2021 PUBLIC TRANSPORTATION FACT BOOK

APTA

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

2021 PUBLIC TRANSPORTATION

FACT BOOK

72nd Edition
May 2021

APTA's Purpose Statement

APTA leads public transportation in a new mobility era, advocating to connect and build thriving communities.

CONTENTS

TODAY, PUBLIC TRANSIT

More Popular

Total Passenger Miles Traveled

45.9 BILLION (1999)

55.2 BILLION (2009)

56.1 BILLION (2019)

More Widespread

Public transit systems are...

1,159 Rural

1,043 Urban

4.5K+ Nonprofit

Expanding

Total Number of Rail Systems

58 (1999)

98 (2019)

>52% Increase in Rail Ridership Since 1999

More Balanced

Public transit trips are...

48% By Rail

48% By Bus

More Accessorized

79% of buses have **security cameras**

77% of buses have **exterior bike racks**

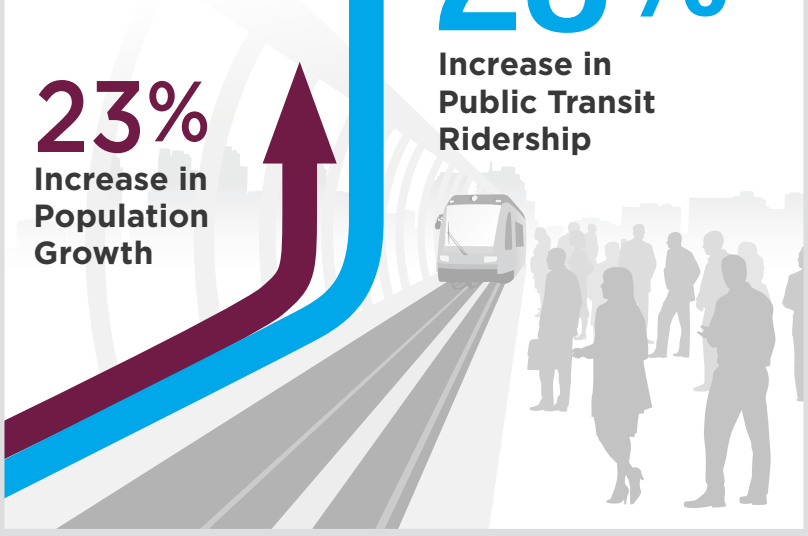
78% of buses have **automated stop announcements**

Growing

From 1995 – 2019

28% Increase in Public Transit Ridership

23% Increase in Population Growth



More Efficient

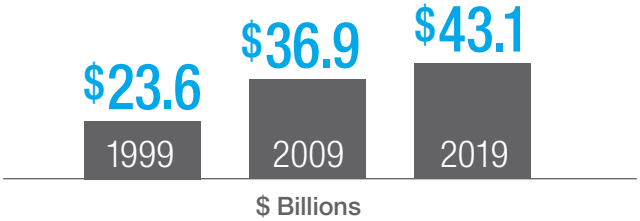
Increase in Vehicle Miles Operated per Kilowatt-Hour over the Past 30 Years

Heavy Rail 11%

Light Rail/Streetcar 48%

Receiving More Investment

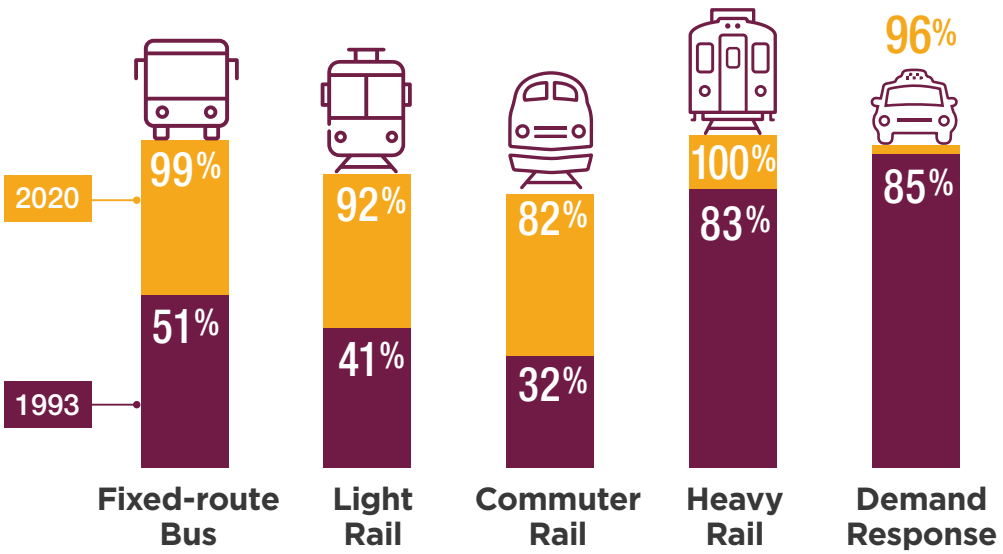
Transit Spending in the Private Sector



IN AMERICA IS...

More Accessible*

Share of **Accessible Public Transit Vehicles**



** transit system accessibility is also affected by station accessibility*

Leading in Clean Technology

Share of **Hybrid Electric Buses**

2010: **7.0%**

2020: **18.8%**

(According to APTA's 2020 Vehicle Database)

Lowering Carbon Emissions

84% less CO_2 emissions by using the subway rather than a car

(According to TCRP "Report 226: An Update on Public Transportation's Impacts on Greenhouse Gas Emissions")

Reducing Gasoline Consumption

6.0 BILLION

Gallons of Gas Saved

each year by using public transportation

(According to TCRP "Report 226: An Update on Public Transportation's Impacts on Greenhouse Gas Emissions")

Saving Lives

Cities with more than 40 annual public transit trips per person have **half the traffic fatality rate** of those with fewer than 20 trips per person

(According to APTA's "The Hidden Traffic Safety Report: Public Transportation")

Driving the Economy

87% of trips on transit directly benefit the local economy

50% of trips are **to and from work**

37% of trips are **to shopping and recreational spending**

(According to APTA's "Who Rides Public Transportation")

Creating Jobs

448K+ people directly work for public transportation agencies

Long-term investment in public transit supports 50,000 jobs and $382 million in tax revenue per $1 billion invested

(According to APTA's "Economic Impact of Public Transportation Investment: 2020 Update")

National Totals for Selected Modes, Report Year 2019 (a)

Statistical Category	Bus	Commuter Bus	Demand Response	Transit Vanpool
Other (Millions)	239.6	49.5	52.6	3.2
Operating Expense by Function Class:				
Vehicle Operations (Millions)	12,096.7	525.1	1,709.1	26.5
Vehicle Maintenance (Millions)	3,874.7	155.5	278.7	13.7
Non-Vehicle Maintenance (Millions)	934.8	53.4	81.4	4.4
General Administration (Millions)	4,058.1	197.3	943.3	60.2
Purchased Transportation (Millions)	2,754.6	248.3	3,215.1	71.4
Expense, Capital Total (Millions)	4,983.4	228.4	673.4	32.2
Rolling Stock (Millions)	3,019.4	180.0	502.8	31.4
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,387.9	44.7	89.9	0.4
Other (Millions)	576.1	3.8	80.8	0.4
Revenue Vehicles Available for Maximum Service	66,847.8	5,358.3	73,155.5	15,823.6
Revenue Vehicles Operated at Maximum Service	53,182.3	4,183.0	59,034.2	13,947.0
Employees, Operating	198,040	10,272	115,073	923
Employees, Vehicle Operations	139,657	7,038	94,317	145
Employees, Vehicle Maintenance	32,162	1,822	8,066	153
Employees, Non-Vehicle Maintenance	6,223	365	1,950	54
Employees, General Administration	19,997	1,047	10,740	572
Employees, Capital	3,013	144	112	3
Diesel Fuel Consumed (Gallons, Millions)	360.2	37.0	26.7	1.1
Other Fossil Fuel Consumed (Gallons, Millions)	244.7	4.1	202.8	14.2
Electricity Consumed (kWh, Millions)	23.5	—	—	—

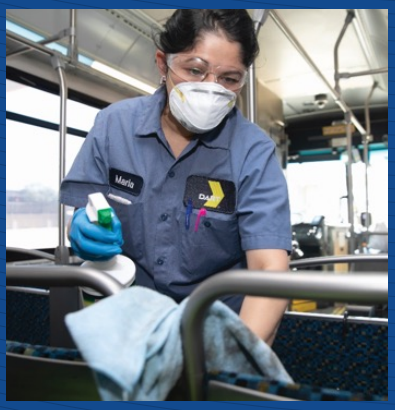
(a) Data for all public transportation service, urbanized area and rural.
(b) Total figure represents more modes than included in this table.

Total Roadway Modes	Commuter Rail	Heavy Rail	Light Rail	Streetcar	Ferryboat	Total Fixed-Guideway Modes	Total All Transit (b)
348.7	145.1	176.2	19.7	1.6	18.0	364.1	712.8
14,654.8	2,191.7	3,108.2	954.0	72.4	443.5	6,871.2	21,526.0
4,401.9	1,400.4	1,566.2	504.5	44.4	109.7	3,689.3	8,091.2
1,115.5	1,131.3	3,040.2	436.8	15.6	46.0	4,712.6	5,828.1
5,348.1	948.4	1,563.4	493.1	37.4	123.5	3,233.7	8,581.8
6,313.4	986.3	49.7	74.5	64.0	179.5	1,445.9	7,759.3
6,330.1	4,947.6	7,915.7	4,074.1	320.2	605.8	17,956.1	24,286.1
3,959.6	782.0	798.7	575.2	70.5	359.3	2,592.6	6,552.2
1,707.2	3,551.0	5,702.7	3,300.7	231.7	239.4	13,089.3	14,796.5
663.2	614.6	1,414.3	198.2	18.0	7.0	2,274.2	2,937.4
163,852.5	7,209.3	11,198.0	2,325.0	391.0	245.9	21,879.2	185,731.7
132,501.5	6,144.0	9,601.0	1,704.0	258.0	205.0	18,283.9	150,785.4
327,379	31,522	49,655	13,085	1,584	6,751	104,852	432,231
243,311	11,683	16,874	5,800	840	5,072	41,155	284,466
42,648	9,313	8,794	2,781	452	697	22,676	65,324
8,785	7,613	19,307	2,620	146	246	30,303	39,089
32,634	2,913	4,680	1,885	146	737	10,718	43,352
3,328	3,689	7,829	919	127	143	12,712	16,040
426.6	103.7	—	—	—	51.6	156.9	583.5
467.1	0.5	—	—	—	1.2	2.1	469.2
89.2	1,779.8	3,966.0	954.7	57.4	—	6,830.8	6,919.9

Public Transit's Response to COVID-19: Heroes Moving Heroes

The COVID-19 pandemic presented an unprecedented time of adversity for public transit agencies. Agencies and their employees rose to the many challenges, proving transit is flexible, innovative, and essential.

In mid-March 2020, the country faced a turning point in the COVID-19 pandemic. Many states and local areas instituted stay-at-home orders, reducing activity, work, and travel away from home to essential activities only. Public transit agencies felt the impact immediately; ridership dropped as people stayed home, and agencies worked to provide protection for their employees. Many agencies worked quickly to redeploy services to critical routes for essential travel and split shifts to provide social distance for employees.



By serving essential travel to jobs, grocery stores, medical facilities, and other locations, public transit agencies and transit workers proved they are critical to our nation's survival. Transit agencies also innovated, offering new services to provide flexible travel and serve those staying at home, and implementing policies to keep employees and riders safe. Many of them shifted some vehicles and employees to drive meals and deliver groceries to members of the community who were not able to travel. While the federal government began requiring riders to wear masks on transit in January 2021, more than 85 percent of agencies were requiring masks in July 2020, ensuring transit was a safe travel option.

By serving essential travel to jobs, grocery stores, medical facilities, and other locations, public transit agencies and transit workers proved they are critical to our nation's survival.

Transit agencies and transit workers have also been a crucial part of the vaccine rollout. Many agencies offered free rides to vaccination sites. Others coordinated with hospitals and medical centers to provide transportation for vulnerable individuals so they could be vaccinated. Some agencies turned their own facilities into mass vaccination sites.

Throughout the pandemic, public transit workers sacrificed to serve the public, and transit agencies and their employees demonstrated the essential nature of their service.

Public Transit System Overview

Public transportation includes urban, rural, bus systems, paratransit, bus-rapid transit (BRT), water-borne services, subways, light rail, streetcars and other urban rail networks, and passenger rail, from commuter rail to intercity high-speed systems. Public transportation is available in every state across America, both in cities and more rural areas, providing nearly 10 billion commuter, leisure, non-emergency medical and specialized trips each year.

In 2019, approximately 6,800 organizations provided public transportation through a variety of modes. An estimated 4,580 nonprofit providers make up the majority of these organizations. Systems operating in urbanized and rural areas receive grant money from the Federal Transit Administration (FTA) and report to the National Transit Database (NTD) as full, reduced or rural systems. Of the 2,202 NTD reporting systems, 1,159 were in rural areas and 1,043 were in urbanized areas ***(Figure 1)***.[1]

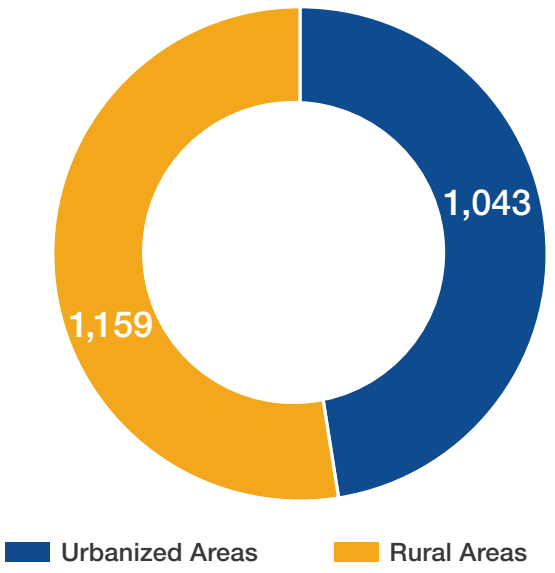
Figure 2 depicts the number of modes operated by public transit systems, with demand response being the mode most operated. Demand response services are point-to-point operations often used by people with disabilities or people unable to travel on fixed-route service. Demand response vans may also substitute for fixed-route service at off-peak times, such as late at night.

Bus rapid transit systems offer lower-cost options for providing efficient, high-capacity transportation with features such as defined stations, traffic signal priority, and increased frequencies. The FTA defines fixed guideway BRT as operating at least 50 percent of peak service in a separate right of way, as opposed to corridor-based BRT systems, which do not. Thirteen fixed guideway BRT systems were operating in 2019, double the number from 2010. In addition, there were also 1,194 bus and 169 commuter bus systems operating. A total of 46 ferryboat systems were operational in 2019, 14 more than in 2010.

[1] Urbanized areas are defined as areas with a population over 50,000 people.

Figure 1: The Majority of Transit Systems are in Rural Areas

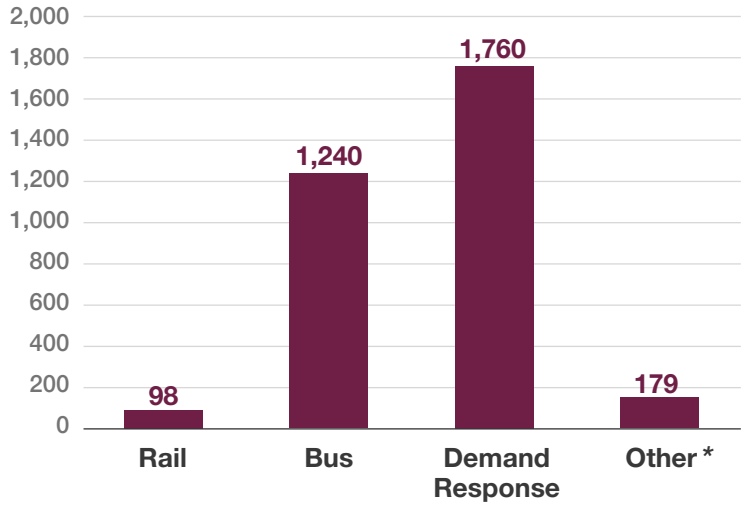
Number of NTD Reporting Transit Systems



SOURCE: NATIONAL TRANSIT DATABASE

Figure 2: The Majority of Systems Operate Demand Response Service

Number of Systems Offering a Mode of Service

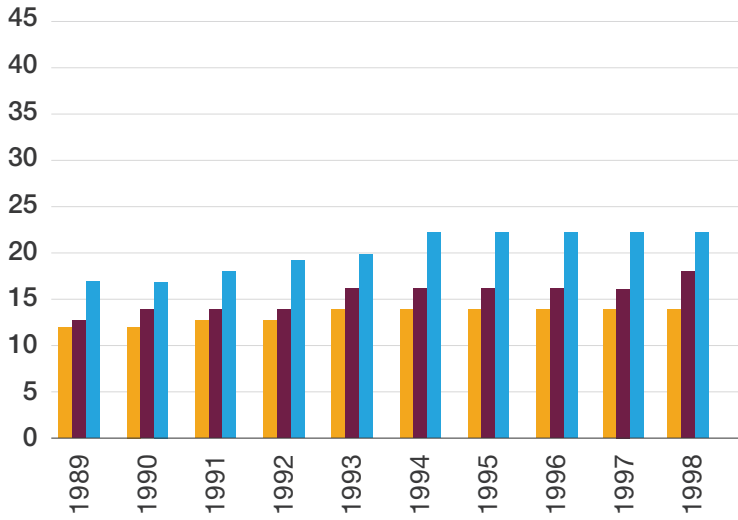


SOURCE: APTA FACT BOOK ANALYSIS

* Consists of trolleybus, vanpool, ferryboat and other fixed guideway modes

Figure 3: 56 More Rail Systems Now Than

Count of Rail Systems



SOURCE: APTA FACT BOOK ANALYSIS

Figure 3 shows how the number of rail systems around the country continues to grow. Of the 98 rail systems now operated by public transit agencies, only nine have been operating since the 19th century. Compared with 1999, there were 16 additional commuter/hybrid rail systems and 23 additional light rail/streetcar systems. Heavy rail systems are often referred to as "subways" or "metros" and do not interact with traffic. Light rail and streetcars constitute "surface rail" and may operate on streets, with or without their own dedicated lanes. Finally, commuter rail services are higher-speed, higher-capacity trains with less-frequent stops. Commuter rail traditionally is used to connect people from suburban areas to city centers. Hybrid rail is a subset of commuter rail operating exclusively on freight railroad right-of-way.

The number of rail systems continued to grow with the opening of one new system in 2019, TEXRail. *Figure 4* lists this new system, along with the four new BRT systems, four rail extensions, and three BRT extensions that occurred in 2019.

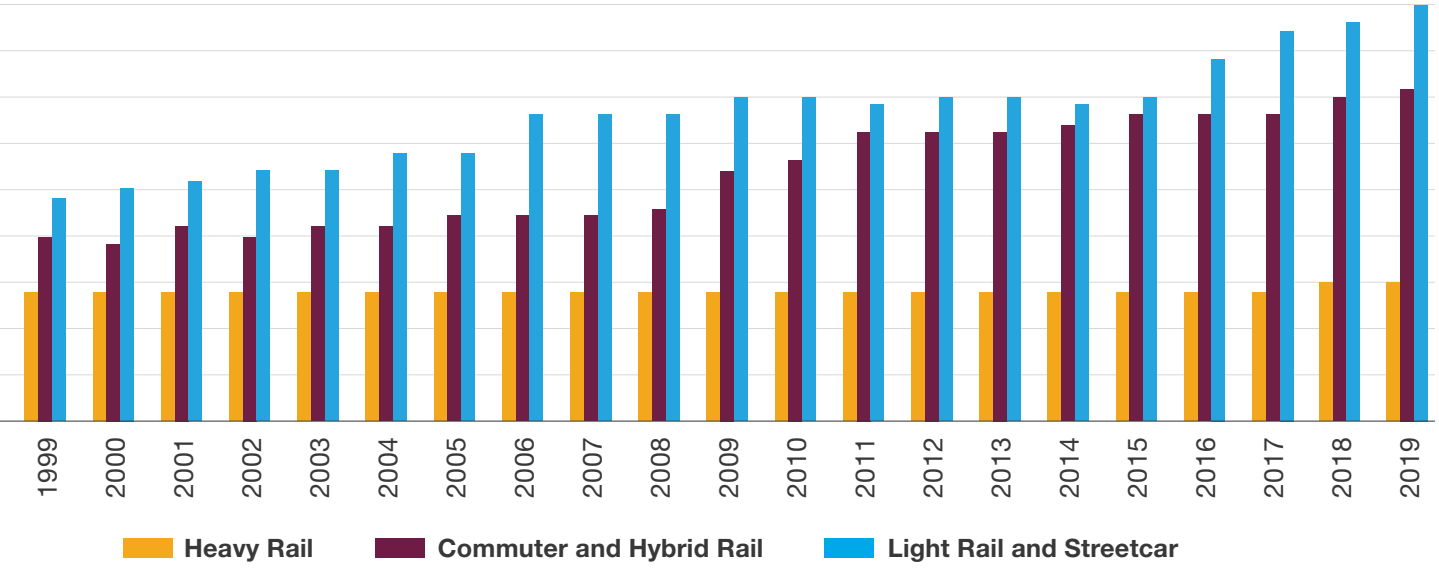
Figure 4: New Rail and BRT Infrastructure Expanding Public Transit's Reach

2019 Rail and BRT Openings

Urbanized Area	Organization	Mode
Fort Worth, TX	Trinity Metro	CR
San Diego, CA	San Diego Metropolitan Transit System	RB
Everett, WA	Community Transit	RB
Denver, CO	Regional Transportation District	CR
Phoenix, AZ	Valley Metro	LR
Denver, CO	Regional Transportation District	LR
Minneapolis, MN	Metro Transit	RB
Chicago, IL	Pace	RB
Indianapolis, IN	Indianapolis Public Transportation Corporation	RB
Tulsa, OK	Tulsa Transit	RB
Albuquerque, NM	City of Albuquerque Transit Department	RB
San Francisco, CA	Sonoma-Marin Area Rail Transit	CR

SOURCE: APTA FACT BOOK ANALYSIS

30 Years Ago

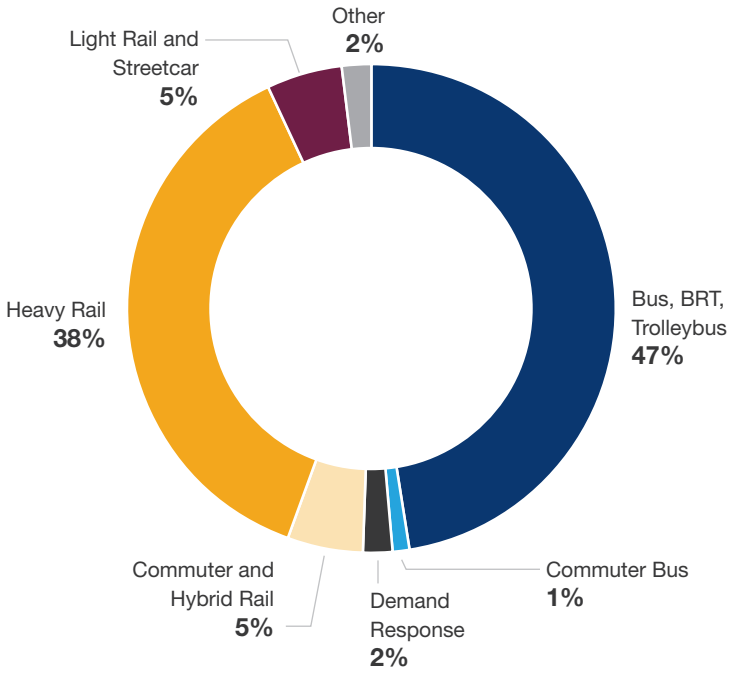


Cities such as Charlotte and Orlando continue to add to their rail networks, making high-quality transit available to more people. Other cities, including Seattle, Los Angeles and Denver, have recently made significant investments in capital expansion projects, resulting in increased rail ridership. From 2000 to the end of 2019, 69 new systems and 135 extensions (both rail and busway) opened, resulting in a total of 1,742 additional segment miles.

