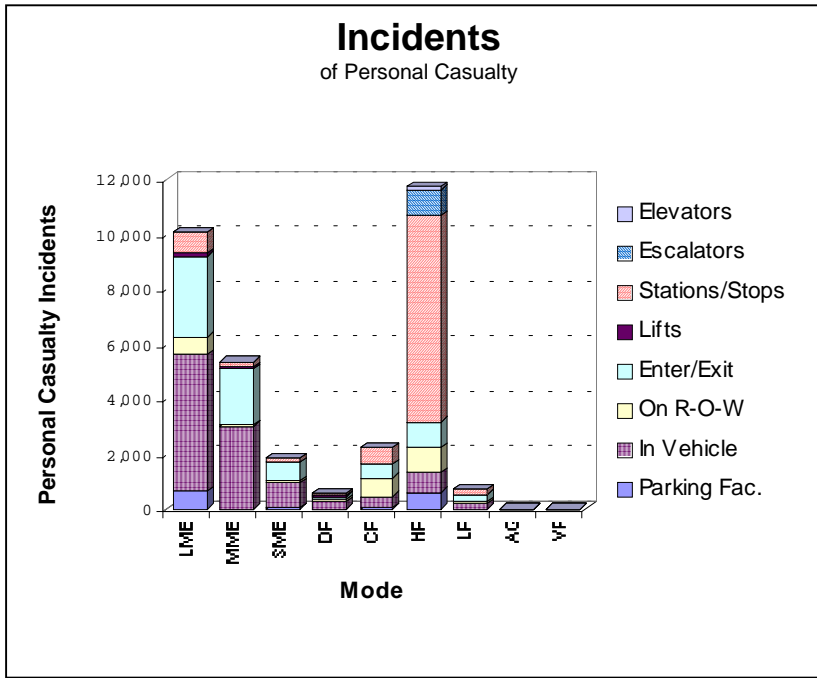


These graphs break down by type incidents, injuries, and fatalities resulting from Collisions (with vehicles, objects, and people).

Not surprisingly, most of the fatalities are the result of collisions with people.



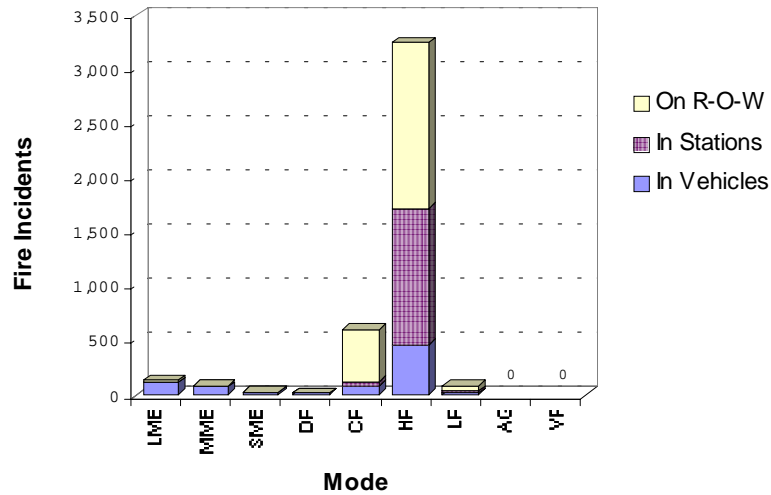
This graph provides the rates by transit mode for incidents, fatalities, and injuries, classified under the Personal Casualties category of Form 405. Keep in mind that Personal Casualties is a transit mishap category where people are hurt but not as a result of Collisions, Derailments, or Fires. The rates show how frequently incidents, deaths, and injuries occur, based on passenger exposure to risk. These rates should be kept in mind when looking at the Personal Casualties figures (stacked bar charts on the next page) which provide only raw numbers. The raw numbers alone do not provide a full picture of relative safety without data on exposure which is provided here.



These graphs break down by type incidents, injuries, and fatalities that are classified under the Personal Casualties category of Form 405 [in parking facilities, inside vehicle, on right of way, entering/exiting the vehicle (associated with lifts), in station/bus stops (associated with escalators, and associated with elevators)].

Keep in mind that Personal Casualties is a transit mishap category (in Form 405) where people are hurt but not as a result of Collisions, Derailments, or Fires.

### Incidents of Fire

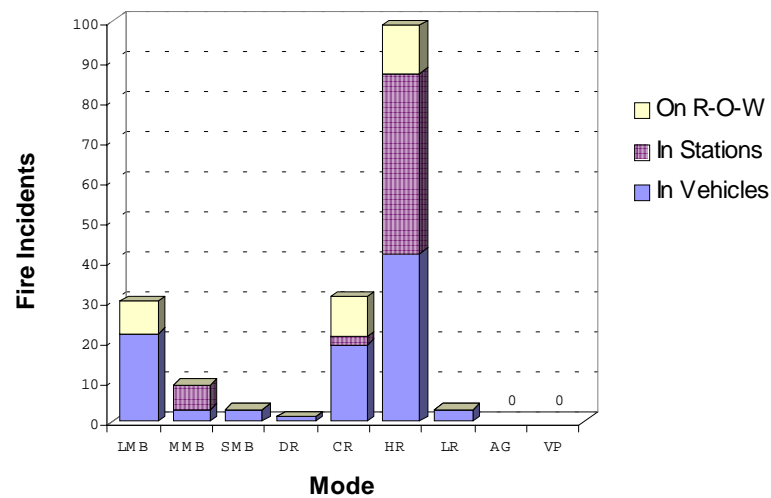


### Fatalities Resulting from Fires

None

87

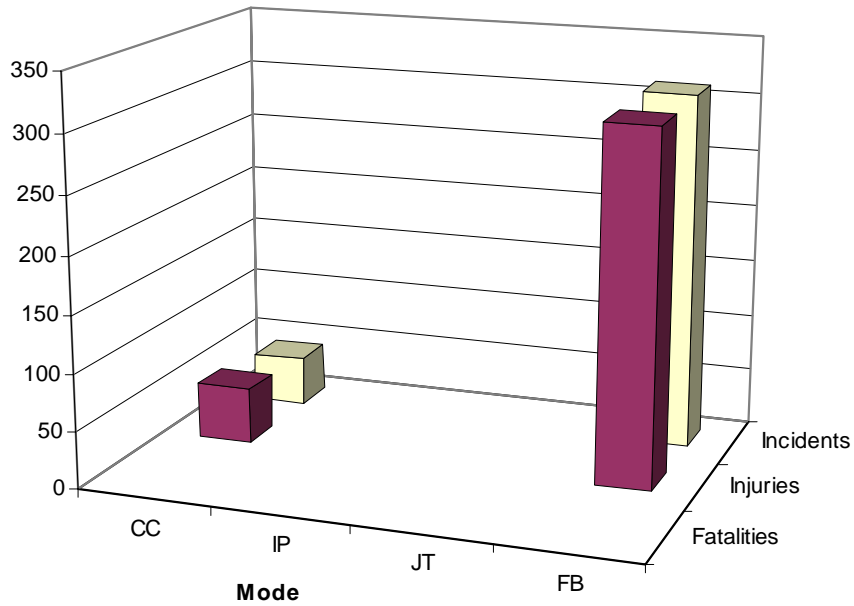
### Injuries Resulting from Fires



These graphs break down by type the incidents, and resulting fatalities and injuries, from Fires (in vehicles, in stations, and on right of way/road and others).

While there were relatively few incidents of Fires, the graph clearly shows that the vast majority of such incidents occurred in heavy rail stations and rights of way.

**Other Transit Modes**  
**Incidents, Fatalities, Injuries**  
 from all causes



**Totals for Cable Car, Inclined Plane, Jitney, and Ferry Boat**

by Year

	1990	1991	1992	1993	1994	1995	1996	1997
<b>Incidents</b>	186	411	400	411	650	536	301	353
<b>Fatalities</b>	2	1	0	1	0	0	1	0
<b>Injuries</b>	378	327	399	383	616	598	354	357
<b>Damage*</b>	335,100	410,450	288,308	220,674	321,705	3,262,700	157,184	66,850

\* Property Damage in Dollars (\$)

**The 1997 SAMIS safety data in**

**TABLES**





# Collisions

## Bus

### INCIDENTS

Collisions <sup>1</sup>	LMB	MMB	SMB
With Other Vehicles	13,677	5,107	1,163
(w/vehicles at grade crossings)	2	48	17
With Objects	1,383	584	173
(w/objects at grade crossings)	0	0	0
With People <sup>2</sup>	559	233	40
(w/people at grade crossings)	0	0	2
(attempted suicides) <sup>3</sup>	1	3	0
<b>Total<sup>4</sup></b>	<b>15,619</b>	<b>5,924</b>	<b>1,376</b>

### FATALITIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
With Other Vehicles	0	0	0	1	6	0	19	13	7
(w/vehicles at grade crossings)	0	0	0	0	0	0	0	0	0
With Objects	0	0	0	1	0	0	0	5	0
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	6	3	1	0	0	0	25	10	4
(w/people at grade crossings)	0	0	0	0	0	0	0	0	0
(attempted suicides)	0	0	0	0	0	0	1	0	0
<b>Total<sup>4</sup></b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>28</b>	<b>11</b>

### INJURIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
With Other Vehicles	7,874	3,273	822	1,465	673	161	3,248	772	214
(w/vehicles at grade crossings)	2	130	8	0	20	1	0	5	2
With Objects	295	211	30	83	47	9	83	6	1
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	126	52	20	42	2	0	366	146	13
(w/people at grade crossings)	0	0	0	0	0	0	0	0	2
(attempted suicides)	0	1	0	0	0	0	0	1	0
<b>Total<sup>4</sup></b>	<b>8,295</b>	<b>3,536</b>	<b>872</b>	<b>1,590</b>	<b>722</b>	<b>170</b>	<b>3,697</b>	<b>924</b>	<b>228</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossing" figures.

<sup>2</sup> People figures include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.

# Collisions

## Rail

### INCIDENTS

Collisions <sup>1</sup>	CR	HR	LR
With Other Vehicles	77	111	281
(w/vehicles at grade crossings)	43	2	61
With Objects	17	37	25
(w/objects at grade crossings)	1	0	0
With People <sup>2</sup>	63	161	46
(w/people at grade crossings)	4	3	5
(attempted suicides) <sup>3</sup>	30	47	0
<b>Total<sup>4</sup></b>	<b>157</b>	<b>309</b>	<b>352</b>

### FATALITIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
With Other Vehicles	0	0	0	0	0	0	8	0	0
(w/vehicles at grade crossings)	0	0	0	0	0	0	4	0	0
With Objects	0	0	0	0	0	0	1	0	0
(w/objects at grade crossings)	0	0	0	0	0	0	1	0	0
With People <sup>2</sup>	0	56	0	2	3	0	60	5	3
(w/people at grade crossings)	0	2	0	0	1	0	1	0	3
(attempted suicides)	0	34	0	0	0	0	19	2	0
<b>Total<sup>4</sup></b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>5</b>	<b>3</b>

### INJURIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
With Other Vehicles	15	96	177	5	41	43	29	17	43
(w/vehicles at grade crossings)	15	0	73	1	0	7	15	0	10
With Objects	0	0	8	1	23	0	1	0	0
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	2	55	7	11	96	7	26	0	31
(w/people at grade crossings)	0	0	0	0	0	0	3	0	2
(attempted suicides)	0	12	0	0	0	0	11	0	0
<b>Total<sup>4</sup></b>	<b>17</b>	<b>151</b>	<b>192</b>	<b>17</b>	<b>160</b>	<b>50</b>	<b>56</b>	<b>17</b>	<b>74</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossing" figures.

<sup>2</sup> People figures include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.

# Collisions

## Automated Guideway, Demand Response, Vanpool

### INCIDENTS

Collisions <sup>1</sup>	AG	DR	VP
With Other Vehicles	1	730	132
(w/vehicles at grade crossings)	0	14	1
With Objects	2	134	26
(w/objects at grade crossings)	0	1	0
With People <sup>2</sup>	0	14	1
(w/people at grade crossings)	0	0	0
(attempted suicides) <sup>3</sup>	1	0	0
<b>Total<sup>4</sup></b>	<b>3</b>	<b>878</b>	<b>159</b>

### FATALITIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
With Other Vehicles	0	1	0	0	0	0	0	1	0
(w/vehicles at grade crossings)	0	0	0	0	0	0	0	0	0
With Objects	0	0	0	0	0	0	0	0	0
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	0	0	0	0	0	0	0	0	0
(w/people at grade crossings)	0	0	0	0	0	0	0	0	0
(attempted suicides)	0	0	0	0	0	0	0	0	0
<b>Total<sup>4</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

### INJURIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
With Other Vehicles	0	221	34	0	105	1	0	114	15
(w/vehicles at grade crossings)	0	1	0	0	2	0	0	0	0
With Objects	1	28	1	0	9	0	0	4	0
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	0	1	0	0	0	0	0	9	1
(w/people at grade crossings)	0	0	0	0	0	0	0	0	0
(attempted suicides)	0	0	0	0	0	0	0	0	0
<b>Total<sup>4</sup></b>	<b>1</b>	<b>250</b>	<b>35</b>	<b>0</b>	<b>114</b>	<b>1</b>	<b>0</b>	<b>127</b>	<b>16</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossing" figures.

<sup>2</sup> People figures include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.

# Personal Casualties

## Bus

### INCIDENTS

Personal Casualties	LMB	MMB	SMB
Parking Facility	650	20	34
Inside Vehicle	4,960	3,004	993
On Right of Way	656	38	56
Entering/Exiting Vehicle <sup>1</sup>	3,063	2,131	698
(associated With lifts)	135	94	36
In Stations/Stops <sup>2</sup>	728	169	144
(associated with escalators)	4	0	0
(associated with elevators)	0	0	0
<b>Total<sup>3</sup></b>	<b>10,057</b>	<b>5,362</b>	<b>1,925</b>

### FATALITIES

Personal Casualties	Patrons			Employees			Others		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Parking Facility	0	0	1	0	0	0	0	0	0
Inside Vehicle	2	0	0	0	0	0	0	1	0
On Right of Way	0	0	0	0	0	0	0	0	0
Entering/Exiting Vehicle <sup>1</sup>	1	0	1	0	0	0	0	0	0
(associated With lifts)	0	0	0	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	0	0	0	0	0	0	0	2	0
(associated with escalators)	0	0	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>

### INJURIES

Personal Casualties	Patrons			Employees			Others		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Parking Facility	3	0	5	648	19	27	0	1	1
Inside Vehicle	4,859	2,950	840	1,190	326	166	9	0	3
On Right of Way	83	17	46	557	9	7	18	12	3
Entering/Exiting Vehicle <sup>1</sup>	2,942	2,053	657	276	109	55	14	1	0
(associated With lifts)	117	90	31	23	3	5	0	1	0
In Stations/Stops <sup>2</sup>	146	83	103	571	72	44	51	13	3
(associated with escalators)	3	0	0	1	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>8,033</b>	<b>5,103</b>	<b>1,651</b>	<b>3,242</b>	<b>535</b>	<b>299</b>	<b>92</b>	<b>27</b>	<b>10</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

# Personal Casualties

## Rail

### INCIDENTS

Personal Casualties	CR	HR	LR
Parking Facility	36	603	10
Inside Vehicle	420	730	210
On Right of Way	680	879	70
Entering/Exiting Vehicle <sup>1</sup>	499	953	240
(associated With lifts)	0	0	1
In Stations/Stops <sup>2</sup>	619	8,361	197
(associated with escalators)	26	951	32
(associated with elevators)	2	97	7
<b>Total<sup>3</sup></b>	<b>2,254</b>	<b>11,526</b>	<b>727</b>

### FATALITIES

Personal Casualties	Patrons			Employees			Others		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Parking Facility	0	0	0	0	0	0	0	0	0
Inside Vehicle	0	0	0	0	0	0	0	0	0
On Right of Way	1	1	0	1	0	0	5	0	0
Entering/Exiting Vehicle <sup>1</sup>	1	0	0	0	0	0	0	0	0
(associated With lifts)	0	0	0	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	0	12	0	0	0	0	0	0	0
(associated with escalators)	0	1	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>

### INJURIES

Personal Casualties	Patrons			Employees			Others		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Parking Facility	17	39	10	13	575	0	7	0	0
Inside Vehicle	227	590	221	188	202	11	5	0	0
On Right of Way	206	42	11	430	881	58	37	4	2
Entering/Exiting Vehicle <sup>1</sup>	398	947	234	96	41	17	4	1	1
(associated With lifts)	0	0	0	0	0	1	0	0	0
In Stations/Stops <sup>2</sup>	340	6,464	184	218	2,036	15	61	16	0
(associated with escalators)	26	986	34	0	32	0	0	2	0
(associated with elevators)	2	85	7	0	13	0	0	0	0
<b>Total<sup>3</sup></b>	<b>1,188</b>	<b>8,082</b>	<b>660</b>	<b>945</b>	<b>3,735</b>	<b>101</b>	<b>114</b>	<b>21</b>	<b>3</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

# Personal Casualties

## Automated Guideway, Demand Response, Vanpool

### INCIDENTS

Personal Casualties	AG	DR	VP
Parking Facility	0	19	0
Inside Vehicle	0	270	1
On Right of Way	0	36	0
Entering/Exiting Vehicle <sup>1</sup>	0	198	1
(associated With lifts)	0	57	0
In Stations/Stops <sup>2</sup>	15	35	0
(associated with escalators)	4	0	0
(associated with elevators)	0	0	0
<b>Total<sup>3</sup></b>	<b>15</b>	<b>558</b>	<b>2</b>

### FATALITIES

Personal Casualties	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Parking Facility	0	0	0	0	1	0	0	0	0
Inside Vehicle	0	1	0	0	0	0	0	0	0
On Right of Way	0	0	0	0	0	0	0	0	0
Entering/Exiting Vehicle <sup>1</sup>	0	0	0	0	3	0	0	0	0
(associated With lifts)	0	0	0	0	2	0	0	0	0
In Stations/Stops <sup>2</sup>	0	0	0	0	0	0	0	0	0
(associated with escalators)	0	0	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

