2023 PUBLIC TRANSPORTATION FACT BOOK

American Public Transportation Association

2023 PUBLIC TRANSPORTATION

FACT BOOK

74th Edition
March 2024

APTA's Purpose Statement

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

CONTENTS

TODAY, PUBLIC TRANSIT

Job Creation

430K+ People
work for public transportation agencies

50K Jobs
created and supported per $1 billion investment in job creation

5-to-1
ECONOMIC RETURN
produced by long-term investment in public transit

$382 Million
IN TAX REVENUE
supported per $1 billion investment in job creation

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

Supporting Private-Sector Jobs

2,000+
SUPPLIERS
in 48 states and DC

More than
$42 Billion
IN TRANSIT SPENDING
flows to the private sector (59% increase since 2020)

Fostering Energy Independence

Leading in Clean Technology

Share of **Hybrid Electric Buses***

2010: 7.0%
2023: 18.3%

1,600+
ZERO-EMISSION BUSES

(According to APTA's 2023 Vehicle Database)

Lowering Carbon Emissions

55% CO_2

less CO_2 emissions by using public transit rather than a car

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

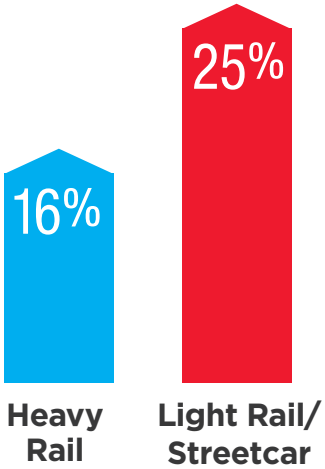
Reducing Gasoline Consumption

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")

More Efficient

Increase in vehicle miles operated per kilowatt-hour
over the Past 30 Years



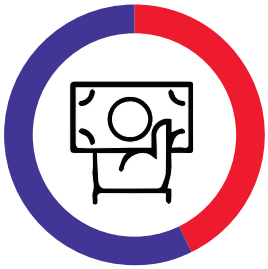
IN AMERICA IS...

Growing the Economy

87% **of trips on transit directly benefit the local economy**

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

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



37% of trips are **to shopping and recreational spending** (less priority than trips to work)

Serving All Communities

Public transit agencies are…

1,281 **Rural**

929 **Urban**

4.5K+ **Nonprofit**

Current Ridership

36.87 BILLION **Total Passenger Miles Traveled**

7.11 BILLION **Trips in 2023**

Number of rail systems is growing

61 (2001) → 97 (2021)

Driving Innovation

79% of buses have **security cameras**

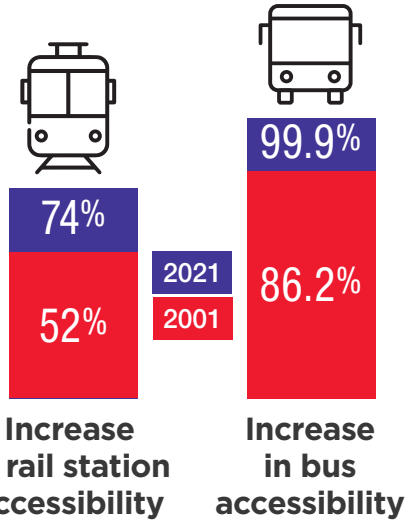
6% of buses have **ped/bike detection**

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

Addressing Equity*

55% **of transit riders earn under $50k/year**

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



Increase in rail station accessibility

Increase in bus accessibility

National Totals for Selected Modes, Report Year 2021 (a)

Statistical Category	Bus	Commuter Bus	Demand Response	Transit Vanpool
Systems, Number of	1,142	161	6,377	107
Trips, Unlinked Passenger (Millions)	2,266.3	24.1	105.2	16.3
Miles, Passenger (Millions)	8,423.7	575.0	869.2	638.6
Trip Length, Average (Miles)	3.7	23.8	8.3	39.1
Miles, Vehicle Total (Millions)	2,055.0	111.6	1,123.1	137.4
Miles, Vehicle Revenue (Millions)	1,803.7	81.8	947.1	137.4
Hours, Vehicle Total (Millions)	163.9	4.7	74.9	3.3
Hours, Vehicle Revenue (Millions)	149.6	3.4	62.3	3.3
Speed, Vehicle in Revenue Service, Average (mph)	12.1	24.1	15.2	41.8
Fares Collected, Passengers (Millions)	2,128.3	162.6	336.8	87.3
Revenue per Unlinked Trip, Average	0.9	6.7	3.2	5.3
Expense, Operating Total (Millions)	23,617.9	901.7	5,626.5	128.3
Operating Expense by Object Class:				
Salaries and Wages (Millions)	8,715.1	276.1	1,225.6	24.3
Fringe Benefits (Millions)	7,033.3	214.3	785.0	14.2
Services (Millions)	1,978.1	72.3	496.9	16.0
Materials and Supplies (Millions)	2,003.9	71.5	310.0	13.1
Utilities (Millions)	278.6	9.0	51.9	2.0
Casualty and Liability (Millions)	593.8	32.0	149.1	9.7
Purchased Transportation (Millions)	2,809.6	201.8	2,564.7	47.6
Other (Millions)	205.5	24.7	43.5	1.3
Operating Expense by Function Class:				
Vehicle Operations (Millions)	11,598.5	365.1	1,685.7	16.7
Vehicle Maintenance (Millions)	3,928.6	126.5	312.5	10.9
Non-Vehicle Maintenance (Millions)	982.2	47.0	90.4	4.4
General Administration (Millions)	4,299.0	161.3	973.2	48.7
Purchased Transportation (Millions)	2,809.6	201.8	2,564.7	47.6
Expense, Capital Total (Millions)	5,017.1	123.4	595.3	6.1
Rolling Stock (Millions)	2,732.3	97.3	399.2	5.4
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,732.6	23.8	157.0	0.0
Other (Millions)	552.1	2.3	39.1	0.7
Revenue Vehicles Available for Maximum Service	66,180	4,739	73,029	12,156
Revenue Vehicles Operated at Maximum Service	47,934	2,717	49,471	9,070
Employees, Operating	188,770	7,155	96,009	795
Employees, Vehicle Operations	130,248	4,885	75,644	133
Employees, Vehicle Maintenance	31,651	1,272	7,709	133
Employees, Non-Vehicle Maintenance	6,364	286	1,967	56
Employees, General Administration	20,507	712	10,689	474
Employees, Capital	3,408	121	222	9
Diesel Fuel Consumed (Gallons, Millions)	291.4	20.6	8.6	0.0
Other Fossil Fuel Consumed (Gallons, Millions)	209.5	2.9	149.0	7.3
Electricity Consumed (kWh, Millions)	29.9	0.3	0.5	0.1

(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)
6,640	30	15	23	23	45	119	6,710
2,483.1	149.5	1,607.2	176.7	16.6	41.5	2,009.7	4,492.8
10,688.4	3,828.8	7,405.1	967.7	33.4	280.2	12,570.0	23,258.4
4.3	25.6	4.6	5.5	2.0	6.8	6.3	5.2
3,458.3	305.8	639.6	102.5	5.1	4.3	1,068.1	4,526.4
2,999.2	286.7	620.1	100.4	4.9	4.2	1,026.8	4,025.9
250.1	10.6	34.1	6.5	0.8	0.5	53.3	303.4
221.7	9.7	32.4	6.3	0.7	0.5	50.4	272.1
13.5	29.6	19.1	16.0	6.8	8.8	20.4	14.8
2,768.7	969.3	2,255.2	172.3	13.4	177.2	3,600.4	6,369.1
1.1	6.5	1.4	1.0	0.8	4.3	1.8	1.4
30,845.3	6,610.6	9,362.2	2,378.6	218.0	836.9	19,710.7	50,556.0
10,465.2	1,871.7	3,616.4	805.5	80.4	281.4	6,726.1	17,191.3
8,252.6	1,672.1	3,411.5	656.0	58.9	163.9	6,009.5	14,262.2
2,635.9	684.6	886.9	438.0	19.7	72.7	2,148.1	4,784.0
2,431.1	533.4	441.6	205.4	10.2	126.4	1,335.2	3,766.3
355.3	282.7	569.0	142.3	6.0	14.5	1,023.1	1,378.4
793.9	212.5	300.2	46.6	5.2	24.4	600.6	1,394.5
5,633.3	1,191.1	51.9	66.9	36.5	131.9	1,579.1	7,212.3
278.0	162.4	84.7	18.0	1.3	21.7	289.1	567.1
13,985.4	1,965.0	3,110.4	863.7	74.9	430.9	6,494.5	20,479.9
4,465.2	1,325.2	1,635.6	491.7	54.7	96.6	3,660.7	8,125.9
1,165.1	1,114.1	2,993.5	454.8	16.1	46.1	4,663.4	5,828.5
5,596.3	1,015.1	1,570.7	501.6	35.9	131.4	3,313.1	8,909.4
5,633.3	1,191.1	51.9	66.9	36.5	131.9	1,579.1	7,212.3
5,917.2	4,912.3	8,155.5	4,719.3	219.0	334.5	18,482.3	24,399.5
3,324.6	1,030.7	688.8	395.5	41.5	148.1	2,323.1	5,647.7
1,997.6	3,515.3	6,087.0	3,995.7	143.3	172.4	13,993.5	15,991.1
595.0	366.4	1,379.7	328.1	34.2	14.0	2,165.6	2,760.7
158,817	7,706	10,942	2,390	374	256	22,110	180,927
110,377	5,543	9,484	1,376	224	170	17,013	127,390
296,071	31,435	47,836	12,309	1,518	7,227	102,118	398,189
213,198	11,431	16,995	5,323	775	5,186	40,313	253,511
41,271	8,871	8,679	2,569	454	531	21,713	62,984
8,884	7,745	17,218	2,574	137	511	28,481	37,365
32,717	3,387	4,944	1,843	153	999	11,612	44,329
3,812	4,004	7,821	1,049	91	130	13,102	16,914
323.7	104.6	---	---	---	42.5	148.5	472.2
369.9	0.5	---	---	---	1.7	2.5	372.5
91.8	1,421.0	3,394.9	812.7	45.1	---	5,752.6	5,844.4

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 the United States, both in cities and more rural areas, providing billions of commuter, leisure, non-emergency medical and specialized trips each year.

In report year 2021, 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 2,210 NTD reporting systems, 1,281 were in rural areas and 929 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. Sixteen fixed guideway BRT systems were operating — triple the number from 2011. In addition, there were also 1,142 bus and 161 commuter bus systems operating. A total of 45 ferryboat systems were operational in 2021, 7 more than in 2011.