Segment Line or Route Name	Line Segment Miles	Number of Added Stations	Date Opened	Project Type
TEXRail	27	9	1/10/19	New System
South Bay Rapid Second Phase	11.5	7	1/27/10	Extension
Swift Green Line	16.7	34	3/29/19	Extension
G Line	11.2	7	4/26/19	Extension
Gilbert Road Extension	2.1	2	5/18/19	Extension
Southeast Rail Extension	2.3	3	5/19/19	Extension
C Line	8.4	24	6/8/19	Extension
Pulse Milwaukee Line	7.6	10	8/11/19	New System
Red Line Phase 1	13.6	28	9/1/19	New System
Aero BRT	18	52	11/17/19	New System
ART	9	19	11/30/19	New System
Larkspur Extension	2.2	1	12/14/19	Extension

Figure 5: Transit Ridership Is Split Between Rail and Roadway Modes

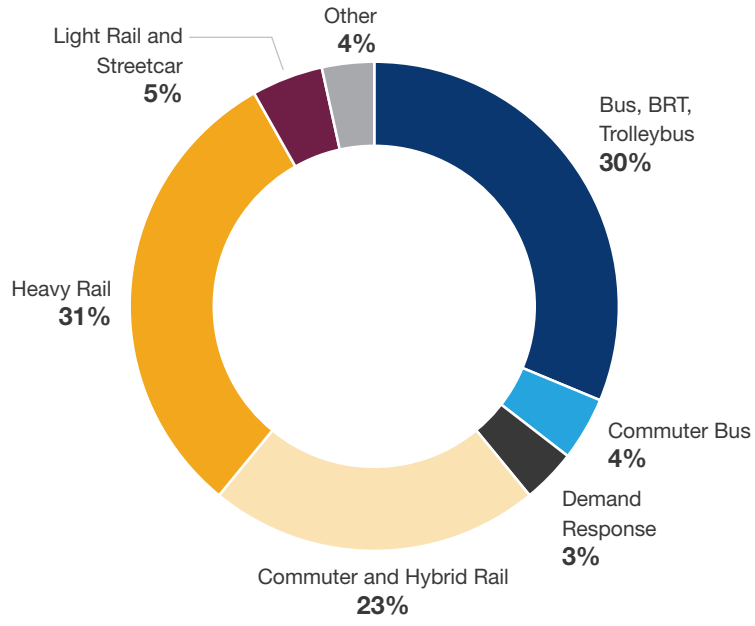
Share of Unlinked Passenger Trips by Mode, 2019



SOURCE: APTA FACT BOOK ANALYSIS

Figure 6: Rail Modes Carry Passengers for More Miles

Share of Passenger Miles by Mode, 2019



SOURCE: APTA FACT BOOK ANALYSIS

Passenger Travel

Since the early 1970s, public transportation has shown long-term growth in ridership, with approximately 36 percent more unlinked passenger trips taken in 2019. Unlinked passenger trips are an industry measure of ridership, with a trip being defined as any time a person boards a transit vehicle, including transfers. Public transportation provided 9.97 billion unlinked passenger trips in 2019 ***(Figure 7)***.

Based on NTD data on rural and various reduced reporting systems, ridership in rural areas is estimated at 125.2 million trips.[2] Different demographics of rural communities may make public transit particularly valuable to society.[3] While rural transit provided just over 1 percent of all transit trips across the country, the trips were typically critical for connecting users to needed services.

Roadway modes such as bus and demand response make up a majority of the unlinked passenger trips taken, at 50.0 percent. Fixed-guideway modes, primarily heavy and light rail, have gradually increased their percentage of trips since the 1960s, when 75 percent of passenger trips were taken on roadway modes ***(Figure 8)***. The expansion of rail systems across the country has played a role in passengers moving away from bus modes.

When dissecting by mode, bus ridership declined by 1.0 percent from 2018 to 2019, to 4.66 billion trips, and is down 14 percent from 2007.[4] Heavy rail ridership increased 1.8 percent from 2018 to 2019, to 3.79 billion trips, and remains 44 percent above 2000 levels. Light rail and streetcar ridership decreased by 2.0 percent from 2018 to 2019, to 532 million trips,

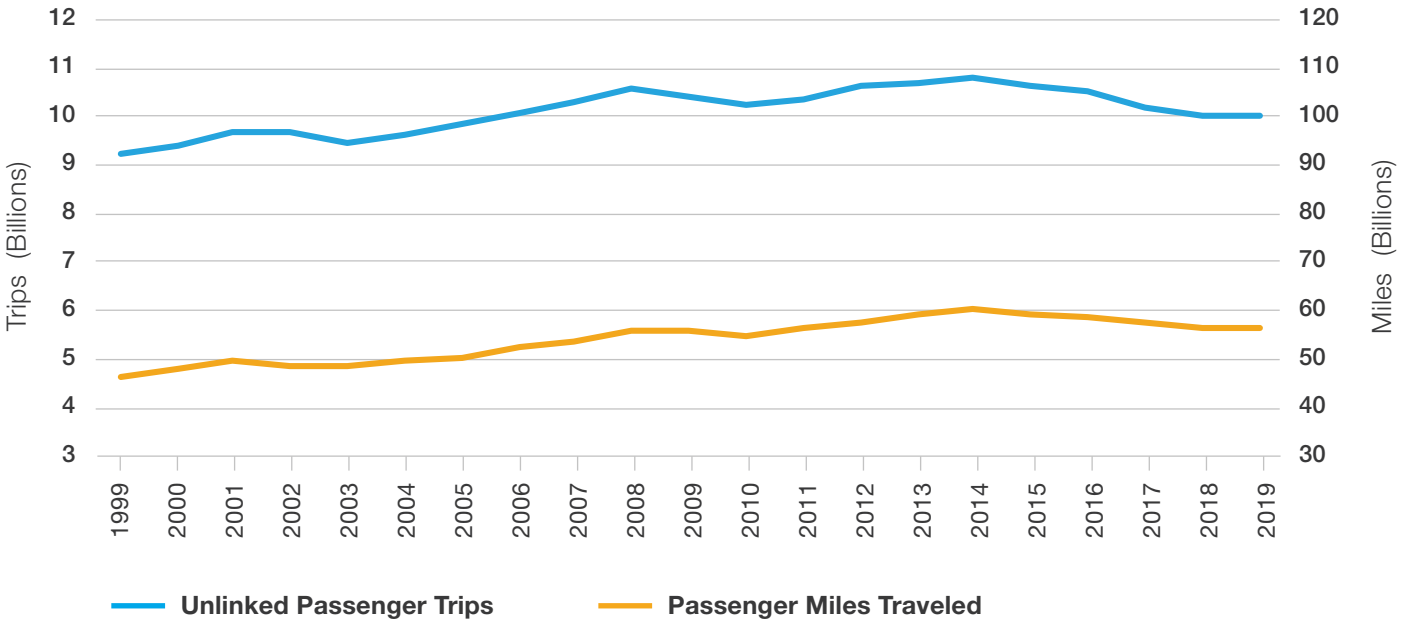
[2] Based on rural and reduced systems reporting to NTD. Actual figures may differ.

[3] For more information, see APTA's report "Public Transportation's Impact on Rural and Small Towns" at www.apta.com/rural.

[4] Bus counting methodology changed after 2006.

Figure 7: Ridership and Distance Traveled on Public Transit

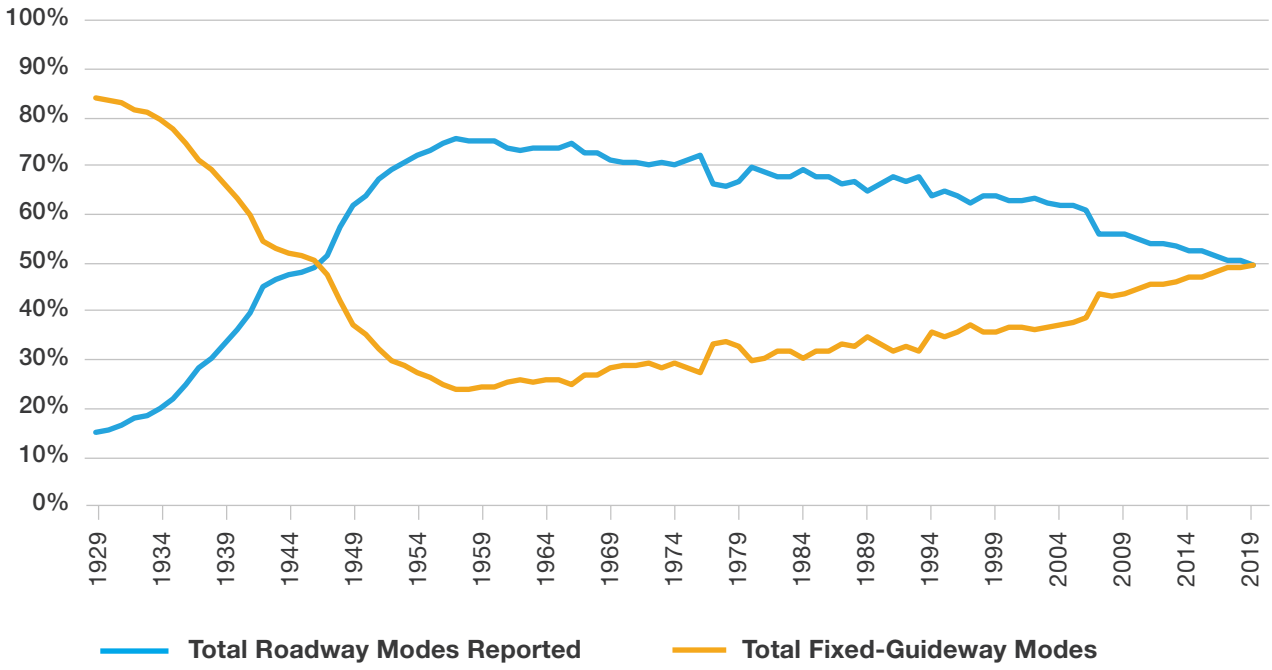
1999-2019



SOURCE: APTA FACT BOOK ANALYSIS

Figure 8- Ridership on Fixed-Guideway Modes Poised to Eclipse Roadway Modes

Share of Unlinked Passenger Trips



SOURCE: APTA FACT BOOK ANALYSIS

though is up 66 percent from 2000. Commuter and hybrid rail ridership grew by 1.4 percent from 2018 to 2019, to 520 million trips, and is up 26 percent from 2000. Finally, demand response ridership is down 1.4 percent from 2018 to 2019, to 201 million trips.

Passenger miles are the culmination of the distances traveled by passengers on public transportation. Mirroring ridership, the number of transit passenger miles traveled increased slightly in 2019 to 56.1 billion, a 0.5 percent increase from 2018. Rail modes make up a majority of the total passenger miles taken (59 percent).

The average public transit trip length in 2019 was 5.6 miles. The longest average trip was taken on a vanpool at 36.1 miles, while the shortest average trip was taken on a trolleybus at 1.7 miles. The average trip length on light rail was 5.2 miles; heavy rail, 4.6 miles; bus, 3.7 miles; commuter bus, 24.0 miles; commuter rail, 25.1 miles; and streetcar, 2.0 miles.

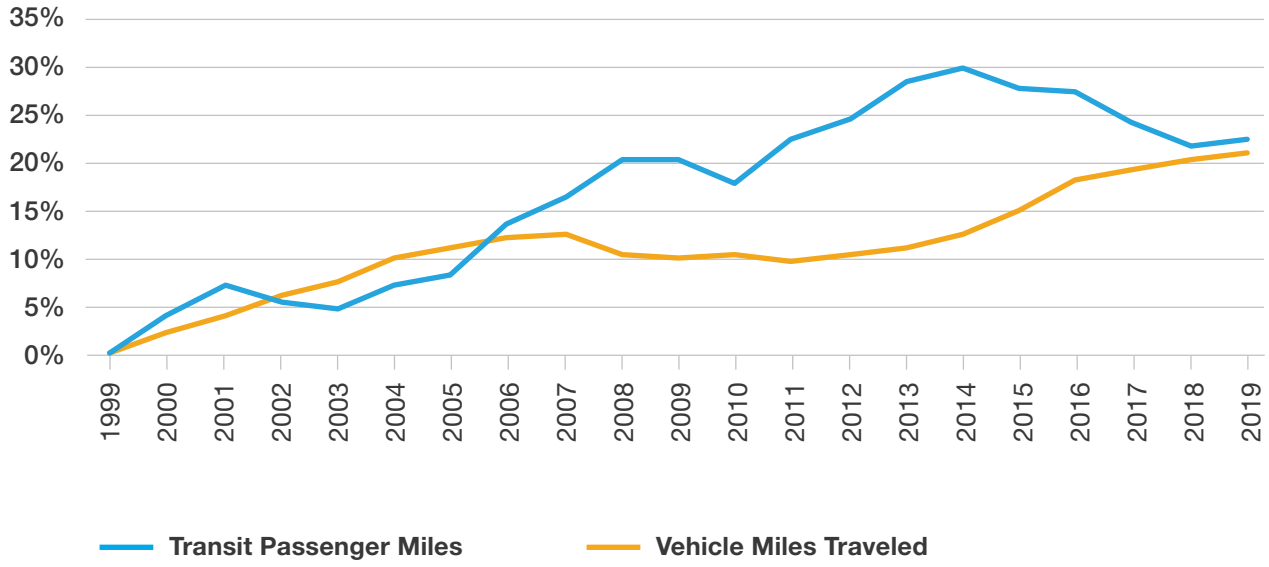
Over the past two decades, the growth of public transit passenger miles has eclipsed that of vehicle miles traveled—22 percent to 21 percent ***(Figure 9)***.[5] These metrics compare the total distance traveled by riders on public transportation and the total distance traveled by drivers on highways. The growth of public transportation ridership has fallen slightly below that of the nation's population in the last decade, 9 percent to 18 percent ***(Figure 10)***.[6] Increased automobile ownership, reduced gasoline prices, mobile ride-hailing, and flexible teleworking schedules are all likely contributors to the fluctuations in travel trends.

The importance of public transit as a means of travel to work is substantial, with over 7.8 million Americans commuting to work on transit.[7] That's equivalent to 5.0 percent of workers who commute by public transportation.

The top 10 metropolitan areas ranked by percentage of public transit commuters were New York City (31.6 percent); San Francisco (18.9 percent); Boston (13.4 percent); Washington, DC (13.1 percent); Chicago (12.4 percent); Seattle (10.7 percent); Bremerton, WA. (10.5%): Bridgeport, CT (10.5%); Philadelphia (9.8 per-

Figure 9: Distance Traveled on Public Transit Grew Faster than on Highways

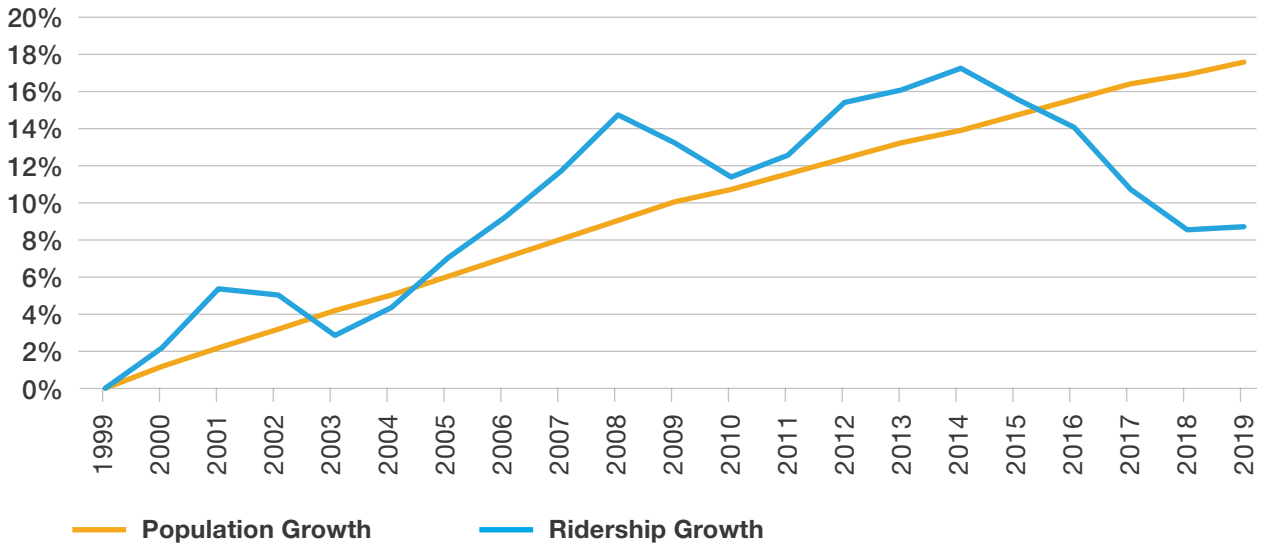
Vehicle Miles Traveled vs Transit Passenger Miles Growth Since 1999



SOURCE: APTA FACT BOOK ANALYSIS AND FHWA TRAVEL TRENDS

Figure 10: Transit Ridership Growth Fluctuates with Population Growth

Population vs Ridership Growth Since 1999



SOURCE: APTA FACT BOOK ANALYSIS AND U.S. CENSUS BUREAU

cent); and Trenton, NJ (7.7 percent). Since metropolitan statistical areas (MSAs) are comprised of entire counties and often include significant amounts of rural land, actual transit usage within each urban area is higher than the ACS number.

[5]Highway vehicle miles traveled sourced from the Federal Highway Administration's "Travel Volume Trends."

[6]Population data sourced from the U.S. Census Bureau.

[7]Commuting data sourced from the U.S. Census Bureau's "American Community Survey."

Service Provided

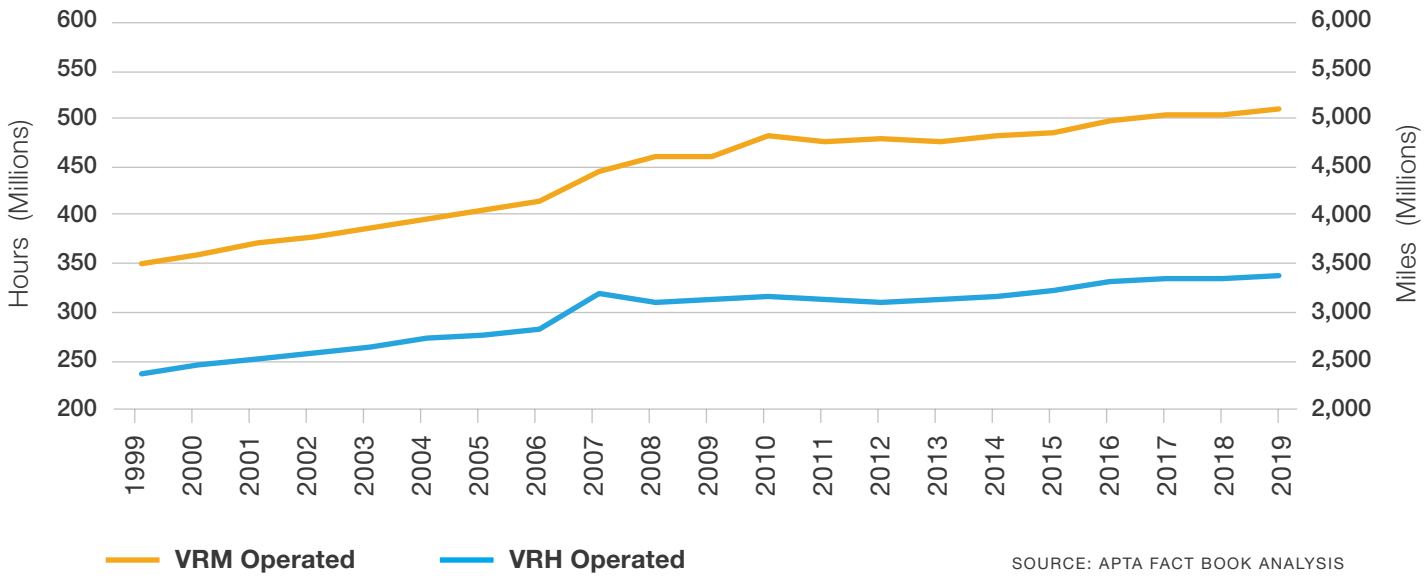
In 2019, public transportation in the United States provided 5.12 billion vehicle revenue miles of service, equating to 338.8 million hours of revenue service, both increases over 2018 ***(Figure 11)***. Vehicle revenue miles and hours are both critical service measurements and record the distance that public transportation vehicles travel while in service, and for how long they operate in service.

Figure 12 compares the percentages of all public transportation services provided and consumed by modal grouping. More than half of vehicle revenue hours operated are provided by buses, which carry just less than half of all passengers. Since bus passengers take shorter trips and buses operate at lower speeds compared with other modes, they carry fewer than two-fifths of all passenger miles traveled. In contrast, rail vehicles provide only 16 percent of vehicle revenue hours of service, but—due to their longer and higher-speed trips—account for 59 percent of all passenger miles traveled on public transit.