Personal Casualties	Patrons			Employees			Others		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Parking Facility	0	2	0	0	16	0	0	0	0
Inside Vehicle	0	214	1	0	72	0	0	1	0
On Right of Way	0	22	0	0	14	0	0	0	0
Entering/Exiting Vehicle <sup>1</sup>	0	145	1	0	54	0	0	0	0
(associated With lifts)	0	42	0	0	13	0	0	0	0
In Stations/Stops <sup>2</sup>	15	11	0	0	25	0	0	0	0
(associated with escalators)	4	0	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>15</b>	<b>394</b>	<b>2</b>	<b>0</b>	<b>181</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

# Fires

## Bus

### INCIDENTS

<b>Fires</b>	<b>LMB</b>	<b>MMB</b>	<b>SMB</b>
In Vehicles	112	73	20
In Station	4	7	0
Right of way and Others	20	3	1
<b>Total</b>	<b>136</b>	<b>83</b>	<b>21</b>

### FATALITIES

<b>Fires</b>	<b>Patrons</b>			<b>Employees</b>			<b>Others</b>		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
In Vehicles	0	0	0	0	0	0	0	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

<b>Fires</b>	<b>Patrons</b>			<b>Employees</b>			<b>Others</b>		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
In Vehicles	12	1	1	10	2	2	0	0	0
In Stations	0	3	0	0	2	0	0	1	0
Right of Way and Others	0	0	0	8	0	0	0	0	0
<b>Total</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>



# Fires

## Rail

### INCIDENTS

<b>Fires</b>	<b>CR</b>	<b>HR</b>	<b>LR</b>
In Vehicles	77	464	9
In Station	46	1257	25
Right of way and Others	479	1532	49
<b>Total</b>	<b>602</b>	<b>3253</b>	<b>83</b>

### FATALITIES

<b>Fires</b>	<b>Patrons</b>			<b>Employees</b>			<b>Others</b>		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
In Vehicles	0	0	0	0	0	0	0	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

<b>Fires</b>	<b>Patrons</b>			<b>Employees</b>			<b>Others</b>		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
In Vehicles	2	34	3	17	8	0	0	0	0
In Stations	0	1	0	2	44	0	0	0	0
Right of Way and Others	0	4	0	7	8	0	3	0	0
<b>Total</b>	<b>2</b>	<b>39</b>	<b>3</b>	<b>26</b>	<b>60</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>

# Fires

## Automated Guideway, Demand Response, Vanpool

### INCIDENTS

<b>Fires</b>	<b>AG</b>	<b>DR</b>	<b>VP</b>
In Vehicles	0	10	0
In Station	0	0	0
Right of way and Others	0	0	0
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>

### FATALITIES

<b>Fires</b>	<b>Patrons</b>			<b>Employees</b>			<b>Others</b>		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
In Vehicles	0	0	0	0	0	0	0	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

<b>Fires</b>	<b>Patrons</b>			<b>Employees</b>			<b>Others</b>		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
In Vehicles	0	0	0	0	1	0	0	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Derailments/Buses Left Roadway

Mode	INCIDENTS	FATALITIES			INJURIES		
		Patrons	Employees	Others	Patrons	Employees	Others
LMB	20	0	0	0	66	1	12
MMB	50	0	0	0	21	3	2
SMB	6	0	0	0	7	1	0
DR	8	0	0	0	7	0	1
CR	35	0	0	0	16	4	0
HR	16	0	0	0	18	2	0
LR	11	0	0	0	0	4	0
AG	0	0	0	0	0	0	0
VP	1	0	0	0	0	0	0
<b>Total</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>15</b>	<b>15</b>

## Total<sup>1</sup> of Incidents, Fatalities, and Injuries

Mode	INCIDENTS	FATALITIES			INJURIES		
		Patrons	Employees	Others	Patrons	Employees	Others
LMB	25,833	9	2	44	16,406	4,851	3,801
MMB	11,422	3	6	31	8,664	1,264	954
SMB	3,268	3	0	11	2,531	472	238
DR	1,454	2	4	1	651	341	129
CR	3,078	2	3	74	1,223	992	173
HR	15,151	69	3	5	8,290	3,957	38
LR	1,173	0	0	3	855	155	77
AG	19	0	0	0	16	0	0
VP	162	0	0	0	37	1	16
<b>Total</b>	<b>61,560</b>	<b>88</b>	<b>18</b>	<b>169</b>	<b>38,673</b>	<b>12,033</b>	<b>5,426</b>

<sup>1</sup> These are the totals of Collisions, Derailments, Personal Casualties, and Fires

## Operating Statistics and Property Damage

<b>Mode</b>	<b>Property Damage</b>	<b>Passengers</b>	<b>Passenger Miles</b>	<b>Vehicle Miles</b>
<b>LMB</b>	\$17,801,076.00	2,840,893,678	9,091,818,099	838,353,348
<b>MMB</b>	\$12,795,432.00	1,289,610,097	5,953,021,331	624,084,181
<b>SMB</b>	\$3,568,235.00	423,496,953	1,651,061,898	256,317,566
<b>DR</b>	\$1,776,958.00	47,992,971	233,633,186	133,997,635
<b>CR</b>	\$8,472,858.00	310,706,887	7,000,312,146	216,206,241
<b>HR</b>	\$8,690,402.00	2,429,454,599	12,056,067,600	557,671,749
<b>LR</b>	\$2,047,011.00	259,404,303	1,023,708,132	40,747,527
<b>AG</b>	\$19,972.00	5,887,004	6,742,225	1,437,461
<b>VP</b>	\$306,646.00	7,699,393	239,721,989	32,985,274
<b>Total</b>	<b>\$55,478,590.00</b>	<b>7,615,145,885</b>	<b>37,256,086,606</b>	<b>2,701,800,982</b>



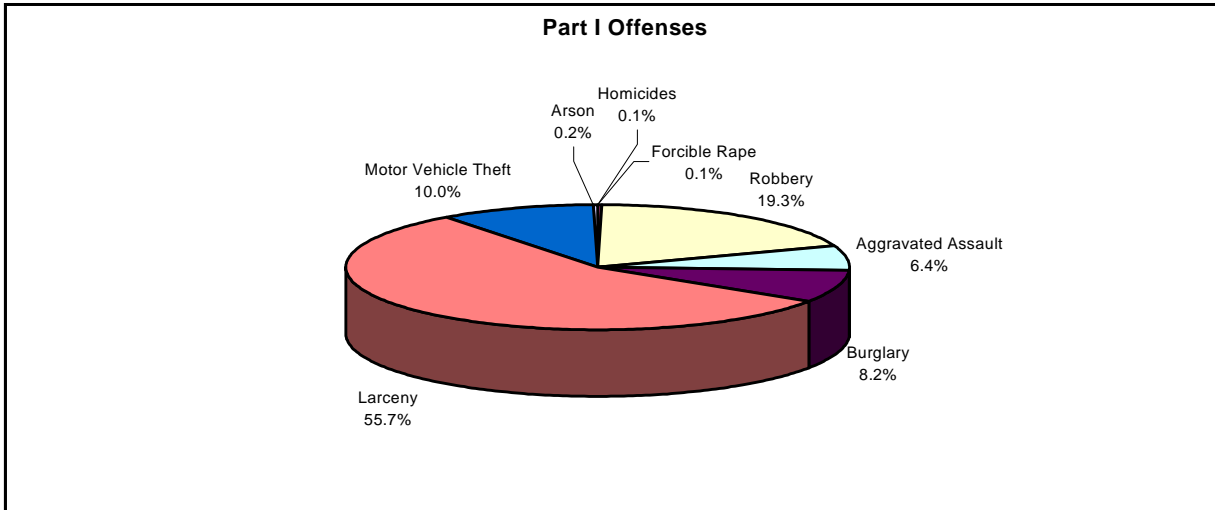
**The 1997 SAMIS security data in**

**TABLES**

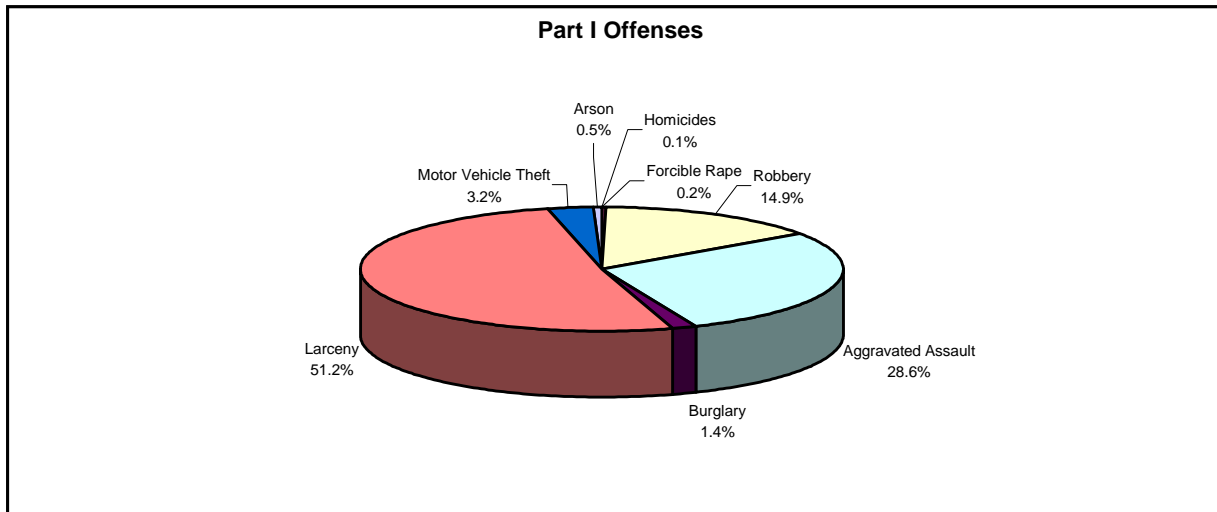


# Distribution of Transit Crime Reports - Part I Offenses

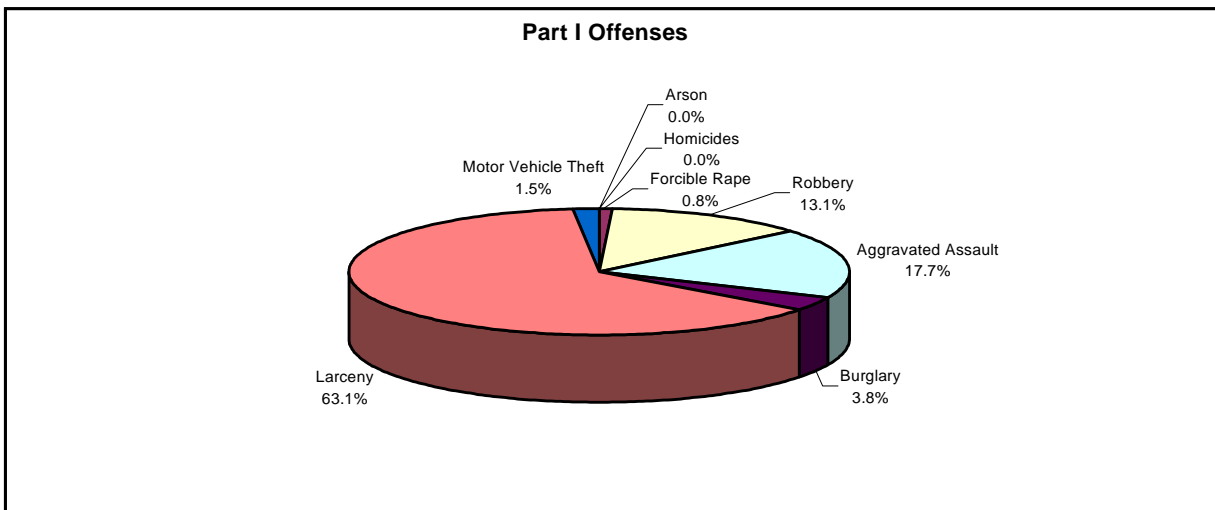
## Bus



## Rail



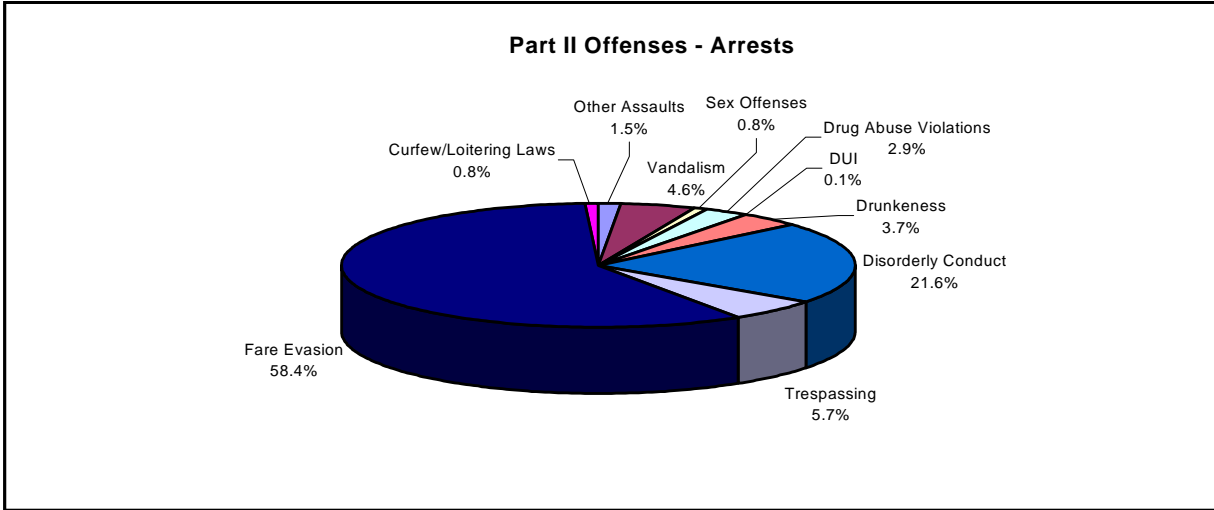
## Automated Guideway, Demand Response, Vanpool



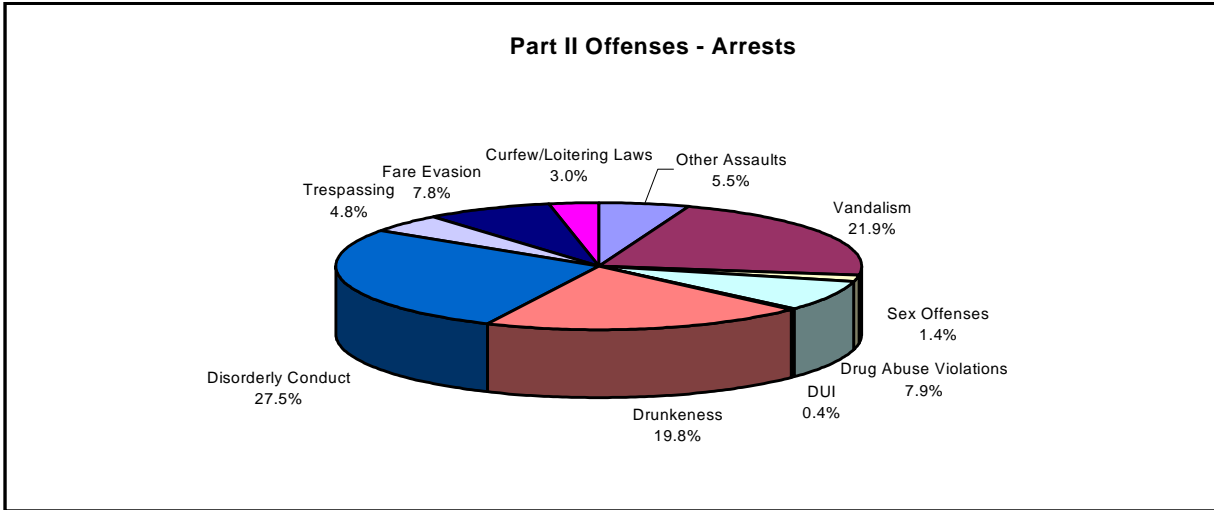


# Distribution of Transit Crime Arrests - Part II Offenses

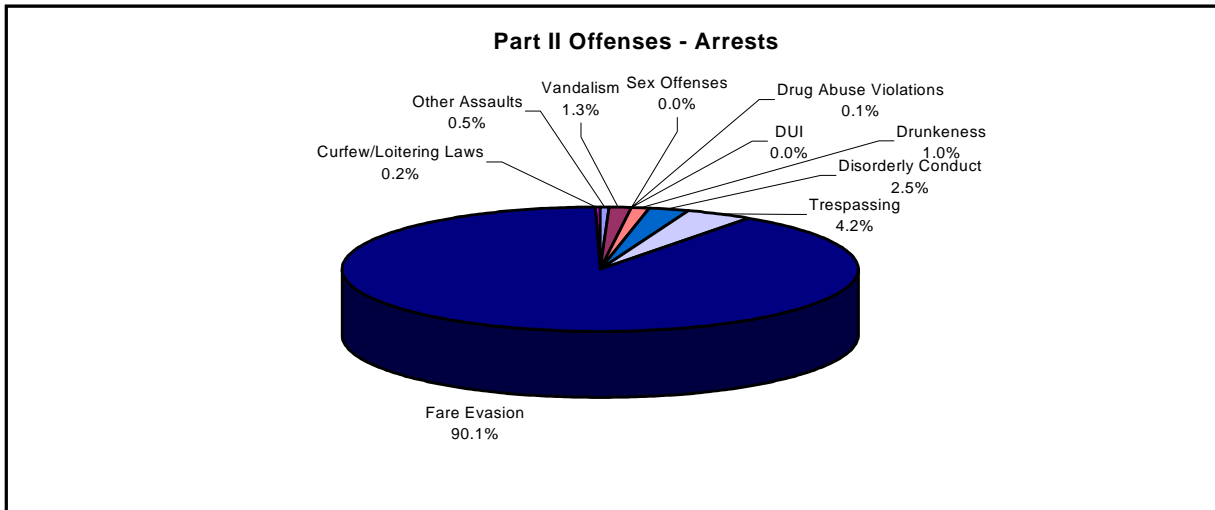
## Bus



## Rail

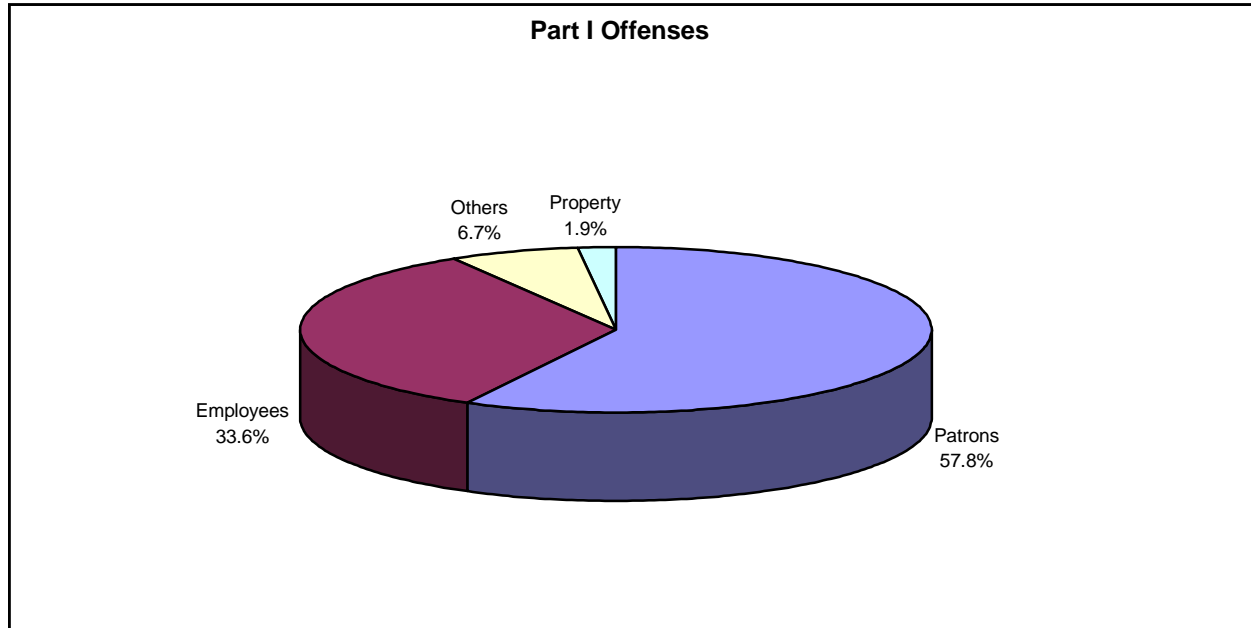


## Automated Guideway, Demand Response, Vanpool



## Who are the Victims of Transit Crime?

### Bus



### Total of Part I Offenses

Part I Offenses	Patrons			Employees			Others			Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Homicide	4	0	0	0	0	0	2	0	0			
Forcible Rape	4	4	0	0	0	0	2	0	0			
Robbery	529	174	7	59	77	0	71	7	0			
Aggravated Assault	507	300	48	260	612	16	19	9	0			
Burglary										46	39	3
Larceny/Theft	1535	303	50	448	562	4	241	23	7			
Motor Vehicle Theft	101	90	5	32	10	1	28	7	0			
Arson										16	10	4