Figure 3, on the next page, shows how the number of rail systems around the country continues to grow. Of the 97 rail systems now operated by public transit agencies, only nine have been operating since the 19th century. Compared with 2001, there were 15 additional commuter/hybrid rail systems and 20 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.

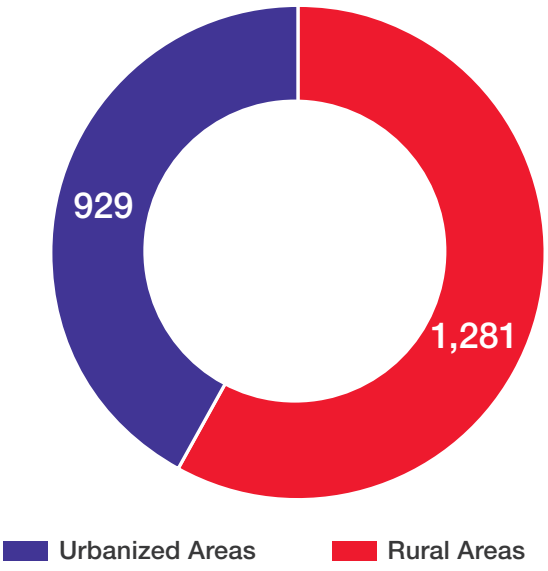
Three rail extensions opened in 2021. ***Figure 4*** shows these three extensions along with one new BRT system and two BRT extensions that opened in 2021.

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 2001 to the end of 2021, 73 new systems and 138 extensions (both rail and busway) opened, resulting in a total of 1,760 additional segment miles.

[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

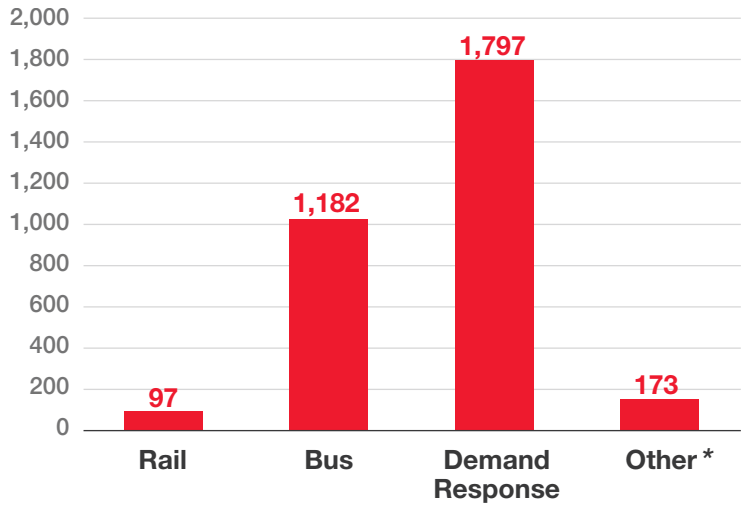
Number of NTD Reporting Transit Systems



SOURCE: NATIONAL TRANSIT DATABASE

Figure 2: The Majority of Systems Operate Demand Response Service

Number of Systems Offering a Mode of Service

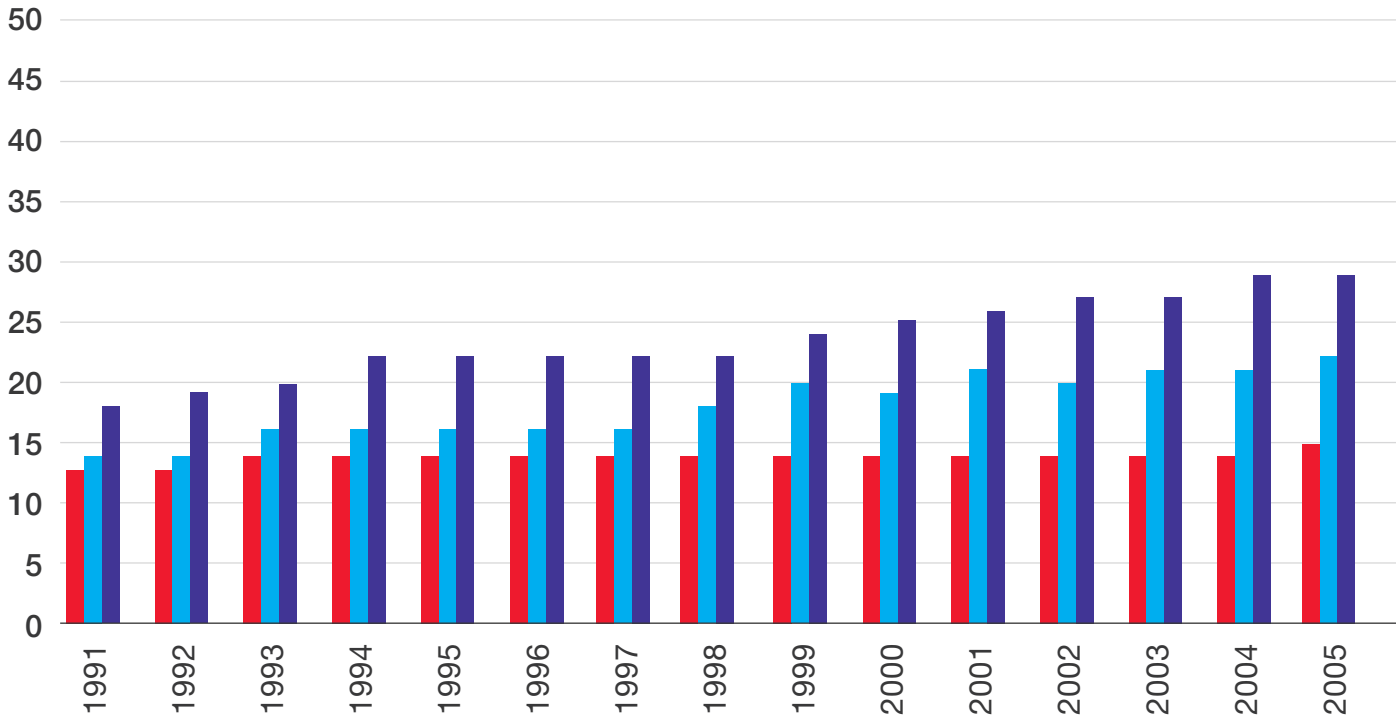


SOURCE: APTA FACT BOOK ANALYSIS

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

Figure 3: 52 More Rail Systems Now Than 30 Years Ago

Count of Rail Systems



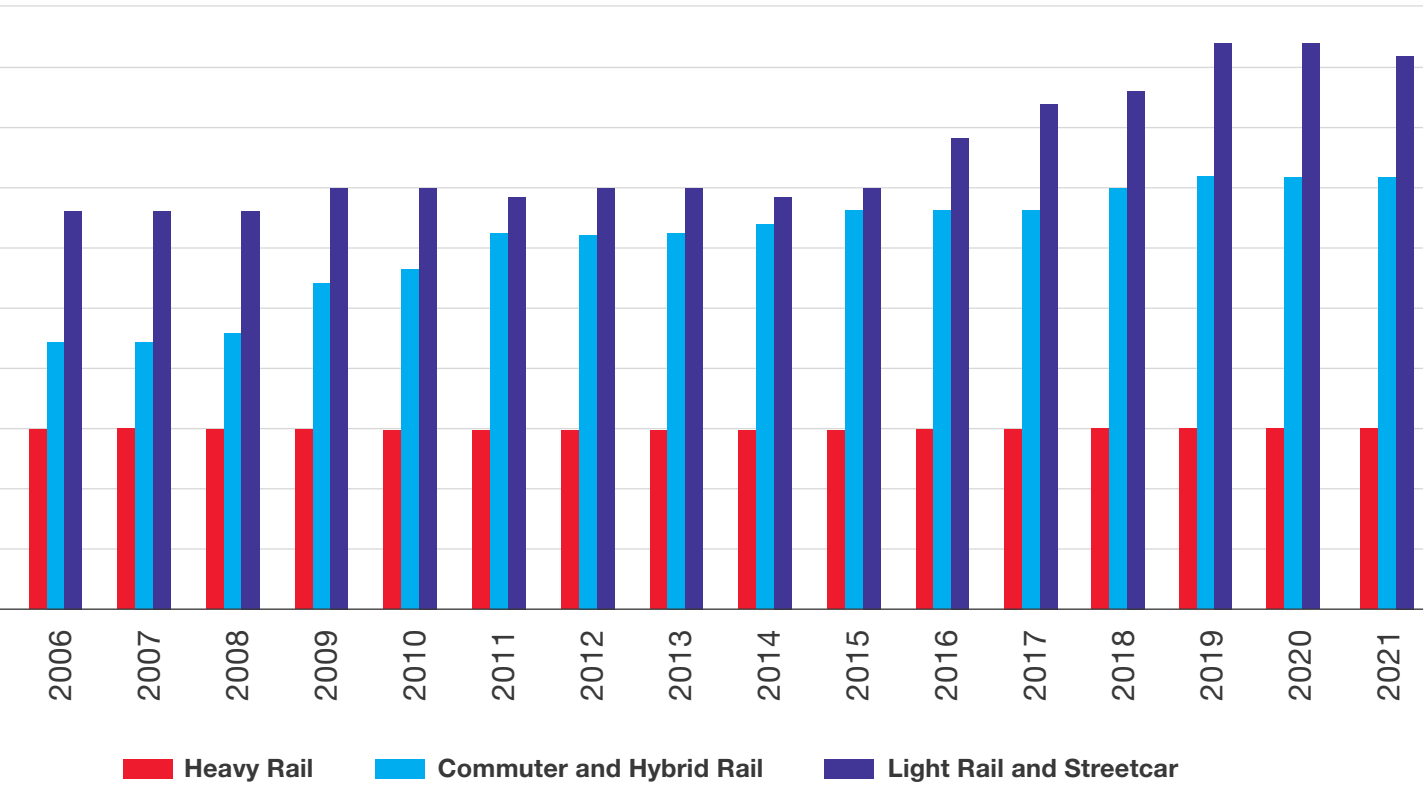
SOURCE: APTA FACT BOOK ANALYSIS

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

2021 Rail and BRT Openings

Urbanized Area	Organization	Mode
Reno, NV	RTC Washoe County	RB
Charlotte, NC	Charlotte Area Transit System	SR
Boston, MA	Massachusetts Bay Transportation Authority	RB
Seattle, WA	Sound Transit	LR
San Diego, CA	San Diego Metropolitan Transit System	LR
Minneapolis, MN	Metro Transit	RB