The highest average vehicle speed was provided by transit vanpool and commuter rail service, both of which carry passengers on long trips, at 37.0 and 30.7 miles per hour, respectively. Heavy rail, because of its right-of-way separate from other traffic, offers fast service in higher-density urban areas, operating at an average

Figure 11: Public Transit Agencies Continue to Provide More Service Each Year

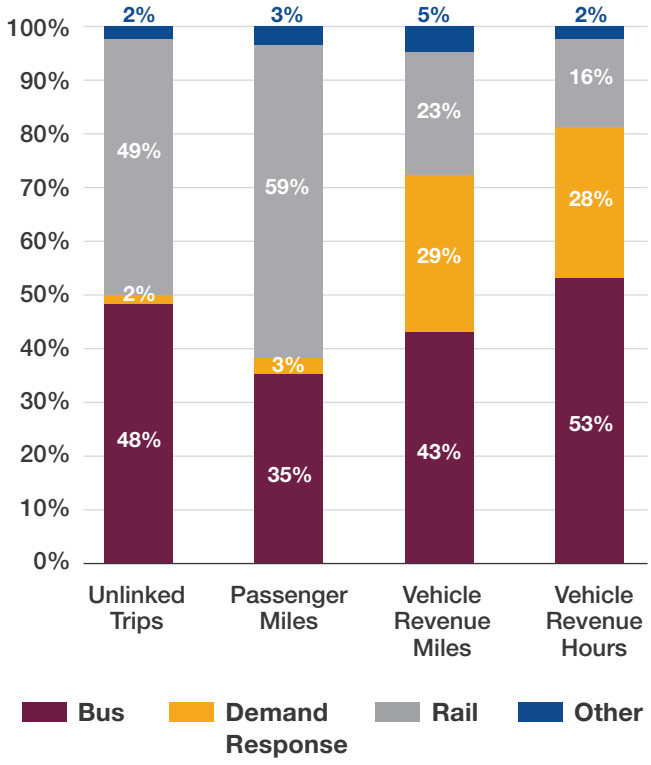
Vehicle Revenue Miles (VRM) and Hours (VRH) Operated



SOURCE: APTA FACT BOOK ANALYSIS

Figure 12: Different Modes Serve Different Purposes

Modal Shares of Service Provided and Consumed, 2019



SOURCE: APTA FACT BOOK ANALYSIS

speed of 19.9 miles per hour. Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as in central cities, averages 12 miles per hour. Other modes operate at lower speeds when they are in denser areas and stop more frequently.

Transit agencies have been experimenting with new mobility pilots to expand their service reach. These may be classified as first/last-mile services, paratransit supplements or microtransit services. APTA's "2019 Fare Database" recorded 36 transit agencies that have mobility pilots, either with Uber, Lyft, other private operators or in-house operators. For more details about new mobility initiatives, please visit the APTA Mobility Innovation Hub.[8]

[8] https://www.apta.com/resources/mobility/Pages/default.aspx

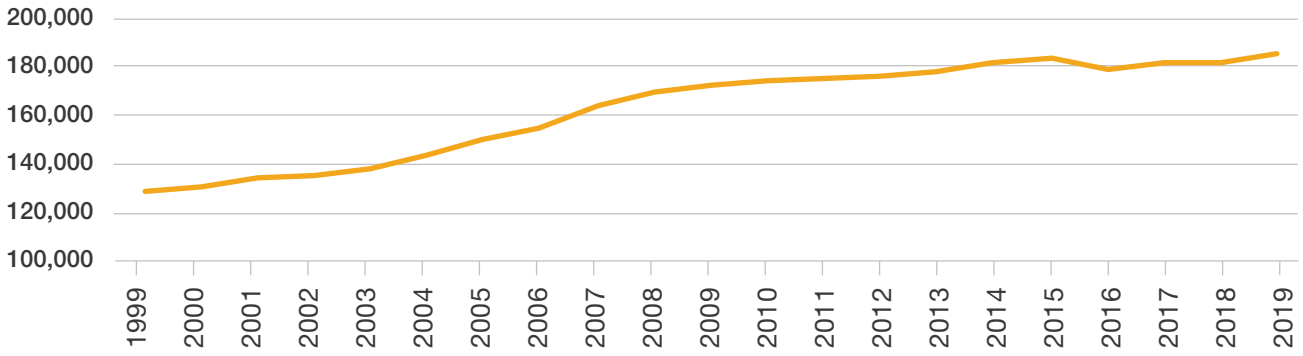
Vehicles

Public transportation systems in the United States operated 150,785 railcars, buses, vans and other vehicles in a typical peak period during 2019, out of a total of 185,732 vehicles available for service ***(Figure 13)***. Demand response service and bus modes make up the majority of vehicles available, at 73,155 and 72,665, respectively. The heavy rail fleet of 11,198 vehicles is the largest among the rail modes.

The fuel distribution of the bus fleet has evolved dramatically over the past two decades (***Figure 14)***. More than 95 percent of buses

Figure 13: The Transit Vehicle Fleet On a 20-Year Upward Trend

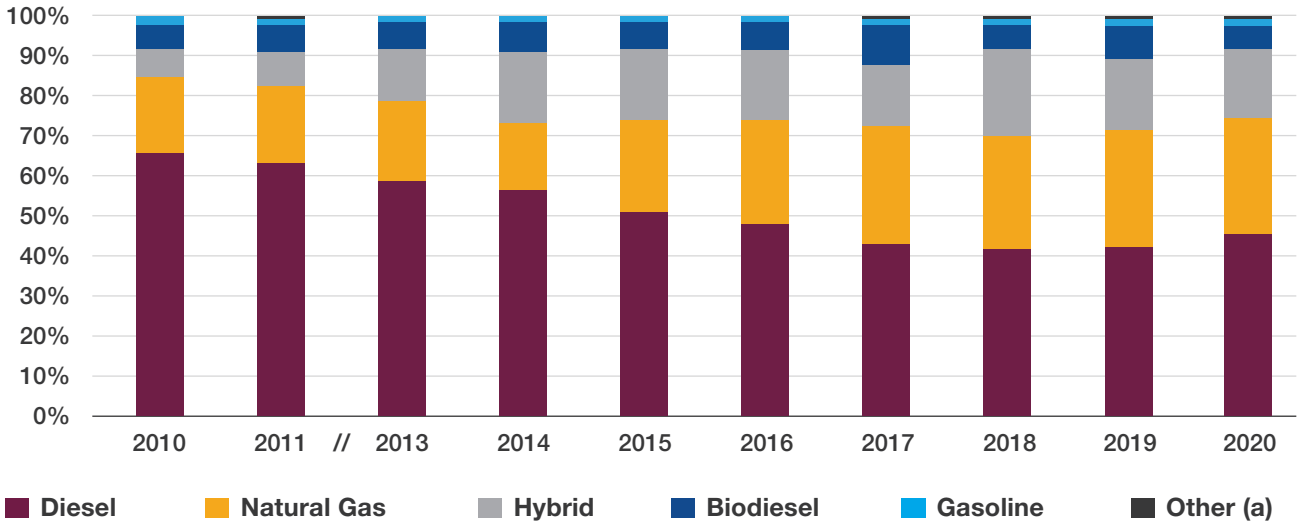
Revenue Vehicles Available for Maximum Service



SOURCE: APTA FACT BOOK ANALYSIS

Figure 14: Buses Making Transition to Alternative Fuels

Percentage of Buses by Fuel Source

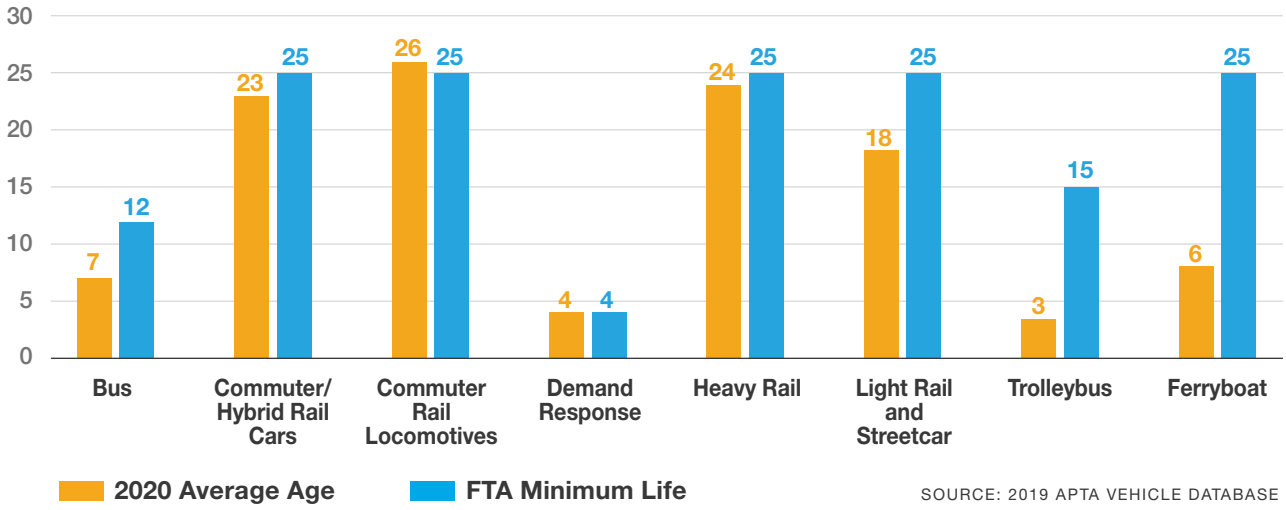


(a) includes Battery-Electric, Hydrogen and Propane Buses

SOURCE: 2020 APTA VEHICLE DATABASE

Figure 15: Transit Fleet Age Compared to FTA Minimum Useful Life Guidelines

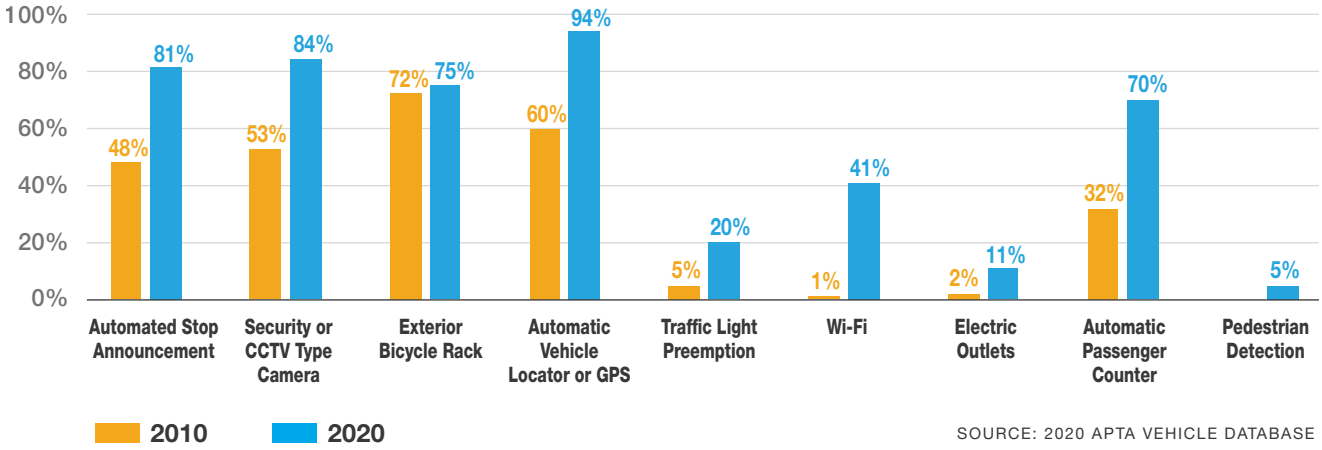
Vehicle Age by Mode



SOURCE: 2019 APTA VEHICLE DATABASE

Figure 16: Transit Buses Continue to Add Amenities and Technology

Percentage of Buses with Passenger Equipment, 2010-2020



SOURCE: 2020 APTA VEHICLE DATABASE

were diesel powered as recently as 1995, but that percentage has declined as more environmentally friendly natural gas and hybrid buses have been introduced. According to APTA's Vehicle Database, in 2020 less than half (45 percent) of all buses were diesel powered. Hybrid electric buses saw their market share increase from 1 percent in 2005 to 18 percent in 2020. The percentage of buses powered by natural gas has increased from 19 percent in 2010 to 30 percent in 2020.

The FTA establishes a minimum useful life that a vehicle must exceed before federal financial assistance can be used to replace it. Many vehicles are rehabilitated, thereby extending their useful lives and reducing maintenance costs. ***Figure 15*** details how the average age of vehicles by mode compares with the stated minimum useful life.[9] APTA estimates that approximately 19 percent of buses, 48 percent of commuter rail locomotives, 33 percent of commuter rail cars, 46 percent of heavy rail cars, 21 percent of light

[9] Federal requirement for "Minimum Useful Life" in FTA C 9300.1B, "Capital Investment Program Guidance and Application Instruction," at www.fta.dot.gov.

rail vehicles and 49 percent of demand response vehicles exceed their useful life.

The increase in the percentage of buses with technological equipment illustrates the sustained effort by the public transportation industry to make travel safer, easier and more efficient for riders ***(Figure 16)***. The industry's focus on security is seen in the increase in buses equipped with closed-circuit security cameras, which rose from 53 percent to 84 percent between 2010 and 2020. Enhanced passenger amenities such as automated stop announcements and exterior bus bicycle racks also increased, from 48 percent to 81 percent and from 72 percent to 75 percent, respectively. The growth of automatic passenger counters and vehicle location systems increase the availability of information on bus arrival times and make public transit data more accurate and accessible. Increased use of technology, such as traffic light preemption, can help better deploy transit vehicles, manage congestion and increase system performance.

APTA's Vehicle Database now includes data on autonomous features in transit vehicles, such as emergency braking, lane-keeping assist, adaptive cruise control, pedestrian detection and collision warning/mitigation. Many of these technologies are still in their infancy as it pertains to bus transit vehicles. The 2020 Vehicle Database noted 348 buses with collision warning/mitigation, lane-keeping assist, and pedestrian/bicyclist detection. APTA looks forward to monitoring the proliferation of these technologies.

As shown in ***Figure 17***, the public transit vehicle fleet has reached near total accessibility for people using wheelchairs and those with other disabilities affecting travel. From 2000 to 2020, the percentage of accessible buses increased from 81 percent to 99.8 percent. Over the same period, the accessible portion of the commuter rail fleet increased from 64 percent to 82 percent, the light rail fleet increased from 77 percent to 92 percent, and the trolleybus fleet increased from 51 percent to 100 percent.

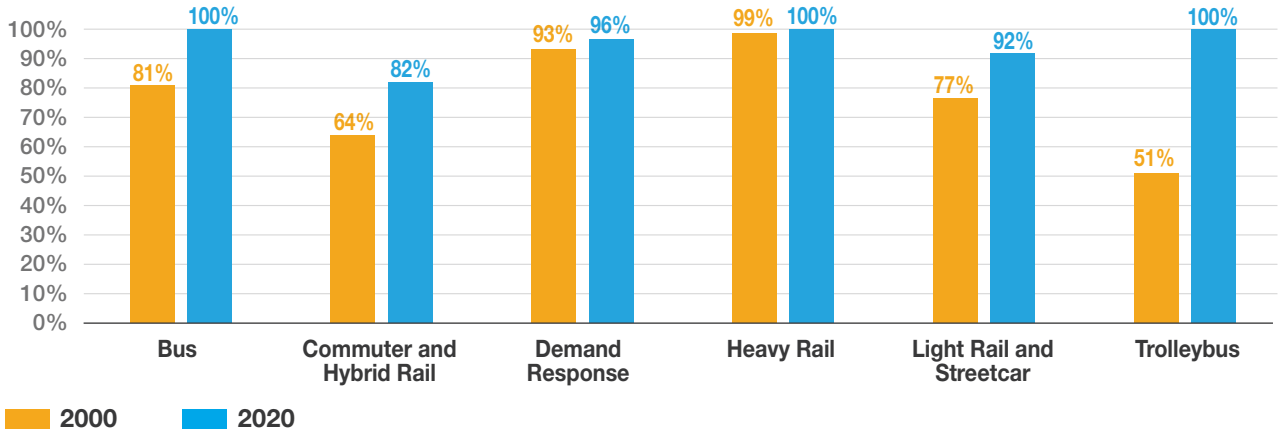
One safety priority for commuter rail public transportation systems has been the transition to positive train control (PTC). PTC is a complex signaling and communications technology designed to make commuter and intercity rail operations even safer. PTC uses a series of sensors and integrated monitoring systems that track key movement of trains and conditions on rail tracks in real time to identify potentially hazardous situations. If certain unsafe situations arise, PTC will automatically trigger a train's braking system to slow it and prevent an accident, such as a train-to-train collision. All commuter rail systems have successfully met the 2020 PTC congressional deadline and are fully implemented. Full implementation of PTC for publicly funded commuter railroads required a more than $4 billion investment.

COMMUTER RAIL: ***These longer-distance services typically connect suburban areas to the city center.***

SURFACE RAIL: ***Refers to both light rail and streetcar modes. Streetcars typically do not have dedicated lanes, while light rail does.***

Figure 17: Public Transit Vehicles Have Made Substantial Progress in Accessibility

Percentage of Vehicles Accessible by Mode, 2000-2020



SOURCE: 2020 APTA VEHICLE DATABASE

Infrastructure

Rail transit systems own track and rights-of-way, stations, administrative buildings, and maintenance facilities. Bus systems have passenger stations and stops, maintenance facilities, parking lots, administrative buildings, and dedicated roadways. Directional route miles are a National Transit Database metric that counts all the rights-of-way on which rail vehicles operate. If they operate in one direction, then the right-of-way is counted as one mile for each physical mile. If vehicles operate in both directions, then the right-of-way is counted as two miles. Neither number of routes operated along a direction, nor the number of tracks, affects the count of directional route miles (***Figure 18)***.

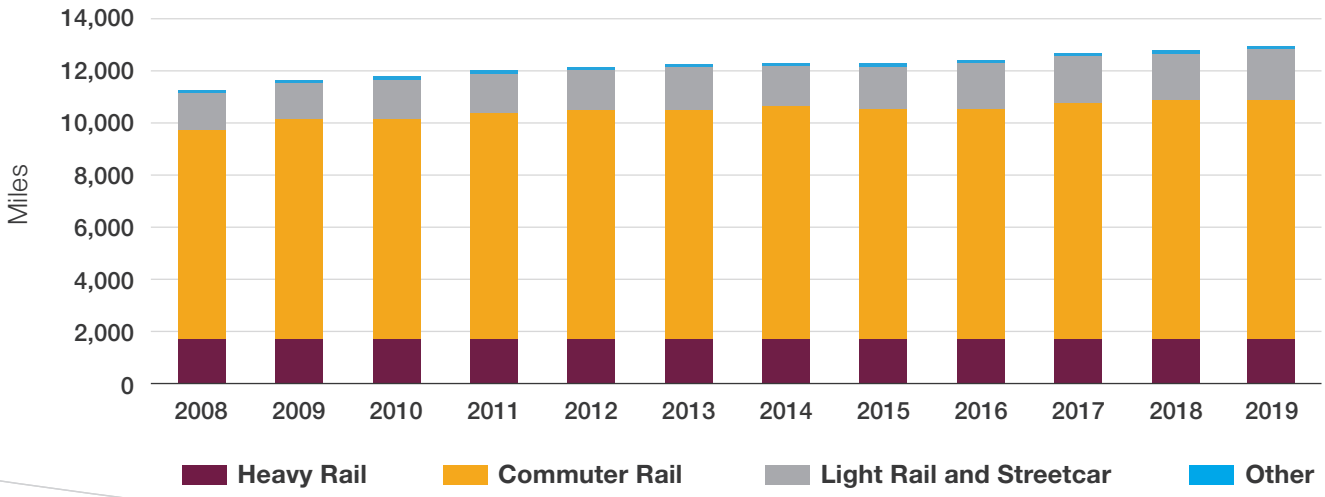
Commuter and hybrid railroads have the most route mileage (more than 9,246 miles combined), while heavy rail and light rail/streetcar have 1,661 and 1,830 miles, respectively. Light rail and streetcar modes have seen an impressive gain in the percentage of total rail directional route miles since 2008, increasing by 31 percent. Commuter and hybrid rail directional route mileage increased by 13 percent over the same time period. For rail modes, this translates into 12,289 miles of revenue service track, with a total of 8,760 grade crossings.

Buses (including BRT, trolley and commuter) operate on more than 226,000 miles of streets and roads throughout the United States. Although most bus services operate in mixed traffic, they also operate on 5,030 miles of exclusive and controlled right-of-way roadway miles. Out of this, 1,206 miles are exclusive fixed-guideway, right-of-way roadways where only transit can operate, such as busways or dedicated bus lanes. The remaining lane miles are either permanent HOV lanes, or lanes that may be transit-dedicated for certain periods and open to general traffic for others (typically during off-peak times).

The industry has seen an increase in electronic devices at rail stations, making for better passenger information and improved safety. According to APTA's 2018 Infrastructure Database, between 2000 and 2018, the number of rail stations with public address systems grew from 47 percent to 79 percent, the number of rail stations with vehicle arrival time displays grew from 3 percent to 70 percent and the number of rail stations with informational video displays grew from 12 percent to 47 percent ***(Figure 19)***. In addition, 55 percent of rail stations today have security cameras, and 21 percent have Wi-Fi. The percentage of accessible rail stations has

Figure 18: Commuter and Surface Rail Service Miles Growing

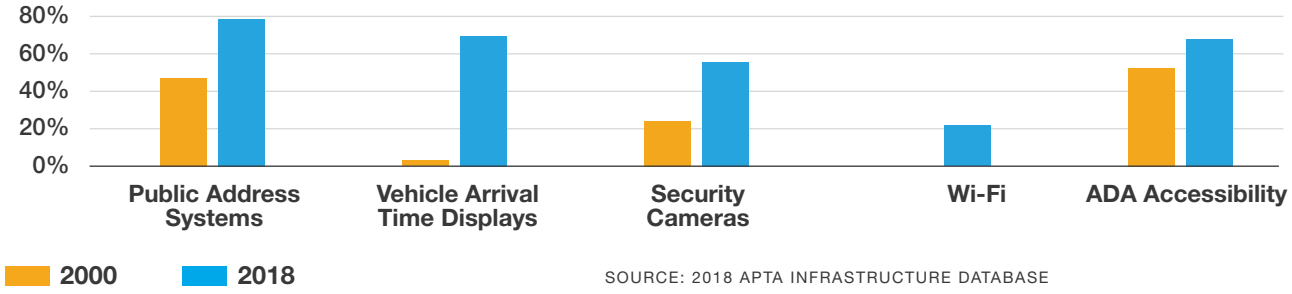
Rail Directional Route Miles



SOURCE: NATIONAL TRANSIT DATABASE

Figure 19: Rail Stations Adding Customer Amenities and Improving Access

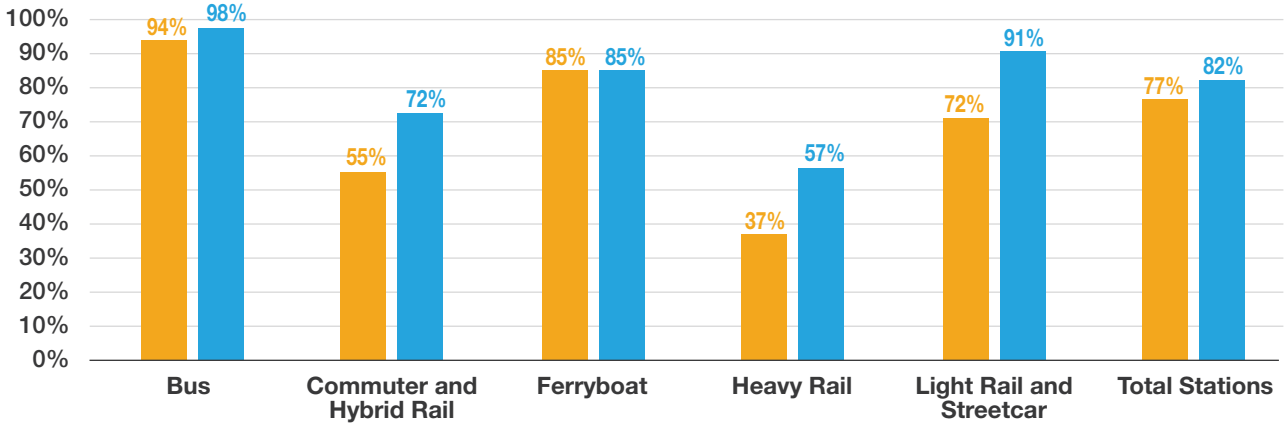
Percentage of Rail Passenger Stations with Amenities, 2000-2018



SOURCE: 2018 APTA INFRASTRUCTURE DATABASE

Figure 20: More Transit Stations Are Accessible

Public Transit Station Accessibility by Mode, 2002-2019



SOURCE: NATIONAL TRANSIT DATABASE

grown from 52 percent to 74 percent from 2002 to 2019. Figure 20 details accessibility percentages for all modes, according to the NTD.