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Homicide	0	0	0	0	0	0	0	0	0			
Forcible Rape	0	1	0	0	0	0	0	0	0			
Robbery	163	92	0	8	62	0	0	3	0			
Aggravated Assault	163	132	5	49	517	1	0	0	0			
Burglary										0	5	0
Larceny/Theft	664	5	0	21	447	0	28	7	0			
Motor Vehicle Theft	1	5	0	1	3	0	0	2	0			
Arson										4	3	0

\* 17 agencies operating buses with high population density reported Security data (1.23 billion passengers)

## Who are the Victims of Transit Crime?

### Bus

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Homicide	1	0	0	0	0	0	0	0	0			
Forcible Rape	1	3	0	0	0	0	0	0	0			
Robbery	192	59	2	22	8	0	0	1	0			
Aggravated Assault	178	143	13	148	58	3	1	6	0			
Burglary										8	28	0
Larceny/Theft	315	206	42	186	47	2	72	13	0			
Motor Vehicle Theft	30	56	3	23	2	0	2	2	0			
Arson										2	3	1

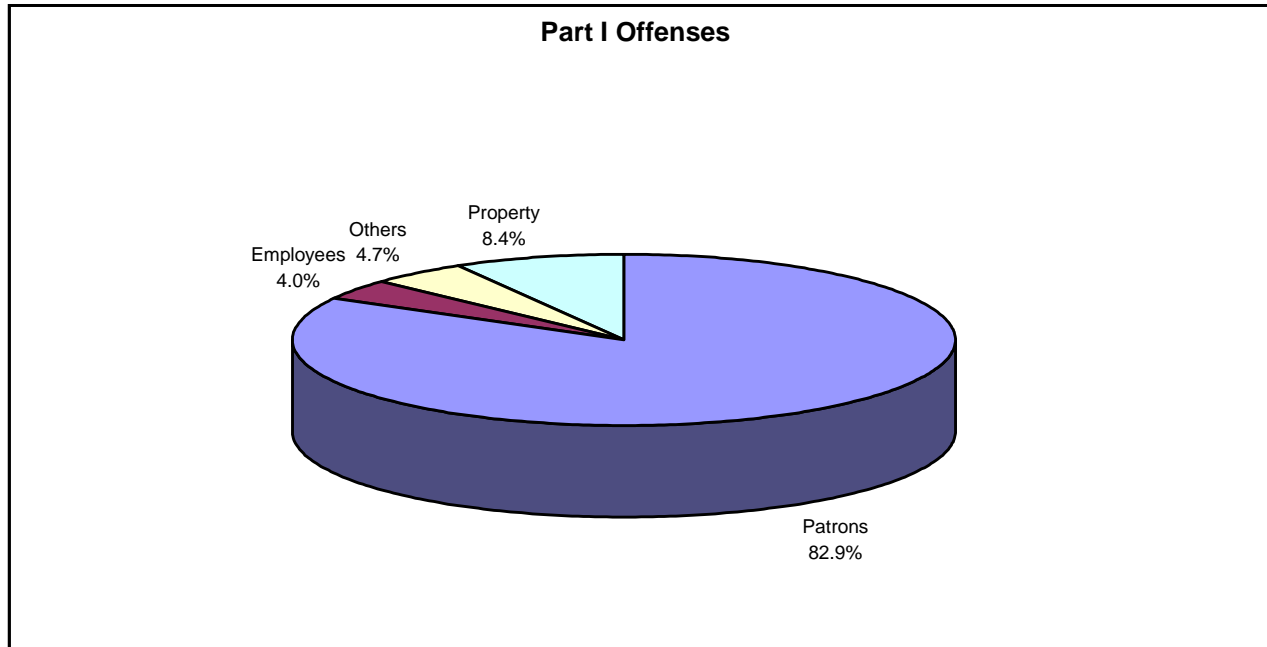
\* 83 agencies operating buses with medium population density reported Security data (1.55 billion passengers)

#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Homicide	3	0	0	0	0	0	2	0	0			
Forcible Rape	3	0	0	0	0	0	2	0	0			
Robbery	174	23	5	29	7	0	71	3	0			
Aggravated Assault	166	25	30	63	37	12	18	3	0			
Burglary										38	6	3
Larceny/Theft	556	92	8	241	68	2	141	3	7			
Motor Vehicle Theft	70	29	2	8	5	1	26	3	0			
Arson										10	4	3

\* 81 agencies operating buses with low population density reported Security data (1.41 billion passengers)

## Who are the Victims of Transit Crime? Rail



### Total of Part I Offenses

Part I Offenses	Patrons			Employees			Others			Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	7	0	2	0	0	2	1	1			
Forcible Rape	2	8	4	1	0	0	3	0	0			
Robbery	98	3268	186	6	13	33	66	113	3			
Aggravated Assault	19	947	99	20	82	41	16	22	3			
Burglary										212	1343	48
Larceny/Theft	1228	8012	445	367	175	11	514	134	23			
Motor Vehicle Theft	139	1630	179	14	13	3	3	6	1			
Arson										21	16	5

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	7	0	0	0	0	0	0	0			
Forcible Rape	0	5	0	0	0	0	0	0	0			
Robbery	19	2748	0	1	10	31	0	29	0			
Aggravated Assault	0	617	7	0	7	21	3	11	0			
Burglary										62	1241	0
Larceny/Theft	673	6139	10	58	34	5	232	56	3			
Motor Vehicle Theft	9	589	0	1	5	0	0	4	0			
Arson										7	11	0

\* 9 agencies operating rail with high population density reported Security data (2.0 billion passengers)

## Who are the Victims of Transit Crime? Rail

### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	2	0	0	1	0	0			
Forcible Rape	1	2	2	0	0	0	2	0	0			
Robbery	35	273	82	4	0	1	16	4	1			
Aggravated Assault	12	255	52	6	75	16	6	1	0			
Burglary										40	37	35
Larceny/Theft	255	752	193	199	101	3	32	28	13			
Motor Vehicle Theft	74	557	68	1	7	3	3	0	1			
Arson										13	2	3

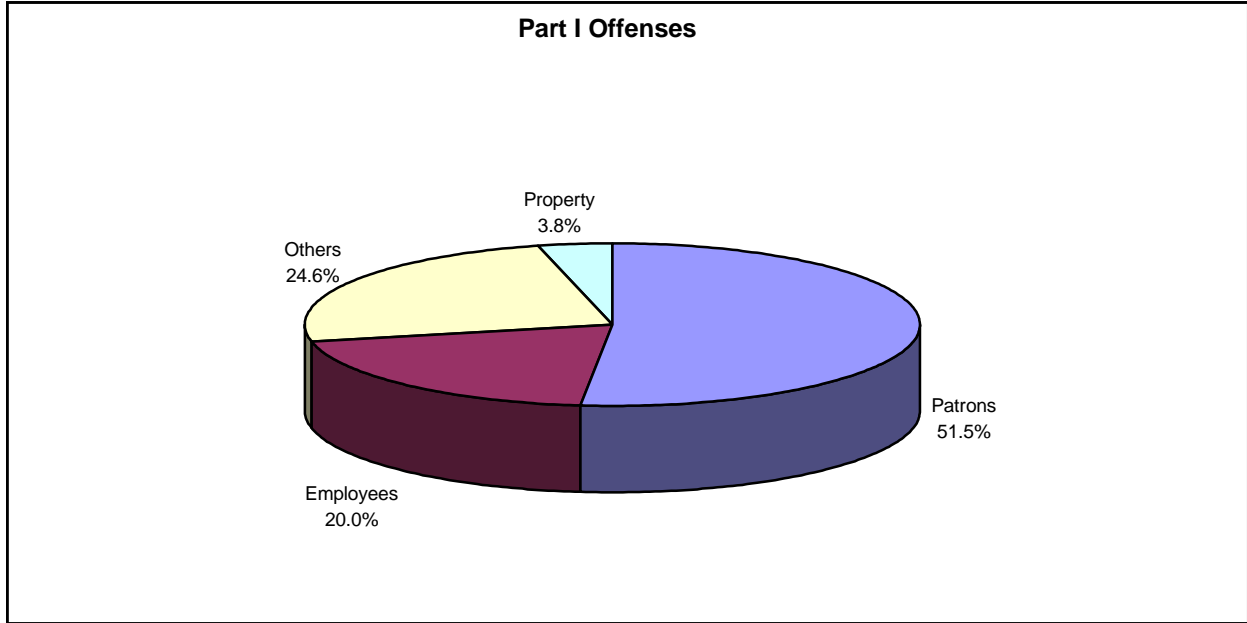
\* 14 agencies operating rail with medium population density reported Security data (.56 billion passengers)

### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	0	0	1	1	1			
Forcible Rape	1	1	2	1	0	0	1	0	0			
Robbery	44	247	104	1	3	1	50	80	2			
Aggravated Assault	7	75	40	14	0	4	7	10	3			
Burglary										110	65	13
Larceny/Theft	300	1121	242	110	40	3	250	50	7			
Motor Vehicle Theft	56	484	111	12	1	0	0	2	0			
Arson										1	3	2

\* 16 agencies operating rail with low population density reported Security data (.41 billion passengers)

## Who are the Victims of Transit Crime? Automated Guideway, Demand Response, Vanpool



### Total of Part I Offenses

Part I Offenses	Patrons			Employees			Others			Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0	0	0	0	0	0	0	0			
Forcible Rape	0	1	0	0	0	0	0	0	0			
Robbery	17	0	0	0	0	0	0	0	0			
Aggravated Assault	12	7	0	3	1	0	0	0	0			
Burglary										4	1	0
Larceny/Theft	15	14	0	8	14	0	28	3	0			
Motor Vehicle Theft	0	1	1	0	0	0	0	0	1			
Arson										0	0	0

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0		0	0		0	0				
Forcible Rape	0	0		0	0		0	0				
Robbery	17	0		0	0		0	0				
Aggravated Assault	5	0		3	0		0	0				
Burglary										3	0	
Larceny/Theft	13	0		0	0		28	0				
Motor Vehicle Theft	0	0		0	0		0	0				
Arson										0	0	

\* 5 agencies operating AG/DR/VP with high population density reported Security data (4.9 million passengers)

## Who are the Victims of Transit Crime? Automated Guideway, Demand Response, Vanpool

### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0	0	0	0	0	0	0	0			
Forcible Rape	0	1	0	0	0	0	0	0	0			
Robbery	0	0	0	0	0	0	0	0	0			
Aggravated Assault	7	0	0	0	0	0	0	0	0			
Burglary										1	1	0
Larceny/Theft	2	13	0	8	6	0	0	0	0			
Motor Vehicle Theft	0	1	1	0	0	0	0	0	1			
Arson										0	0	0

\* 50 agencies operating AG/DR/VP with medium population density reported Security data (8.8 million passengers)

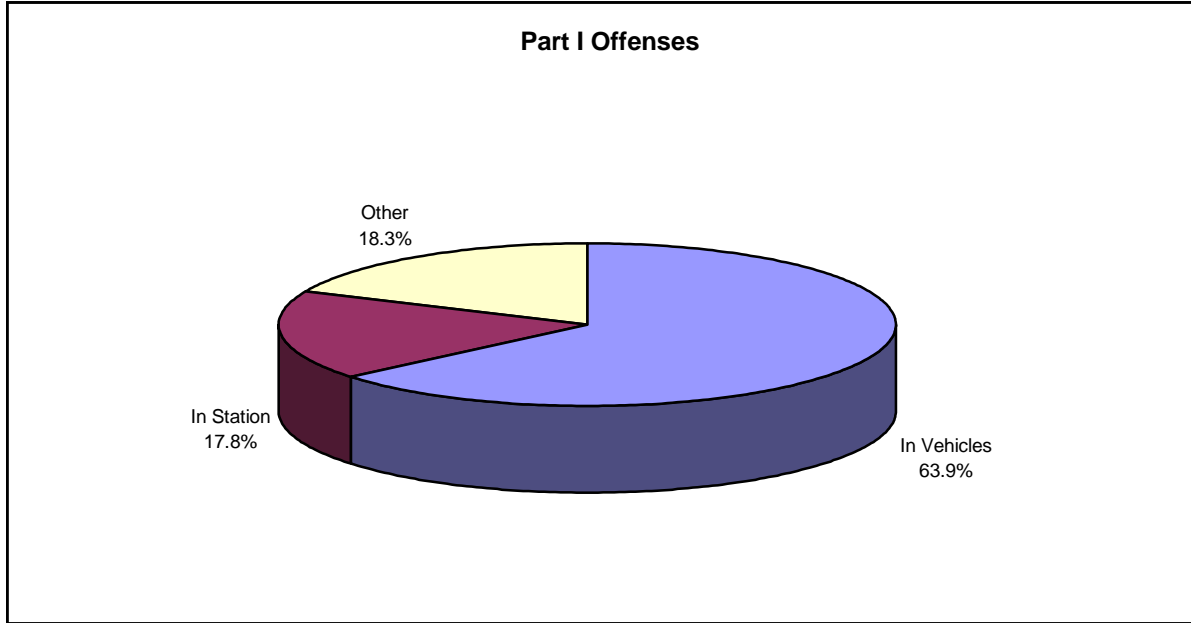
### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	Patrons			Employees			Others			Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide		0	0		0	0		0	0			
Forcible Rape		0	0		0	0		0	0			
Robbery		0	0		0	0		0	0			
Aggravated Assault		7	0		1	0		0	0			
Burglary											0	0
Larceny/Theft		1	0		8	0		3	0			
Motor Vehicle Theft		0	0		0	0		0	0			
Arson											0	0

\* 61 agencies operating AG/DR/VP with low population density reported Security data (11.8 million passengers)

## Where Do Transit Crimes Occur?

### Bus



### Total of Part I Offenses

Part I Offenses	In Vehicle			In Station			Other Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Homicide	3	0	0	0	0	0	3	0	0
Forcible Rape	0	3	0	0	0	0	6	1	0
Robbery	335	208	5	179	16	1	145	34	1
Aggravated Assault	588	860	42	100	32	22	98	29	0
Burglary	0	5	2	5	13	1	41	21	0
Larceny/Theft	1235	643	8	548	112	18	441	133	35
Motor Vehicle Theft	3	4	0	15	35	2	83	51	3
Arson	8	6	0	1	4	1	7	0	3

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Homicide	0	0	0	0	0	0	0	0	0
Forcible Rape	0	1	0	0	0	0	0	0	0
Robbery	98	131	0	69	0	0	4	26	0
Aggravated Assault	173	636	6	38	1	0	1	12	0
Burglary	0	5	0	0	0	0	0	0	0
Larceny/Theft	396	435	0	316	3	0	1	21	0
Motor Vehicle Theft	0	2	0	0	3	0	1	0	0
Arson	3	3	0	0	0	0	1	0	0

\* 17 agencies operating buses with high population density reported Security data (1.23 billion passengers)



## Where Do Transit Crimes Occur?

### Bus

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Homicide	1	0	0	0	0	0	0	0	0
Forcible Rape	0	2	0	0	0	0	1	1	0
Robbery	99	47	2	66	15	0	49	6	0
Aggravated Assault	240	173	6	20	24	10	67	10	0
Burglary	0	0	0	0	9	0	8	19	0
Larceny/Theft	349	116	3	59	87	8	165	63	33
Motor Vehicle Theft	3	2	0	0	28	0	27	26	3
Arson	2	2	0	0	1	1	0	0	0