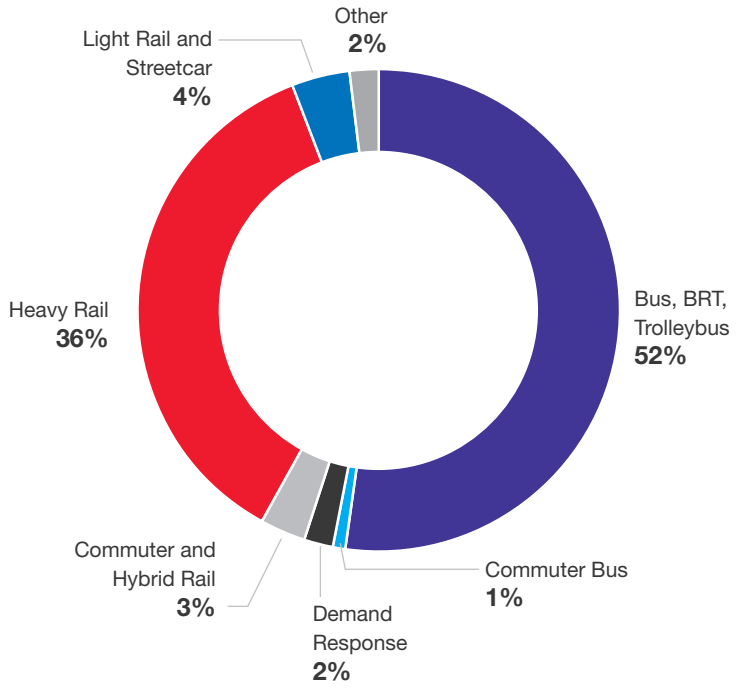
SOURCE: APTA FACT BOOK ANALYSIS



Segment Line or Route Name	Line Segment Miles	Number of Added Stations	Date Opened	Project Type
Virginia St BRT	1.8	7	3/8/21	New System
CityLynx Gold Line Phase II	2.5	11	8/30/21	Extension
Columbus Ave Busway	0.7	8	10/30/21	Extension
Northgate Link Line 1	4.3	3	10/2/21	Extension
Mid-Coast Corridor Blue Line	10.9	9	11/21/21	Extension
Orange Line	17.3	12	12/4/21	Extension

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

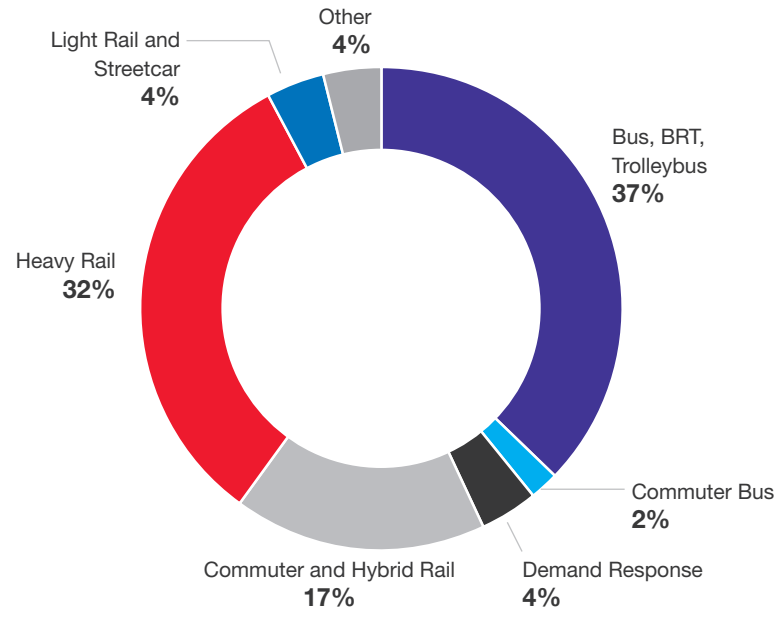
Share of Unlinked Passenger Trips by Mode, 2021



SOURCE: APTA FACT BOOK ANALYSIS

Figure 6: Rail Modes Carry Passengers for More Miles

Share of Passenger Miles by Mode, 2021



SOURCE: APTA FACT BOOK ANALYSIS

Passenger Travel

Due to the COVID-19 pandemic, public transportation ridership in report year 2021 was much lower than in previous years. 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 4.49 billion unlinked passenger trips in report year 2021, a decrease of 25 percent compared to 2020. ***(Figure 7)***.

Based on NTD data on rural and various reduced reporting systems, ridership in rural areas is estimated at 114.1 million trips.[2] Different demographics of rural communities may make public transit particularly valuable to society.[3] While rural transit provided just over 2 percent of all transit trips across the country, the trips were typically critical for connecting users to needed services.

The pandemic changed the distribution of bus and rail trips dramatically. Rail trips declined more than bus trips, as rail systems carried more office commuters who could work from home. As a result, roadway modes such as bus and demand response made up 55.3 percent of trips taken, higher than the 2017-2019 average of 50.4%. ***(Figure 8)***.

When dissecting by mode, bus ridership declined by 28.3 percent from 2020 to 2021, to 2.3 billion trips.[4] Heavy rail ridership decreased 9.6 percent from 2020 to 2021, to 1.61 billion trips. Light rail and streetcar ridership decreased by 47.7 percent from 2020 to 2021, to 193 million trips. Commuter and hybrid rail ridership decreased by 43.9 percent from 2020 to 2021,

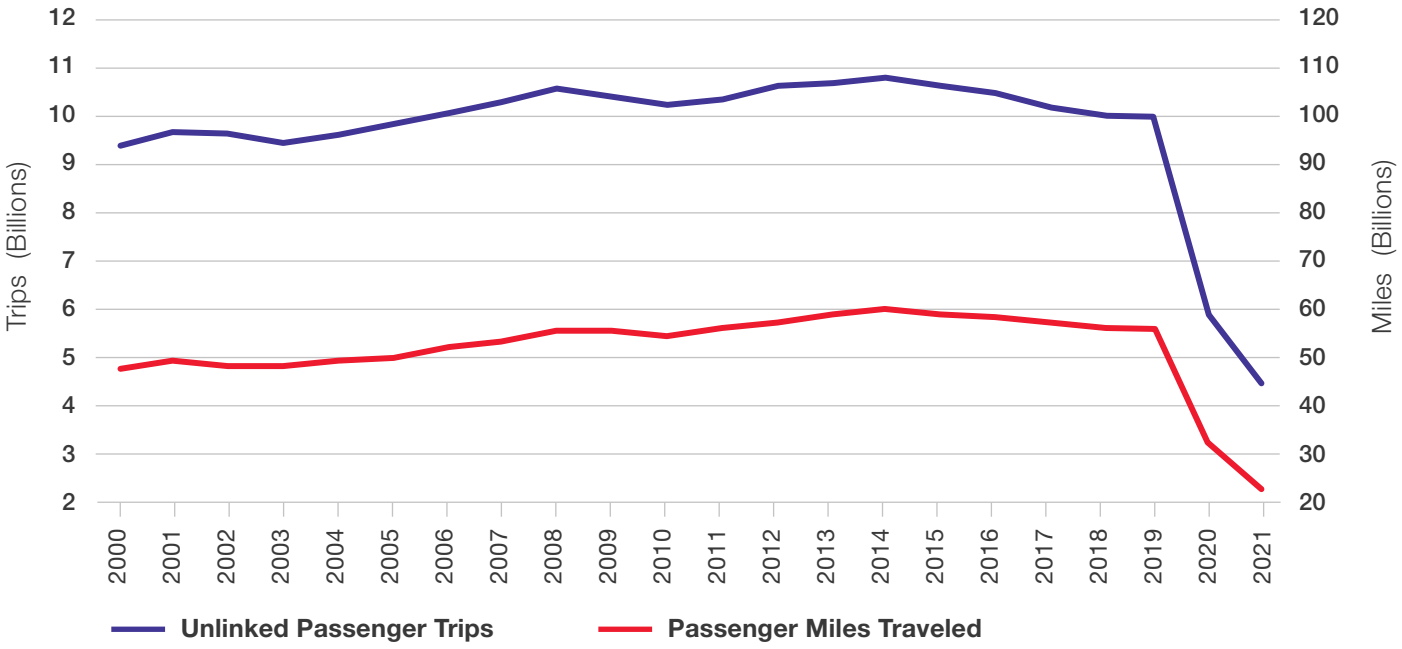
[2] Based on rural and reduced systems reporting to NTD. Actual figures may differ.

[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

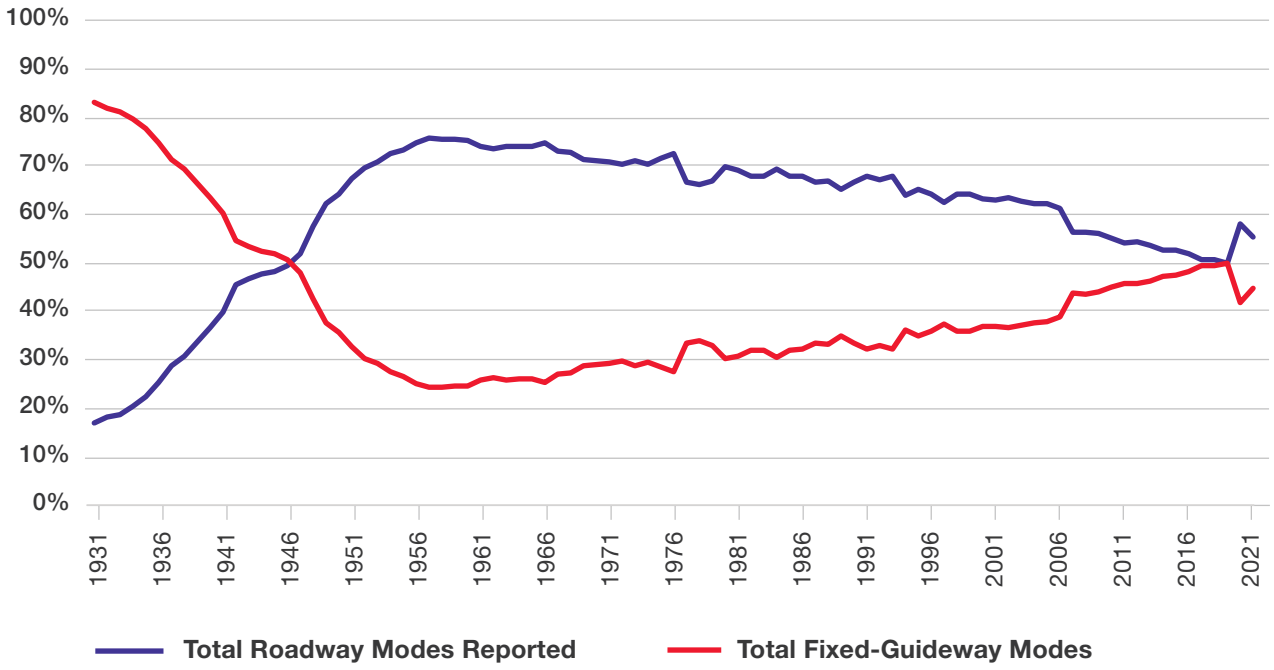
2001-2021



SOURCE: APTA FACT BOOK ANALYSIS

Figure 8: Pandemic Reversed Shift Toward Rail

Share of Unlinked Passenger Trips



SOURCE: APTA FACT BOOK ANALYSIS

to 153 million trips. Finally, demand response ridership decreased 23.1 percent from 2020 to 2021, to 105 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 decreased in report year 2021 to 23.3 billion, a 29.2 percent decrease from 2020. Rail modes make up a majority of the total passenger miles taken (53 percent).