There are 5,645 transit passenger stations across the country. A passenger station refers to a boarding area with a platform. These stations are equipped with a total of 2,781 escalators and 3,158 elevators.

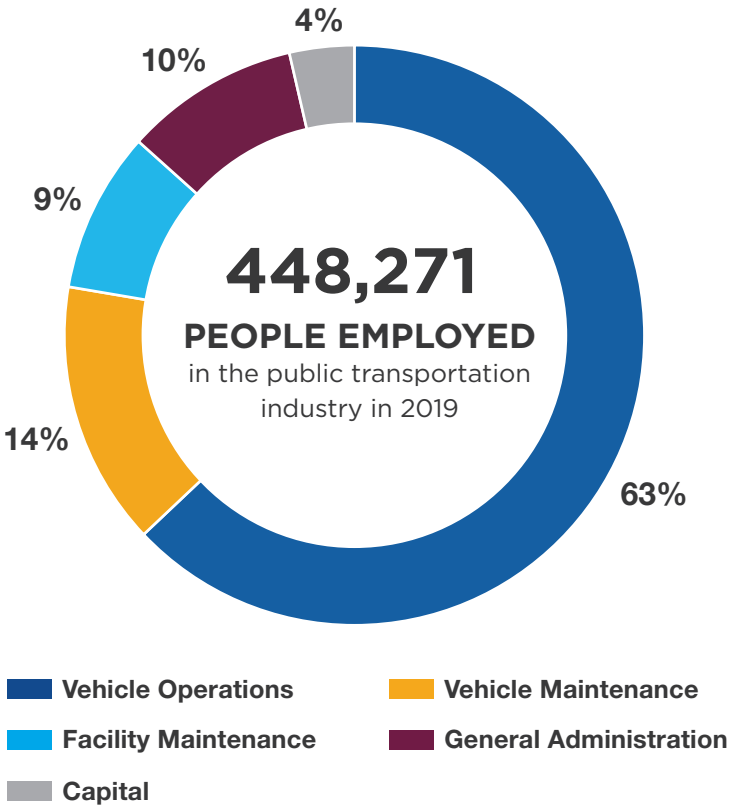
Transit payment systems are also quickly evolving. The percentage of public transit systems offering "smart cards" has jumped from 12 percent in 2009 to 47 percent in 2020. Some agencies are adopting open payment systems, which can accept contactless debit/credit cards and mobile phone payments, as well as agency smart cards. APTA's Fare Database estimates that 25 percent of public transit systems are now offering these open payment technologies.

Dependability is critical to ensuring high-quality public transit service. In 2019, 2,373 total maintenance facilities were recorded.[10] For service directly operated by transit agencies, 1,431 facilities were owned and 132 were leased. For purchased transportation service, 257 were owned by private transit providers, 286 were owned by public agencies, and 268 were leased.

[10] Includes agency facilities that do not report based on size.

Figure 21: Majority of Transit Employees Work in Vehicle Operations and Maintenance

Percentage of Transit Employees by Function



SOURCE: APTA FACT BOOK ANALYSIS

Employment

In 2019, the public transportation industry employed 448,271 people. Approximately 96 percent were operating employees, and less than 4 percent were capital employees. Operating employees include workers in the vehicle operations and maintenance, non-vehicle maintenance, and general administration functions. Transit agency capital employees perform specialized activities and do not include employees of vehicle manufacturers, engineering firms, building contractors or other companies with capital investment contracts from public transit agencies.

The 2019 breakdown of transit operating employees by mode remains similar to past years, with 49 percent working with all bus modes, 27 percent with demand response, 11 percent with heavy rail, 7 percent with commuter and hybrid rail, 3 percent with surface rail, and 2 percent with the remaining modes.

Direct employees were paid a total of $17.5 billion and received benefits of $14.0 billion, for a total compensation of $31.5 billion. Adjusted for inflation, this is more than the $30.9 billion level in 2019. Average operating employee compensation declined by 0.8 percent to $70,389.

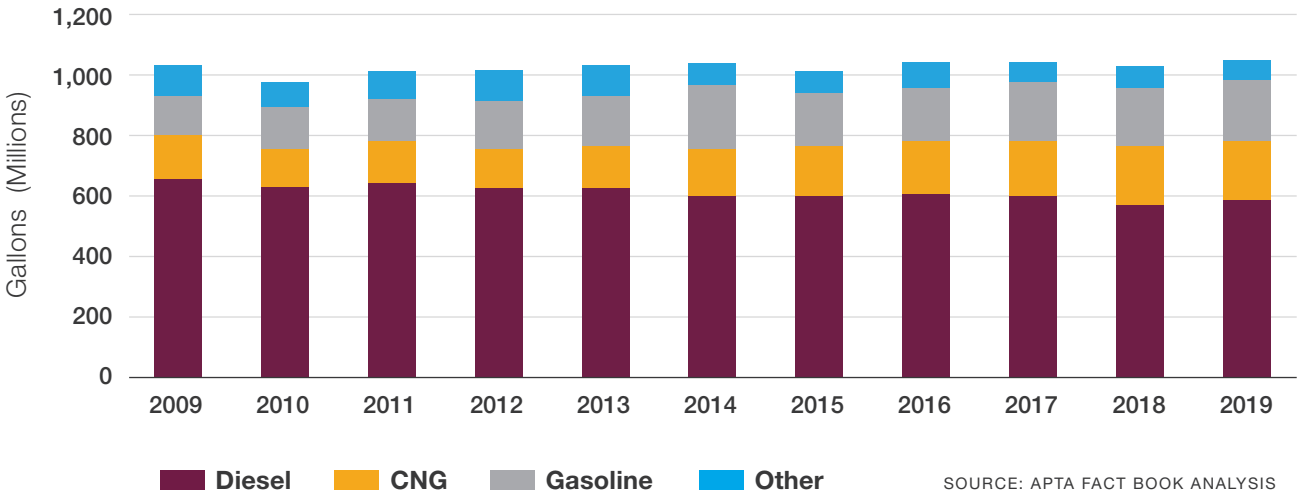
Energy

The public transit industry consumed 1.05 billion gallons of fossil fuels in 2019, an increase of 1.9 percent from 2018, a decrease of 0.7 percent from 2017 ***(Figure 22)***. Buses also used 25 million kilowatt-hours (kWh) of electric battery power, reflecting the increase in use of electric buses. While diesel remains the predominant fossil fuel, its market share has declined as cleaner fuels such as compressed natural gas (CNG) and biodiesel have gained in popularity. In 2019, public transit consumed 584 million gallons of diesel (compared to 661 million in 2009), 201 million gallons of CNG, 202 million gallons of gasoline, 44 million gallons of biodiesel, and 20 million gallons of other fossil fuels.

Public transit vehicles used a total of 6.89 billion kWh of electricity for propulsion power in 2019, up 2 percent from 2018. Of that, heavy rail modes were responsible for 4.00 billion kWh, commuter rail 1.78 billion kWh, light rail and streetcar 1 billion kWh, trolleybus 57 million kWh and other modes 73 million kWh. Advancements in technology and operations can help reduce energy use. For example, data indicates that electrically powered transit rail cars have become more efficient. The number of vehicle miles operated for light rail vehicles and streetcars per kWh of electricity used rose 48 percent from 1989 to 2019, and the number of vehicle miles per kWh of electricity used for heavy rail vehicles increased 11 percent for the same period.

Figure 22: Fuel Consumption Remains Level

Total Fossil Fuel Consumption



SOURCE: APTA FACT BOOK ANALYSIS

Safety[11]

In 2019, there were 268 transit-related fatalities. Of these, 53 were transit passengers/occupants, 11 were transit workers/employees, and the remainder were other incidents. NTD also reported 6,878 transit collision events, 68 derailments and 2,036 security events in 2018. The sum of all transit safety events increased by 2.2 percent from 2018 to 2019.

Public transportation is one of the safest mobility options, as there were 134 times more fatalities on highways (35,935) than on transit in 2018. APTA's 2019 "The Hidden Traffic Safety Solution: Public Transportation"[12] discusses the many benefits that transit offers for public safety.

Another high-level safety priority for bus and rail public transportation systems has been the drafting and implementation of Public Transportation Agency Safety Plans (PTASP), required by the FTA. As of August 10, 2021 more than 700 transit agencies, including APTA members throughout the United States, certified that they now have comprehensive safety plans in place to help keep riders and employees safe on their transit systems.

FTA's Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR Part 673) requires all bus and rail agencies receiving Urbanized Area Formula Grants to draft and implement safety plans that include Safety Management System (SMS) principles and practices. The plans address safety risk through the collection and analyzation of data, and provide a safer ride for passengers, while protecting workers and operators. Also, through the agency safety plan requirement, agencies set safety performance targets that are reviewed and certified every year.

All transit systems have successfully met the requirements of 49 CFR Part 673 (originally written into law by Congress through MAP-21 and the FAST Act at 49 USC 5329) and are in full compliance with the FTA's PTASP requirement. Transit agencies were assisted in meeting this requirement by attending webinars, workshops, technical assistance and outreach organized by APTA in conjunction with the FTA.

[11] https://www.bts.gov/topics/national-transportation-statistics.

[12] https://www.apta.com/resources/reportsandpublications/Documents/APTA-Hidden-Traffic-Safety-Solution-Public-Transportation.pdf.

Capital and Operating Funding

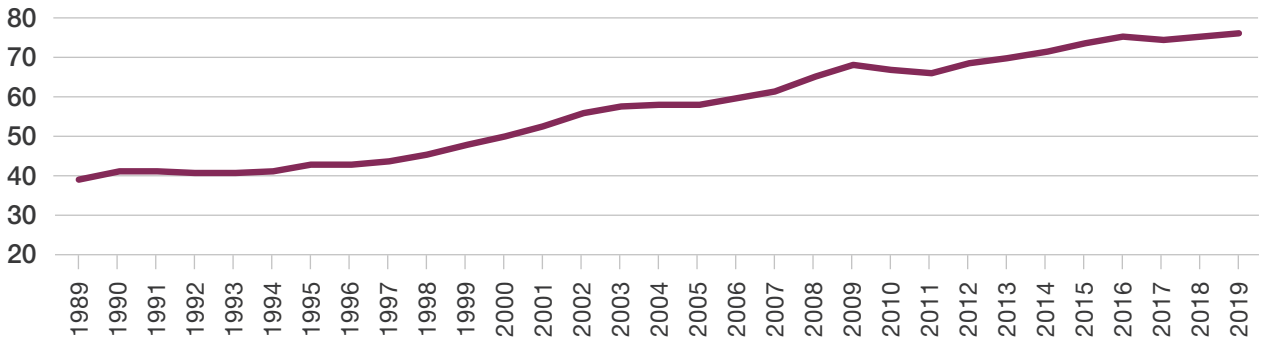
Public transportation operations are funded by passenger fares; public transit agency earnings; and financial assistance from state, local and federal governments. Capital investment is reported only as government funds in the NTD. Adjusted for inflation, 2019 total transit funding increased by 0.8 percent to $76.07 billion ***(Figure 23)***.

Revenue generated from passenger fares varies across transit modes. The highest level of average revenue per unlinked passenger trip was generated by commuter rail ($6.50) and commuter bus ($6.00), the modes that represent the longer trip lengths for passengers. Bus and light rail had passenger fare revenues per unlinked trip of $1.09 and $1.14, respectively. Heavy rail had an average fare per trip of $1.50. Among all modes, the average passenger fare per unlinked trip was $1.63. Overall passenger fare revenue declined by 0.6 percent in 2019 to $16.27 billion ***(Figure 24)***.

Fare policies vary across agencies, but in general, fares were lower for bus modes and relatively similar for light rail and heavy rail modes. According to APTA's 2019 Fare Database, the average bus fare was $1.71, the average light rail fare was $2.26, the average heavy rail fare was $2.26, and the average commuter rail fare was $3.73 ***(Figure 25)***. These are all base fares and

Figure 23: Total Funding For Public Transit

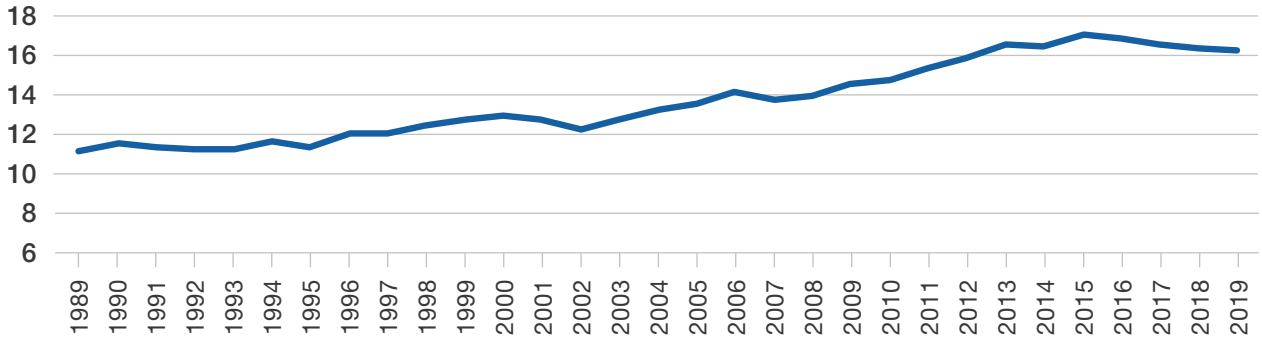
Transit Funding (In 2019 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 24: Passenger Fare Revenue Flattening with Ridership Decline

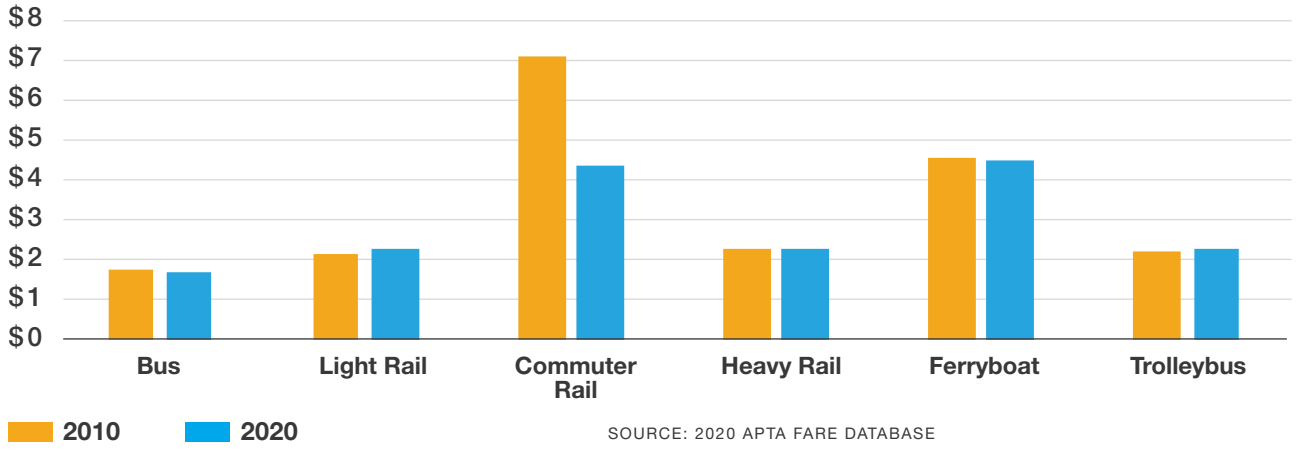
Passenger Fare Revenue, 1989-2019 (In 2019 Dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 25: Revenue Generated from Passenger Fares Varies Across Modes

Average Base Fare Comparison, 2010 and 2020 (In 2020 Dollars)



SOURCE: 2020 APTA FARE DATABASE

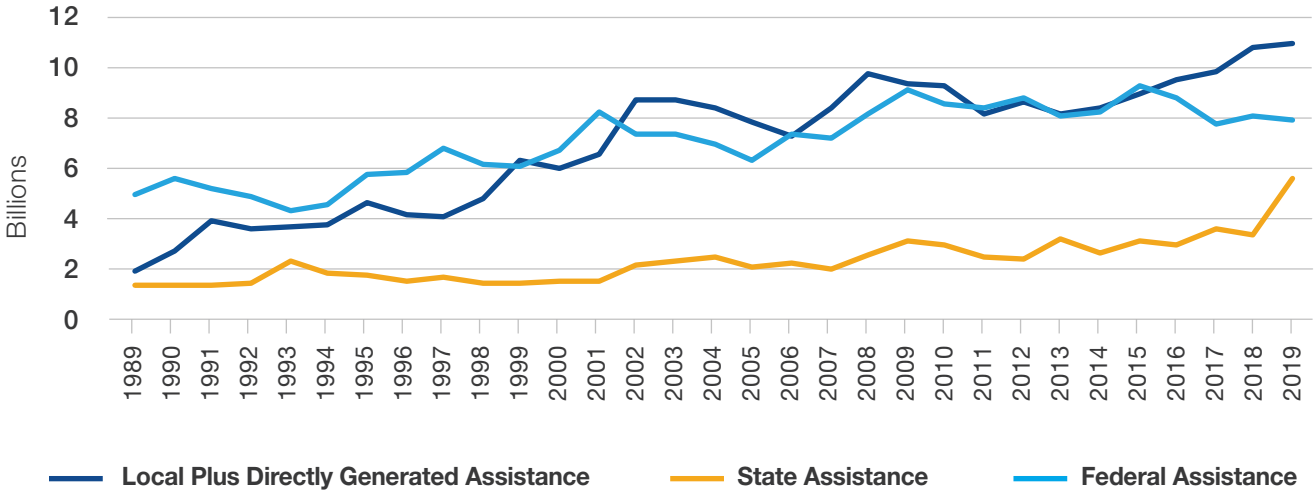
refer to the minimum adult fare for a single trip on a regular service.

Figure 26 shows how capital funding sources have changed since 1989. Federal capital funds decreased by 1.8 percent from 2018 to 2019 to $7.94 billion from 2017 to 2018 to $7.95 billion. State capital assistance (funding from state governments) increased by 66 percent to 5.60 billion. Directly generated and local capital assistance increased by 1.6 percent from 2018 to 2019 to $11.05 billion. Directly generated assistance refers to agency funds such as passenger fare revenues, parking revenues, advertising revenues or bond revenues. Local assistance includes funds provided by a local government to a public transit agency, in many cases using local sales taxes or property taxes.

The federal role is more significant for the capital program, providing 32 percent of capital funds, compared with only 8 percent of operating funds. State assistance made up 23 percent of capital funding in 2019, while local and directly generated assistance made up 45 percent of funding.

Figure 26: Local Communities Have Largest Share of Capital Investment

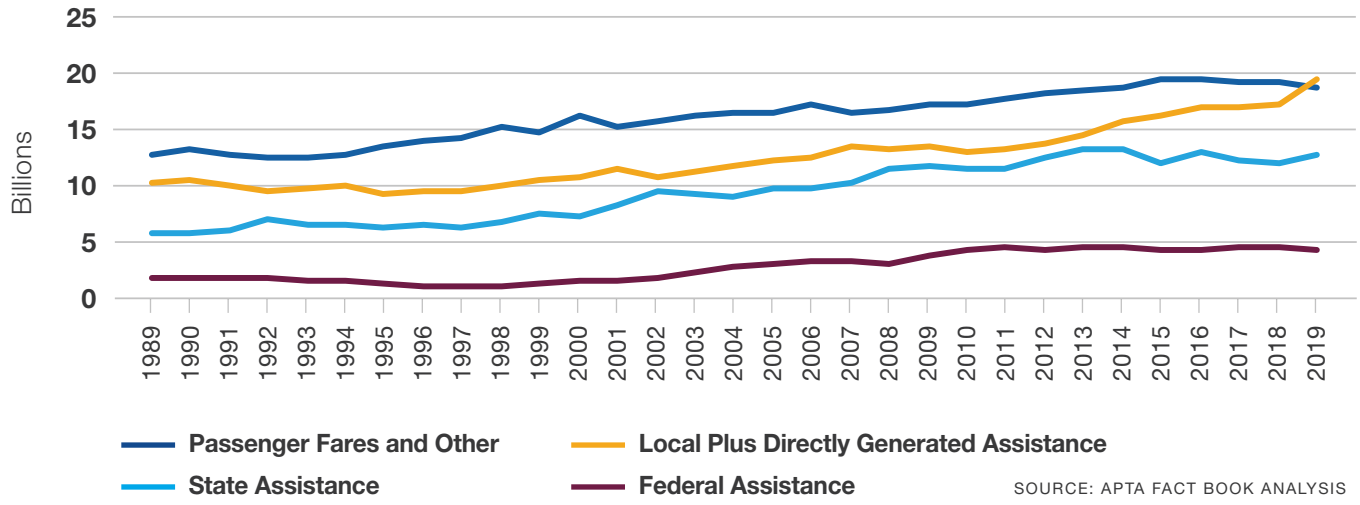
Capital Funding by Source (In 2019 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 27: Transit Users Remain Largest Source For Operating Funding

Operating Funding by Source (In 2019 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Operating funding from all sources increased from 2000 through 2019 ***(Figure 27)***. In 2019, the majority of revenue for operations was derived from local and directly generated assistance (35 percent), along with fares and agency revenues (34 percent) and state financial assistance (23 percent). Passenger fares and other agency revenue fell by 2.2 percent from 2018 to 2019, to $18.7 billion. Local and directly generated assistance increased by 11.6 percent to $19.4 billion, while state assistance increased by 4.7 percent to $12.6 billion. Finally, from 2018 to 2019, federal operating funding fell by 4.9 percent to $4.4 billion.