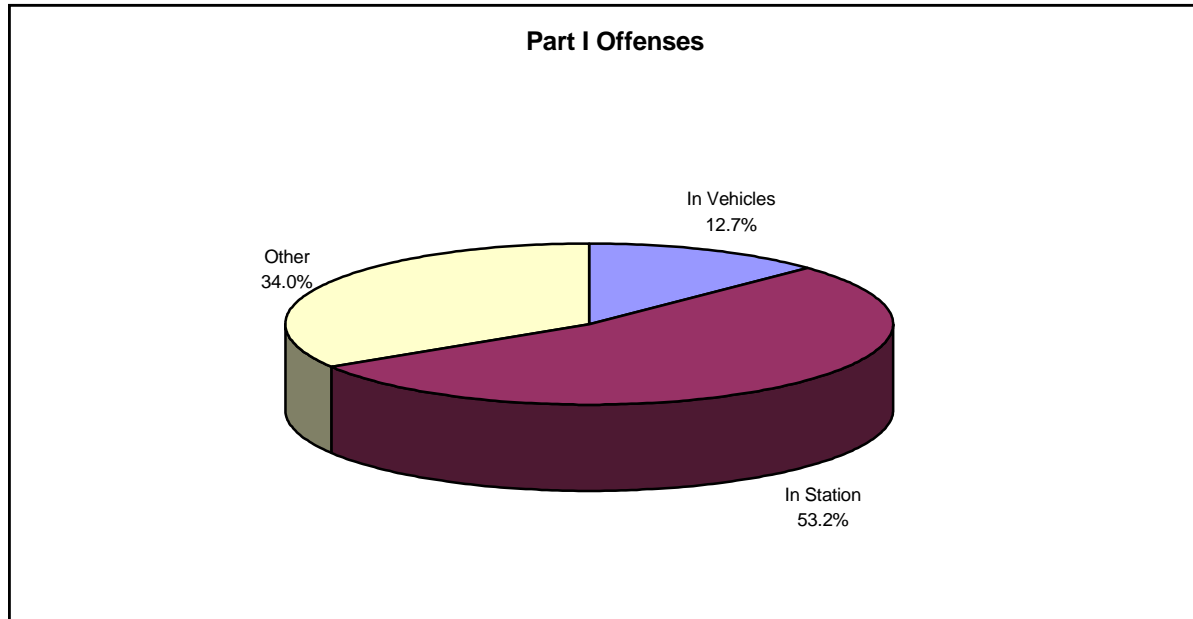
\* 83 agencies operating buses with medium population density reported Security data (1.55 billion passengers)

#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Homicide	2	0	0	0	0	0	3	0	0
Forcible Rape	0	0	0	0	0	0	5	0	0
Robbery	138	30	3	44	1	1	92	2	1
Aggravated Assault	175	51	30	42	7	12	30	7	0
Burglary	0	0	2	5	4	1	33	2	0
Larceny/Theft	490	92	5	173	22	10	275	49	2
Motor Vehicle Theft	0	0	0	15	4	2	55	25	0
Arson	3	1	0	1	3	0	6	0	3

\* 81 agencies operating buses with low population density reported Security data (1.41 billion passengers)

## Where Do Transit Crimes Occur? Rail



### Total of Part I Offenses

Part I Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	3	8	0	1	0	1
Forcible Rape	1	0	0	3	5	3	2	3	1
Robbery	7	221	53	132	2772	148	31	401	21
Aggravated Assault	10	53	33	29	892	105	16	106	5
Burglary	0	4	0	114	110	16	98	1229	32
Larceny/Theft	646	1346	108	889	4836	217	574	2139	154
Motor Vehicle Theft	0	0	0	56	39	23	83	1591	156
Arson	5	7	0	9	8	2	7	1	3

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	0	7	0	0	0	0
Forcible Rape	0	0	0	0	3	0	0	2	0
Robbery	1	145	19	19	2325	6	0	317	6
Aggravated Assault	1	25	13	1	539	14	1	71	1
Burglary	0	4	0	35	37	0	27	1200	0
Larceny/Theft	476	889	7	308	4117	11	179	1223	0
Motor Vehicle Theft	0	0	0	9	0	0	0	589	0
Arson	5	5	0	1	6	0	1	0	0

\* 9 agencies operating rail with high population density reported Security data (2.0 billion passengers)

## Where Do Transit Crimes Occur?

### Rail

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	2	0	0	1	0	0
Forcible Rape	1	0	0	1	2	2	1	0	0
Robbery	0	20	17	32	206	57	23	51	10
Aggravated Assault	0	18	10	11	292	57	13	21	1
Burglary	0	0	0	6	29	16	34	8	19
Larceny/Theft	29	88	46	188	343	80	269	450	83
Motor Vehicle Theft	0	0	0	40	38	23	34	519	45
Arson	0	1	0	7	0	2	6	1	1

\* 14 agencies operating rail with medium population density reported Security data (.56 billion passengers)

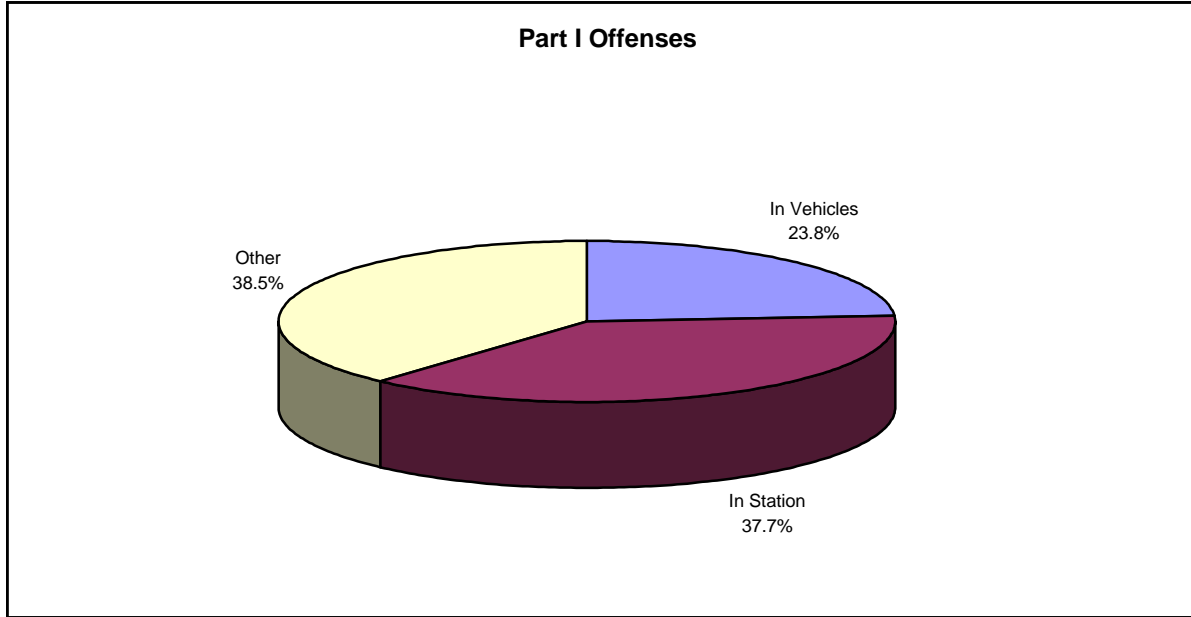
#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Homicide	0	0	0	1	1	0	0	0	1
Forcible Rape	0	0	0	2	0	1	1	1	1
Robbery	6	56	17	81	241	85	8	33	5
Aggravated Assault	9	10	10	17	61	34	2	14	3
Burglary	0	0	0	73	44	0	37	21	13
Larceny/Theft	141	369	55	393	376	126	126	466	71
Motor Vehicle Theft	0	0	0	7	1	0	49	483	111
Arson	0	1	0	1	2	0	0	0	2

\* 16 agencies operating rail with low population density reported Security data (.41 billion passengers)

## Where Do Transit Crimes Occur?

Automated Guideway, Demand Response, Vanpool



### Total of Part I Offenses

Part I Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0	0	0	0	0	0	0	0
Forcible Rape	0	0	0	0	1	0	0	0	0
Robbery	5	0	0	10	0	0	2	0	0
Aggravated Assault	4	0	0	9	8	0	2	0	0
Burglary	0	0	0	3	1	0	1	0	0
Larceny/Theft	9	11	0	17	0	0	25	20	0
Motor Vehicle Theft	0	1	1	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0		0	0		0	0	
Forcible Rape	0	0		0	0		0	0	
Robbery	5	0		10	0		2	0	
Aggravated Assault	1	0		5	0		2	0	
Burglary	0	0		3	0		0	0	
Larceny/Theft	7	0		17	0		17	0	
Motor Vehicle Theft	0	0		0	0		0	0	
Arson	0	0		0	0		0	0	

\* 5 agencies operating AG/DR/VP with high population density reported Security data (4.9 million passengers)

## Where Do Transit Crimes Occur?

### Automated Guideway, Demand Response, Vanpool

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide	0	0	0	0	0	0	0	0	0
Forcible Rape	0	0	0	0	1	0	0	0	0
Robbery	0	0	0	0	0	0	0	0	0
Aggravated Assault	3	0	0	4	0	0	0	0	0
Burglary	0	0	0	0	1	0	1	0	0
Larceny/Theft	2	9	0	0	0	0	8	10	0
Motor Vehicle Theft	0	1	1	0	0	0	0	0	0
Arson	0	0	0	0	0	0	0	0	0

\* 50 agencies operating AG/DR/VP with medium population density reported Security data (8.8 million passengers)

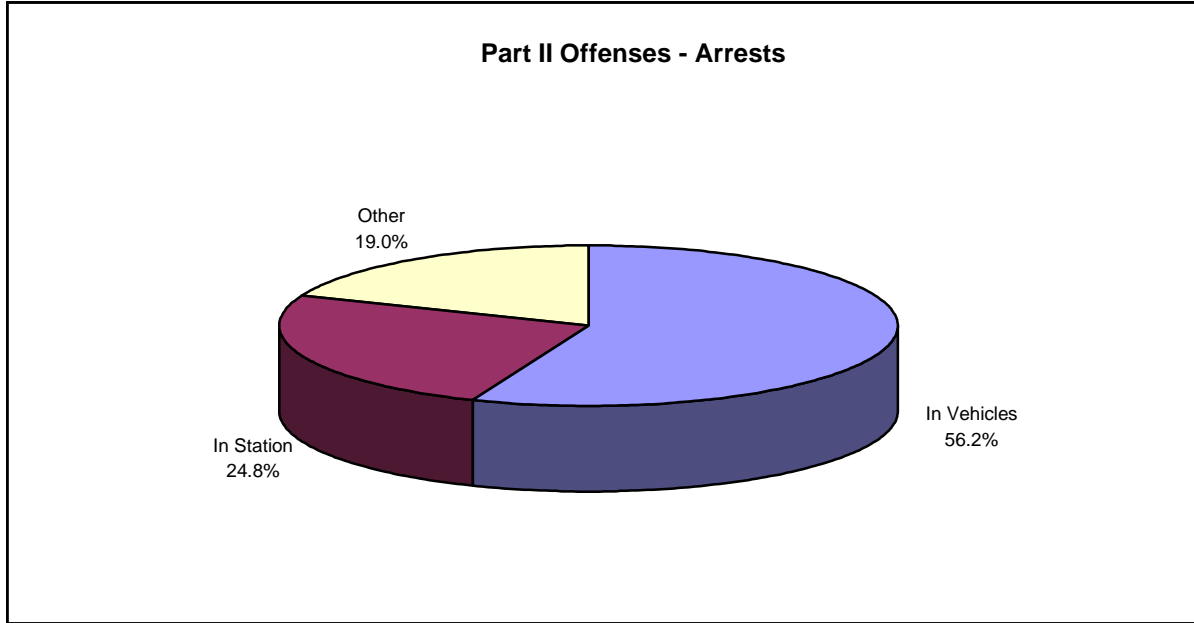
#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part I Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Homicide		0	0		0	0		0	0
Forcible Rape		0	0		0	0		0	0
Robbery		0	0		0	0		0	0
Aggravated Assault		0	0		8	0		0	0
Burglary		0	0		0	0		0	0
Larceny/Theft		2	0		0	0		10	0
Motor Vehicle Theft		0	0		0	0		0	0
Arson		0	0		0	0		0	0

\* 61 agencies operating AG/DR/VP with low population density reported Security data (11.8 million passengers)

## Where Are Transit Arrests Made?

Bus



### Total of Part II Offenses

Part II Offenses	In Vehicle			In Station			Other Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Other Assaults	504	460	34	63	87	12	169	34	1
Vandalism	671	2425	83	173	1888	3	104	100	11
Sex Offenses	45	64	1	29	9	5	199	5	0
Drug Abuse Violations	189	44	3	726	68	6	855	75	0
DUI	6	8	0	2	8	4	60	12	0
Drunkenness	1026	1511	68	512	966	93	336	421	19
Disorderly Conduct	2757	2056	85	383	263	85	1048	182	1
Trespassing	76	18	47	176	154	48	308	382	0
Fare Evasion	1218	485	43	20	11	0	9	152	1
Curfew/Loitering Laws	80	11	1	28	371	8	203	53	0

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Other Assaults	88	68	2	14	2	0	0	0	0
Vandalism	70	1207	6	15	0	0	10	12	0
Sex Offenses	8	4	0	3	0	0	0	0	0
Drug Abuse Violations	73	6	0	4	0	0	3	10	0
DUI	0	0	0	0	0	0	0	0	0
Drunkenness	105	254	0	0	0	0	0	8	0
Disorderly Conduct	1205	858	0	0	0	0	3	12	0
Trespassing	39	1	0	2	1	0	1	0	0
Fare Evasion	1104	229	3	10	0	0	0	149	0
Curfew/Loitering Laws	62	11	0	0	0	0	0	27	0

\* 17 agencies operating buses with high population density reported Security data (1.23 billion passengers)

## Where Are Transit Arrests Made?

### Bus

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Other Assaults	210	227	22	22	48	9	18	23	0
Vandalism	199	853	10	81	1802	3	18	58	8
Sex Offenses	10	43	0	12	5	4	14	4	0
Drug Abuse Violations	48	22	1	200	48	1	27	60	0
DUI	3	1	0	1	2	4	34	10	0
Drunkenness	195	583	17	75	629	22	78	211	0
Disorderly Conduct	595	216	17	34	98	48	380	34	0
Trespassing	7	1	0	6	3	45	117	344	0
Fare Evasion	88	207	6	0	7	0	6	3	0
Curfew/Loitering Laws	1	0	0	6	14	6	14	25	0

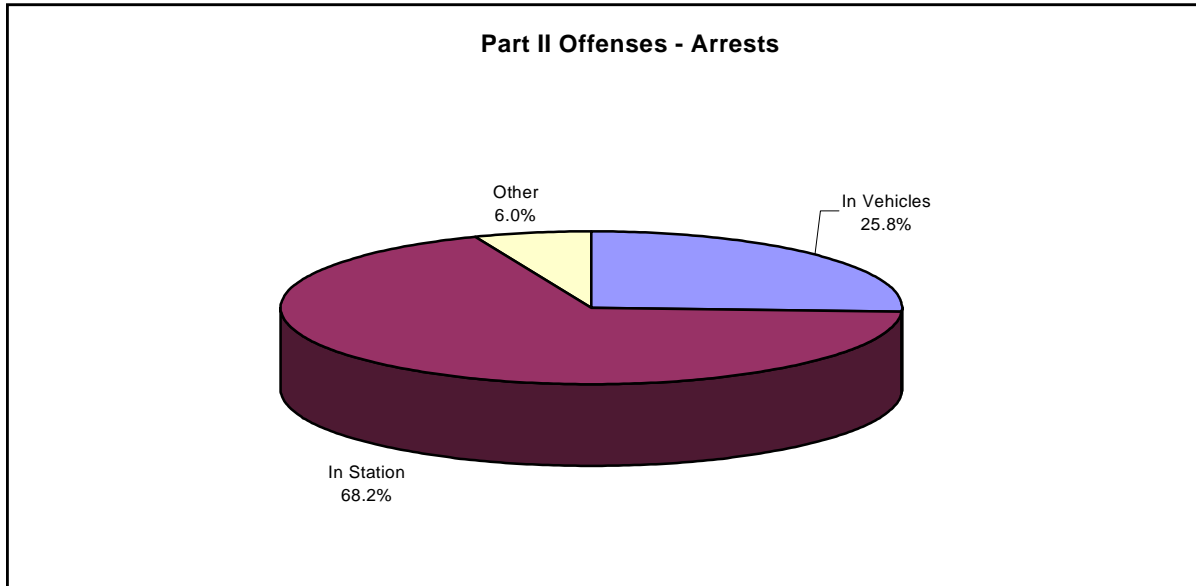
\* 83 agencies operating buses with medium population density reported Security data (1.55 billion passengers)

#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	LMB	MMB	SMB	LMB	MMB	SMB	LMB	MMB	SMB
Other Assaults	206	165	10	27	37	3	151	11	1
Vandalism	402	365	67	77	86	0	76	30	3
Sex Offenses	27	17	1	14	4	1	185	1	0
Drug Abuse Violations	68	16	2	522	20	5	825	5	0
DUI	3	7	0	1	6	0	26	2	0
Drunkenness	726	674	51	437	337	71	258	202	19
Disorderly Conduct	957	982	68	349	165	37	665	136	1
Trespassing	30	16	47	168	150	3	190	38	0
Fare Evasion	26	49	34	10	4	0	3	0	1
Curfew/Loitering Laws	17	0	1	22	357	2	189	1	0

\* 81 agencies operating buses with low population density reported Security data (1.41 billion passengers)

## Where Are Transit Arrests Made? Rail



### Total of Part II Offenses

Part II Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Other Assaults	12	139	44	64	691	127	52	51	24
Vandalism	12	364	1172	105	684	733	370	80	179
Sex Offenses	14	46	19	17	461	53	12	10	7
Drug Abuse Violations	36	286	55	361	1176	249	51	68	32
DUI	0	0	0	1	0	2	17	22	29
Drunkenness	11	512	365	7	908	712	111	181	181
Disorderly Conduct	95	12229	629	791	2748	492	75	332	56
Trespassing	12	363	12	408	761	332	2338	274	119
Fare Evasion	159	3256	773	2	42727	120	25	123	19
Curfew/Loitering Laws	0	245	12	34	262	65	10	23	3

### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Other Assaults	3	105	0	13	433	0	15	26	0
Vandalism	6	322	96	17	584	24	0	44	3
Sex Offenses	10	27	1	8	246	0	1	5	0
Drug Abuse Violations	6	238	1	128	806	4	0	22	0
DUI	0	0	0	0	0	0	0	7	0
Drunkenness	0	456	11	2	237	20	0	156	1
Disorderly Conduct	67	12123	460	584	949	21	5	247	0
Trespassing	10	343	0	176	261	0	236	201	0
Fare Evasion	117	3250	4	0	41072	34	0	113	0
Curfew/Loitering Laws	0	245	2	9	46	0	0	14	0