The average public transit trip length decreased slightly in report year 2021, to 5.2 miles. The longest average trip was taken on a vanpool at 39.1 miles, while the shortest average trip was taken on a trolleybus at 1.9 miles. The average trip length on light rail was 5.2 miles; heavy rail, 4.6 miles; bus, 3.7 miles; commuter bus, 23.8 miles; commuter rail, 25.2 miles; and streetcar, 2.0 miles.

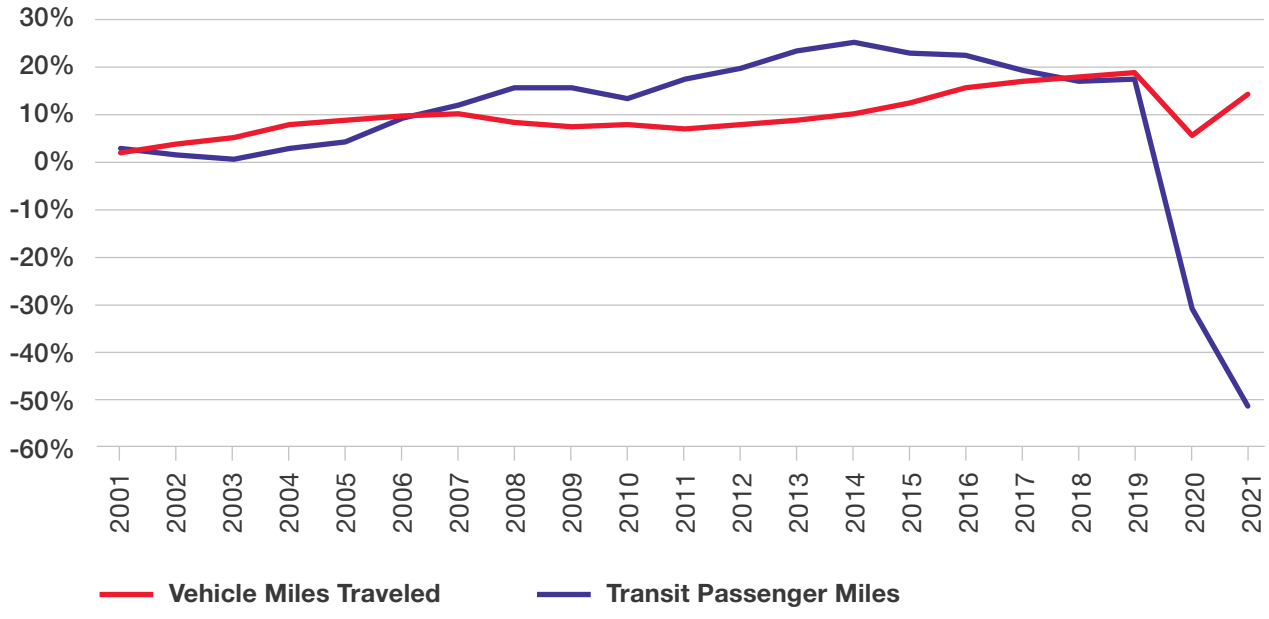
Over the past two decades, the growth of public transit passenger miles had generally tracked with vehicle miles traveled, until the pandemic ***(Figure 9)***.[5] These metrics compare the total distance traveled by riders on public transportation and the total distance traveled by drivers on highways. The growth of public transportation ridership fell slightly below that of the nation's population growth in the years leading up to the pandemic. ***(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 more than 5.0 million Americans commuting to work on transit.[7] That is equivalent to 3.1 percent of workers who commute by public transportation.

The top 10 metropolitan areas ranked by percentage of public transit commuters were New York City (23.8 percent); Boston (8.0 percent); San Francisco (7.8 percent); Chicago (7.0 percent); Washington, DC (6.0 percent); Bridgeport, CT (6.0 percent); Philadelphia (5.7 percent); Ithaca, NY (5.2 percent); Honolulu (4.6 percent); and Champaign-Urbana, IL (4.6 percent). Since metropolitan statistical

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

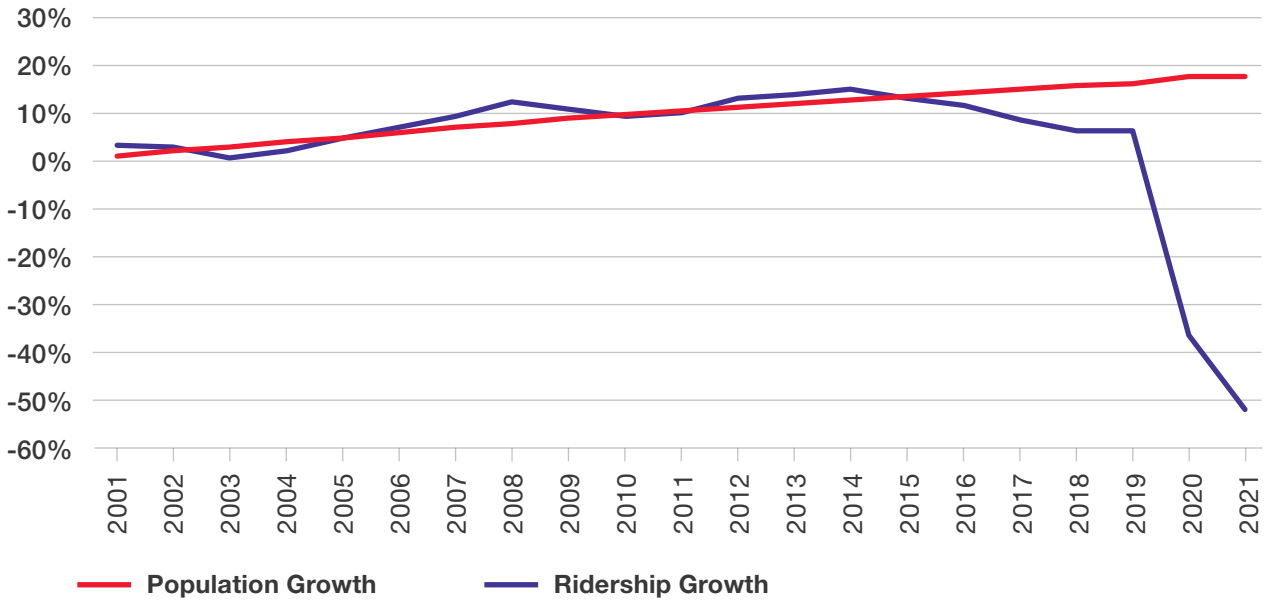
Vehicle Miles Traveled vs Transit Passenger Miles Growth Since 2001



SOURCE: APTA FACT BOOK ANALYSIS AND FHWA TRAVEL TRENDS

Figure 10: Transit Ridership Growth Fluctuates with Population Growth

Population vs Ridership Growth Since 2001



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

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

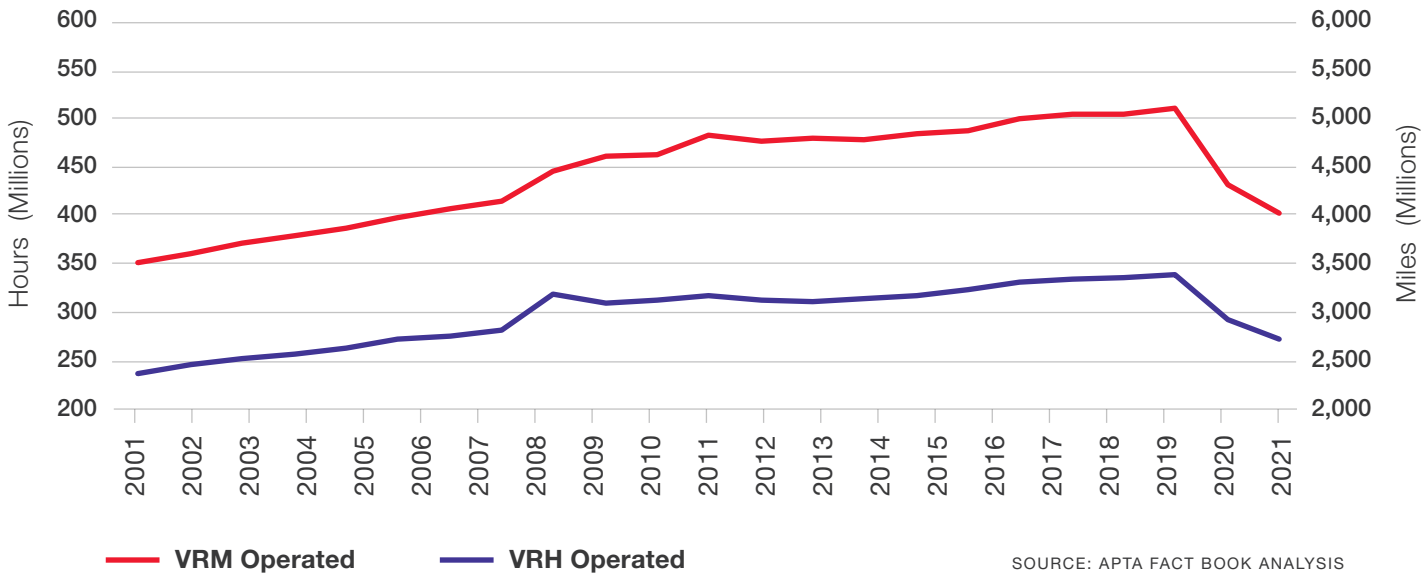
In report year 2021, public transportation in the United States provided 4.03 billion vehicle revenue miles of service, equating to 272.1 million hours of revenue service, both decreases from 2020 ***(Figure 11)***. Vehicle revenue miles and hours are both critical service measurements and record the 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 utilized by modal grouping. More than half of vehicle revenue hours operated are provided by buses, which carry a similar percentage of all passengers. Since bus passengers take shorter trips and buses operate at lower speeds compared with other modes, they carry fewer than 40 percent of all passenger miles traveled. In contrast, rail vehicles provide only 18 percent of vehicle revenue hours of service, but—due to their longer and higher-speed trips—account for 53 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 41.8 and 29.5 miles per hour, respectively. Heavy rail, because of its right-of-way separation from other traffic, offers fast service in higher-density urban areas, operating at an average