Figure 28: Capital Expenses by Mode, 2019

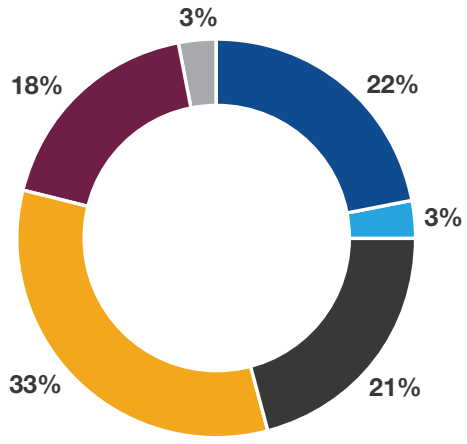
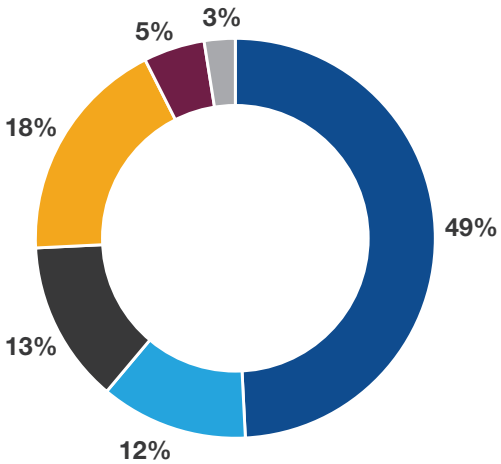


Figure 29: Operating Expenses by Mode, 2019



Bus Total
Commuter and Hybrid Rail
Surface Railway
Demand Response
Heavy Rail
Other

SOURCES: APTA FACT BOOK ANALYSIS

Capital and Operating Expenses

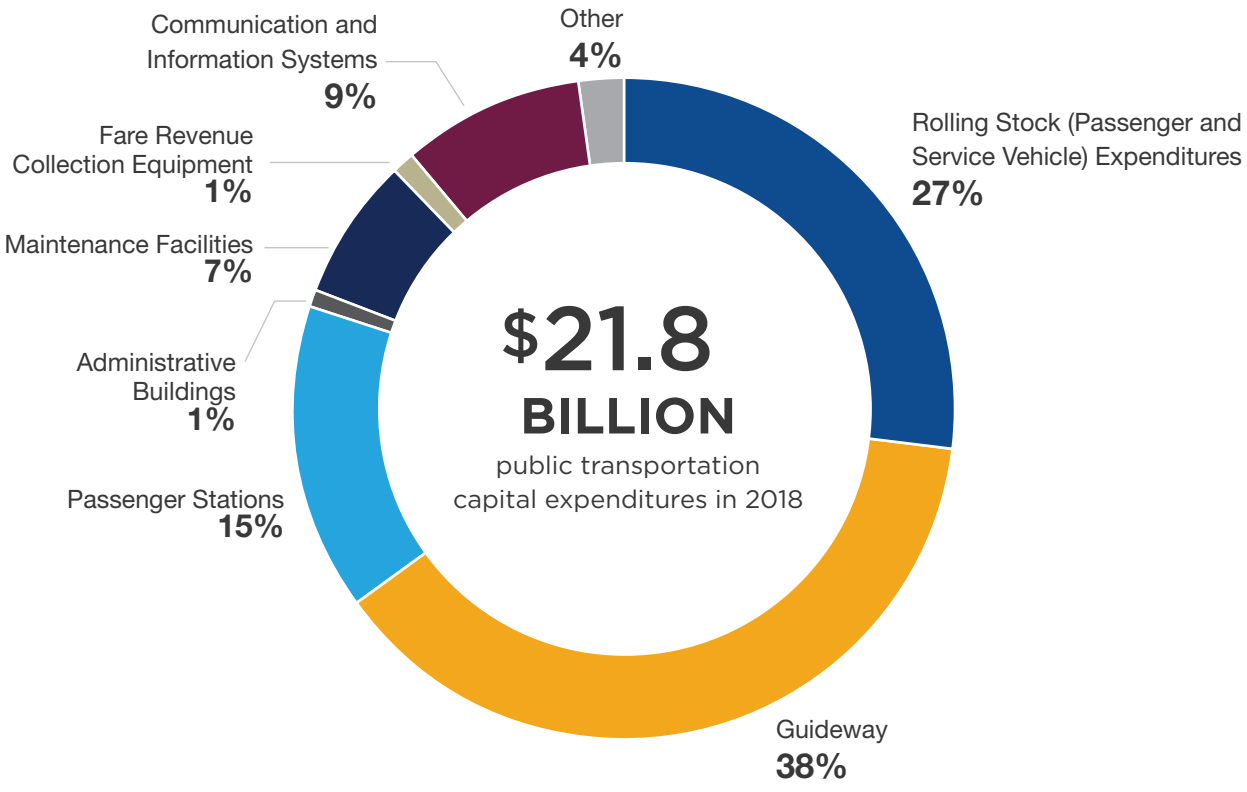
In 2019, total public transportation expenditures were $76.1 billion, with $51.8 billion (68 percent) spent on operations and $24.3 billion (32 percent) on capital investments. When broken out by mode, the bus modes make up the largest amount of operating expenses at $25.1 billion, followed by heavy rail at $9.3 billion, commuter and hybrid rail at $6.8 billion, and demand response at $6.2 billion. Heavy rail had the largest amount of capital expenditures at $7.9 billion, followed by bus modes at $5.4 billion, commuter and hybrid rail at $5.0 billion and surface rail at $4.4 billion.

Of 2019 capital expenditures, 61 percent ($14.8 billion) went to facilities, 27 percent ($6.6 billion) to rolling stock, and 12 percent ($2.9 billion) to other capital investments. ***Figure 30*** shows this breakdown by capital expenditure subcategory.

Of 2019 operating expenditures, 42 percent went to vehicle operations ($21.5 billion), 17 percent to general administration ($8.6 billion), 16 percent to vehicle maintenance ($8.1 billion), 15 percent to purchased transportation ($7.8 billion) and 11 percent to non-vehicle maintenance ($5.8 billion).

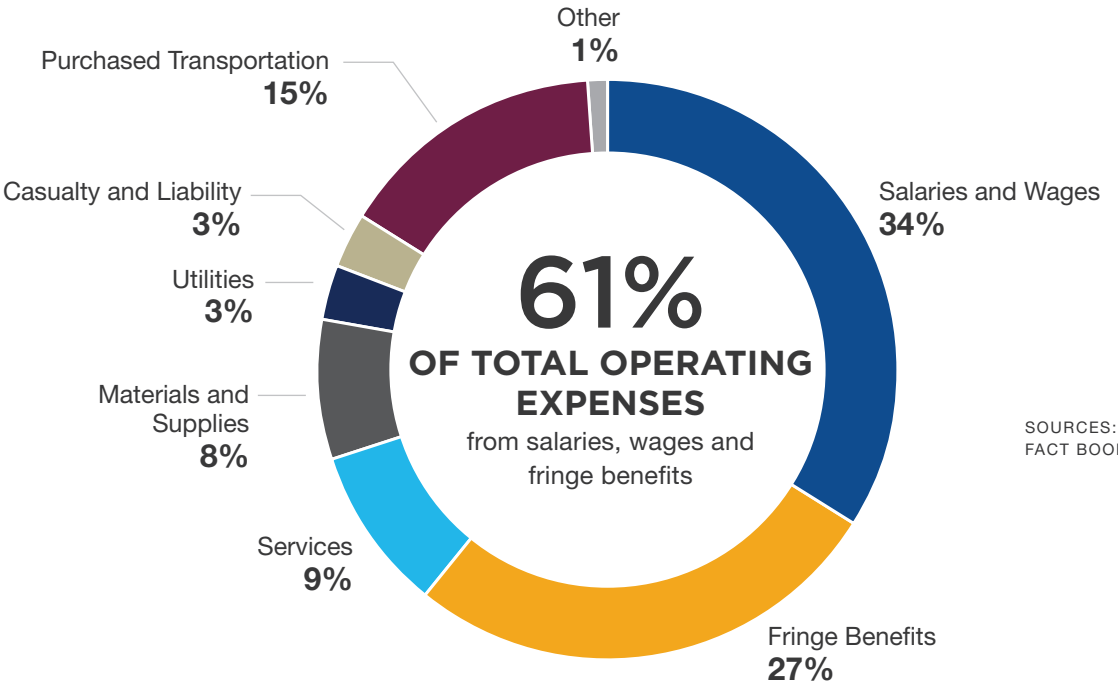
Operating expenditures are measured by function (the type of activity performed, as already listed) and by object (labor expenses and the type of goods or services purchased).

Figure 30: Capital Expenditures by Type, 2019



SOURCE: APTA FACT BOOK ANALYSIS

Figure 31: Total Operating Expenses by Object Category, 2019



SOURCES: APTA FACT BOOK ANALYSIS

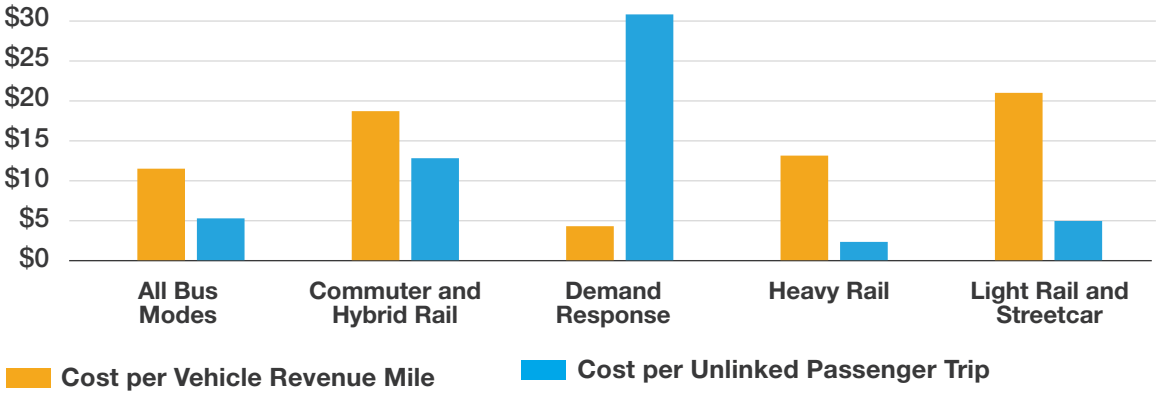
DEMAND RESPONSE: *Point-to-point operations commonly used by people with disabilities or people unable to travel on fixed-route service. Demand response vans may also substitute for fixed-route service at off-peak times (such as late at night).*

Salaries, wages and fringe benefits for employees of public transit agencies account for 61 percent of total operating expenses. Operating expenses by object class are shown in ***Figure 31***.

Figure 32 shows the variability when comparing operating costs based on different metrics. When measured by cost per vehicle mile, railway modes such as commuter rail and light rail are more expensive than roadway modes because they use larger vehicles over shorter service miles. When measured by cost per unlinked passenger trip, heavy rail is the least expensive because of the high-capacity service offered. Demand response trips are more expensive per trip because these vehicles carry fewer passengers.

Figure 32: Demand Response Most Expensive per Rider, Least Expensive per Distance Traveled

Comparative Operating Cost Among Modes, 2019



SOURCE: APTA FACT BOOK ANALYSIS

Transit Spending and Contracting in the Private Sector

Nearly all public transit services are provided by or contracted for by public agencies. A large portion of the funds expended by those agencies, however, is spent in the private sector ***(Figure 33)***. In 2019, expenditures in the private sector were estimated at $43.1 billion (57 percent of all transit expenditures), a 7.5 percent increase from $40.1 billion in 2018 (inflation-adjusted). All capital expenditures are estimated to be for goods and services provided by the private sector, as well as operating expenditures for services, materials and supplies. This includes motor fuel, utilities (including propulsion power for electrically powered vehicles), a portion of casualty and liability costs and a portion of purchased transportation costs.

A significant number of public transit services are contracted for operation (formally known as purchased transportation)—approximately 30 percent in 2019.[13] The percentage of service provided by contractors for different modes is shown in ***Figure 34***. Measured by vehicle revenue hours, about 77 percent of demand response service was provided by contractors, along with 57 percent of vanpool service, 34 percent of commuter bus service, 20 percent of bus service and 6 percent of rail service. The percentage of bus service contracted for operation has increased marginally over the past decade, from 14 percent to 20 percent. Most notable is the vanpool mode, which has seen its share of contracted revenue hours increase from 38 percent in 2009 to 57 percent in 2019.

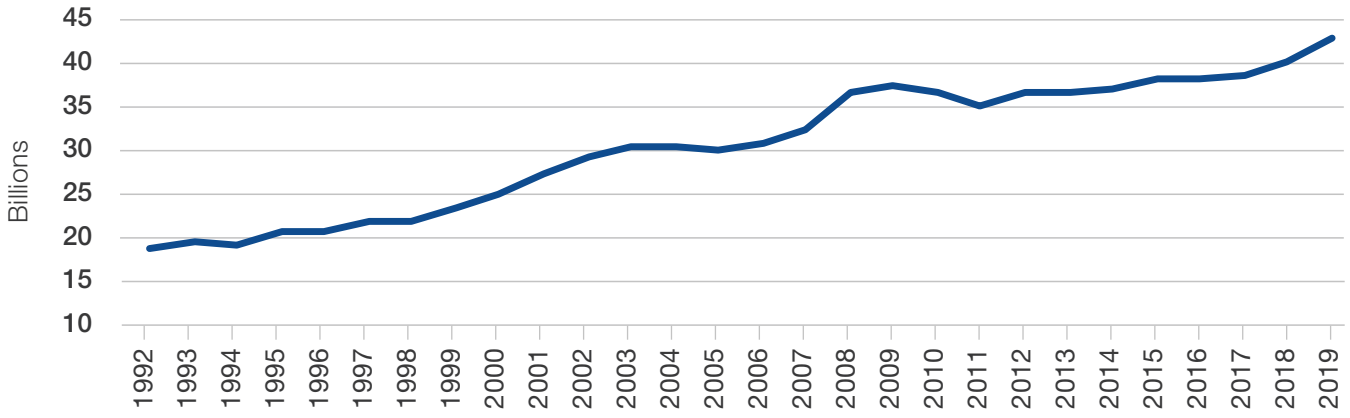
Most of the vehicles operated by contractors were provided by public transit agencies, with approximately 89 percent of all contractor-operated buses owned by transit agencies. About 59 percent of the vehicles used by contractors in demand response service were owned by public transit agencies, compared with just 10 percent for vanpool.

[13] This analysis is for urban transit systems only (full and reduced reporters in the NTD).

VANPOOL: ***A ride-sharing arrangement providing transportation for people within a specific geographic area.***

Figure 33: Public Transit Expenditures Flow to Private Sector

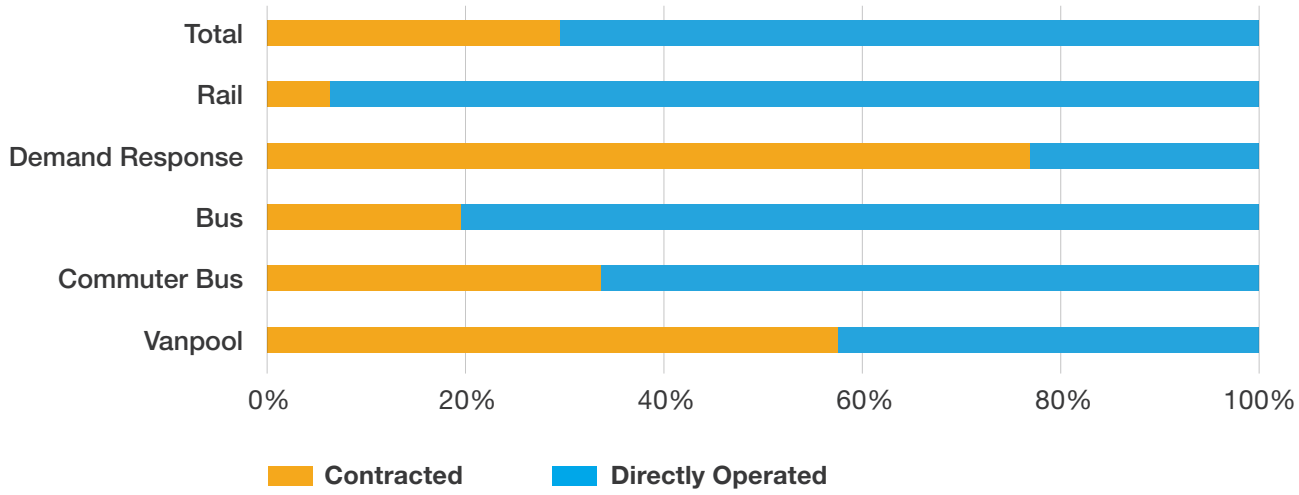
Estimated Transit Expenditures in the Private Sector (In 2019 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 34: Demand Response and Vanpool Services are the Most Contracted Modes

Percent of Revenue Hours Contracted by Mode (Urban Systems Only)



SOURCE: APTA FACT BOOK ANALYSIS

Canadian Summary[14]

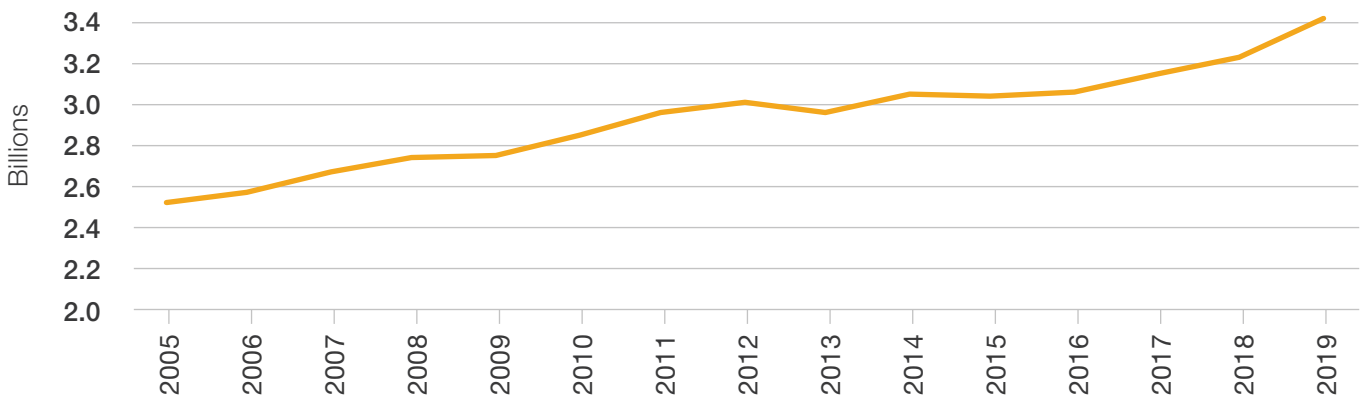
[14] Source: Canadian Urban Transit Association.

Passenger Travel

Information from 104 urban Canadian public transit systems reveals that passenger boardings (equivalent to U.S. unlinked passenger trips) in 2019 increased by 5.9 percent to 3.42 billion trips ***(Figure 35)***. The Canadian Urban Transit Association (CUTA) notes that ridership increases have been attributed to expanded service hours and frequency, a growing student population and economic growth in metropolitan areas. With a population of 37.59 million that year, Canada's 91 public transit trips per capita exceeds the United States' 30 public transit trips per capita. According to CUTA, 70 percent of public transit trips were taken in the metropolitan Toronto, Montreal and Vancouver regions.

Figure 35: Ridership on Upward Trend

Canadian Passenger Boardings



SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Service Provided

Accompanying this ridership increase was a 5.6 percent rise in total vehicle miles operated, compared with a 0.4 percent decrease in the United States ***(Figure 36)***. Total vehicle miles operated is the distance traveled by vehicles, including both revenue and "deadhead" miles.

Public transportation in Canada is also composed of specialized transit services, whose data is not included in the statistics above. Canadian specialized transit services are essentially demand response services for people who are unable to climb steps or walk long distances. According to CUTA, 332,424 registrants took more than 24.8 million passenger trips, which is 6.2 percent more than 2018 levels—which is another record. The 115 systems reporting tallied 66.2 million total vehicle miles in 2019.

Vehicles

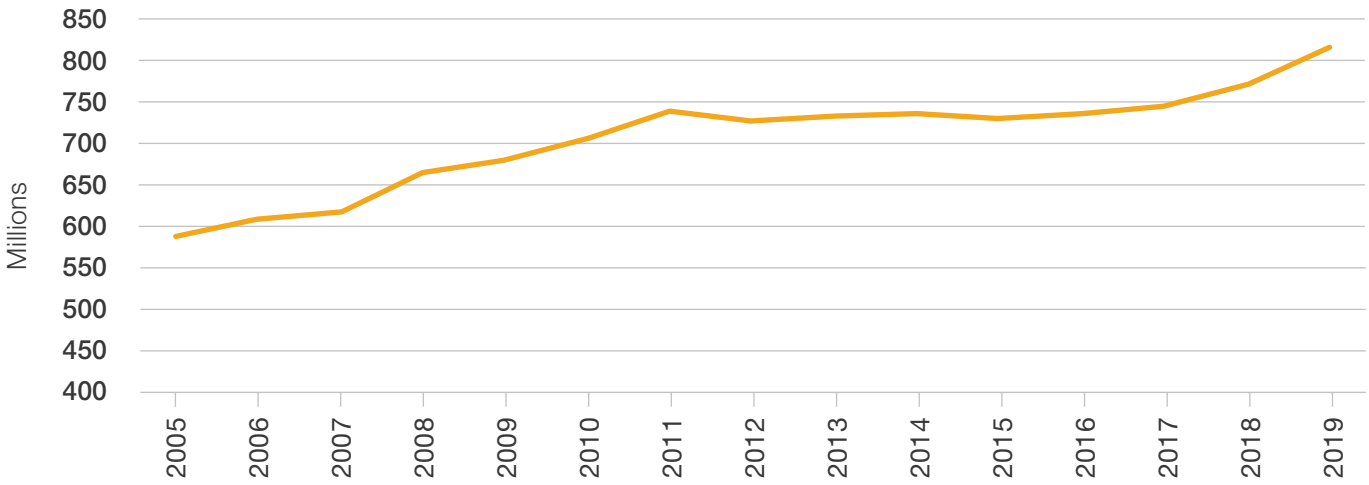
The average standard bus age in 2019 was approximately 8.5 years, with bus fleet accessibility at 99.6. The average streetcar age was 25.6 years, the average light rail age was 17.5 years, and the average heavy rail age was 17.8 years. A total of 21,994 revenue vehicles were recorded across modes in 2019.