\* 9 agencies operating rail with high population density reported Security data (2.0 billion passengers)



## Where Are Transit Arrests Made? Rail

### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Other Assaults	1	6	31	9	92	63	8	15	16
Vandalism	4	16	229	73	59	326	53	19	58
Sex Offenses	0	12	13	4	129	46	11	5	2
Drug Abuse Violations	0	16	44	57	136	156	33	27	15
DUI	0	0	0	0	0	2	9	13	9
Drunkenness	0	6	338	4	474	680	32	15	167
Disorderly Conduct	0	32	65	41	1270	336	3	43	30
Trespassing	0	16	9	100	366	135	1327	40	88
Fare Evasion	0	2	391	1	235	9	4	1	1
Curfew/Loitering Laws	0	0	0	0	194	54	4	5	3

\* 14 agencies operating rail with medium population density reported Security data (.56 billion passengers)

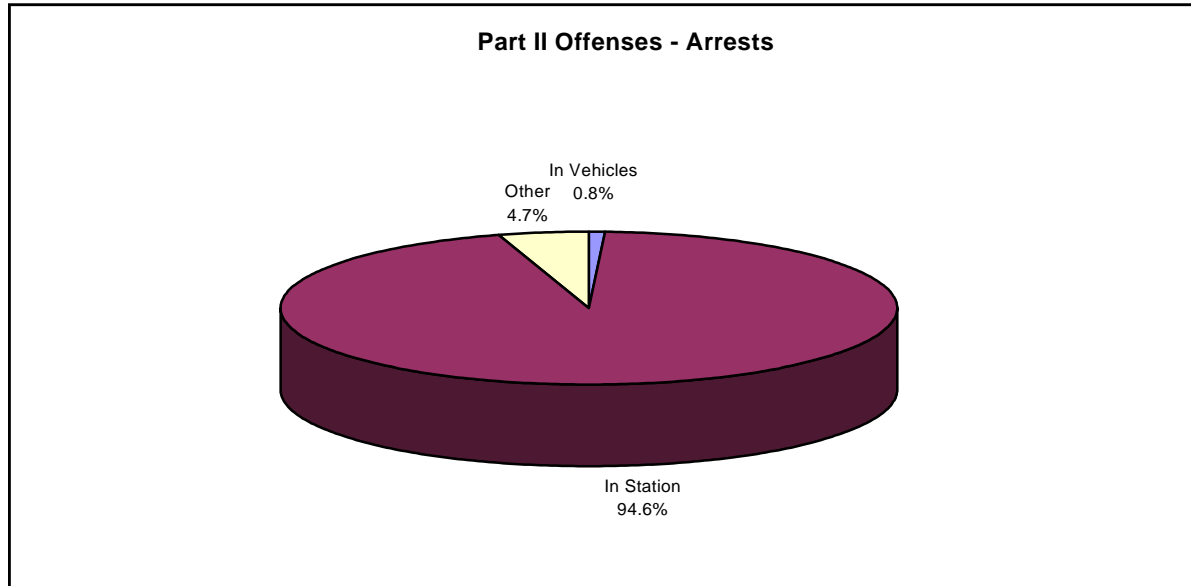
### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	CR	HR	LR	CR	HR	LR	CR	HR	LR
Other Assaults	8	28	13	42	166	64	29	10	8
Vandalism	2	26	847	15	41	383	317	17	118
Sex Offenses	4	7	5	5	86	7	0	0	5
Drug Abuse Violations	30	32	10	176	234	89	18	19	17
DUI	0	0	0	1	0	0	8	2	20
Drunkenness	11	50	16	1	197	12	79	10	13
Disorderly Conduct	28	74	104	166	529	135	67	42	26
Trespassing	2	4	3	132	134	197	775	33	31
Fare Evasion	42	4	378	1	1420	77	21	9	18
Curfew/Loitering Laws	0	0	10	25	22	11	6	4	0

\* 16 agencies operating rail with low population density reported Security data (.41 billion passengers)

## Where Are Transit Arrests Made?

### Automated Guideway, Demand Response, Vanpool



#### Total of Part II Offenses

Part II Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Other Assaults	2	8	0	12	2	0	0	0	0
Vandalism	8	2	4	44	1	0	0	0	0
Sex Offenses	0	1	0	0	0	0	0	0	0
Drug Abuse Violations	0	0	0	0	6	0	0	0	0
DUI	0	0	0	0	0	0	0	0	0
Drunkenness	0	2	0	1	43	0	0	0	0
Disorderly Conduct	0	8	0	48	23	0	33	0	0
Trespassing	0	0	0	11	1	0	179	0	0
Fare Evasion	0	0	0	4107	1	0	0	0	0
Curfew/Loitering Laws	0	0	0	10	0	0	0	0	0

#### Agencies with High Population Density in Service Area (Over 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Other Assaults	0	0		8	0		0	0	
Vandalism	8	0		25	0		0	0	
Sex Offenses	0	0		0	0		0	0	
Drug Abuse Violations	0	0		0	0		0	0	
DUI	0	0		0	0		0	0	
Drunkenness	0	0		1	0		0	0	
Disorderly Conduct	0	0		1	0		4	0	
Trespassing	0	0		11	0		0	0	
Fare Evasion	0	0		4	0		0	0	
Curfew/Loitering Laws	0	0		0	0		0	0	

\* 5 agencies operating AG/DR/VP with high population density reported Security data (4.9 million passengers)

## Where Are Transit Arrests Made?

### Automated Guideway, Demand Response, Vanpool

#### Agencies with Medium Population Density in Service Area (2000 to 6000 Population per Square Mile)\*

Part II Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Other Assaults	2	0	0	4	0	0	0	0	0
Vandalism	0	1	4	19	0	0	0	0	0
Sex Offenses	0	0	0	0	0	0	0	0	0
Drug Abuse Violations	0	0	0	0	0	0	0	0	0
DUI	0	0	0	0	0	0	0	0	0
Drunkenness	0	1	0	0	0	0	0	0	0
Disorderly Conduct	0	0	0	47	0	0	29	0	0
Trespassing	0	0	0	0	0	0	179	0	0
Fare Evasion	0	0	0	4103	0	0	0	0	0
Curfew/Loitering Laws	0	0	0	10	0	0	0	0	0

\* 50 agencies operating AG/DR/VP with medium population density reported Security data (8.8 million passengers)

#### Agencies with Low Population Density in Service Area (Under 2000 Population per Square Mile)\*

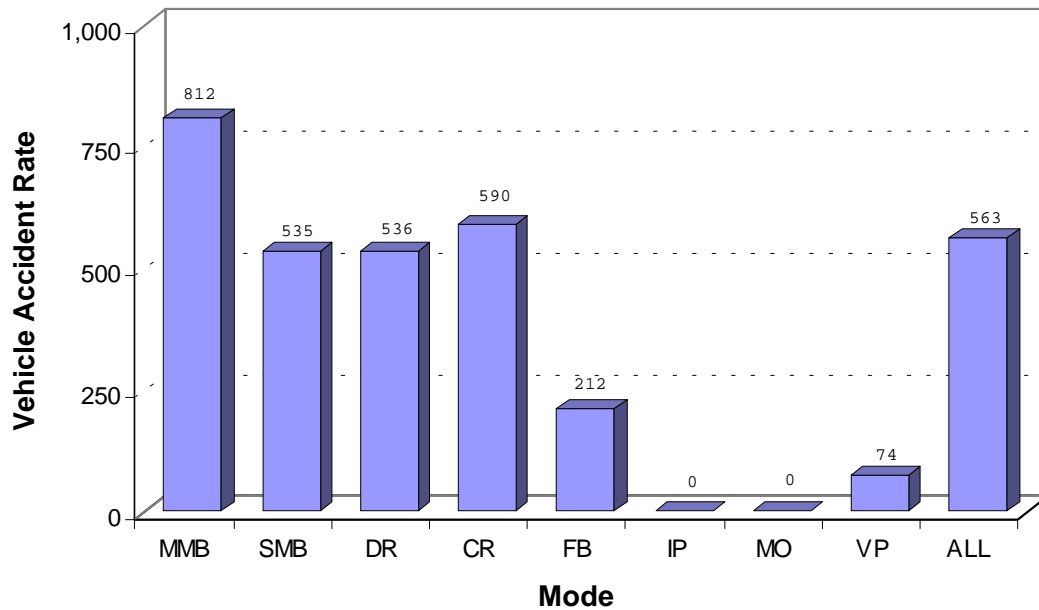
Part II Offenses	In Vehicle			In Station			Other Property		
	AG	DR	VP	AG	DR	VP	AG	DR	VP
Other Assaults		8	0		2	0		0	0
Vandalism		1	0		1	0		0	0
Sex Offenses		1	0		0	0		0	0
Drug Abuse Violations		0	0		6	0		0	0
DUI		0	0		0	0		0	0
Drunkenness		1	0		43	0		0	0
Disorderly Conduct		8	0		23	0		0	0
Trespassing		0	0		1	0		0	0
Fare Evasion		0	0		1	0		0	0
Curfew/Loitering Laws		0	0		0	0		0	0

\* 61 agencies operating AG/DR/VP with low population density reported Security data (11.8 million passengers)

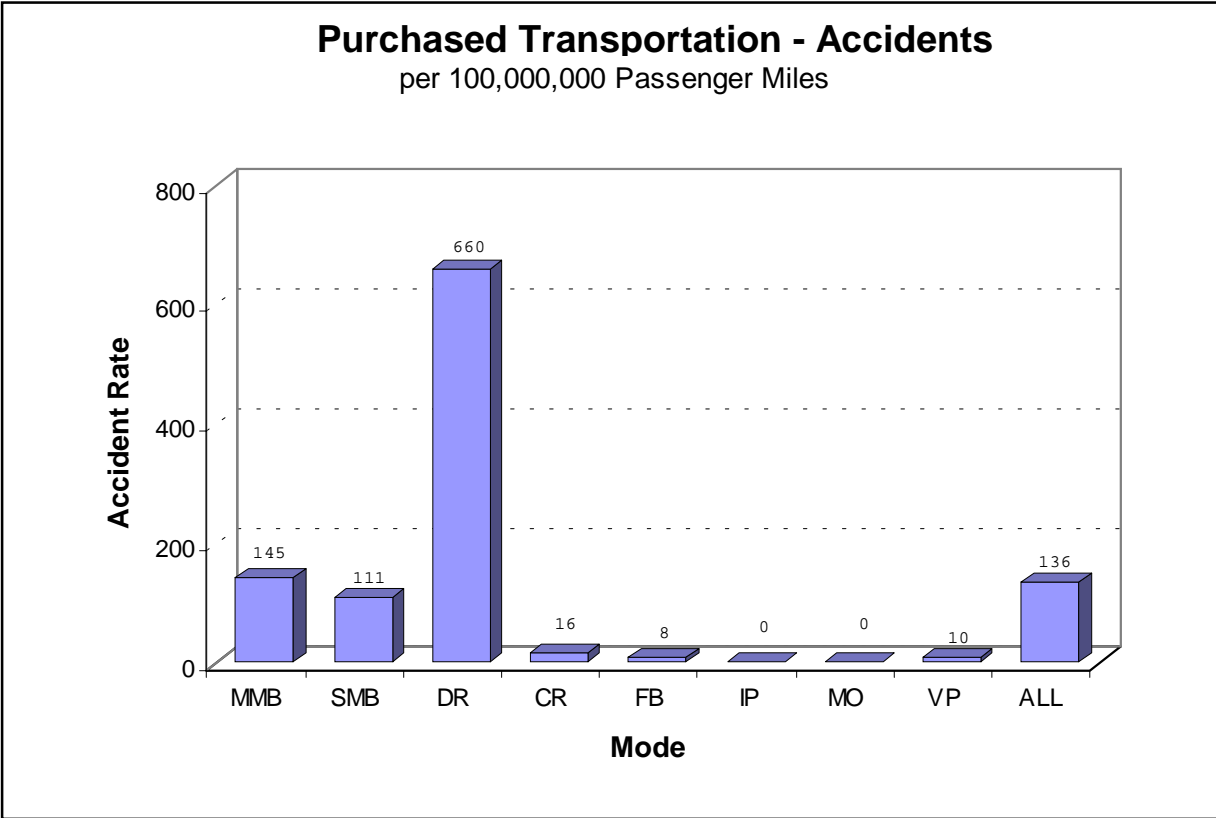
**The 1997 SAMIS safety and security data  
for  
Purchased Transportation**



### Purchased Transportation - Accidents per 100,000,000 Vehicle Miles

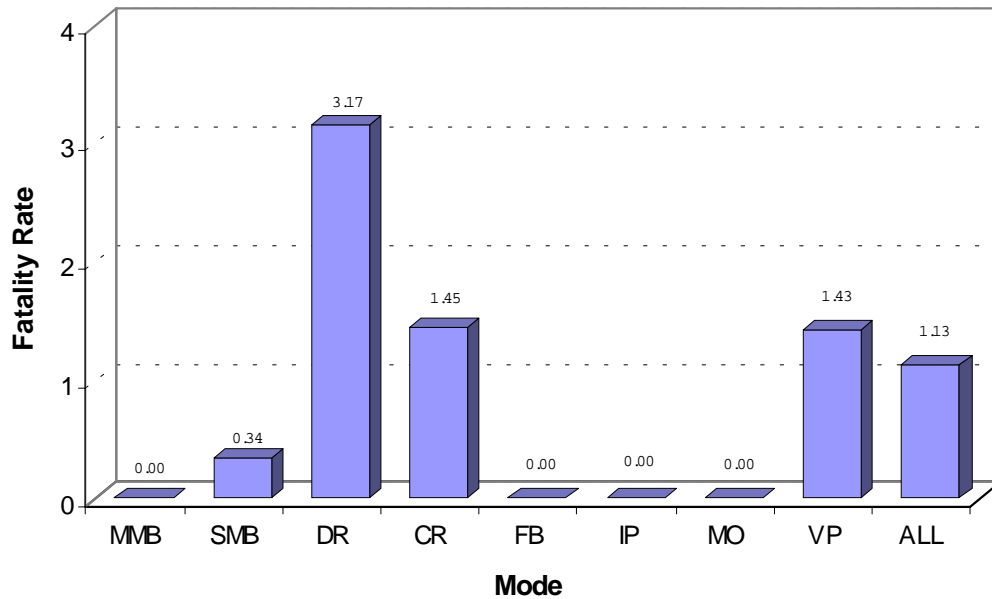


The graph shows the accident rate which is based on the number of vehicle accidents only. These include all vehicle accidents resulting from **Collisions** [with vehicles, objects, people (not suicides)] and **Derailments** (vehicle derailed/left roadway). The vehicle mile figure used includes both revenue and non-revenue miles since there are risks present during both types of operation. The three rail modes (Commuter Rail, Heavy Rail, and Light Rail) report car rather than train miles for vehicle miles.



The graph shows the accident (or incident) rates which result from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on right of way, inside the vehicle, and entering/exiting the vehicle). When analyzing the results on this page, consider that the number of vehicle accidents, the number of passengers, and the average trip length all affect the accident rate. This graph differs from the previous page in that it also includes **Personal Casualties** (on right of way, inside the vehicle, and entering/exiting the vehicle), and is indexed in Passenger Miles.

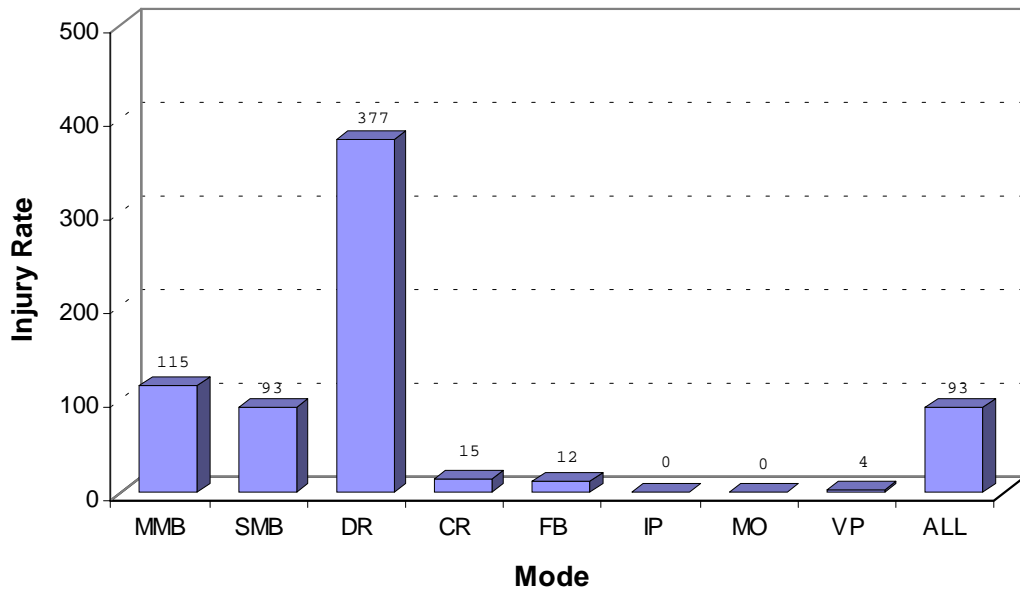
### Purchased Transportation - Fatalities per 100,000,000 Passenger Miles



These statistics represent fatalities resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on right of way, inside the vehicle, and entering/exiting the vehicle).