Figure 11: Public Transit Agencies Decrease Service During Pandemic

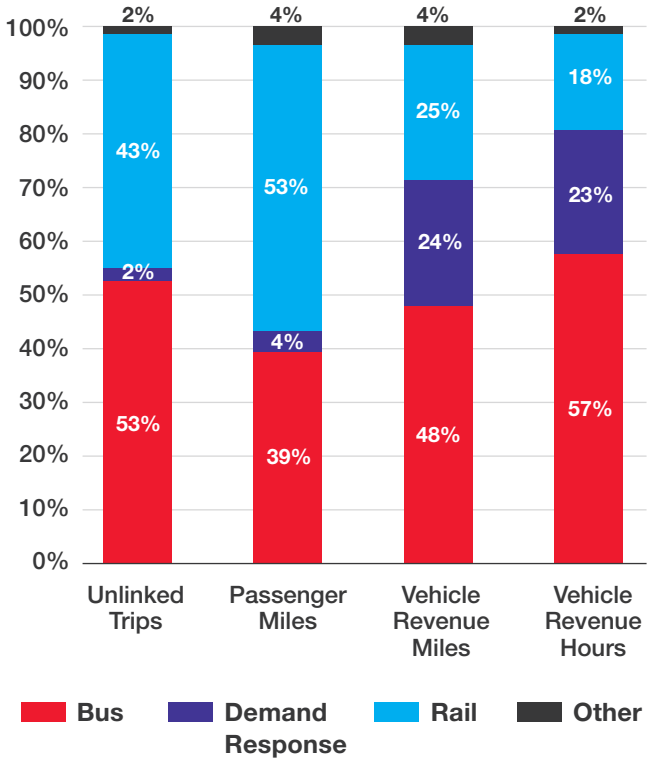
Vehicle Revenue Miles (VRM) and Hours (VRH) Operated



SOURCE: APTA FACT BOOK ANALYSIS

Figure 12: Different Modes Serve Different Purposes

Modal Shares of Service Provided and Consumed, 2021



SOURCE: APTA FACT BOOK ANALYSIS

speed of 19.1 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 12.3 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 "2022 Fare Database" recorded 58 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/research-technical-resources/mobility-innovation-hub/

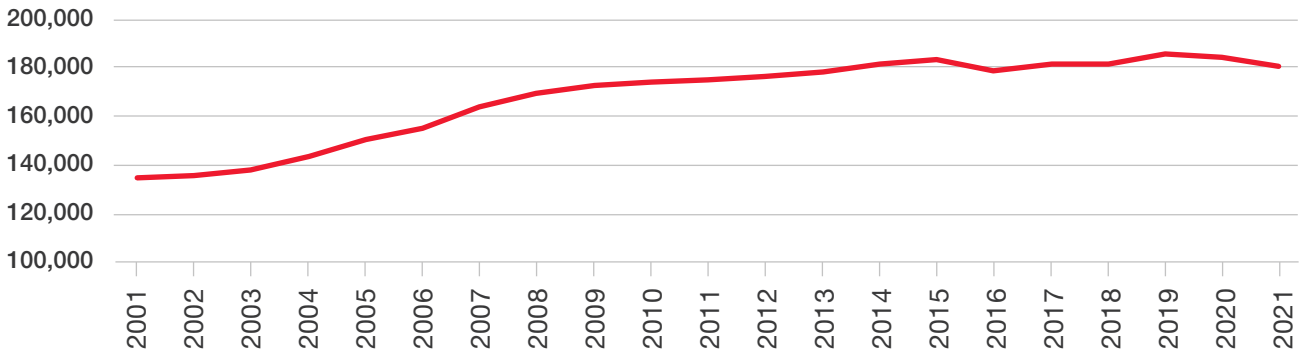
Vehicles

Public transportation systems in the United States operated 127,390 railcars, buses, vans and other vehicles in a typical peak period during report year 2021, out of a total of 180,927 vehicles available for service ***(Figure 13)***. Demand response service and bus modes make up the majority of vehicles available, at 73,029 and 71,449, respectively. The heavy rail fleet of 10,942 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

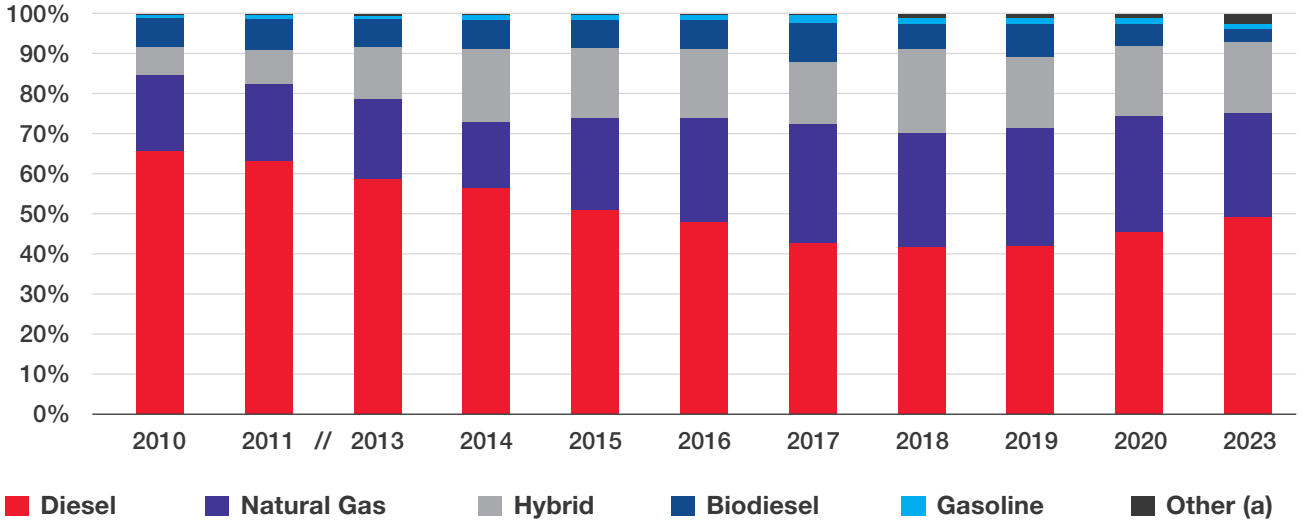
Revenue Vehicles Available for Maximum Service



SOURCE: APTA FACT BOOK ANALYSIS

Figure 14: Buses Making Transition to Alternative Fuels

Percentage of Buses by Fuel Source

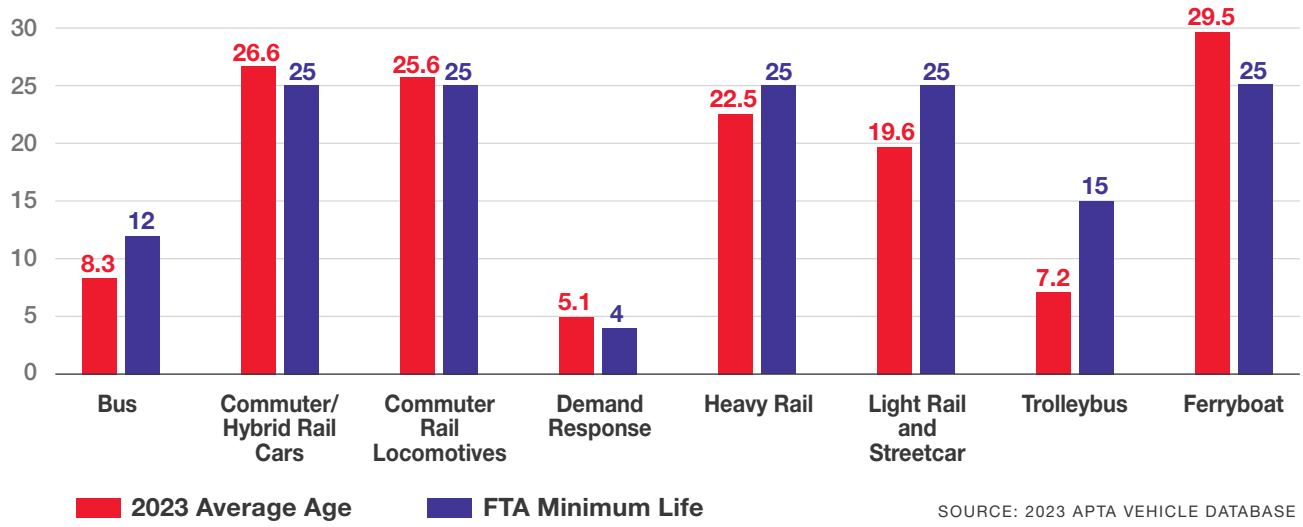


(a) includes Battery-Electric, Hydrogen and Propane Buses

SOURCE: 2023 APTA VEHICLE DATABASE

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

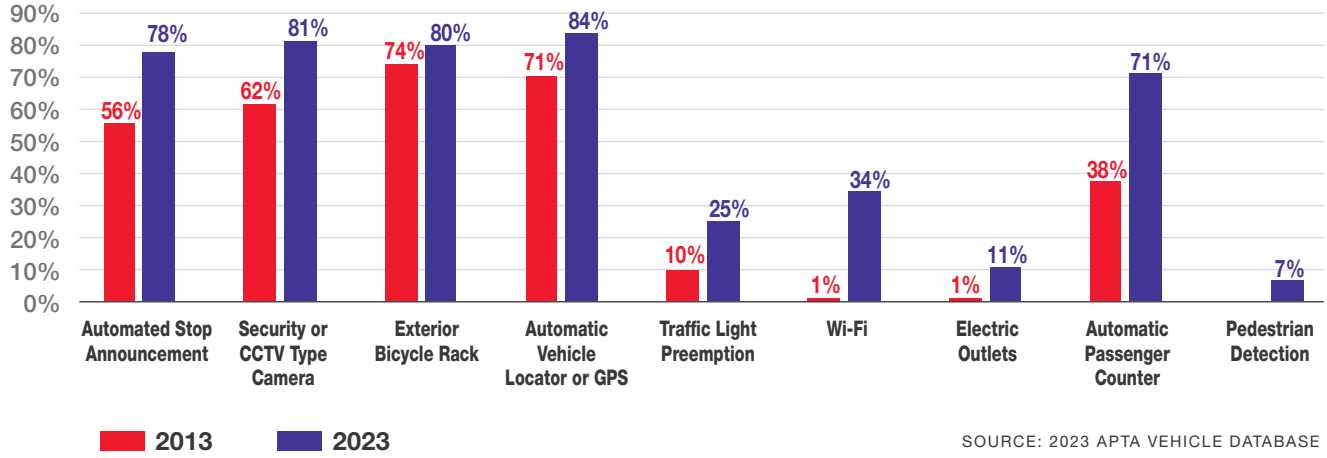
Vehicle Age by Mode



SOURCE: 2023 APTA VEHICLE DATABASE

Figure 16: Transit Buses Continue to Add Amenities and Technology

Percentage of Buses with Passenger Equipment, 2013-2023



SOURCE: 2023 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 2023 less than half (49.6 percent) of all buses were diesel powered. Hybrid electric buses saw their market share increase from 1 percent in 2005 to 18 percent in 2023. The percentage of buses powered by natural gas has increased from 19 percent in 2010 to 25 percent in 2023.