Employees

The number of Canadian transit employees in 2019 was 59,028, of which 51 percent were vehicle operators and 14 percent worked in vehicle maintenance, 17 percent in general administration, 10 percent in non-vehicle maintenance, and 8 percent in transportation operations.

Figure 36: Long-Term Growth in Service

Total Canadian Vehicle Miles



SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Amtrak Summary[15]

Intercity passenger rail is a critical resource for local economies and a valuable part of the transportation network. Amtrak operates more than 21,300 route miles, has more than 500 stations and employs approximately 19,600 people. An important contractor for public transit agencies, Amtrak operates commuter service for Maryland's MARC, Connecticut DOT and Southern California's Metrolink. Amtrak also provides infrastructure access to other public transit agencies.

Passenger Travel

In fiscal year (FY) 2020, Amtrak service and ridership was significantly impacted by the COVID-19 pandemic. FY 2020 ridership decreased by 48 percent (to 16.8 million trips) compared to FY 2019. Ridership on the Northeast Corridor decreased by 51 percent of 6.1 million trips. Ridership on state-supported routes decreased by 48 percent to 8.0 million trips, and ridership on long-distance routes decreased by 41 percent to 2.7 million trips.

Funding

In FY 2020, Amtrak decreased total revenues by 30.6 percent to $2.4 billion. It received $2.8 billion in federal appropriations in FY 2020.

Capital Investments

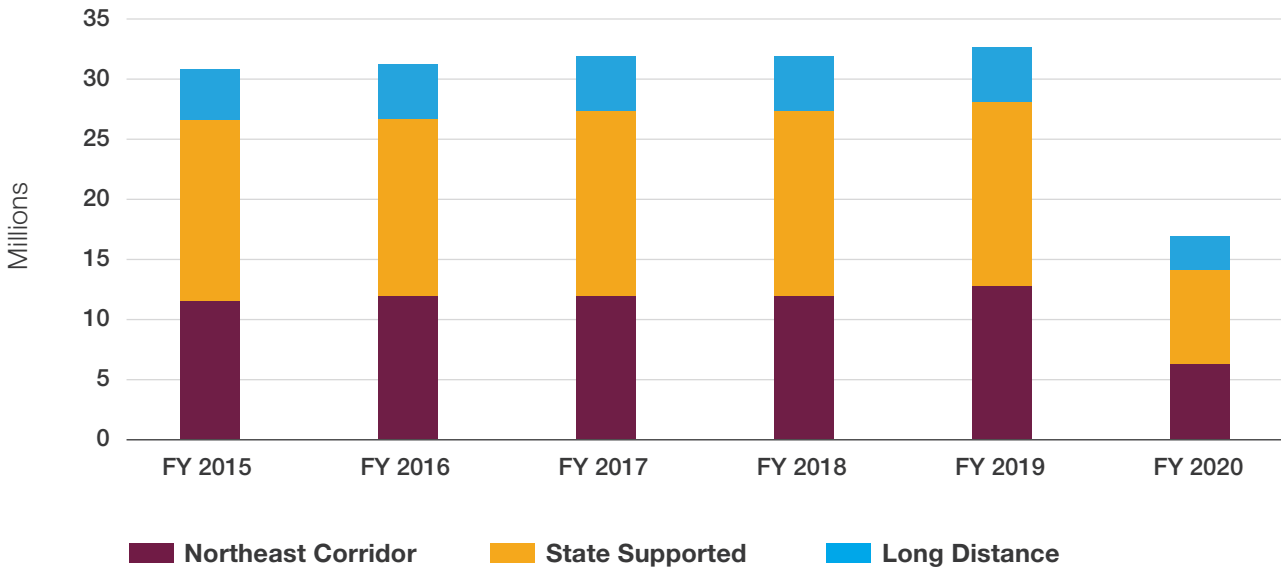
Amtrak is significantly investing to improve their capital assets. Current capital priorities include installing operational positive train control (PTC), launching a Safety Management System (SMS), state-of-good-repair work on the Northeast Corridor, new train interiors, the manufacturing of a new Acela train fleet, issuing an RFP for the replacement of the current diesel locomotive fleet, and station improvements across the nation.

[15] Sources: https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/financial/Amtrak-Audited-Consolidated-Financial-Statements-FY2020.pdf

https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/monthlyperformancereports/2020/Amtrak-Monthly-Performance-Report-September-2020.pdf

Figure 37: FY 2020 Ridership Pandemic-Impacted

Passenger Trips (FY 2015- FY 2020)



SOURCE: AMTRAK FY 2020 RIDERSHIP AND REVENUE

Modal Rankings, Report Year 2019

For complete size ranking lists of all transit agencies and urbanized areas reported in the Federal Transit Administration 2019 National Transit Database, see the ***2021 Public Transportation Fact Book***, Appendix B: Operating Statistics and Rankings at **www.apta.com**. These rankings include only public transit agencies that reported in the Federal Transit Administration FY 2019 National Transit Database.

Table 1: The 50 Largest Transit Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2018	2019	2018	2019
MTA New York City Transit (NYCT)	New York, NY	3,368,102.6	3,451,139.6	11,721,684.8	12,195,007.7
Chicago Transit Authority (CTA)	Chicago, IL	468,068.0	455,743.5	1,992,826.7	1,959,870.4
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	394,361.7	379,718.1	2,014,910.7	1,962,038.4
Massachusetts Bay Transp. Auth. (MBTA)	Boston, MA	372,398.8	366,716.9	1,717,994.3	1,679,893.9
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	351,299.0	354,656.2	1,706,705.1	1,705,447.7
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	319,425.5	308,266.5	1,330,519.5	1,423,011.3
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	264,671.5	267,270.3	3,402,633.6	3,171,196.9
San Francisco Municipal Railway (Muni)	San Francisco, CA	225,056.2	223,338.1	445,233.9	451,272.5
MTA Bus Company (MTABUS)	New York, NY	137,618.5	135,080.1	381,346.4	377,941.8
King County DOT (King County Metro)	Seattle, WA	129,054.2	128,666.6	621,896.0	587,078.3
San Francisco Bay Area Rapid Transit District (BART)	Oakland, CA	129,044.3	128,217.0	1,789,223.2	1,774,467.0
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	120,162.9	117,759.1	705,533.2	704,189.5
MTA Long Island Rail Road (MTA LIRR)	Jamaica, NY	105,538.1	114,241.4	3,405,961.9	3,929,860.0
Denver Regional Transportation District (RTD)	Denver, CO	104,708.5	105,207.5	612,310.5	617,017.9
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	97,033.3	96,633.0	427,106.1	420,317.5
Maryland Transit Administration (MTA)	Baltimore, MD	96,231.8	94,036.9	730,432.1	724,931.3
Metro-North Commuter Railroad Co. (MTA-MNCR)	New York, NY	92,437.5	92,012.8	2,155,676.3	2,035,685.3
Port Authority Trans-Hudson Corp. (PATH)	Jersey City, NJ	91,036.2	91,672.2	448,342.7	450,503.7
Metro. Transit Authority of Harris County (METRO)	Houston, TX	90,300.5	89,951.2	562,857.9	581,575.9
San Diego Metropolitan Transit System (MTS)	San Diego, CA	85,429.2	85,357.5	413,586.2	415,452.4
Miami-Dade Transit (MDT)	Miami, FL	81,940.2	79,578.6	512,070.5	445,443.5
Metro Transit	Minneapolis, MN	80,653.4	77,927.2	379,748.7	338,221.7
Dallas Area Rapid Transit (DART)	Dallas, TX	62,438.8	69,301.5	426,923.1	438,897.5
Reg. Transp. Comm. of Southern Nevada (RTC)	Las Vegas, NV	65,765.9	65,821.2	258,916.9	263,850.5
City and County of Honolulu DOT Services (DTS)	Honolulu, HI	65,520.8	64,065.8	326,626.5	321,704.6
Port Authority of Allegheny County	Pittsburgh, PA	63,463.9	64,007.9	267,132.1	272,078.5
Northeast Illinois Reg. Commuter Rail Corp. (Metra)	Chicago, IL	68,446.2	61,456.7	1,518,703.4	1,365,137.9
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	52,789.9	54,067.2	207,299.1	217,911.0
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	48,188.7	47,805.6	534,218.2	535,519.2
Utah Transit Authority (UTA)	Salt Lake City, UT	44,176.3	44,578.2	358,146.7	355,283.7
VIA Metropolitan Transit (VIA)	San Antonio, TX	39,910.8	42,510.8	183,337.5	196,044.9
City of Phoenix Public Transit Dept. (Valley Metro)	Phoenix, AZ	37,790.7	41,042.6	135,945.1	145,908.0
Orange County Transportation Auth. (OCTA)	Orange, CA	42,201.9	40,743.7	214,680.8	203,590.8
Bi-State Development Agency (Metro)	St. Louis, MO	37,757.8	36,642.0	224,965.5	223,625.8
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	37,511.2	36,433.0	191,785.8	192,366.4
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	35,150.7	32,171.8	164,600.1	149,778.2
Capital Metropolitan Transp. Auth. (CMTA)	Austin, TX	29,491.3	31,078.4	163,899.4	168,576.3
Milwaukee County Transit System (MCTS)	Milwaukee, WI	30,884.6	29,423.8	109,817.3	94,803.1
Pace - Suburban Bus Division (PACE)	Arlington Heights, IL	30,207.9	28,520.7	212,134.2	201,300.3
Broward County Transit Division (BCT)	Plantation, FL	28,641.7	27,300.5	146,623.0	140,473.7
Westchester County Bee-Line System	Mount Vernon, NY	27,704.0	26,823.2	122,155.7	118,418.2
New York City Department of Transportation	New York, NY	25,002.7	25,618.0	144,028.7	144,528.5
Central Florida Regional Transp. Authority (LYNX)	Orlando, FL	25,117.9	25,020.5	153,806.1	163,227.6
Charlotte Area Transit System (CATS)	Charlotte, NC	22,516.6	24,278.7	116,204.4	126,140.1
Washington State Ferries	Seattle, WA	24,566.4	24,255.4	193,091.1	190,973.6
Nassau Inter County Express (NICE)	Garden City, NY	23,312.5	24,145.3	129,519.0	138,934.9
Niagara Frontier Transp. Auth. (NFT Metro)	Buffalo, NY	25,158.9	23,982.4	87,339.3	82,621.0
Long Beach Transit (LBT)	Long Beach, CA	23,820.7	23,248.2	74,007.2	75,677.4
City of Detroit Department of Transportation	Detroit, MI	23,827.2	22,751.8	100,829.6	107,136.5
Ride-On Montgomery County Transit	Rockville, MD	21,594.0	20,596.5	81,258.5	82,518.0

Table 2: The 50 Urbanized Areas with the Most Transit Travel (Ranked by Unlinked Passenger Trips)

URBANIZED AREA	POPULATION (2010 CENSUS)	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2018	2019	2018	2019
New York-Newark, NY-NJ-CT	18,351,295	4,114,906.5	4,209,297.9	21,504,782.7	22,227,181.7
Chicago, IL-IN	8,608,208	574,216.1	553,155.6	3,844,797.9	3,645,688.1
Los Angeles-Long Beach-Anaheim, CA	12,150,996	558,777.3	538,864.0	3,017,052.8	2,947,725.2
Washington, DC-VA-MD	4,586,770	416,811.1	419,224.3	2,442,113.9	2,430,771.4
San Francisco-Oakland, CA	3,281,212	410,827.9	406,960.7	2,476,594.5	2,461,068.1
Boston, MA-NH-RI	4,181,019	382,209.6	376,391.0	1,778,238.5	1,739,028.8
Philadelphia, PA-NJ-DE-MD	5,441,567	360,559.3	347,457.4	1,710,168.7	1,753,041.7
Seattle, WA	3,059,393	218,896.7	217,909.2	1,490,335.4	1,458,392.5
Atlanta, GA	4,515,419	127,165.4	124,639.3	816,548.7	819,148.2
Miami, FL	5,502,379	127,129.0	123,322.9	841,741.4	768,344.3
Portland, OR-WA	1,849,898	110,720.2	110,112.6	470,722.8	463,342.8
Denver-Aurora, CO	2,374,203	95,326.3	97,832.2	574,138.8	588,694.0
San Diego, CA	2,956,746	97,166.0	96,911.8	591,647.3	587,874.1
Minneapolis-St. Paul, MN-WI	2,650,890	93,910.8	91,416.5	479,647.0	438,810.8
Houston, TX	4,944,332	91,017.2	90,509.2	568,658.7	586,453.8
Baltimore, MD	2,203,663	91,279.6	88,078.8	468,589.7	466,733.6
Dallas-Fort Worth-Arlington, TX	5,121,892	69,211.6	76,473.5	457,374.6	479,160.5
Phoenix-Mesa, AZ	3,629,114	70,353.4	72,065.3	360,950.4	356,626.6
Pittsburgh, PA	1,733,853	65,361.4	65,851.1	292,605.6	295,275.3
Las Vegas-Henderson, NV	1,886,011	65,765.9	65,821.2	258,916.9	263,850.5
Urban Honolulu, HI	802,459	64,802.1	63,372.8	322,765.6	317,922.1
San Jose, CA	1,664,496	44,136.7	42,801.7	334,807.5	328,015.0
San Antonio, TX	1,758,210	39,919.6	42,522.5	183,429.6	196,171.1
St. Louis, MO-IL	2,150,706	39,734.4	38,571.2	242,605.2	239,810.1
Detroit, MI	3,734,090	36,130.5	35,253.0	207,528.9	219,021.3
Cleveland, OH	1,780,673	36,027.2	33,026.0	173,165.7	158,262.7
Concord, CA	615,968	33,784.6	32,879.5	433,208.9	424,582.5
Salt Lake City-West Valley City, UT	1,021,243	31,652.9	31,971.3	202,668.4	199,408.5
Milwaukee, WI	1,376,476	32,363.2	31,401.1	121,584.9	106,091.1
Austin, TX	1,362,416	29,558.4	31,167.5	163,899.4	168,576.3
Tampa-St. Petersburg, FL	2,441,770	24,988.6	27,660.8	140,969.9	159,073.1
Charlotte, NC-SC	1,249,442	23,084.6	24,848.0	119,556.9	129,451.0
Buffalo, NY	935,906	25,144.1	23,969.0	87,288.0	82,571.6
Sacramento, CA	1,723,634	23,685.8	22,695.9	130,597.9	125,229.5
San Juan, PR	2,148,346	18,950.3	21,913.6	81,827.9	105,035.1
Orlando, FL	1,510,516	20,368.5	20,942.3	129,143.2	149,011.8
Columbus, OH	1,368,035	19,357.3	19,591.4	80,416.4	81,628.7
New Orleans, LA	899,703	21,669.3	18,893.9	66,849.3	62,163.5
Providence, RI-MA	1,190,956	18,296.2	18,044.7	83,118.6	82,899.7
Cincinnati, OH-KY-IN	1,624,827	18,323.7	17,657.6	109,922.9	97,888.3
Bridgeport-Stamford, CT-NY	923,311	17,527.7	17,299.4	201,468.7	191,284.8
Hartford, CT	924,859	17,662.1	17,205.7	116,625.8	118,457.7
Riverside-San Bernardino, CA	1,932,666	17,243.1	17,203.5	140,421.9	141,373.4
Tucson, AZ	843,168	16,767.0	15,875.5	82,384.0	66,726.8
Albany-Schenectady, NY	594,962	16,355.9	15,705.8	72,098.8	73,741.2
Kansas City, MO-KS	1,519,417	16,003.4	15,638.8	60,363.8	59,298.3
New Haven, CT	562,839	15,188.0	14,900.4	208,527.3	196,638.9
Rochester, NY	720,572	14,945.1	14,568.1	51,678.3	48,550.5
Durham, NC	347,602	15,514.9	14,507.0	131,426.3	47,985.7
Ann Arbor, MI	306,022	14,872.7	14,352.3	52,206.6	52,440.2

Table 3: 50 Urbanized Areas with the Most Transit Travel (Ranked by Ridership Per Capita)

URBANIZED AREA	POPULATION (2010 CENSUS)	2019 UNLINKED PASSENGER TRIPS (THOUSANDS)	RIDERSHIP PER CAPITA
New York-Newark, NY-NJ-CT	18,351,295	4,209,297.9	229.4
San Francisco-Oakland, CA	3,281,212	406,960.7	124.0
Ames, IA	60,438	6,121.0	101.3
Washington, DC-VA-MD	4,586,770	419,224.3	91.4
Boston, MA-NH-RI	4,181,019	376,391.0	90.0
Champaign, IL	145,361	11,637.3	80.1
Urban Honolulu, HI	802,459	63,372.8	79.0
State College, PA	87,454	6,602.8	75.5
Seattle, WA	3,059,393	217,909.2	71.2
Chicago, IL-IN	8,608,208	553,155.6	64.3
Philadelphia, PA-NJ-DE-MD	5,441,567	347,457.4	63.9
Ithaca, NY	53,661	3,334.7	62.1
Portland, OR-WA	1,849,898	110,112.6	59.5
San Marcos, TX	52,826	3,047.1	57.7
Atlantic City, NJ	248,402	14,225.3	57.3
Athens-Clarke County, GA	128,754	7,272.2	56.5
Blacksburg, VA	88,542	4,975.5	56.2
Boulder, CO	114,591	6,213.9	54.2
Davis, CA	72,794	3,904.1	53.6
Concord, CA	615,968	32,879.5	53.4
Iowa City, IA	106,621	5,513.1	51.7
Gainesville, FL	187,781	9,025.4	48.1
Ann Arbor, MI	306,022	14,352.3	46.9
Waterbury, CT	194,535	9,120.5	46.9
Danbury, CT-NY	168,136	7,613.8	45.3
Los Angeles-Long Beach-Anaheim, CA	12,150,996	538,864.0	44.3
Eugene, OR	247,421	10,494.5	42.4
Durham, NC	347,602	14,507.0	41.7
Denver-Aurora, CO	2,374,203	97,832.2	41.2
Bellingham, WA	114,473	4,703.9	41.1
Baltimore, MD	2,203,663	88,078.8	40.0
Trenton, NJ	296,668	11,535.2	38.9
Pittsburgh, PA	1,733,853	65,851.1	38.0
Flagstaff, AZ	71,957	2,564.5	35.6
Lansing, MI	313,532	11,106.0	35.4
Las Vegas-Henderson, NV	1,886,011	65,821.2	34.9
Antioch, CA	277,634	9,680.1	34.9
Minneapolis-St. Paul, MN-WI	2,650,890	91,416.5	34.5
Santa Barbara, CA	195,861	6,689.2	34.2
Lafayette, IN	147,725	5,032.7	34.1
Morgantown, WV	70,350	2,341.0	33.3
San Diego, CA	2,956,746	96,911.8	32.8
Madison, WI	401,661	13,034.3	32.5
Lawrence, KS	88,053	2,847.0	32.3
Harrisonburg, VA	66,784	2,120.5	31.8
Salt Lake City-West Valley City, UT	1,021,243	31,971.3	31.3
Bloomington, IN	108,657	3,197.6	29.4
Kahului, HI	55,934	1,577.8	28.2
Atlanta, GA	4,515,419	124,639.3	27.6
New Haven, CT	562,839	14,900.4	26.5

Ridership per capita (unlinked passenger trips divided by metro area population) gives a representation for how many public transit trips a person takes yearly in that area. While many passenger trips are taken in large urbanized areas, smaller areas, particularly ones with universities, have a high ridership per capita.

(a) Total amounts reported by each agency are included in the urbanized area in which that agency is headquartered regardless of the number of urbanized areas in which the agency operates transit service.