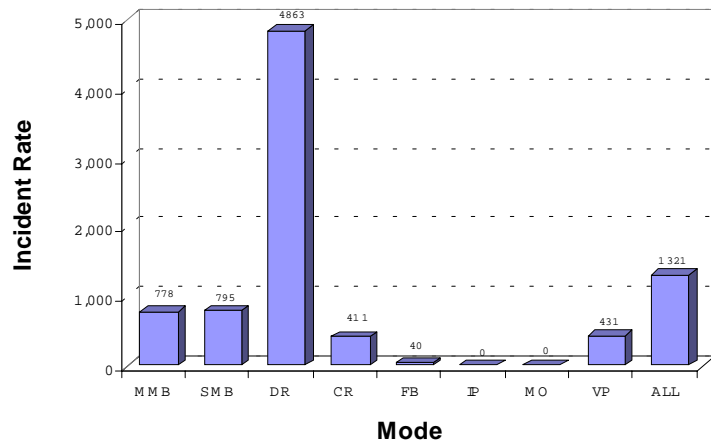


### Purchased Transportation - Injuries per 100,000,000 Passenger Miles

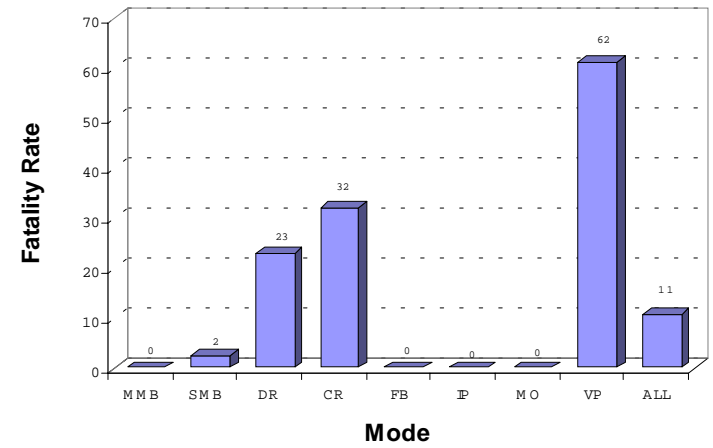


These statistics represent injuries resulting from **Collisions** [with vehicles, objects, people (not suicides)], **Derailments** (vehicle derailed/left roadway), and **Personal Casualties** (on right of way, inside the vehicle, and entering/exiting the vehicle).

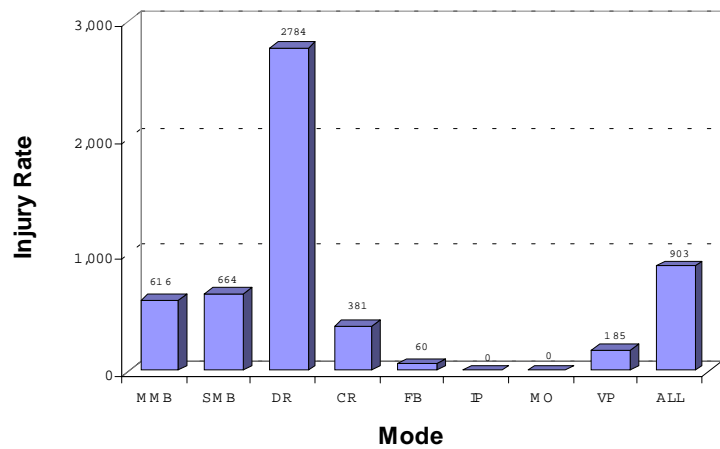
**Purchased Transportation - Incidents**  
of all types  
per 100,000,000 Passengers



**Purchased Transportation - Fatalities**  
from all causes  
per 100,000,000 Passengers

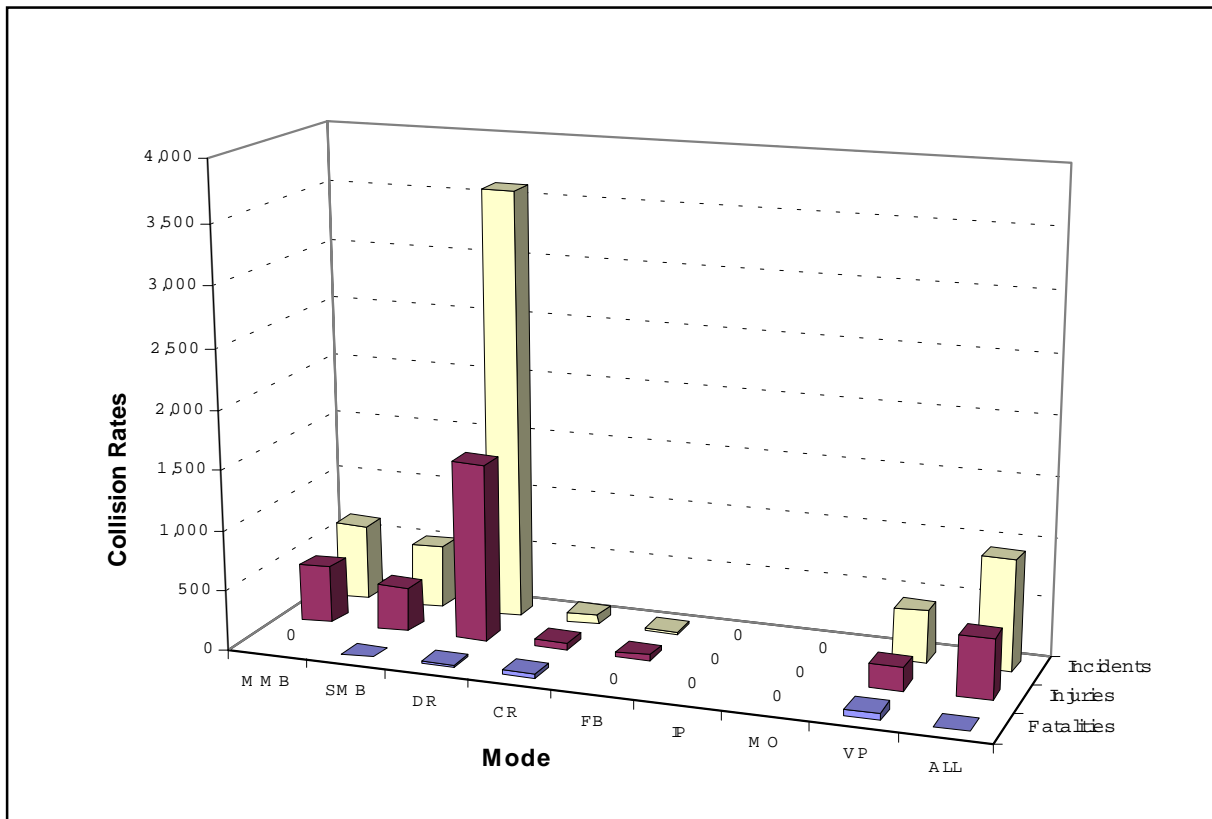


**Purchased Transportation - Injuries**  
from all causes  
per 100,000,000 Passengers



These graphs depict the incident, fatality, and injury rates, from all causes (except suicides), listed in the Transit Safety Form (405), i.e., **Collisions, Derailments, Personal Casualties, and Fires.**

Also note that they are indexed in number of Passengers.



This graph shows the rates of *incidents*, *injuries*, and *fatalities* (except attempted/successful suicides) for the **Collisions** category of Form 405.

The rates show how often incidents, fatalities, and injuries occur as a result of Collisions with respect to the number of passengers carried. These rates should be considered when looking at the Collision figures (stacked bar charts on the next page) which provide only raw numbers. The raw numbers alone do not provide a full picture of relative safety without data on exposure which is provided here.

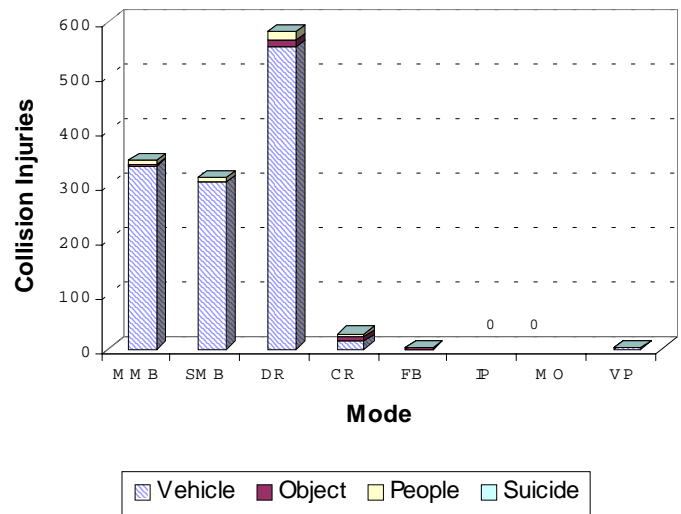
**Purchased Transportation - Incidents**  
of Collision



**Purchased Transportation - Fatalities**  
Resulting from Collisions



**Purchased Transportation - Injuries**  
Resulting from Collisions

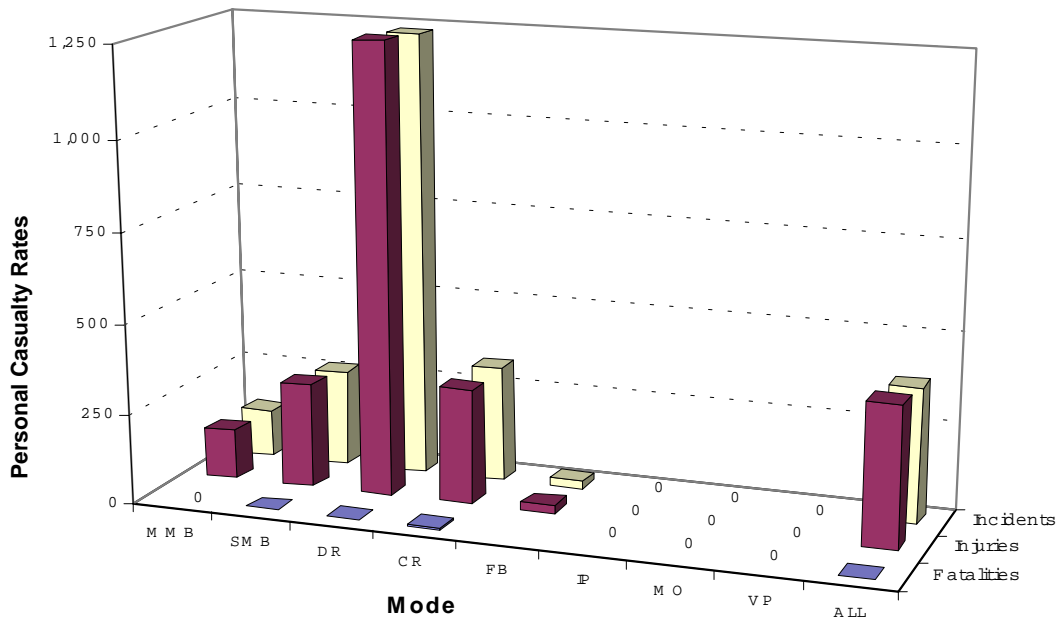


These graphs break down by type *incidents*, *injuries*, and *fatalities* resulting from **Collisions** (with vehicles, objects, and people).

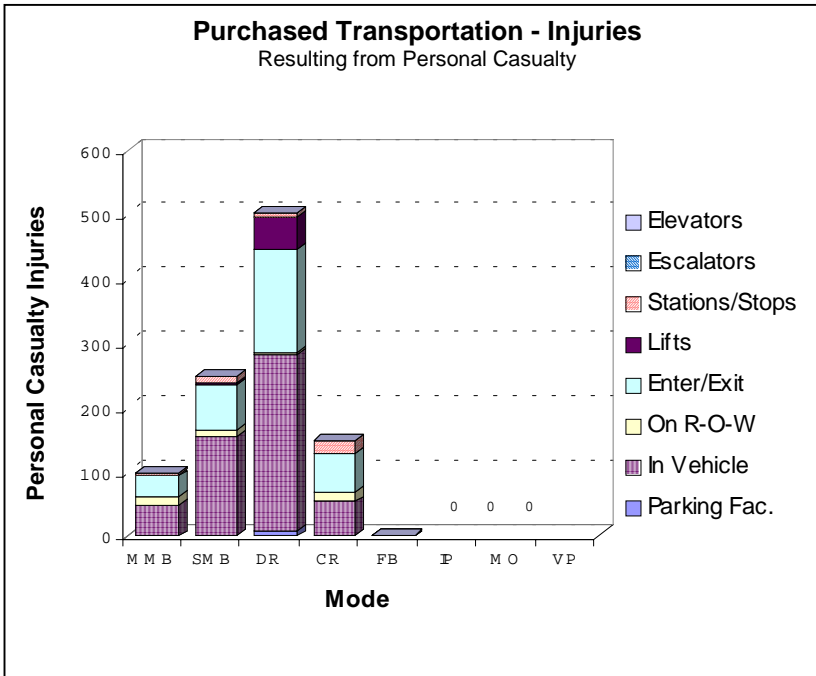
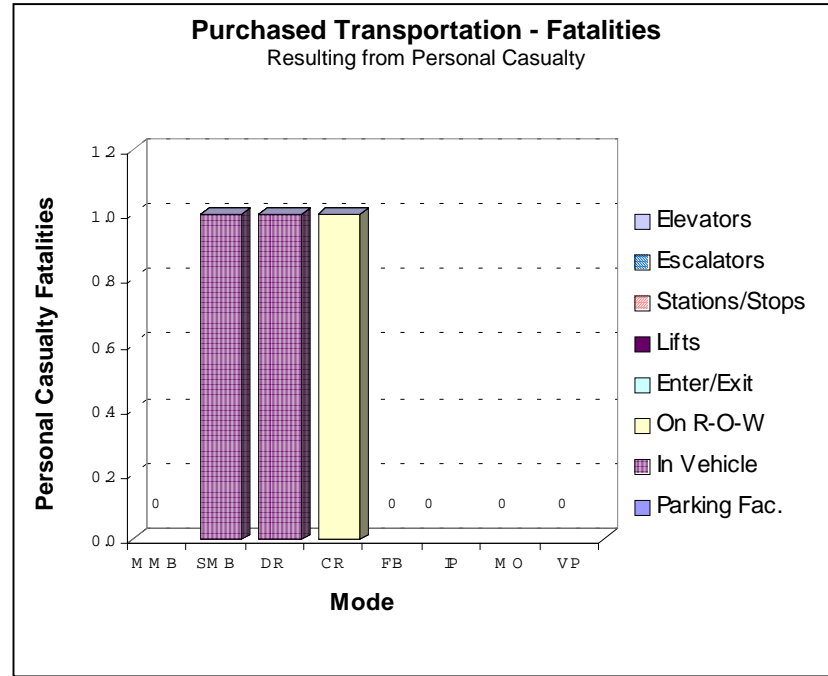
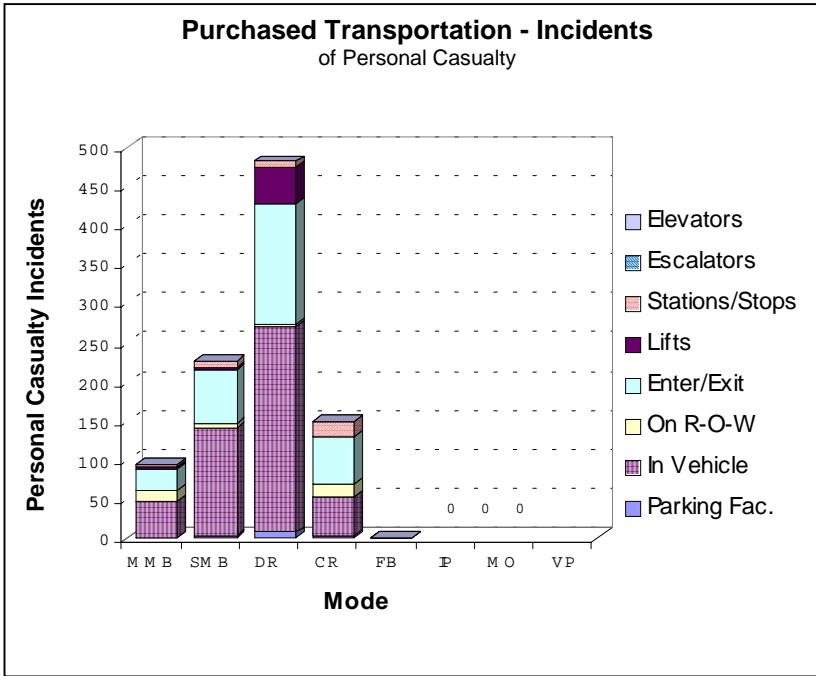
Not surprisingly, most of the fatalities are the result of collisions with people.

## Purchased Transportation - Personal Casualties

per 100,000,000 Passengers



This graph provides the rates by transit mode for *incidents*, *fatalities*, and *injuries*, classified under the **Personal Casualties** category of Form 405. Keep in mind that **Personal Casualties** is a transit mishap category where people are hurt but not as a result of Collisions, Derailments, or Fires. The rates show how frequently incidents, deaths, and injuries occur, based on passenger exposure to risk. These rates should be kept in mind when looking at the Personal Casualties figures (stacked bar charts on the next page) which provide only raw numbers. The raw numbers alone do not provide a full picture of relative safety without data on exposure, which is provided here.



These graphs break down by type *incidents*, *injuries*, and *fatalities* that are classified under the **Personal Casualties** category of Form 405 [in parking facilities, inside vehicle, on right of way, entering/exiting the vehicle (associated with lifts), in station/bus stops (associated with escalators, and associated with elevators)].

Keep in mind that **Personal Casualties** is a transit mishap category (in Form 405) where people are hurt but not as a result of Collisions, Derailments, or Fires.

# Purchased Transportation - Collisions

## Bus

### INCIDENTS

<b>Collisions<sup>1</sup></b>	<b>MMB</b>	<b>SMB</b>
With Other Vehicles	437	376
(w/vehicles at grade crossings)	1	7
With Objects	19	54
(w/objects at grade crossings)	0	1
With People <sup>2</sup>	5	13
(w/people at grade crossings)	0	0
(attempted suicides) <sup>3</sup>	0	0
<b>Total<sup>4</sup></b>	<b>461</b>	<b>443</b>

### FATALITIES

<b>Collisions<sup>1</sup></b>	<b>Patrons</b>		<b>Employees</b>		<b>Others</b>	
	MMB	SMB	MMB	SMB	MMB	SMB
With Other Vehicles	0	0	0	0	0	1
(w/vehicles at grade crossings)	0	0	0	0	0	0
With Objects	0	0	0	0	0	0
(w/objects at grade crossings)	0	0	0	0	0	0
With People <sup>2</sup>	0	0	0	0	0	0
(w/people at grade crossings)	0	0	0	0	0	0
(attempted suicides)	0	0	0	0	0	0
<b>Total<sup>4</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

### INJURIES

<b>Collisions<sup>1</sup></b>	<b>Patrons</b>		<b>Employees</b>		<b>Others</b>	
	MMB	SMB	MMB	SMB	MMB	SMB
With Other Vehicles	216	200	58	36	62	69
(w/vehicles at grade crossings)	3	1	0	0	1	0
With Objects	3	2	0	0	0	0
(w/objects at grade crossings)	0	0	0	0	0	0
With People <sup>2</sup>	2	1	0	1	4	6
(w/people at grade crossings)	0	0	0	0	0	0
(attempted suicides)	0	0	0	0	0	0
<b>Total<sup>4</sup></b>	<b>221</b>	<b>203</b>	<b>58</b>	<b>37</b>	<b>66</b>	<b>75</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossing" figures.