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 15 percent of buses, 36 percent of commuter rail locomotives, 31 percent of commuter rail cars, 42 percent of heavy rail cars, 29 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 32 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 62 percent to 81 percent between 2013 and 2023. Enhanced passenger amenities such as automated stop announcements and exterior bus bicycle racks also increased, from 56 percent to 78 percent and from 74 percent to 80 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 2023 Vehicle Database noted 284 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 2003 to 2023, the percentage of accessible buses increased from 93 percent to 99.9 percent. Over the same period, the accessible portion of the commuter rail fleet increased from 68 percent to 82 percent, the light rail fleet increased from 82 percent to 92 percent, and the trolleybus fleet increased from 70 percent to 100 percent.

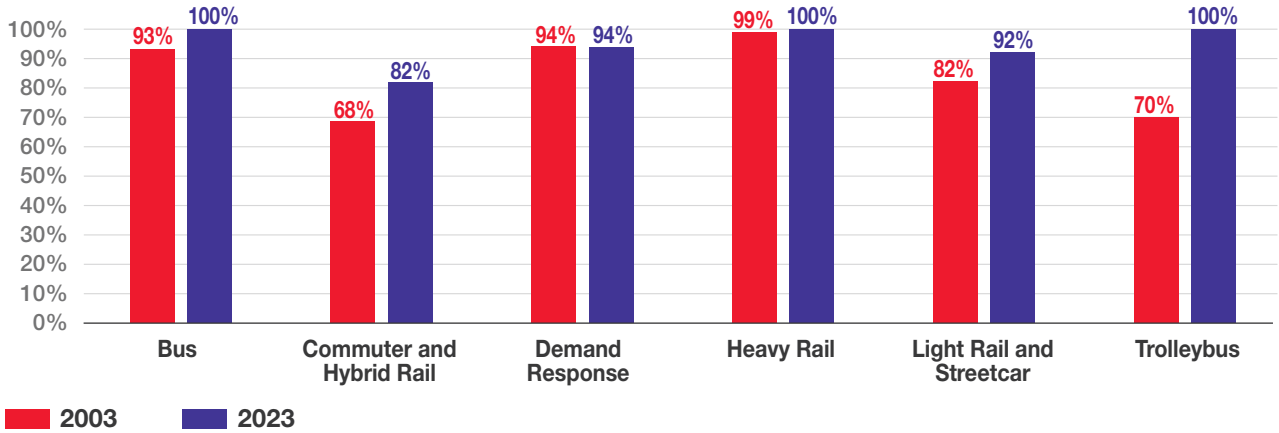
One safety priority for commuter rail public transportation systems has been the transition to positive train control (PTC). PTC is a complex signaling and communications technology designed to make commuter and intercity rail operations even safer. PTC uses a series of sensors and integrated monitoring 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, 2003-2023



SOURCE: 2023 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)***.

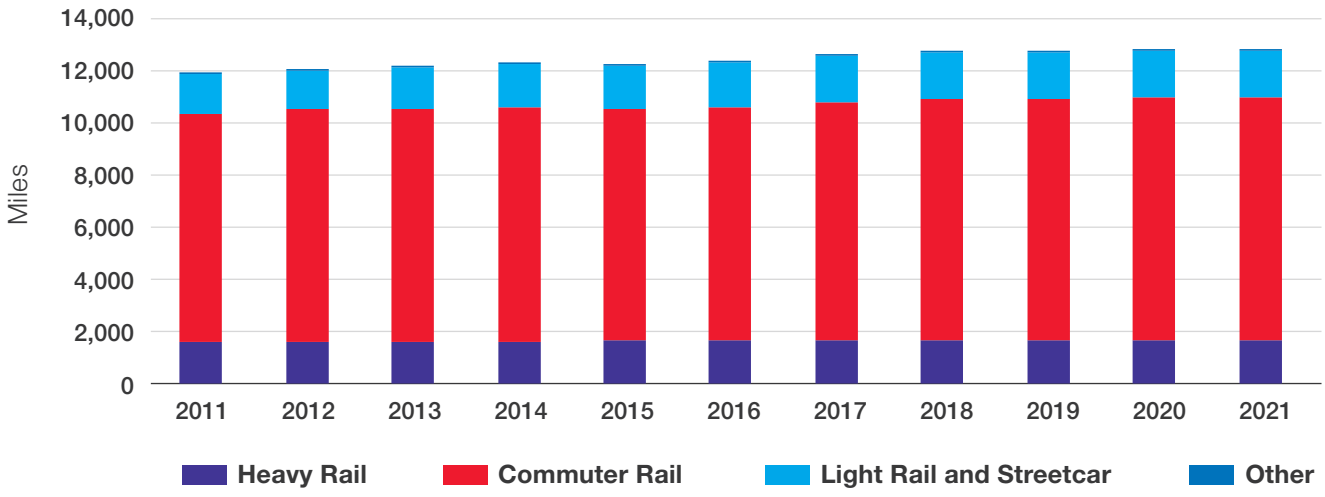
Commuter and hybrid railroads have the most route mileage (more than 9,277 miles combined), while heavy rail and light rail/streetcar have 1,681 and 1,838 miles, respectively. Light rail and streetcar modes have seen an impressive gain in the percentage of total rail directional route miles since 2011, increasing by 20 percent. Commuter and hybrid rail directional route mileage increased by 6 percent over the same time period. For rail modes, this translates into 12,840 miles of revenue service track, with a total of 8,775 grade crossings.

Buses (including BRT, trolley and commuter) operate on more than 219,000 miles of streets and roads throughout the United States. Although most bus services operate in mixed traffic, they also operate on 4,600 miles of exclusive and controlled right-of-way roadway miles. Out of this, 1,255 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

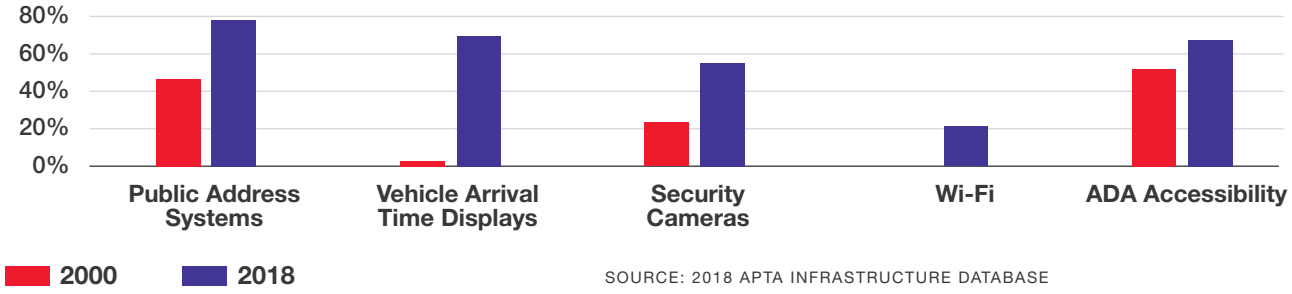
Rail Directional Route Miles



SOURCE: NATIONAL TRANSIT DATABASE

Figure 19: Rail Stations Adding Customer Amenities and Improving Access

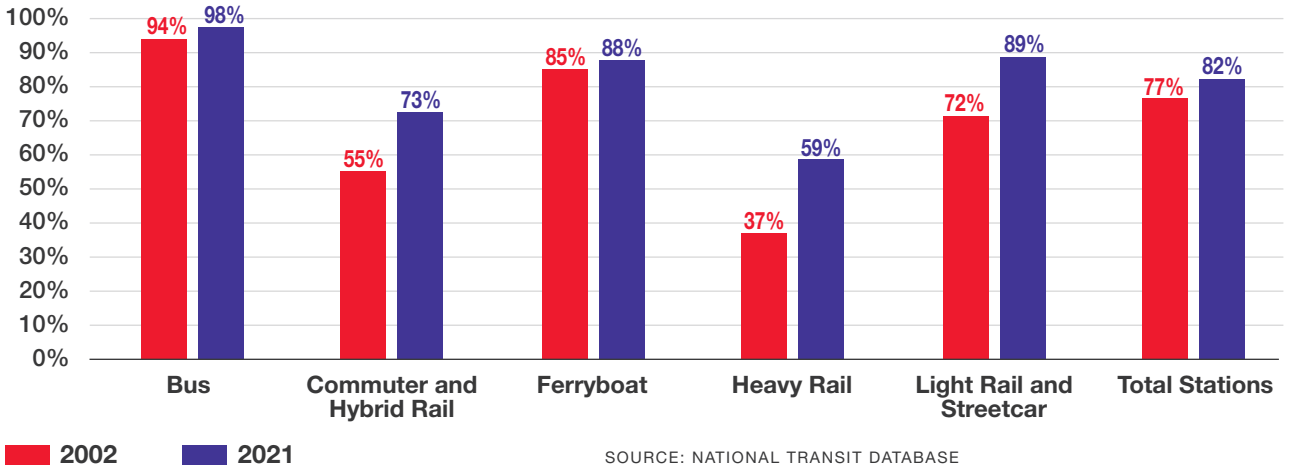
Percentage of Rail Passenger Stations with Amenities, 2000-2018



SOURCE: 2018 APTA INFRASTRUCTURE DATABASE

Figure 20: More Transit Stations Are Accessible

Public Transit Station Accessibility by Mode, 2002-2021



SOURCE: NATIONAL TRANSIT DATABASE

grown from 52 percent to 74 percent from 2002 to 2021. Figure 20 details accessibility percentages for all modes, according to the NTD.

There are 5,879 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 2,842 escalators and 3,207 elevators.