Table 4: The 50 Largest Bus Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2018	2019	2018	2019
MTA New York City Transit (NYCT)	New York, NY	691,981.4	691,616.6	1,472,423.0	1,478,429.6
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	273,625.4	266,887.6	1,111,245.2	1,103,847.5
Chicago Transit Authority (CTA)	Chicago, IL	242,173.0	237,276.4	591,323.7	581,742.0
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	161,535.2	153,956.4	455,641.2	479,782.6
New Jersey Transit Corporation (NJ Transit)	Newark, NJ	151,640.6	151,065.6	1,107,572.4	1,017,328.8
MTA Bus Company (MTABUS)	New York, NY	137,618.5	135,080.1	381,346.4	377,941.8
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	119,681.1	123,333.1	366,498.8	367,558.8
San Francisco Municipal Railway (Muni)	San Francisco, CA	111,809.1	110,803.0	220,051.9	225,220.9
King County DOT – Metro Transit	Seattle, WA	104,261.6	104,362.3	505,978.8	476,447.9
Massachusetts Bay Transp. Authority (MBTA)	Boston, MA	102,691.3	100,253.0	265,337.8	257,656.5
Denver Regional Transportation District (RTD)	Denver, CO	70,540.5	69,731.8	319,383.0	307,035.5
Reg. Transp. Comm. of Southern Nevada (RTC)	Las Vegas, NV	64,425.7	64,473.6	244,372.8	249,356.5
Maryland Transit Administration (MTA)	Baltimore, MD	63,797.5	63,988.6	239,277.8	250,693.4
City and County of Honolulu (DTS)	Honolulu, HI	64,119.6	62,554.4	311,654.9	305,290.9
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	59,555.0	59,544.0	279,810.1	306,131.6
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	56,690.1	56,429.2	203,723.8	200,008.8
Port Authority of Allegheny County	Pittsburgh, PA	53,733.6	55,016.6	225,092.2	231,734.1
Metro Transit	Minneapolis, MN	54,910.5	51,860.0	260,030.3	218,756.7
Metropolitan Atlanta Rapid Transit Auth. (MARTA)	Atlanta, GA	54,354.7	51,447.8	245,601.2	243,578.3
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	49,473.4	50,484.4	164,833.3	171,068.0
Miami-Dade Transit (MDT)	Miami, FL	51,469.8	49,632.1	315,222.5	249,569.1
San Diego Metropolitan Transit System (MTS)	San Diego, CA	47,554.2	47,205.8	185,314.8	182,741.0
VIA Metropolitan Transit (VIA)	San Antonio, TX	38,312.7	40,962.6	144,598.0	158,505.9
City of Phoenix Public Transit Dept. (Valley Metro)	Phoenix, AZ	37,451.6	40,696.3	132,678.7	142,767.3
Orange County Transportation Authority (OCTA)	Orange, CA	39,056.0	37,642.8	149,448.8	140,082.2
Dallas Area Rapid Transit (DART)	Dallas, TX	30,011.0	37,230.8	125,148.1	146,291.3
Milwaukee County (MCTS)	Milwaukee, WI	30,429.8	28,972.7	106,718.1	91,779.5
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	26,879.3	28,313.3	116,078.1	115,922.3
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	28,473.3	27,472.1	138,466.8	137,216.1
Westchester County	New York, NY	27,373.0	26,474.1	118,800.2	114,898.8
Broward County Transit Division (BCT)	Miami, FL	27,796.3	26,371.3	136,768.3	129,778.7
Pace - Suburban Bus Division (PACE)	Chicago, IL	27,673.4	26,191.9	171,090.1	165,101.0
County of Nassau (NICE)	New York, NY	22,980.4	23,791.0	126,842.0	136,185.0
Long Beach Transit (LBT)	Los Angeles, CA	23,781.7	23,210.0	73,821.4	75,502.2
Bi-State Development Agency (METRO)	St. Louis, MO	23,653.9	22,967.7	125,714.4	128,272.7
Central Florida Regional Transp. Authority (LYNX)	Orlando, FL	23,239.1	22,963.8	133,174.8	140,923.0
City of Detroit (DDOT)	Detroit, MI	23,495.0	22,394.9	97,496.7	103,688.2
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	22,866.5	21,787.7	97,776.0	91,902.7
Montgomery County, Maryland	Washington, DC	21,594.0	20,596.5	81,258.5	82,518.0
Utah Transit Authority (UTA)	Salt Lake City, UT	19,061.4	20,250.0	79,344.4	84,921.2
Niagara Frontier Transportation Authority (NFTA)	Buffalo, NY	20,435.0	19,282.8	73,140.2	68,597.0
Central Ohio Transit Authority (COTA)	Columbus, OH	18,913.8	19,141.5	73,617.3	74,351.7
City of Los Angeles (LADOT)	Los Angeles, CA	16,772.8	17,467.1	30,243.8	30,643.6
Rhode Island Public Transit Authority (RIPTA)	Providence, RI	16,339.1	16,029.4	71,202.5	70,301.7
Capital District Transportation Authority (CDTA)	Albany, NY	15,856.7	15,144.3	54,040.5	53,504.3
Charlotte Area Transit System (CATS)	Charlotte, NC	15,069.6	14,932.7	64,906.6	63,280.3
Regional Transit Service - Monroe County (RTS)	Rochester, NY	14,873.6	14,472.2	50,345.8	46,649.2
City of Tucson	Tucson, AZ	15,205.4	14,262.8	74,155.1	57,873.1
CTTRANSIT - Hartford Division	Hartford, CT	14,650.2	14,217.8	95,151.4	97,149.2
Regional Public Transportation Authority (RPTA)	Phoenix, AZ	14,730.2	13,875.7	65,696.9	61,191.7

(a) Excludes Bus Rapid Transit and Commuter Bus Service Reported Separately

Table 5: Bus Rapid Transit Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2018	2019	2018	2019
MTA New York City Transit (NYCT)	New York, NY	30,275.8	30,695.7	56,084.9	57,076.2
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	10,540.6	11,490.8	19,967.6	23,235.1
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	7,168.5	6,860.1	47,544.3	45,206.0
Lane Transit District (LTD)	Eugene, OR	3,496.3	3,790.4	9,115.9	9,519.5
Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	3,764.3	2,628.5	10,019.7	6,889.6
Greater Richmond Transit Company (GRTC)	Richmond, VA	57.0	1,951.4	151.7	5,817.1
Connecticut Department of Transportation (CTTransit)	Hartford, CT	1,556.7	1,579.8	8,117.3	8,021.4
Transfort	Fort Collins, CO	1,468.0	1,445.3	3,703.5	3,619.9
Kansas City Area Transportation Authority (KCATA)	Kansas City, MO	1,160.2	1,109.6	3,193.5	2,903.9
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	1,038.3	1,040.3	768.4	718.0
Roaring Fork Transportation Authority (RFTA) (b)	Non-UZA	920.3	1,034.5	N/A	N/A
Interurban Transit Partnership (The Rapid)	Grand Rapids, MI	847.0	850.7	2,561.4	2,501.0
Indianapolis and Marion Cty Public Transp. (IndyGo)	Indianapolis, IN	—	704.7	—	2,550.2

(a) Includes only agencies reporting their operations to the National Transit Database as Bus Rapid Transit.
(b) RFTA is a rural reporter and does not report passenger miles.

Table 6: The 30 Largest Commuter Bus Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2018	2019	2018	2019
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	18,189.3	17,494.5	256,464.9	255,140.0
MTA New York City Transit (NYCT)	New York, NY	12,403.4	11,477.2	158,586.8	153,389.1
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	7,864.8	7,960.3	149,668.4	145,106.3
Hudson Transit Lines, Inc.(Short Line)	New York, NY	4,310.0	4,061.4	196,203.4	184,866.9
Maryland Transit Administration (MTA)	Baltimore, MD	3,819.8	3,623.6	109,737.2	104,182.7
Snohomish County PTBA Corp. (Community Transit)	Seattle, WA	2,994.0	3,079.7	53,097.2	54,324.1
Academy Lines, Inc.	New York, NY	3,281.9	3,035.6	151,141.1	142,232.7
Alameda-Contra Costa Transit District (AC Transit)	San Francisco, CA	2,545.7	2,818.6	35,370.1	39,694.5
Suburban Transit Corp. (Coach USA)	New York, NY	2,469.2	2,421.0	93,829.0	91,998.5
Georgia State Road and Tollway Authority (SRTA)	Atlanta, GA	1,687.0	1,894.1	45,122.1	48,499.2
Rockland Coaches, Inc.	New York, NY	1,996.8	1,889.0	50,090.6	46,013.8
DeCamp Bus Lines	New York, NY	1,843.5	1,835.2	30,997.0	30,071.0
Roaring Fork Transportation Authority (RFTA)	(blank)	1,615.3	1,618.5	—	—
Lakeland Bus Lines, Inc.	New York, NY	1,624.1	1,609.9	52,870.2	54,735.4
City of Los Angeles (LADOT)	Los Angeles, CA	1,355.1	1,563.1	23,707.6	27,575.1
Potomac and Rappahannock Transp. Comm. (PRTC)	Washington, DC	1,458.9	1,491.4	36,340.4	37,151.3
Loudoun County (LC Transit)	Washington, DC	1,305.8	1,318.4	39,227.7	39,606.1
Trans-Bridge Lines, Inc.	New York, NY	1,120.0	1,180.8	79,839.5	77,454.0
Peter Pan Bus Lines (PPBL)	Boston, MA	231.4	857.6	—	—
Jalbert Leasing, Inc.	Portsmouth, NH	773.5	797.7	—	—
Hampton Jitney, Inc.	New York, NY	795.4	793.5	73,791.8	74,435.1
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	613.9	779.9	10,387.8	14,695.7
Solano County Transit (SolTrans)	Vallejo, CA	666.3	723.0	9,186.8	9,966.6
City of Charlotte North Carolina (CATS)	Charlotte, NC	895.8	691.2	12,851.0	9,787.0
Ventura County Transportation Commission (VCTC)	Oxnard, CA	640.1	651.6	13,549.6	12,806.5
Boston Express Bus, Inc. (BX)	Boston, MA	609.4	633.8	—	—
Monsey New Square Trails Corporation	New York, NY	615.9	603.9	25,869.9	25,363.3
The Woodlands Township	The Woodlands, TX	542.5	552.3	20,019.5	21,319.6
Utah Transit Authority (UTA)	Salt Lake City, UT	563.6	549.7	12,395.9	12,128.1
Olympia Trails Bus Company, Inc.	New York, NY	571.1	547.5	—	—

(a) Includes only agencies reporting their operations to the National Transit Database as Commuter Bus.

Table 7: Top 50 Largest Demand Response Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2018	2019	2018	2019
MTA New York City Transit (NYCT)	New York, NY	5,086.0	4,828.4	45,491.0	43,330.2
Pace-Suburban Bus Division, ADA Para Services (PACE)	Chicago, IL	3,847.0	3,566.5	36,963.2	31,820.7
Metropolitan Council	Minneapolis, MN	249.1	2,573.2	2,488.1	29,755.0
Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	2,261.1	2,212.7	23,930.2	21,875.3
Access Services (AS)	Los Angeles, CA	2,227.2	2,208.7	25,915.4	25,870.4
Maryland Transit Administration (MTA)	Baltimore, MD	2,142.0	2,152.6	20,191.1	21,977.1
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,955.6	1,862.3	15,540.4	14,589.9
Metropolitan Transit Auth. of Harris County, Texas (METRO)	Houston, TX	1,774.5	1,786.4	19,003.3	19,905.0
Miami-Dade Transit (MDT)	Miami, FL	1,743.0	1,777.9	22,663.5	23,390.1
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	1,635.8	1,711.3	10,131.6	10,751.0
Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	1,554.6	1,513.1	11,119.0	10,507.1
Orange County Transportation Authority (OCTA)	Orange, CA	1,490.2	1,493.6	16,572.0	16,544.6
OATS, Inc.	Non-UZA	1,551.3	1,420.7	—	—
Port Authority of Allegheny County	Pittsburgh, PA	1,464.3	1,397.5	11,707.0	11,406.1
Regional Transportation Commission of Southern Nevada (RTC)	Las Vegas, NV	1,340.2	1,347.6	14,544.0	14,494.1
City and County of Honolulu (DTS)	Honolulu, HI	1,162.6	1,195.4	12,801.4	12,968.5
Denver Regional Transportation District (RTD)	Denver, CO	1,226.3	1,179.0	10,744.5	10,384.1
Board of County Comm., Palm Beach County (PalmTran)	Miami, FL	999.3	1,046.0	12,609.5	13,419.8
VIA Metropolitan Transit (VIA)	San Antonio, TX	1,069.6	1,016.5	12,999.8	12,571.2
Delaware Transit Corporation (DTC)	Philadelphia, PA	926.9	946.6	11,674.7	12,077.7
Broward County Board of County Commissioners (BCT)	Miami, FL	845.4	929.1	9,854.7	10,695.0
King County Department of Metro Transit (KCM)	Seattle, WA	883.3	887.9	8,840.5	8,887.8
Pace - Suburban Bus Division (PACE)	Chicago, IL	929.6	884.9	6,213.0	6,068.7
Tri-County Metropolitan Transp. District of Oregon (TriMet)	Portland, OR	899.0	854.2	8,306.8	7,869.6
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	721.6	808.9	10,036.2	10,374.0
Alameda-Contra Costa Transit District (AC Transit)	San Francisco, CA	770.8	764.1	7,095.7	7,148.5
Suffolk County (ST)	New York, NY	723.5	752.8	9,390.7	9,771.1
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	675.6	706.9	5,591.4	6,003.7
Central Pennsylvania Transportation Authority (rabbittransit)	York, PA	638.3	645.2	8,275.5	8,213.7
KI BOIS Community Action Foundation, Inc.	Non-UZA	611.2	636.7	—	—
Rural Transit Enterprises Coordinated, Inc. (RTEC)	Non-UZA	630.3	605.4	—	—
Blue Water Area Transportation Commission (BWATC)	Port Huron, MI	634.7	603.9	5,375.1	5,137.5
Mass Transportation Authority (MTA)	Flint, MI	537.7	582.9	5,093.3	5,463.0
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	480.0	582.2	7,127.3	7,564.2
The Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	587.2	576.4	4,402.1	4,594.3
City of Tucson (COT)	Tucson, AZ	557.3	543.2	4,211.8	4,715.3
Bi-State Development Agency (METRO)	St. Louis, MO	553.4	523.4	6,305.6	6,284.4
South Central Transit Authority (SCTA)	Lancaster, PA	508.5	517.9	5,219.0	5,114.4
Greater Hartford Transit District (GHTD)	Hartford, CT	499.2	513.4	4,439.2	4,760.7
West Alabama Rural Public Transportation (WAPT)	Non-UZA	569.7	510.5	—	—
San Diego Metropolitan Transit System (MTS)	San Diego, CA	596.7	507.4	6,977.5	5,663.9
Capital Area Transportation Authority (CATA)	Lansing, MI	499.5	493.8	3,815.4	3,845.4
Cape Cod Regional Transit Authority (CCRTA)	Barnstable Town, MA	457.1	463.6	3,451.9	3,269.3
Milwaukee County (MCTS)	Milwaukee, WI	454.9	451.1	3,099.2	3,023.6
South Central Illinois Mass Transit District	Non-UZA	437.5	446.2	—	—
Spokane Transit Authority (STA)	Spokane, WA	475.3	441.1	4,242.5	3,973.0
Central Arkansas Development Council (CADC/SCAT)	Non-UZA	422.8	440.7	—	—
Huron Transit Corporation (TAT)	Non-UZA	405.1	434.7	—	—
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	385.7	431.9	4,521.2	4,843.6
Suburban Mobility Authority for Regional Transp. (SMART)	Detroit, MI	404.4	422.1	3,072.0	2,937.9

(a) Excludes Demand Response Taxi Service

Table 8: Top 30 Largest Transit Vanpool Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2018	2019	2018	2019
California Vanpool Authority (CalVans)	Hanford, CA	3,173.8	3,434.1	126,496.0	121,788.2
King County Department of Metro Transit (KCM)	Seattle, WA	3,464.7	3,300.2	65,559.8	61,644.5
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	3,428.2	3,240.7	151,003.9	142,563.8
Metropolitan Transit Auth. of Harris County, Texas (METRO)	Houston, TX	1,877.3	1,791.7	58,131.6	55,659.3
San Diego Association of Governments (SANDAG)	San Diego, CA	1,740.5	1,746.5	85,606.0	81,692.1
Potomac and Rappahannock Transp. Commission (PRTC)	Washington, DC	1,357.1	1,449.9	62,206.1	65,137.1
Pace - Suburban Bus Division (PACE)	Chicago, IL	1,507.7	1,361.3	34,117.2	29,522.0
Orange County Transportation Authority (OCTA)	Los Angeles, CA	1,281.7	1,230.3	43,993.9	41,926.3
Utah Transit Authority (UTA)	Salt Lake City, UT	1,174.7	1,068.4	43,052.6	37,026.6
Regional Public Transportation Authority (RPTA)	Phoenix, AZ	1,035.5	1,004.0	41,156.7	35,341.7
Enterprise Rideshare - Michigan	Detroit, MI	902.7	871.5	35,633.5	33,664.2
Snohomish County PTBA (Community Transit)	Seattle, WA	869.4	823.8	20,155.1	18,931.4
Pierce County Transp. Benefit Area Auth. (Pierce Transit)	Seattle, WA	783.6	740.2	22,201.6	21,234.3
Georgia State Road and Tollway Authority (SRTA)	Atlanta, GA	—	681.4	—	27,339.0
Ben Franklin Transit (BFT)	Kennewick, WA	646.2	652.8	21,326.4	21,616.1
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	677.6	635.2	25,137.9	22,289.8
Victor Valley Transit Authority (VVTA)	Victorville, CA	607.6	572.7	29,205.6	26,049.2
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	511.3	548.9	19,572.5	20,766.9
VIA Metropolitan Transit (VIA)	San Antonio, TX	522.3	499.3	25,693.7	24,570.0
Dallas Area Rapid Transit (DART)	Dallas, TX	483.2	495.9	18,572.9	18,228.2
Intercity Transit (I.T.)	Olympia, WA	520.8	491.1	18,914.3	18,731.5
County of Miami-Dade (MDT)	Miami, FL	484.5	482.0	15,412.5	15,092.0
Regional Transportation Commission of Washoe County	Reno, NV	363.8	439.3	14,602.3	16,123.0
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	360.5	434.3	12,735.5	14,022.4
Greater Richmond Transit Company (GRTC Transit System)	Richmond, VA	398.0	387.2	29,291.2	27,910.8
Tampa Bay Area Regional Transit Authority (TBARTA)	Tampa, FL	223.6	293.7	7,290.6	9,266.4
Metropolitan Transportation Commission (MTC)	San Francisco, CA	—	251.6	—	9,557.3
Ann Arbor Area Transportation Authority (AAATA)	Ann Arbor, MI	234.4	246.6	7,463.8	8,396.9
Piedmont Authority for Regional Transportation (PART)	Greensboro, NC	242.4	237.0	13,705.4	13,289.2
El Paso County	Non-UZA	185.7	235.7	—	—

Table 9: Trolleybus Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2018	2019	2018	2019
San Francisco Municipal Railway (Muni)	San Francisco, CA	49,199.8	49,247.9	67,071.9	68,856.2
King County Department of Transp. (King County Metro)	Seattle, WA	17,950.7	17,373.5	34,367.5	32,207.1
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	5,085.0	4,495.9	10,309.8	9,169.2
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	2,570.3	3,021.2	5,976.5	7,133.6
Greater Dayton Regional Transit Authority (RTA)	Dayton, OH	2,084.1	2,047.3	8,556.5	8,439.0

Table 10: Commuter Rail and Hybrid Rail Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)		RIDERSHIP PER MILE OF TRACK
		2018	2019	2018	2019	
COMMUTER RAIL AGENCIES						
MTA Long Island Rail Road (MTA LIRR)	New York, NY	105,538.1	114,241.4	3,405,961.9	3,929,860.0	180,793.1
MTA Metro-North Railroad (MTA-MNCR)	New York, NY	91,873.4	91,433.8	2,154,521.2	2,034,489.6	95,442.3
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	87,059.4	89,562.9	2,148,639.4	2,006,197.8	94,326.4
Northeast Illinois Reg. Commuter Railroad Corp. (Metra)	Chicago, IL	68,446.2	61,456.7	1,518,703.4	1,365,137.9	52,437.4
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	32,246.0	34,730.1	436,335.0	465,744.5	57,112.4
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	32,859.7	31,177.7	680,949.7	653,571.0	41,920.8
Peninsula Corr. Joint Powers Board, Caltrain	San Francisco, CA	18,504.9	17,662.8	409,333.7	385,871.9	99,051.0
Southern California Regional Rail Authority (Metrolink)	Los Angeles, CA	14,190.9	12,824.1	438,553.7	416,394.6	17,453.4
Denver Regional Transportation District	Denver, CO	7,619.6	9,711.4	101,771.6	121,331.4	137,632.9
Maryland Transit Administration (MTA)	Baltimore, MD	9,326.7	9,190.9	275,491.5	271,391.4	18,662.5
Utah Transit Authority (UTA)	Salt Lake City, UT	5,082.2	5,193.9	129,673.5	133,685.5	43,102.7
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	4,631.5	4,612.4	115,664.1	116,066.3	29,029.0
South Florida Regional Transportation Auth. (Trl-Rail)	Miami, FL	4,325.9	4,465.8	120,912.1	119,189.6	29,871.2
Virginia Railway Express (VRE)	Washington, DC	4,631.9	4,408.1	141,566.8	135,051.1	22,805.7
Northern Indiana Commuter Transp. District (NICTD)	Chicago, IL	3,400.2	3,283.6	110,846.7	108,385.9	25,181.0
Dallas Area Rapid Transit (DART)	Dallas, TX	2,038.9	2,007.0	39,672.8	35,381.6	43,133.4
Pennsylvania Department of Transportation (PENNDOT)	Philadelphia, PA	1,497.9	1,567.7	129,876.4	137,797.2	10,856.6
Altamont Corridor Express (ACE)	Stockton, CA	1,399.0	1,506.2	61,400.7	65,810.5	10,577.1
Central Florida Commuter Rail (SunRail)	Orlando, FL	831.5	1,469.7	12,044.6	24,566.7	14,227.0
North County Transit District (NCTD)	San Diego, CA	1,433.1	1,408.7	37,902.7	37,232.4	14,488.1
Metro Transit	Minneapolis, MN	787.3	767.8	19,441.5	18,965.6	18,518.3
Rio Metro Regional Transit District (RMRTD)	Albuquerque, NM	787.1	763.4	36,154.2	35,411.2	6,791.5
Sonoma-Marin Area Rail Transit District (SMART)	Santa Rosa, CA	636.0	716.8	16,174.2	18,371.2	14,299.8
Connecticut Department of Transportation (CDOT)	Hartford, CT	720.8	595.4	18,251.3	16,002.4	5,457.8
Northern New England Passenger Rail Auth. (NNEPRA)	Portland, ME	551.0	547.3	45,119.3	44,297.1	2,768.3
Fort Worth Transportation Authority (FWTA)	Dallas, TX	—	407.4	—	6,558.7	13,155.2
Regional Transportation Authority (RTA)	Nashville, TN	303.0	289.5	4,928.9	4,544.2	9,076.0
Alaska Railroad Corporation (ARRC)	Anchorage, AK	199.7	203.4	24,178.1	24,172.1	354.6
HYBRID RAIL AGENCIES						
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	2,700.6	2,744.9	38,740.5	40,925.5	47,911.9
North County Transit District (NCTD)	San Diego, CA	2,532.7	2,409.0	21,730.5	20,676.7	66,162.1
San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	207.6	2,225.1	1,463.9	15,283.3	116,009.2
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	811.2	729.5	12,269.5	11,187.6	11,296.2
Denton County Transportation Authority (DCTA)	Lewisville, TX	419.3	393.7	5,901.0	5,493.3	13,717.8
Tri-County Metropolitan Transp. District of Oregon (TriMet)	Portland, OR	414.3	374.0	3,534.7	3,174.0	18,938.9

(a) Alaska Railroad Corporation is the only agency operating service identified as the mode "Alaska Railroad" in the National Transit Database. It is included with Commuter Rail service agencies in this table.