<sup>2</sup> People figures include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.

# Purchased Transportation - Collisions

## Rail

### INCIDENTS

Collisions <sup>1</sup>	CR
With Other Vehicles	11
(w/vehicles at grade crossings)	10
With Objects	7
(w/objects at grade crossings)	3
With People <sup>2</sup>	25
(w/people at grade crossings)	2
(attempted suicides) <sup>3</sup>	8
<b>Total<sup>4</sup></b>	<b>43</b>

### FATALITIES

Collisions <sup>1</sup>	Patrons	Employees	Others
	CR	CR	CR
With Other Vehicles	0	0	2
(w/vehicles at grade crossings)	0	0	2
With Objects	0	0	0
(w/objects at grade crossings)	0	0	0
With People <sup>2</sup>	0	0	20
(w/people at grade crossings)	0	0	1
(attempted suicides)	0	0	8
<b>Total<sup>4</sup></b>	<b>0</b>	<b>0</b>	<b>22</b>

### INJURIES

Collisions <sup>1</sup>	Patrons	Employees	Others
	CR	CR	CR
With Other Vehicles	13	0	1
(w/vehicles at grade crossings)	13	0	1
With Objects	9	0	0
(w/objects at grade crossings)	0	0	0
With People <sup>2</sup>	1	1	3
(w/people at grade crossings)	0	0	1
(attempted suicides)	0	0	0
<b>Total<sup>4</sup></b>	<b>23</b>	<b>1</b>	<b>4</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossing" figures.

<sup>2</sup> People figures include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.



# Purchased Transportation - Collisions

Demand Response, Ferryboat, Vanpool\*

## INCIDENTS

Collisions <sup>1</sup>	DR	FB	VP
With Other Vehicles	1,238	0	5
(w/vehicles at grade crossings)	4	0	0
With Objects	145	1	2
(w/objects at grade crossings)	1	0	0
With People <sup>2</sup>	22	0	0
(w/people at grade crossings)	0	0	0
(attempted suicides) <sup>3</sup>	0	0	0
<b>Total<sup>4</sup></b>	<b>1,405</b>	<b>1</b>	<b>7</b>

## FATALITIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
With Other Vehicles	1	0	0	0	0	0	4	0	1
(w/vehicles at grade crossings)	0	0	0	0	0	0	0	0	0
With Objects	1	0	0	1	0	0	0	0	0
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	0	0	0	0	0	0	1	0	0
(w/people at grade crossings)	0	0	0	0	0	0	0	0	0
(attempted suicides)	0	0	0	0	0	0	0	0	0
<b>Total<sup>4</sup></b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>

## INJURIES

Collisions <sup>1</sup>	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
With Other Vehicles	277	0	2	139	0	0	138	0	0
(w/vehicles at grade crossings)	0	0	0	1	0	0	0	0	0
With Objects	5	2	0	6	0	0	2	0	1
(w/objects at grade crossings)	0	0	0	0	0	0	0	0	0
With People <sup>2</sup>	4	0	0	1	0	0	11	0	0
(w/people at grade crossings)	0	0	0	0	0	0	0	0	0
(attempted suicides)	0	0	0	0	0	0	0	0	0
<b>Total<sup>4</sup></b>	<b>286</b>	<b>2</b>	<b>2</b>	<b>146</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>0</b>	<b>1</b>

<sup>1</sup> Collisions with vehicles, objects, and people include their respective "at grade crossing" figures.

<sup>2</sup> People figures include suicides.

<sup>3</sup> Incidents of suicide include fatalities, injuries, and unharmed.

<sup>4</sup> Total figures do not include parenthetical items.

\* Monorail (MO) and Inclined Plane (IP) had no incidents

# Purchased Transportation - Personal Casualties

## Bus

### INCIDENTS

Personal Casualties	MMB	SMB
Parking Facility	0	2
Inside Vehicle	48	139
On Right of Way	13	6
Entering/Exiting Vehicle <sup>1</sup>	29	71
(associated With lifts)	2	3
In Stations/Stops <sup>2</sup>	4	8
(associated with escalators)	0	0
(associated with elevators)	0	0
<b>Total<sup>3</sup></b>	<b>94</b>	<b>226</b>

### FATALITIES

Personal Casualties	Patrons		Employees		Others	
	MMB	SMB	MMB	SMB	MMB	SMB
Parking Facility	0	0	0	0	0	0
Inside Vehicle	0	1	0	0	0	0
On Right of Way	0	0	0	0	0	0
Entering/Exiting Vehicle <sup>1</sup>	0	0	0	0	0	0
(associated With lifts)	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	0	0	0	0	0	0
(associated with escalators)	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

Personal Casualties	Patrons		Employees		Others	
	MMB	SMB	MMB	SMB	MMB	SMB
Parking Facility	0	0	0	2	0	0
Inside Vehicle	30	147	14	7	4	0
On Right of Way	8	5	3	3	2	0
Entering/Exiting Vehicle <sup>1</sup>	32	69	0	3	2	1
(associated With lifts)	2	3	0	0	0	0
In Stations/Stops <sup>2</sup>	4	10	0	0	0	1
(associated with escalators)	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>74</b>	<b>231</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>2</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

# Purchased Transportation - Personal Casualties

## Rail

### INCIDENTS

Personal Casualties	CR
Parking Facility	2
Inside Vehicle	50
On Right of Way	17
Entering/Exiting Vehicle <sup>1</sup>	60
(associated With lifts)	0
In Stations/Stops <sup>2</sup>	20
(associated with escalators)	0
(associated with elevators)	0
<b>Total<sup>3</sup></b>	<b>149</b>

### FATALITIES

Personal Casualties	Patrons	Employees	Others
	CR	CR	CR
Parking Facility	0	0	0
Inside Vehicle	0	0	0
On Right of Way	0	0	1
Entering/Exiting Vehicle <sup>1</sup>	0	0	0
(associated With lifts)	0	0	0
In Stations/Stops <sup>2</sup>	0	0	0
(associated with escalators)	0	0	0
(associated with elevators)	0	0	0
<b>Total<sup>3</sup></b>	<b>0</b>	<b>0</b>	<b>1</b>

### INJURIES

Personal Casualties	Patrons	Employees	Others
	CR	CR	CR
Parking Facility	1	1	0
Inside Vehicle	25	26	0
On Right of Way	7	8	1
Entering/Exiting Vehicle <sup>1</sup>	53	7	0
(associated With lifts)	0	0	0
In Stations/Stops <sup>2</sup>	16	4	0
(associated with escalators)	0	0	0
(associated with elevators)	0	0	0
<b>Total<sup>3</sup></b>	<b>102</b>	<b>46</b>	<b>1</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

# Purchased Transportation - Personal Casualties

Demand Response, Ferryboat, Vanpool\*

## INCIDENTS

Personal Casualties	DR	FB	VP
Parking Facility	7	0	0
Inside Vehicle	264	0	0
On Right of Way	3	0	0
Entering/Exiting Vehicle <sup>1</sup>	202	1	0
(associated With lifts)	48	0	0
In Stations/Stops <sup>2</sup>	6	0	0
(associated with escalators)	0	0	0
(associated with elevators)	0	0	0
<b>Total<sup>3</sup></b>	<b>482</b>	<b>1</b>	<b>0</b>

## FATALITIES

Personal Casualties	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
Parking Facility	0	0	0	0	0	0	0	0	0
Inside Vehicle	0	0	0	1	0	0	0	0	0
On Right of Way	0	0	0	0	0	0	0	0	0
Entering/Exiting Vehicle <sup>1</sup>	0	0	0	0	0	0	0	0	0
(associated With lifts)	0	0	0	0	0	0	0	0	0
In Stations/Stops <sup>2</sup>	0	0	0	0	0	0	0	0	0
(associated with escalators)	0	0	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## INJURIES

Personal Casualties	Patrons			Employees			Others		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
Parking Facility	1	0	0	6	0	0	0	0	0
Inside Vehicle	208	0	0	65	0	0	1	0	0
On Right of Way	0	0	0	3	0	0	0	0	0
Entering/Exiting Vehicle <sup>1</sup>	174	1	0	34	0	0	3	0	0
(associated With lifts)	42	0	0	7	0	0	1	0	0
In Stations/Stops <sup>2</sup>	6	0	0	0	0	0	1	0	0
(associated with escalators)	0	0	0	0	0	0	0	0	0
(associated with elevators)	0	0	0	0	0	0	0	0	0
<b>Total<sup>3</sup></b>	<b>389</b>	<b>1</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>

<sup>1</sup> Enter/Exit figures include lift figures.

<sup>2</sup> Station/Bus Stop figures include escalator and elevator figures.

<sup>3</sup> Total figures do not include the parenthetical items as they are accounted for in the Enter/Exit and Station/Bus Stop figures.

\* Monorail (MO) and Inclined Plane (IP) had no incidents

# Purchased Transportation - Fires

## Bus

### INCIDENTS

<b>Fires</b>	<b>MMB</b>	<b>SMB</b>
In Vehicles	2	5
In Station	0	0
Right of Way and Others	3	0
<b>Total</b>	<b>5</b>	<b>5</b>

### FATALITIES

<b>Fires</b>	<b>Patrons</b>		<b>Employees</b>		<b>Others</b>	
	MMB	SMB	MMB	SMB	MMB	SMB
In Vehicles	0	0	0	0	0	0
In Stations	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### INJURIES

<b>Fires</b>	<b>Patrons</b>		<b>Employees</b>		<b>Others</b>	
	MMB	SMB	MMB	SMB	MMB	SMB
In Vehicles	1	0	0	0	0	0
In Stations	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Purchased Transportation - Fires

Rail

## INCIDENTS

<b>Fires</b>	<b>CR</b>
In Vehicles	0
In Station	0
Right of Way and Others	2
<b>Total</b>	<b>2</b>

## FATALITIES

<b>Fires</b>	<b>Patrons</b>	<b>Employees</b>	<b>Others</b>
	CR	CR	CR
In Vehicles	0	0	0
In Stations	0	0	0
Right of Way and Others	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>

## INJURIES

<b>Fires</b>	<b>Patrons</b>	<b>Employees</b>	<b>Others</b>
	CR	CR	CR
In Vehicles	0	0	0
In Stations	0	0	0
Right of Way and Others	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>

# Purchased Transportation - Fires

Demand Response, Ferryboat, Vanpool

## INCIDENTS

<b>Fires</b>	<b>DR</b>	<b>FB</b>	<b>VP</b>
In Vehicles	8	0	0
In Station	2	0	0
Right of Way and Others	0	0	0
<b>Total</b>	<b>10</b>	<b>0</b>	<b>0</b>

## FATALITIES

<b>Fires</b>	<b>Patrons</b>			<b>Employees</b>			<b>Others</b>		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
In Vehicles	0	0	0	0	0	0	0	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## INJURIES

<b>Fires</b>	<b>Patrons</b>			<b>Employees</b>			<b>Others</b>		
	DR	FB	VP	DR	FB	VP	DR	FB	VP
In Vehicles	0	0	0	1	0	0	0	0	0
In Stations	0	0	0	0	0	0	0	0	0
Right of Way and Others	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## **Reporting Agencies**





# Reporting Agencies

Directly Operated Transit  
by State<sup>1</sup>

## Alaska

*Municipality of Anchorage*

## Alabama

Gadsden-Dial-A-Ride  
Huntsville  
*Mobile-MTA*  
*Montgomery-Autauga*  
*Montgomery-MAT*  
Morgan County Area TA  
NW Alabama COLG  
Tuscaloosa-CP&TA

## Arkansas

Fayetteville-CRG  
Fayetteville-Springdale  
*Little Rock-CAT*

## Arizona

*Peoria Transit*  
*Phoenix PTD*  
*Phoenix-Glendale*  
*Phoenix-Sun Cities-SCAT*  
*Phoenix-VPSI*  
*Tucson-Sun Tran*

## California

*Bakersfield-GET*  
*Contra Costa-Connection*  
Davis-UNITRANS  
*Fresno-FAX*  
*LA-Commerce*  
*LA-Culver City*  
*LA-Gardena Bus Line*  
LA-La Mirada  
*LA-LACMTA-Metro*  
*LA-Laguna Beach*  
*LA-Long Beach Transit*  
*LA-Montebello*

*LA-Norwalk*  
*LA-OCTA*  
*LA-Santa Monica*  
*LA-SCRRA*  
*LA-Torrance*  
Monterey-MST  
*Oakland-AC Transit*  
*OCTA- Dave Transportation*  
*Oxnard-SCAT*  
Palm Springs-SunBus  
*Riverside Special Trans.*  
*Riverside-RTA*  
*Sacramento-RT*  
*San Bernardino-OMNITRANS*  
*San Diego Transit*  
*San Diego-NCTD*  
*San Francisco-BART*  
*San Francisco-Muni*  
*San Joaquin-Smart*  
*San Jose-SCCTD*  
Santa Barbara-MTD  
Santa Cruz-METRO  
Santa Rosa-City Bus  
*SF-Golden Gate*  
*SF-SamTrans*

## Colorado

*Colorado Springs Transit*  
*Dave Transportation*  
*Denver-RTD*  
Fort Collins-Transfort  
Greeley-The Bus  
Pueblo-CityBus

## Connecticut

*Bridgeport-VTD*  
*CT-Carey Transportation*  
Danbury-HART  
*Greater Bridgeport TD*  
*Hartford-CT Transit*  
New Britain Transit  
New Britain - Bristol

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<sup>1</sup> *Italicized* agencies have reported safety and security data. Others have reported safety data only. Includes agencies who reported data as of Oct 1, 1998.

*New Haven-CT Transit*  
*New Haven-Milford*  
*New Haven-NET*  
*Norwalk-Wheels*  
*Stamford-CT Transit*

**District of Columbia**

*Washington-WMATA*

**Delaware**

*Delaware-DTC*

**Florida**

*Bradenton-MCT*  
*Brevard-SCAT*  
*Clearwater-Pasco Shuttle*  
*Council on Aging*  
*Daytona Beach-VOTRAN*  
*Ft. Lauderdale-Bct*  
*Ft. Myers-LeeTran*  
*Ft. Pierce-St. Lucie COA*  
*Gainesville-RTS*  
*Jacksonville-JTA*  
*Lakeland-Citrus Connect*  
*Miami-MDTA*  
*Okaloosa County*  
*Orlando-LYNX*  
*Panama City-Bay Council*  
*Pensacola-ECTS*  
*Sarasota-SCTA*  
*St. Petersburg-PSTA*  
*Tallahassee-TALTRAN*  
*Tampa-Hartline*  
*West Palm-CoTran*

**Georgia**

*Albany-ATS*  
*Athens-ATS*  
*Atlanta-Douglas County*  
*Atlanta-MARTA*  
*Augusta-APT*  
*Columbus-METRA*  
*Rome-Transit Department*  
*Savannah-CAT*

**Hawaii**

*Honolulu-DTS*  
*Honolulu-HDOT-Mayflower*

**Iowa**

*Davenport-Bettendorf*  
*Davenport-CitiBus*  
*Des Moines-Metro*  
*Dubuque, IA-KeyLine*  
*Five Seasons Trans*  
*Iowa City Transit*  
*Iowa City-CAMBUS*  
*Sioux City-STC*  
*Waterloo-MET*

**Idaho**

*Boise Urban Stages*  
*Idaho Falls-C.A.R.T*  
*Pocatello Urban Transit*

**Illinois**

*Bloomington-Normal*  
*Champaign-Urbana-MTD*  
*Chicago-CTA/Cook Dupage*  
*Chicago-RTA-CTA*  
*Chicago-RTA-Metra*  
*Chicago-RTA-Pace*  
*Decatur-DPTS*  
*Peoria-GP Transit*  
*Peoria-Pekin Municipal*  
*Rock Island-Metro Link*  
*Rockford-Loves Park*  
*Rockford-RMTD*  
*Springfield-SMTD*

**Indiana**

*Anderson-CATS*  
*Bloomington-BPT*  
*City of Kokomo*  
*Evansville-METS*  
*Fort Wayne-PTC*  
*Indianapolis-Metro*  
*Lafayette-GLPTC*  
*Muncie-MITS*  
*North Township DAR*  
*NW IN-East Chicago*  
*NW IN-Gary-GPTC*  
*NW IN-NICTD*  
*NW IN-RPC (Consolidated)*  
*NWIN-LCEOC, Inc.*  
*South Bend-Transpo*  
*Terre Haute-TU*

**Kansas**

Topeka-TMTA  
Wichita-MTA

**Kentucky**

Cincinnati-TANK  
Lexington-Fayette-LexTran  
Louisville-TARC

**Louisiana**

Alexandria-ATRANS  
Baton Rouge-CTC  
Houma-Terrebonne Parish  
Monroe-MTS  
New Orleans-Crescent City  
New Orleans-LA Transit  
New Orleans-RTA  
New Orleans-Westside  
Shreveport-SparTran

**Massachusetts**

Boston-MBTA  
Springfield Transit  
Worcester-WRTA

**Maryland**

Annapolis Public Transit  
Baltimore-Harford  
Baltimore-Maryland-MTA  
City of Frederick  
Hagerstown-Commuter  
Maryland-Ride-On

**Maine**

Bangor-The Bus  
Portland-CBL  
Portland-METRO  
Portland-RTP

**Michigan**

Ann Arbor-AATA  
Battle Creek-BCT  
Bay City-Metro Transit  
Benton Harbor-Twin Cities  
Detroit-Blue Water  
Detroit-D-DOT  
Detroit-DTC  
Detroit-SMART

Flint-MTA  
Grand Rapids-GRATA  
Jackson-JTA  
Kalamazoo-Metro  
Lansing-CATA  
Muskegon Area Transit  
Saginaw-STS

**Minnesota**

Duluth-DTA  
Minneapolis-St. Paul-MCTO  
St. Cloud-Metro Bus

**Missouri**

Columbia-CATS  
Kansas City-KCATA  
Springfield-CU  
St. Joseph Express  
St. Louis-Bi-State