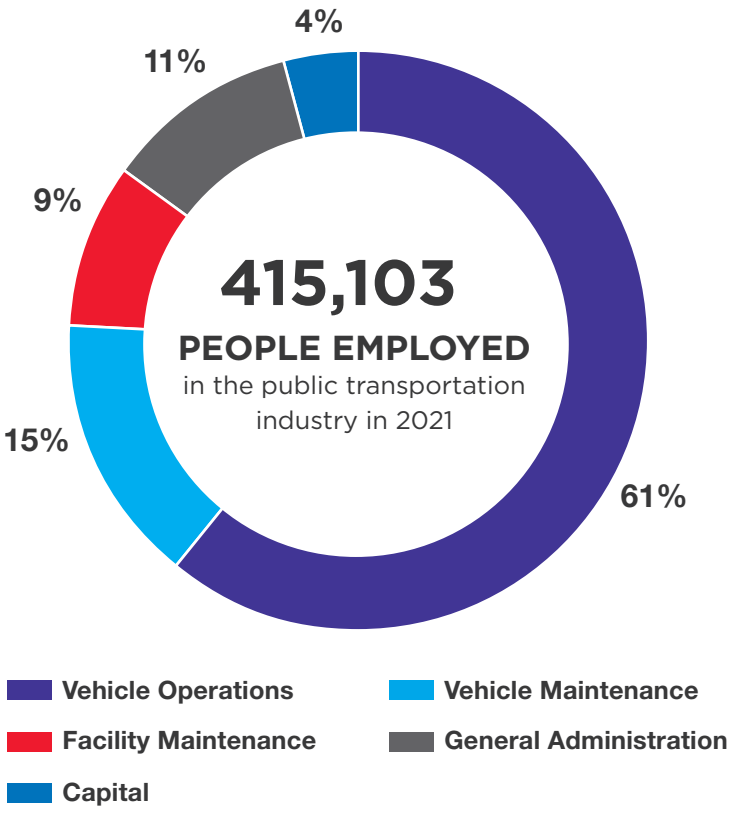
Transit payment systems are also quickly evolving. The percentage of public transit systems offering "smart cards" has jumped from 25 percent in 2013 to 47 percent in 2022. Some agencies are adopting open payment systems, which can accept contactless debit/credit cards and mobile phone payments, as well as agency smart cards. APTA's Fare Database estimates that 27 percent of public transit systems are now offering these open payment technologies.

Dependability is critical to ensuring high-quality public transit service. In report year 2021, 2,510 total maintenance facilities were recorded.[10] For service directly operated by transit agencies, 1,464 facilities were owned and 133 were leased. For purchased transportation service, 242 were owned by private transit providers, 313 were owned by public agencies, and 358 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 report year 2021, the public transportation industry employed 415,103 people. Approximately 96 percent were operating employees, and 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 2020 breakdown of transit operating employees by mode remains similar to past years, with 50 percent working with all bus modes, 24 percent with demand response, 12 percent with heavy rail, 8 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 $17.2 billion and received benefits of $14.3 billion, for a total compensation of $31.5 billion. Adjusted for inflation, this is less than the $32.8 billion level in 2020. Average operating employee compensation decreased by 0.5 percent to $75,772.

Energy

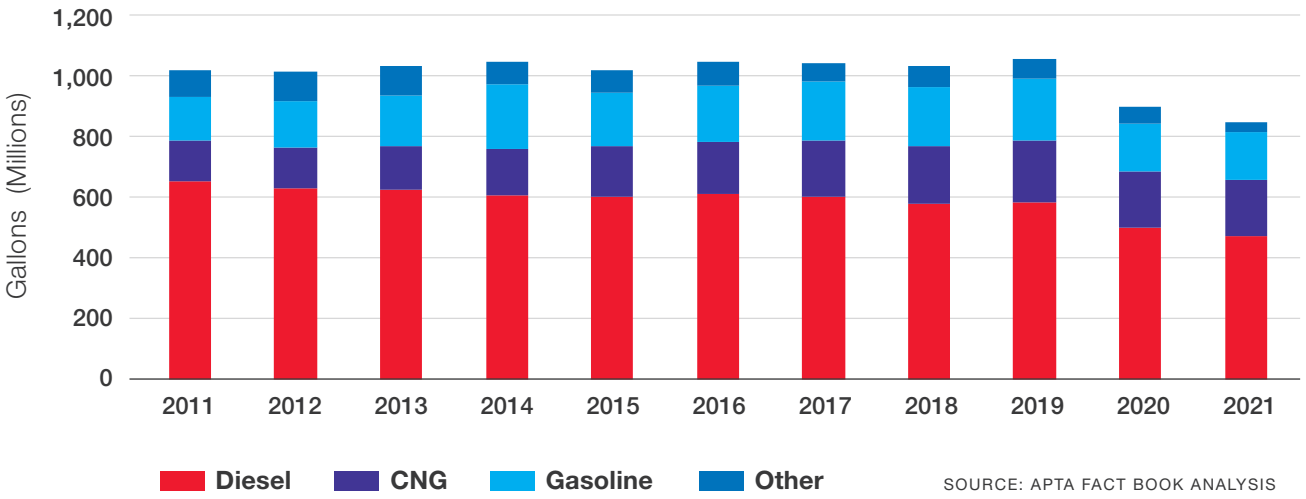
The public transit industry consumed 845 million gallons of fossil fuels in report year 2021, a decrease of 6 percent from 2020 ***(Figure 22)***. Buses also used 35 million kilowatt-hours (kWh) of electric battery power, reflecting the increase in use of electric buses. While diesel remains the predominant fossil fuel, its market share has declined as cleaner fuels such as compressed natural gas (CNG) and biodiesel have gained in popularity. In report year 2021, public transit consumed 472 million gallons of diesel (compared to 650 million in 2010), 178 million gallons of CNG, 149 million gallons of gasoline, 32 million gallons of biodiesel, and 14 million gallons of other fossil fuels.

Public transit vehicles used a total of 5.8 billion kWh of electricity for propulsion power in report year 2021, down 7 percent from 2020. Of that, heavy rail modes were responsible for 3.4 billion kWh, commuter rail 1.4 billion kWh, light rail and streetcar 0.9 billion kWh, trolleybus 48 million kWh and other modes 79 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 25 percent from 1991 to 2021, and the number of vehicle miles per kWh of electricity used for heavy rail vehicles increased 16 percent for the same period.

Figure 22: Fuel Consumption Drops Due to Pandemic Service Decreases

Total Fossil Fuel Consumption



SOURCE: APTA FACT BOOK ANALYSIS

Safety[11]

In 2021, there were 321 transit-related fatalities. Of these, 57 were transit passengers/occupants, 13 were transit workers/employees, and the remainder were other incidents. NTD also reported 6,202 transit collision events, 105 derailments and 1,654 security events in 2021.

Public transportation is one of the safest mobility options, as there were 134 times more fatalities on highways (42,939) than on transit in 2021. APTA's report "The Hidden Traffic Safety Solution: Public Transportation"[12] discusses the many benefits that transit offers for public safety.

One safety priority for commuter rail public transportation systems has been the transition to positive train control (PTC). PTC is complex signaling and communications technology designed to make rail operations even safer. PTC uses a series of sensors and integrated monitoring systems that track key movement on trains and conditions on rail tracks in real time to identify potentially hazardous situations. If an unsafe speed situation arises, 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 December 2020 deadline for full PTC implementation. Full implementation of PTC for publicly funded commuter railroads is estimated to be a more than $4 billion investment.

[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

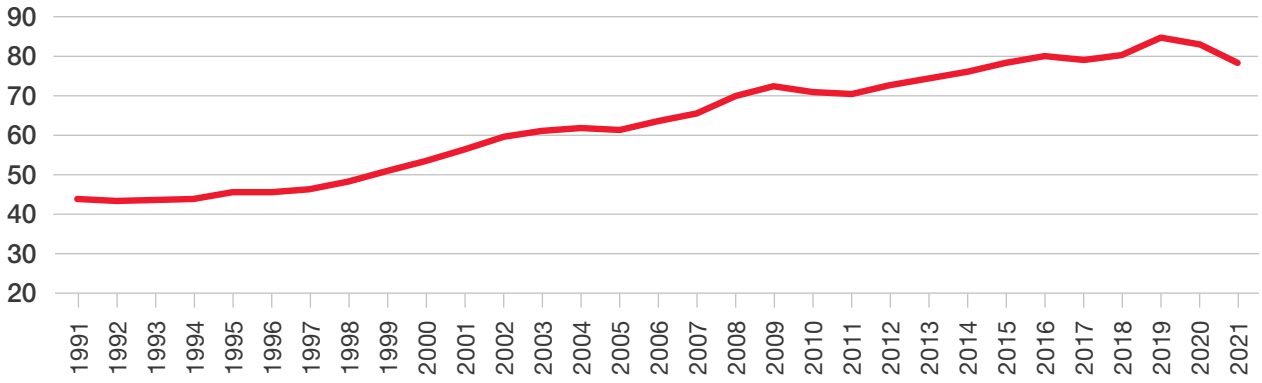
Public transportation operations are funded by passenger fares; public transit agency earnings; and financial assistance from state, local and federal governments. Capital investment is reported only as government funds in the NTD. Adjusted for inflation, report year 2021 total transit funding decreased by 5.6 percent to 78.1 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 ($6.36) and commuter bus ($6.74), the modes that represent the longer trip lengths for passengers. Bus and light rail had passenger fare revenues per unlinked trip of $0.94 and $0.98, respectively. Heavy rail had an average fare per trip of $1.40. Among all modes, the average passenger fare per unlinked trip was $1.42. As most systems paused collecting fares due to the pandemic and ridership dropped, passenger fare revenue declined by 33 percent in report year 2021 to $6.4 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 2022 Fare Database, the average bus fare was $1.55, the average light rail fare was $2.14, the average heavy rail fare was

Figure 23: Total Funding for Public Transit

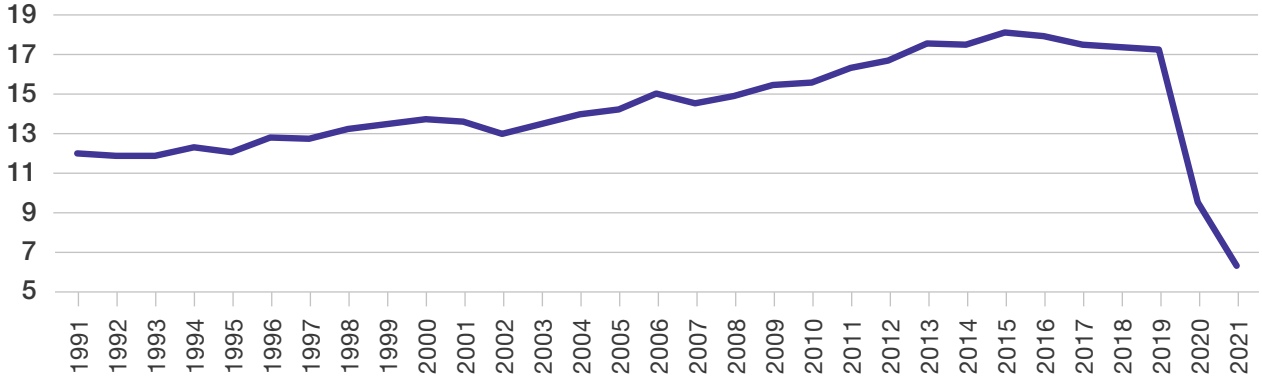
Transit Funding (In 2021 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 24: Passenger Fare Collections Declined Due to Pandemic