Table 11: Heavy Rail Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)		RIDERSHIP PER MILE OF TRACK
		2018	2019	2018	2019	
MTA New York City Transit (NYCT)	New York, NY	2,628,355.9	2,712,521.7	9,989,099.1	10,462,782.6	4,252,267.9
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	229,233.3	228,974.8	1,314,002.6	1,313,511.2	977,689.2
Chicago Transit Authority (CTA)	Chicago, IL	225,895.0	218,467.1	1,401,503.0	1,378,128.4	972,910.9
Massachusetts Bay Transportation Auth. (MBTA)	Boston, MA	163,515.2	160,351.8	576,501.0	572,046.3	2,097,473.0
San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	127,874.5	125,105.5	1,784,699.3	1,756,364.6	565,422.9
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	94,005.1	90,754.2	359,405.1	399,537.4	1,022,928.2
Port Authority Trans-Hudson Corporation (PATH)	New York, NY	89,664.4	90,275.2	444,870.3	447,020.7	1,860,960.2
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	65,086.6	65,217.3	449,895.8	450,023.1	627,089.7
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	43,752.3	43,074.3	210,105.5	207,664.9	1,352,835.3
Miami-Dade Transit (MDT)	Miami, FL	19,150.3	18,494.5	139,494.7	136,546.1	364,208.4
Port Authority Transit Corporation (PATCO)	Philadelphia, PA	10,789.4	11,107.5	96,375.0	99,332.9	336,590.1
Staten Island Rapid Transit Operating Auth. (SIRTOA)	New York, NY	8,129.7	7,731.8	50,703.8	48,222.7	269,402.4
Maryland Transit Administration (MTA)	Baltimore, MD	8,917.0	7,275.3	36,790.5	32,470.5	245,954.5
Greater Cleveland Reg. Transit Authority (GCRTA)	Cleveland, OH	6,273.4	5,666.7	42,165.7	36,529.7	149,241.7
Alternativa de Transporte Integrado -ATI (PRHTA)	San Juan, PR	3,800.4	5,345.7	18,488.8	25,648.0	259,374.2

Table 12: Light Rail and Streetcar Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)		RIDERSHIP PER MILE OF TRACK
		2018	2019	2018	2019	
LIGHT RAIL AGENCIES						
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	66,387.2	59,655.4	495,011.7	462,756.2	347,378.8
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	56,768.8	56,975.6	141,734.6	137,719.1	1,113,021.4
San Francisco Municipal Railway (Muni)	San Francisco, CA	49,833.6	49,795.7	136,717.1	136,469.6	803,545.9
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	38,919.8	38,867.6	210,180.6	207,967.8	323,869.5
San Diego Metropolitan Transit System (MTS)	San Diego, CA	36,995.2	37,293.8	214,376.5	219,453.2	358,593.8
Dallas Area Rapid Transit (DART)	Dallas, TX	28,873.2	28,335.8	232,288.8	227,090.3	149,821.7
Metro Transit	Minneapolis, MN	24,955.6	25,299.4	100,276.9	100,499.4	556,031.7
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	24,470.3	24,761.7	161,293.4	163,463.7	593,520.7
Denver Regional Transportation District (RTD)	Denver, CO	25,322.1	24,585.3	180,411.5	178,266.8	226,384.0
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	20,957.5	21,550.4	72,411.9	73,704.1	489,448.1
Metro. Transit Auth, of Harris County, Texas (METRO)	Houston, TX	18,980.3	18,556.6	53,625.0	52,243.1	376,630.6
Utah Transit Authority (UTA)	Salt Lake City, UT	17,899.7	17,128.0	89,112.6	83,098.5	186,174.0
Valley Metro Rail, Inc.	Phoenix-Mesa, AZ	15,786.9	15,084.3	113,208.5	108,918.7	280,065.2
Bi-State Development Agency (Metro)	St. Louis, MO	13,550.4	13,150.9	92,945.5	89,068.6	143,521.9
Sacramento Regional Transit District (SacRT)	Sacramento, CA	10,372.7	9,980.9	65,530.8	63,439.9	120,396.3
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	8,507.1	8,437.9	46,981.1	49,376.2	105,447.7
Charlotte Area Transit System (CATS)	Charlotte, NC	5,789.0	8,006.9	29,839.0	45,024.7	213,972.5
Port Authority of Allegheny County	Pittsburgh, PA	7,655.5	7,162.8	30,261.6	28,888.0	148,605.6
Maryland Transit Administration (MTA)	Baltimore, MD	7,416.5	6,966.1	44,778.2	39,817.0	123,140.7
Niagara Frontier Transportation Authority (NFT Metro)	Buffalo, NY	4,518.3	4,485.1	12,128.7	11,971.5	350,397.2
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	1,638.2	1,484.9	9,580.1	8,974.5	58,002.5
Transportation Dist. Comm. of Hampton Roads (HRT)	Virginia Beach, VA	1,417.4	1,429.0	4,932.5	4,798.1	98,821.3
STREETCAR AGENCIES						
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	24,999.6	22,816.9	57,709.4	58,270.4	272,277.8
San Francisco Municipal Railway (Muni)	San Francisco, CA	7,475.8	7,386.5	10,735.4	10,615.5	582,533.0
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	7,747.5	5,289.3	15,572.5	12,324.1	155,568.4
City of Portland (PBOT)	Portland, OR	4,879.7	4,491.4	10,171.6	5,845.8	316,293.1
Kansas City, City of Missouri	Kansas City, MO	2,017.1	2,187.3	2,622.2	2,881.1	560,858.2
King County Dept. of Transp. (King County Metro)	Seattle, WA	1,685.7	1,863.4	1,856.3	2,027.9	237,376.9
DDOT - Progressive Transportation Services Admin.	Washington, DC	1,171.5	1,185.6	977.7	920.9	316,997.6
M-1 Rail	Detroit, MI	1,192.1	1,169.2	1,812.0	1,796.0	171,943.1
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	897.6	937.0	795.9	849.2	370,338.7
City of Tucson (COT)	Tucson, AZ	899.9	897.0	1,484.8	1,406.5	117,407.2
Hillsborough Area Regional Transit Authority (HART)	Tampa, FL	424.3	878.3	690.1	1,220.9	253,856.4
City of Milwaukee	Milwaukee, WI	156.7	760.3	160.9	800.6	194,954.1
McKinney Avenue Transit Authority (MATA)	Dallas, TX	519.0	571.8	664.3	722.0	126,225.4
Southwest Ohio Regional Transit Authority (SORTA)	Cincinnati, OH	485.7	531.6	799.2	844.2	147,664.4
City of Memphis (MATA)	Memphis, TN	109.2	371.0	89.6	452.2	37,023.5
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	388.0	285.1	364.7	214.1	105,976.6
Charlotte Area Transit System (CATS)	Charlotte, NC	371.6	279.7	305.8	256.6	111,877.2
Dallas Area Rapid Transit (DART)	Dallas, TX	148.8	226.5	223.4	355.7	75,498.7
City of El Paso (Mass Transit Department)	El Paso, TX	0.0	222.8	0.0	343.1	48,961.1
Central Oklahoma Transp. and Parking Auth. (COTPA)	Oklahoma City, OK	0.0	133.8	0.0	373.6	27,866.7
Rock Region Metropolitan Transit Authority (Metro)	Little Rock, AR	42.9	126.9	110.5	325.9	37,988.6
City of Kenosha (KAT)	Kenosha, WI	39.6	36.7	65.3	60.5	21,563.5

Table 13: Ferryboat Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2018	2019	2018	2019
New York City Department of Transportation (NYCDOT)	New York, NY	24,495.8	25,222.0	127,378.4	131,154.3
Washington State Ferries (WSF)	Seattle, WA	24,566.4	24,255.4	193,091.1	190,973.6
New York City Economic Development Corporation	New York, NY	4,101.9	5,670.8	22,278.3	30,949.9
Port Imperial Ferry Corporation	New York, NY	4,651.3	4,966.9	19,797.3	20,658.3
San Francisco Bay Area Water Emergency Transp. Auth.	San Francisco, CA	2,844.4	3,048.9	42,864.3	43,803.5
Martha's Vineyard and Nantucket Steamship Auth.	Barnstable Town, MA	3,055.3	3,004.4	37,183.6	36,673.2
BillyBey Ferry Company, LLC	New York, NY	1,914.7	2,858.4	3,728.2	4,996.8
Golden Gate Bridge, Hwy and Transp. District (GGBHTD)	San Francisco, CA	2,578.1	2,470.2	27,534.4	26,733.1
Puerto Rico Maritime Transport Authority (PRMTA)	San Juan, PR	1,249.5	1,626.9	11,287.5	20,981.0
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,497.3	1,584.4	11,986.6	13,942.3
Port Authority Trans-Hudson Corporation (PATH)	New York, NY	1,371.8	1,397.0	3,472.3	3,483.1
Casco Bay Island Transit District (CBITD)	Portland, ME	1,111.1	1,099.8	4,018.9	3,904.4
Kitsap Transit	Bremerton, WA	854.7	1,038.8	5,513.5	8,593.2
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	1,054.3	844.9	527.1	422.5
Chatham Area Transit Authority (CAT)	Savannah, GA	853.8	787.5	324.4	299.2
Plaquemines Parish Government (PPG)	New Orleans, LA	712.8	718.1	356.4	359.0
King County Department of Metro Transit (KCM)	Seattle, WA	664.4	701.6	3,323.9	3,464.1
County of Pierce (Pierce County Ferry)	Seattle, WA	443.0	460.5	1,754.3	1,823.6
Jacksonville Transportation Authority (JTA)	Jacksonville, FL	438.0	423.8	197.1	190.7
Chicago Water Taxi (Wendella)(CWT)	Chicago, IL-IN	403.0	413.0	743.3	782.4
City of Baltimore	Baltimore, MD	326.1	332.6	142.8	142.1
Transportation District Comm. of Hampton Roads (HRT)	Virginia Beach, VA	327.7	301.3	235.2	214.2
MTA Metro-North Railroad (MTA-MNCR)	New York, NY	164.5	172.8	676.1	707.2
City of Fort Lauderdale	Miami, FL	46.5	56.4	13.4	16.4
Rhode Island Department of Transportation	Providence, RI	41.9	42.7	1,080.2	1,100.4
Rock Island County Met. Mass Transit Dist. (MetroLink)	Davenport, IA	44.6	31.3	254.2	191.3
Central Oklahoma Transp. and Parking Auth. (COTPA)	Oklahoma City, OK	8.9	3.7	21.1	9.6

(a) Table does not include rural ferryboat reporters

Table 14: Other Rail Agencies (Ranked by Unlinked Passenger Trips)

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2018	2019	2018	2019
CABLE CAR / AERIAL TRAMWAY / INCLINED PLANE					
San Francisco Municipal Railway (Muni)	San Francisco, CA	6,292.3	5,703.7	7,881.0	7,395.4
Town of Mountain Village (a)	Mountain Village, CO	3,026.1	3,151.6	—	—
City of Portland (PBOT)	Portland, OR	2,068.0	2,104.4	1,323.5	1,346.8
Chattanooga Area Regional Transp. Authority (CARTA)	Chattanooga, TN	489.5	491.4	489.5	422.8
Port Authority of Allegheny County	Pittsburgh, PA	610.4	431.0	71.3	50.4
Cambria County Transit Authority (CamTran)	Johnstown, PA	51.5	65.8	8.8	11.2
MONORAIL AND AUTOMATED GUIDEWAY TRANSIT					
Miami-Dade Transit (MDT)	Miami, FL	8,802.5	8,863.8	8,038.9	8,325.8
City of Seattle - Seattle Center Monorail Transit	Seattle, WA	2,021.8	1,939.2	1,819.6	1,745.3
Detroit Transportation Corp. (Detroit People Mover)	Detroit, MI	1,952.5	1,735.9	2,694.5	2,395.5
West Virginia University, Morgantown PRT	Morgantown, WV	1,961.7	1,469.3	3,623.8	2,788.4
San Francisco Bay Area Rapid Transit District (BART)	Oakland, CA	962.3	886.5	3,060.0	2,819.1
Jacksonville Transportation Authority (JTA)	Jacksonville, FL	844.3	796.1	802.1	660.7

(a) Reported in National Transit Database Rural Data Tables.

Table 15: 35 Largest Rural Bus and 15 Largest Rural Commuter Bus Agencies (Ranked by Unlinked Passenger Trips)

STATE	TRANSIT AGENCY NAME	UNLINKED PASSENGER TRIPS (a)	
		2018	2019
	RURAL BUS AGENCIES		
TN	Pigeon Forge Mass Transit	2,967,737	3,113,887
UT	Park City Municipal Corporation	2,313,740	2,659,826
CO	Roaring Fork Transportation Authority (RFTA)	2,413,419	2,536,928
MD	Mayor and City Council Town of Ocean City	2,423,665	2,384,263
NC	AppalCart	1,782,035	1,770,402
CO	Summit County (Summit Stage)	1,649,328	1,692,678
WA	Pullman Transit	1,361,962	1,370,112
CO	Town of Breckenridge	1,174,127	1,308,780
MA	Martha's Vineyard Transit Authority	1,347,337	1,305,195
WY	Southern Teton Area Rapid Transit	1,092,067	1,131,607
CO	Eagle County Regional Transp. Auth.	1,058,885	1,117,311
CO	Steamboat Springs, City of	1,062,531	1,109,576
MS	City of Oxford (COX)	1,353,860	1,059,006
CA	Eastern Sierra Transit Authority	1,005,122	1,054,667
AK	City and Borough of Juneau	1,032,304	1,036,923
VT	Advance Transit, Inc. NH	868,428	886,003
IL	City of Macomb	1,081,141	819,317
WA	Grays Harbor Transit	782,115	792,809
FL	City of Key West DOT	619,261	761,655
MS	SMART Starkville-MSU Area Rapid Transit	611,905	738,871
TN	City of Gatlinburg	698,439	738,219
WA	Clallam Transit System (CTS)	710,987	725,104
CO	Mountain Express	690,774	713,561
HI	County of Kaua'i - Transportation Agency	685,474	682,372
NY	City of Oneonta	663,595	660,460
ME	Downeast Transportation, Inc.	591,217	637,458
CO	Town of Snowmass Village	531,940	588,511
WY	University of Wyoming	591,630	561,985
WA	Island Transit	577,139	553,096
ID	Mountain Rides Transportation Authority	499,068	540,654
VT	Marble Valley Regional Transit District	507,110	523,912
OK	OSU-Stillwater Community Transit	526,225	489,096
CO	City of Winter Park	482,244	477,490
MI	Bay Area Transportation Authority	423,019	473,180
OH	Athens Transit	506,300	472,677
	RURAL COMMUTER BUS AGENCIES		
CO	Roaring Fork Transportation Authority	1,615,266	1,618,533
HI	County of Hawaii Mass Transit Agency	742,250	511,412
CA	Humboldt Transit Authority	499,234	473,824
CO	Gunnison Valley Transportation Authority	180,996	224,718
TX	El Paso County	199,194	208,164
OR	Yamhill County	155,164	146,304
VT	Marble Valley Regional Transit District	129,323	141,247
PA	New Castle Area Transit Authority	110,370	102,638
OR	City of Sandy (SAM)	110,830	101,306
TX	Capital Area Rural Transp. System	111,958	74,981
OR	South Clackamas Transp. Dist.	67,028	69,258
OR	Clackamas County Social Services	60,414	64,946
CA	County of Sacramento Municipal Services	59,016	58,083
VT	Tri-Valley Transit Inc	51,373	57,918
OR	Senior Citizens of Sweet Home, Inc.	55,082	54,061

The National Transit Database publishes a separate and less detailed database for rural transit agencies which provide service outside of urbanized areas. Tables 15 and 16 include only agencies reporting to the Federal Transit Administration FY 2018 National Transit Database for Rural Areas.

(a) Sum of "regular trips" and "coordinated trips."

Table 16: 35 Largest Rural Demand Response and 15 Largest Vanpool Agencies (Ranked by Unlinked Passenger Trips)

STATE	TRANSIT AGENCY NAME	UNLINKED PASSENGER TRIPS (a)	
		2018	2019
	RURAL DEMAND RESPONSE AGENCIES		
MO	OATS, Inc.	1,551,311	1,420,691
OK	KI BOIS Community Action Foundation, Inc.	611,157	636,691
KY	Rural Transit Enterprises Coordinated, Inc.	630,313	605,390
AL	West Alabama Rural Public Transportation	569,681	510,522
IL	South Central Illinois Mass Transit District	437,500	446,192
AR	Central Arkansas Development Council	422,843	440,678
MI	Huron Transit Corporation	405,067	434,668
MI	Isabella County Transportation Commission	371,190	379,999
IA	Southwest Iowa Planning Council /SW Iowa Transit	324,786	332,142
TX	Southeast Missouri Transportation, Inc.	314,096	313,392
TX	Panhandle Community Services	298,698	309,950
SD	CCTS d/b/a River Cities Transit	300,087	293,843
TX	Rural Economic Assistance League, Inc	271,842	287,897
KY	Pennyrile Allied Community Services, Inc.	185,067	284,245
MN	Arrowhead Economic Opportunity Agency, Inc.	232,795	269,606
MN	Trailblazer Joint Powers Board	254,488	264,323
GA	Southwest Georgia RC	250,015	261,694
IA	North Iowa Area Council of Governments	354,905	257,512
KY	Sandy Valley Transportation Services	176,441	248,397
CA	Fresno County Rural Transit Agency	283,304	234,009
KY	Bluegrass Community Action Agency	233,327	226,677
IA	Heart of Iowa Regional Transit Agency	253,217	212,407
OK	Grand Gateway EDA/ Pelivan	170,194	211,898
AR	Area Agency on Aging of Southeast Arkansas, Inc.	214,678	211,827
IA	10-15 Regional Transit Agency	177,415	211,790
IA	Regional Transit Authority/RIDES	220,603	201,954
IA	East Central Iowa Council of Governments	247,878	199,396
MN	United Community Action Partnership, Inc.	222,735	195,000
MN	Central Community Transit	198,576	191,395
MI	Yates Township Transportation System	234,820	191,159
TN	Northwest TN Human Resource Agency	190,294	189,219
TN	South Central TN Development District	188,159	188,238
OK	Community Action Development Corporation	185,771	178,716
MI	Ludington Mass Transportation Authority	180,613	177,659
VT	Rural Community Transportation	152,365	174,497
	RURAL COMMUTER BUS AGENCIES		
TX	El Paso County	185,687	235,731
WA	Island Transit	158,741	145,645
WA	Clallam Transit System	78,200	70,448
FL	FDOT - vanpool	60,313	59,494
WA	Grays Harbor Transit	76,420	48,117
WA	Grant County Transportation Authority	37,169	36,089
ID	Mountain Rides Transportation Authority	36,967	35,613
MT	Missoula Ravalli Transportation Management Association	32,000	28,091
WA	Mason County Transportation Authority	19,855	20,222
IA	East Central Iowa Council of Governments	—	17,319
FL	Big Bend Transit	16,829	14,302
WA	Okanogan Transit	9,042	12,321
WA	Columbia County Public Transportation	9,359	7,815
PA	Area Transportation Authority of North Central PA	8,519	7,656
WA	Jefferson Transit	5,978	5,290

The National Transit Database publishes a separate and less detailed database for rural transit agencies which provide service outside of urbanized areas. Tables 15 and 16 include only agencies reporting to the Federal Transit Administration FY 2018 National Transit Database for Rural Areas.

(a) Sum of "regular trips" and "coordinated trips."

APTA and the Fact Book

Fact Book Methodology

APTA and the History of the Fact Book

Additional Fact Book Resources Published on APTA Website

Fact Book Methodology

The *2021 Public Transportation Fact Book* includes only data for public transportation service available to the general public. With some exceptions, it does not include taxicab, unregulated jitney, school bus, sightseeing service, intercity bus, charter bus, military transportation, long-distance rail, services not available to the general public (e.g., governmental and corporate shuttles), or special application systems (e.g., amusement parks or airport systems not connected to the greater transit network).

The procedure for estimating total data in this *2021 Public Transportation Fact Book*, and prior issues of the Fact Book, is to expand available data by standard statistical methods to estimate U.S. national totals. Base data are taken from the Federal Transit Administration's National Transit Database (NTD) for 2019, which was released in December 2020. To account for public transit services not reported to the NTD, APTA expands NTD data by mode in stratified categories of similar systems based on population and other characteristics according to vehicles operated. All procedures are adapted to minimize the maximum possible error, a standard statistical procedure. These data are supplemented by sample data from other sources, including APTA's "2020 Public Transportation Vehicle Database and 2019 Infrastructure Database," which are based on surveys of APTA transit system members. All aggregate data are for the United States only. Data for the section on Canada are provided by the Canadian Urban Transit Association.

Because NTD data are collected for "report years," Fact Book data are also calculated for report years. A report year is each public transit agency's fiscal year that ends during a calendar year. For example, report year 2018 contains agency data from the fiscal year that ended in 2018.

All data in the Fact Book are reported for "modes of service." A mode of service is not always identical with a vehicle type of the same name. For example, fixed-route bus service may in specific circumstances be provided by larger van-type vehicles and variable origins, and destination demand response service may in specific circumstances be provided by bus vehicles.

It is APTA policy to continually improve the quality of data reported in the Fact Book. Data are sought from all available sources, and statistical procedures used to verify that the data presented in the Fact Book are improved to be as accurate as possible.

APTA and the History of the Fact Book

APTA is a nonprofit international association of more than 1,500 public and private sector organizations, which represents an $80 billion industry that directly employs 448,000 people and supports millions of private sector jobs. APTA members are engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes: transit systems; planning, design, construction and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products.

The Fact Book can be indirectly traced to the Bureau of Census' "Report on Transportation in the United States at the Eleventh Census: 1890, Part II - Street Railway Transportation," published in Washington, D.C., by the Government Printing Office in 1895. That volume listed data for individual street railways and aggregate data for the entire street railway industry. The Census was conducted again in 1902, 1907 and 1912, but a report with data for individual railways was not published during World War I. The "Census of Electrical Industries: 1917, Electric Railways," published by the Government Printing Office in 1920, provided summary data only; no data for individual electric railways were included. Summary data were published by the Census every five years through 1937 but was not published for 1942. In response, the APTA predecessor American Transit Association (ATA) published "The Transit Industry of the United States: Basic Data and Trends, 1942 Edition," in March 1943. The following year the summary of transit data, titled the "Transit Fact Book 1944," was published and dated for the year in which it was published, which has been continued as the Fact Book dating policy since then.

Additional Fact Book Resources Published on APTA Website

The 71 previous Fact Book editions, as well as the following resources, can be accessed at apta.com/factbook.

Glossaries and Compendiums

APTA's Fact Book Glossary contains definitions for many of the terms used in this document. As an additional resource, APTA's Compendium or Definitions and Acronyms reflects common terminology used in the rail industry by rail operating and planning agencies, manufacturers, consultants, engineers and general interest groups.

- **Fact Book Glossary**
- **Compendium of Definitions and Acronyms for Rail Systems**

Appendix A: Historical Tables

Appendix A presents select data items for the entire time period they have been reported in the Fact Book and other statistical reports prepared by APTA and its predecessor organizations. Many data items are reported for every year beginning in the 1920s, and ridership is reported from 1907.

- **2021 Fact Book Appendix A: Historical Tables**
- **2021 Appendix A tables in Excel format**

Appendix B: Transit Agency and Urbanized Area Operating Statistics

Appendix B presents six operating statistics for 2019 for each public transit agency in urbanized areas (UZAs) in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed and ranked for UZAs, both for all modes totaled and for individual modes. These lists allow a simple method to determine comparably sized transit agencies. Agencies operating in rural areas are ranked according to four operating statistics by agency totals and by mode for each agency. Data for Appendix B are taken from the Federal Transit Administration's National Transit Database (NTD) and include only agencies reporting to the NTD.

- **2021 Appendix B tables in Excel format**

Appendix C: Urbanized Area Population, Land Area and Density, 1950-2010

The population, land area and density of each UZA are traced from the 1950 U.S. Census, when they were first delimited, through the 2010 Census. When UZAs were created, the Census identified which other UZAs they merged with or from which they were broken off, as well as all name changes. Population growth from year to year and separate annual tables listing urbanized areas alphabetically and by size are also included.

- **Appendix C tables in Excel format**

2021 PUBLIC TRANSPORTATION FACT BOOK

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