**Mississippi**

Gulfport-Coast  
Jackson-Jatran

**Montana**

Billings-MET  
Great Falls-GFT  
Missoula-Mountain Line

**North Carolina**

Asheville-City Coach  
Charlotte-CTS  
Durham-Chapel Hill  
Durham-DATA  
Durham-Triangle Transit  
Fayetteville-Fast  
High Point-Hitran  
Raleigh-CAT  
Wilmington-WTA  
Winston-Salem-WSTA

**North Dakota**

Grand Forks-City Bus

**Nebraska**

Lincoln- StarTRAN  
Omaha-TA

**New Hampshire**

Manchester-MTA  
Portsmouth-COAST

**New Jersey**

Cumberland County  
New Jersey Transit  
NJ Transit (Contract)  
NJ-NJTC/Academy  
NJ-NJTC/Hudson Transit  
NJ-NJTC/Suburban  
NJ/NY-Rockland  
Philadelphia-PATCO

**New Mexico**

Albuquerque-Sun Tran  
Las Cruces-RoadRUNNER  
Santa Fe Trails

**Nevada**

Las Vegas - ATC|VanCom  
Reno-Citifare

**New York**

Albany-CDTA  
Broome County  
Buffalo-NFTA  
Glens Falls-GGFT  
Ithaca-TOMTRAN  
New York City DOT  
NY-Clarkstown Mini-Trans  
NY-Hart  
NY-Long Beach  
NY-MTA-Long Island Bus  
NY-MTA-Long Island RR  
NY-MTA-Metro North RR  
NY-MTA-NYCTA  
NY-MTA-Staten Island  
NY-Rockland-Ride Sharing  
NY-Westchester-Liberty  
NYCDOT-Bus Tours  
NYCDOT-GTJC  
NYCDOT-Liberty  
NYCDOT-Queens  
Port Authority-PATH  
Poughkeepsie-LOOP  
Rochester-RTS

Syracuse-RTA-Cayuga  
Syracuse-RTA-Centro  
T-Tran  
Utica-UTA

**Ohio**

Akron-Kent State  
Akron-Metro  
Canton-RTA Proline  
Cincinnati-SORTA  
Cleveland-LAKETRAN  
Cleveland-RTA  
Columbus-COTA  
Dayton-RTA  
Middletown-MTS  
Springfield-SCAT  
Toledo-TARTA  
Youngstown-WRTA

**Oklahoma**

Oklahoma City-COTPA  
Tulsa-MTA

**Oregon**

Eugene-LTD  
Medford-RVTD  
Portland-Tri-Met  
Salem-Cherriots

**Pennsylvania**

Allentown-Lanta  
Altoona-AMTRAN  
Harrisburg-Cat  
Johnstown-CCTA  
Lancaster-RRTA  
Philadelphia-SEPTA  
Pittsburgh-GG&C Bus  
Pittsburgh-PAT  
Reading-BARTA  
Scranton-Colts  
State College-Centre Line  
Wilkes-Barre-(L)  
Williamsport-City Bus  
York-YCTA

**Puerto Rico**

San Juan-MBA

San Juan-Port Authority

*San Antonio-VIA*  
Waco Transit System

**Rhode Island**

*Providence-RIPTA*

**Utah**

*Salt Lake City-UTA*

**South Carolina**

*Columbia-SCE&G*  
Florence-PDRTA  
Myrtle Beach-CRPTA  
Spartanburg-SPARTA  
Sumter-Santee Wateree

**Virginia**

Charlottesville Transit  
Danville-DTS  
*James City County*  
Lynchburg-GLTC  
*Newport News-Pentran*  
*Norfolk-TRT*  
Petersburg Area Transit  
*Richmond-GRTC*  
Roanoke-Valley Metro

**South Dakota**

Rapid City Transit System  
Sioux Falls-The Bus

**Vermont**

Burlington-CT

**Tennessee**

*Chattanooga-CARTA*  
Clarksville-CTS  
Jackson Transit Authority  
Johnson City-JCT  
Kingsport  
*Knoxville-K-Trans*  
*Memphis-MATA*  
*Nashville-MTA*

**Washington**

Bellingham-WTA  
Bremerton-Kitsap Transit  
Longview-Community Urban  
Olympia-IT  
Richland-Ben Franklin  
*Seattle-Everett*  
*Seattle-Metro*  
*Seattle-Snohomish-Commun.*  
Seattle-Washington DOT  
*Spokane-STA*  
*Tacoma-Pierce Transit*  
*Vancouver-C-Tran*  
Yakima Transit

**Texas**

Abilene-CityLink  
Amarillo-ACT  
*Austin-Capital Metro*  
*Austin-VPSI*  
Beaumont-BMT  
Brazos Transit System  
Brownsville-BUS  
*Corpus Christi-The B*  
*Dallas - Handitran*  
*Dallas-DART*  
*Dallas-DART/ATE*  
*Dallas-Grand Prairie*  
*Dallas-Mesquite*  
*Dallas-VPSI*  
*El Paso-Sun Metro*  
*Fort Worth-The T*  
Galveston-Island Transit  
*Houston-Metro*  
Laredo-El Metro  
Lubbock-Citibus  
Port Arthur-PAT  
*Ryder/ATE, Inc.*  
San Angelo-Antran

**Wisconsin**

Appleton-Valley Transit  
Beloit-City of Beloit  
Eau Claire-ECT  
Green Bay-GBT  
Janesville-JTS  
Kenosha-KTC  
LaCrosse Municipal  
*Madison-MMT*  
*Milwaukee-County*  
*Milwaukee-Waukesha Metro*  
Oshkosh-OTS  
Racine-Belle Urban System  
Sheboygan-ST  
Wausau-WATS

**West Virginia**

Charleston-KRT  
Huntington-TTA  
Wheeling-OVRTA

**Wyoming**

Cheyenne Transit

# Reporting Agencies

## Purchased Transportation by State<sup>1</sup>

**Alaska**

*Municipality of Anchorage*

**Alabama**

Huntsville  
*Mobile-MTA*

**Arkansas**

Fayetteville-CRG

**Arizona**

*Phoenix PTD*  
*Phoenix-Maricopa STS*  
*Phoenix-Mesa SunRunner*  
*Phoenix-RPTA*  
*Phoenix-Scottsdale*

**California**

*Bakersfield-GET*  
Chico Area Transit  
City of Lodi  
*City of Los Angeles*  
*Contra Costa-Connection*  
*Contra Costa-WESTCAT*  
Fairfield  
*Fresno-FAX*  
*Intelitran*  
LA-Access  
*LA-Arcadia Transit*  
*LA-Foothill Transit*  
*LA-Gardena Bus Line*  
*LA-LACMTA-Metro*  
*LA-Long Beach Transit*  
LA-OCTA  
*LA-Torrance*  
Lancaster-AV Transit  
Merced County Transit  
*Modesto-MAX*  
Monterey-MST  
*Oakland-AC Transit*  
*Oakland-AOFS*

*Oakland-Vallejo Transit*  
*Oakland-Wheel*  
*Oxnard-SCAT*  
Palm Springs-SunBus  
Redding-RABA  
*Riverside-Corona*  
*Riverside-RTA*  
*Roseville Transit*  
*Sacramento-RT*  
*Sacramento-Yolobus*  
*San Bernardino-OMNITRANS*  
*San Diego Transit*  
*San Diego-NCTD*  
*San Diego-SANDAG*  
*San Francisco-BART*  
*San Francisco-Muni*  
*San Joaquin-Smart*  
*San Jose-SCCTD*  
Santa Clara - Outreach  
Santa Cruz-METRO  
Santa Maria Area Transit  
Santa Rosa-City Bus  
Santa Rosa-Sonoma County  
*SF-CalTrain*  
*SF-Golden Gate*  
*SF-SamTrans*  
*SF-Union City*  
Tri Delta Transit  
*Ventura Intercity Service*  
*Ventura-Thousand Oaks*  
Victorville-VV TSA  
Visalia City Coach  
Yuba-Sutter

**Colorado**

*Colorado Springs Transit*  
*Dave Transportation*  
*Denver-RTD*  
Fort Collins-Transfort  
Grand Junction-MesABILITY  
Pueblo-CityBus

**Connecticut**

*Greater Bridgeport TD*

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<sup>1</sup> *Italicized* agencies have reported safety and security data. Others have reported safety data only.



*Hartford-Conn DOT*  
*Hartford-Metro*  
*Middletown-MAT*  
*New Haven-Gr. New Haven*  
*Norwalk-Wheels*  
*Waterbury-GWTD*

**District of Columbia**

*Washington-WMATA*

**Delaware**

*Delaware-DTC*

**Florida**

*Brevard-SCAT*  
*Clearwater-Pasco Shuttle*  
*Daytona Beach-VOTRAN*  
*Ft. Lauderdale-Bct*  
*Ft. Lauderdale-TCRA*  
*Ft. Myers-LeeTran*  
*Ft. Pierce-St. Lucie COA*  
*Jacksonville-JTA*  
*Miami-MDTA*  
*Okaloosa County*  
*Orlando-LYNX*  
*Pensacola-ECTS*  
*Sarasota-SCTA*  
*St. Petersburg-PSTA*  
*Tallahassee-TALTRAN*  
*Tampa-Hartline*  
*West Palm-Co Tran 1*  
*Vero Beach-Indian River*

**Georgia**

*Atlanta-CCT*  
*Atlanta-MARTA*  
*Savannah-CAT*

**Hawaii**

*Honolulu-DTS*

**Iowa**

*Davenport-Bettendorf*  
*Davenport-CitiBus*  
*Des Moines-Metro*  
*Dubuque, IA-KeyLine*  
*Five Seasons Trans*  
*Iowa City Transit*

*Sioux City-STC*  
*Waterloo-MET*

**Illinois**

*Champaign-Urbana-MTD*  
*Chicago-RTA-CTA*  
*Chicago-RTA-Metra*  
*Chicago-RTA-Pace*  
*Decatur-DPTS*  
*Peoria-GP Transit*  
*Rock Island-Metro Link*  
*Rockford-Loves Park*  
*Rockford-RMTD*  
*St. Louis-MCT*  
*Bloomington-BPT*

**Indiana**

*City of Kokomo*  
*Elkhart-Goshen*  
*Indianapolis-Metro*  
*NW IN-Gary-GPTC*  
*NW IN-Hammond*

**Kansas**

*Johnson County Transit*  
*Wichita-MTA*

**Kentucky**

*Lexington-Fayette-LexTran*  
*Louisville-TARC*

**Louisiana**

*Baton Rouge-CTC*  
*Lafayette-COLT*  
*New Orleans-RTA*  
*Shreveport-SparTran*

**Massachusetts**

*Boston-CATA*  
*Boston-MBTA*  
*Brockton-BAT*  
*Fitchburg-MART*  
*Hyannis-Cape Cod-CCRTA*  
*Lawrence-MVRTA*  
*Lowell-LRTA*  
*New Bedford-SERTA*  
*Pittsfield-BRTA*  
*Providence-GATRA*  
*Springfield-PVTA*  
*Worcester-WRTA*

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1 Reported security data only.

**Maryland**

*Baltimore-Maryland-MTA*  
*Maryland-Ride-On*

**Maine**

Bangor-The Bus

**Michigan**

*Ann Arbor-AATA*  
*Detroit-D-DOT*  
*Detroit-SMART*  
*Flint-MTA*  
*Grand Rapids-GRATA*  
*Kalamazoo-Metro*  
*Lansing-CATA*  
*Muskegon Area Transit*  
*South Bend-Niles*

**Minnesota**

Duluth-DTA  
*Minneapolis-St. Paul-MCTO*  
 Moorhead-Transit  
 Rochester  
 St. Cloud-Metro Bus

**Missouri**

*Kansas City-KCATA*  
 Springfield - MSU

**Montana**

Billings-MET  
 Great Falls-GFT

**North Carolina**

*Asheville-City Coach*  
*Charlotte-CTS*  
*Durham-DATA*  
*Greensboro-GTA*  
*Raleigh-CAT*

**North Dakota**

Bis-Man Transit  
 Grand Forks-City Bus

**Nebraska**

Lincoln- StarTRAN  
 Omaha-TA

**New Hampshire**

Nashua-City Bus  
 Portsmouth-COAST

**New Jersey**

*New Jersey Transit*

**New Mexico**

Santa Fe Trails

**Nevada**

*Reno-Citifare*

**New York**

*Albany-CDTA*  
 Broome County  
 Elmira-Chemung County  
 Glens Falls-GGFT  
 Ithaca-TOMTRAN  
*NY-Hauppauge-Suffolk Trans*  
*NY-MTA-Metro North RR*  
*NY-MTA-NYCTA*  
*NY-Putnam Area*  
*NY-Rockland-Transport*  
*NY-Westchester-BEE-LINE*  
 Port Authority-PATH

**Ohio**

Akron-Metro  
*Cincinnati-SORTA*  
*Cleveland-Brunswick*  
*Cleveland-LAKETRAN*  
*Cleveland-RTA*  
 Columbus-COTA  
 Lorain-LCT  
 Mansfield-RCT  
 Newark  
 Toledo-TARTA

**Oklahoma**

*Oklahoma City-COTPA*  
 Tulsa-MTA

**Oregon**

Eugene-LTD  
Medford-RVTD  
Portland-Tri-Met

**Pennsylvania**

Allentown-Lanta  
Altoona-AMTRAN  
Beaver County-BCTA  
Harrisburg-Cat  
Lancaster-RRTA  
Monessen-Mid Mon Valley  
Philadelphia-Penn DOT  
Philadelphia-SEPTA  
Pittsburgh-PAT  
Pittsburgh-PAT/ACCESS  
Pittsburgh-Westmoreland  
Reading-BARTA  
Scranton-Colts  
State College-Centre Line  
Wilkes-Barre-(L)  
Williamsport-City Bus  
York-YCTA

**Puerto Rico**

San Juan-PRHTA

**Rhode Island**

Providence-RIPTA

**South Carolina**

Augusta-Aiken County  
Charleston-DASH  
Columbia-SCE&G  
Spartanburg-County

**South Dakota**

Sioux Falls-The Bus

**Tennessee**

Chattanooga-CARTA  
Kingsport

**Texas**

Austin-Capital Metro 2  
City of Denton  
City of Longview  
Corpus Christi-The B  
Dallas - Handitran

Dallas-DART  
Denison-Texoma  
El Paso-Sun Metro  
Fort Worth-The T  
Galveston-Island Transit  
Houston-Metro  
San Antonio-VIA  
Temple Transit

**Utah**

Logan Transit District  
Salt Lake City-UTA

**Virginia**

Charlottesville Transit  
Newport News-Pentran  
Norfolk-TRT  
Petersburg Area Transit  
Prince William-PRTC  
Richmond-GRTC  
Roanoke-Valley Metro  
VA-VRE

**Vermont**

Burlington-CT

**Washington**

Bellingham-WTA  
Bremerton-Kitsap Transit  
Longview-Community Urban  
Richland-Ben Franklin  
Seattle-Metro  
Seattle-Monorail  
Seattle-Snohomish-Commun.  
Spokane-STA  
Tacoma-Pierce Ferry  
Tacoma-Pierce Transit  
Vancouver-C-Tran  
Yakima Transit

**Wisconsin**

Appleton-Valley Transit  
Beloit-City of Beloit  
Eau Claire-Chippewa Falls  
Eau Claire-ECT  
Green Bay-GBT  
Janesville-JTS  
Kenosha-KTC  
LaCrosse Municipal

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2 Reported security data only.

*Madison-MMT*  
*Milwaukee-Paratransit*  
*Milwaukee-Waukesha County*  
Oshkosh-OTS  
Racine-Belle Urban System  
Sheboygan-ST  
Wausau-WATS

**West Virginia**

Huntington-TTA

# Agencies and Modes Reporting Operational, Safety, and Security Data

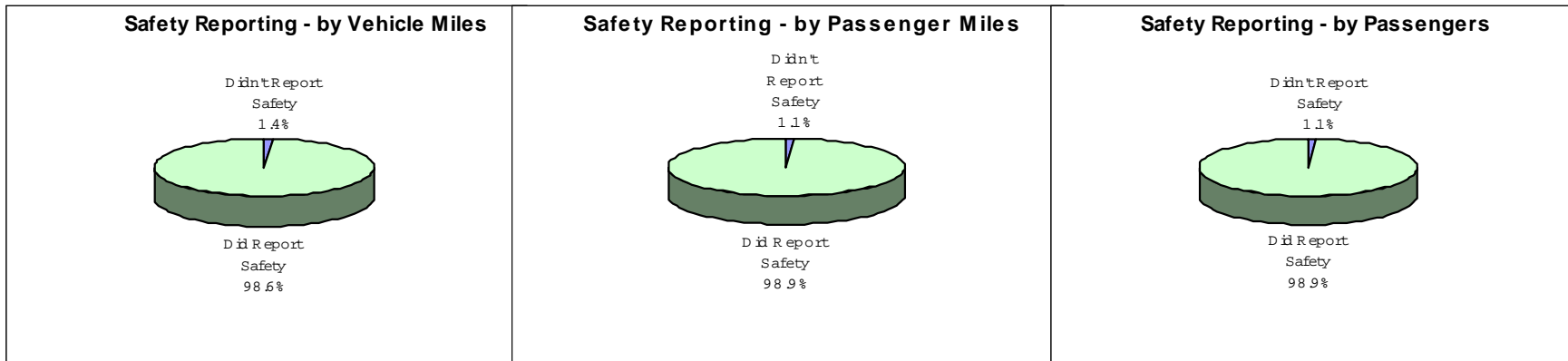
	Operational Statistics Form 406		Safety Data Form 405 pg. 1**		No Safety Data Reported*		Security Data 405 pg. 2**		No Security Data Reported*	
	Agencies	Modes	Agencies	Modes	Agencies	Modes	Agencies	Modes	Agencies	Modes
	<b>Directly Operated</b>	382	610	374	600	8	10	212	336	170
<b>Purchased Transportation</b>	290	404	284	394	6	10	175	254	115	150

\* using Form 406 reporters as a basis for the transit universe

\*\* includes Cable Car (CC), Ferryboat (FB), Inclined Plane (IP), Jitney (JT), Monorail (MO) and Trolleybus (TB) as modes

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## Agencies Reporting Safety Data as Percentage of National Vehicle Miles, Passenger Miles, and Passengers\*



\*includes only Directly Operated modes