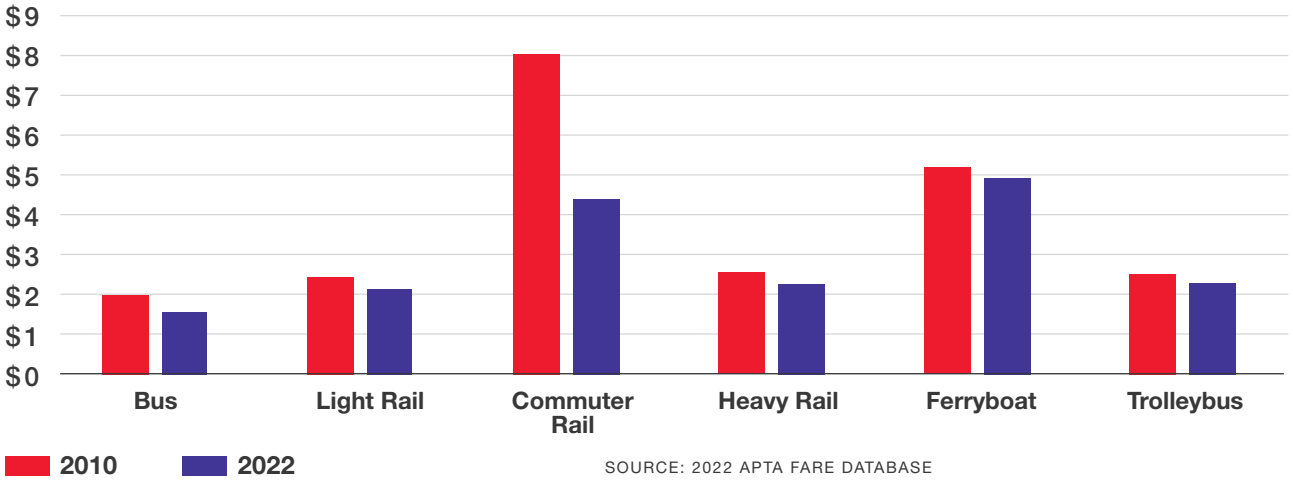
Passenger Fare Revenue, 1991-2021 (In 2021 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 25: Revenue Generated from Passenger Fares Varies Across Modes

Average Base Fare Comparison, 2010 and 2022 (In 2022 dollars)



SOURCE: 2022 APTA FARE DATABASE

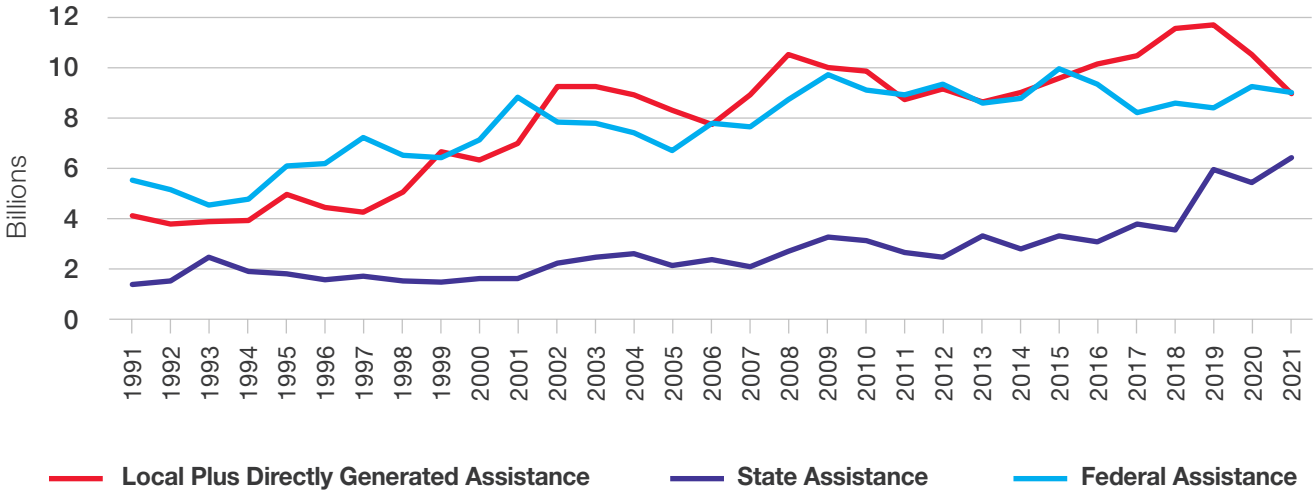
$2.25, and the average commuter rail fare was $4.41 ***(Figure 25)***. These are all base fares and refer to the minimum adult fare for a single trip on a regular service.

Figure 26 shows how capital funding sources have changed since report year 1991. Federal capital funds decreased by 2.7 percent from 2020 to 2021 to $9.0 billion. State capital assistance (funding from state governments) increased by 18.0 percent to $6.4 billion. Directly generated and local capital assistance decreased by 14.8 percent to $9.0 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.

Federal assistance provided 36 percent of capital funds in report year 2021. State assistance made up 25 percent of funding, while local and directly generated assistance made up 36 percent of funding.

Figure 26: Local Communities Have Largest Share of Capital Investment

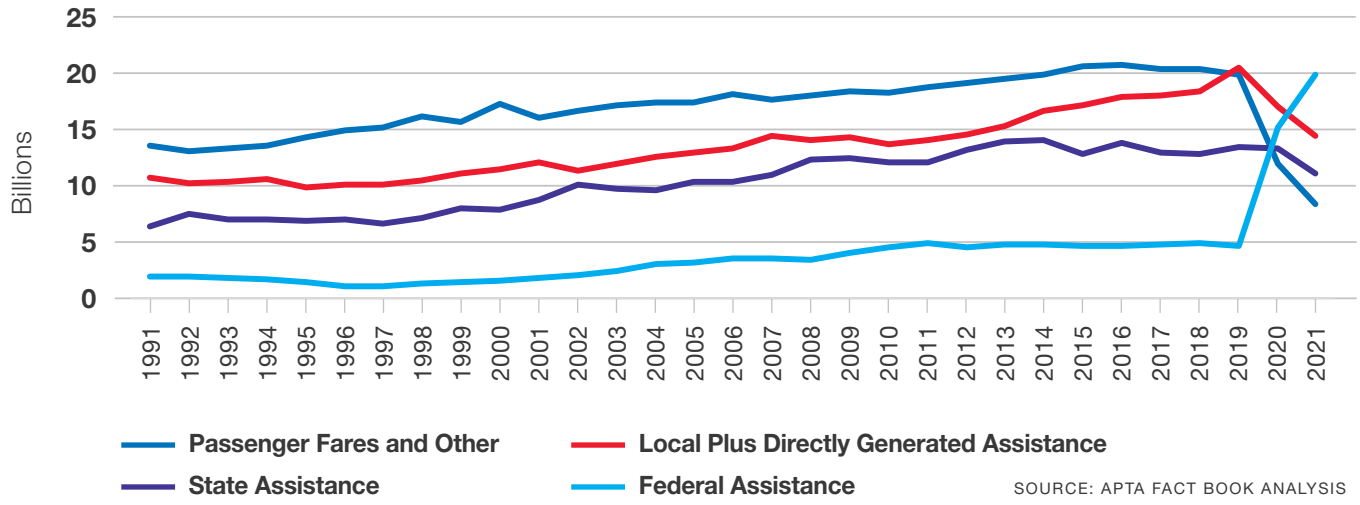
Capital Funding by Source (In 2021 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 27: Federal COVID Relief Critical for Transit

Operating Funding by Source (In 2021 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

The operating funding mix has changed considerably since the onset of the COVID pandemic *(Figure 27)*. In report year 2021, federal assistance was the largest source of funding (37 percent) while local and directly generated assistance was the second largest source (27 percent), followed by state assistance (21 percent) and fares and agency revenues (15 percent). Passenger fares and other agency revenue fell by 30 percent from 2020 to 2021, to $8.3 billion. Local and directly generated assistance fell by 15 percent to $14.5 billion, and state assistance fell by 16 percent to $11.1 billion. Due to the continued provision of COVID relief funds, federal operating funding increased 30 percent to $19.9 billion in report year 2021.

Figure 28: Capital Expenses by Mode, 2021

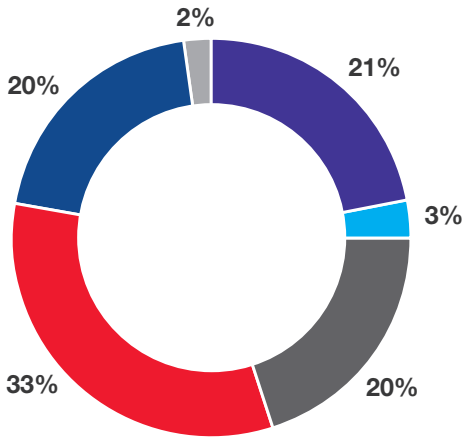
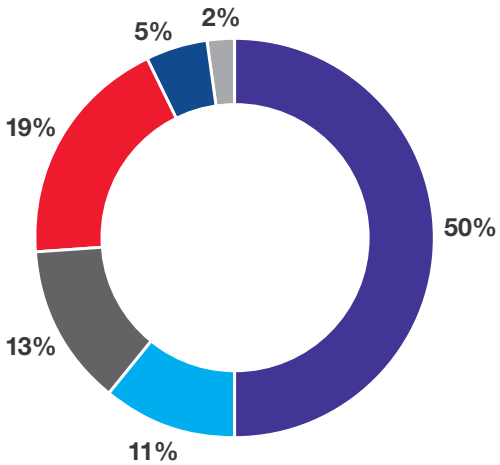


Figure 29: Operating Expenses by Mode, 2021



SOURCES: APTA FACT BOOK ANALYSIS

Capital and Operating Expenses

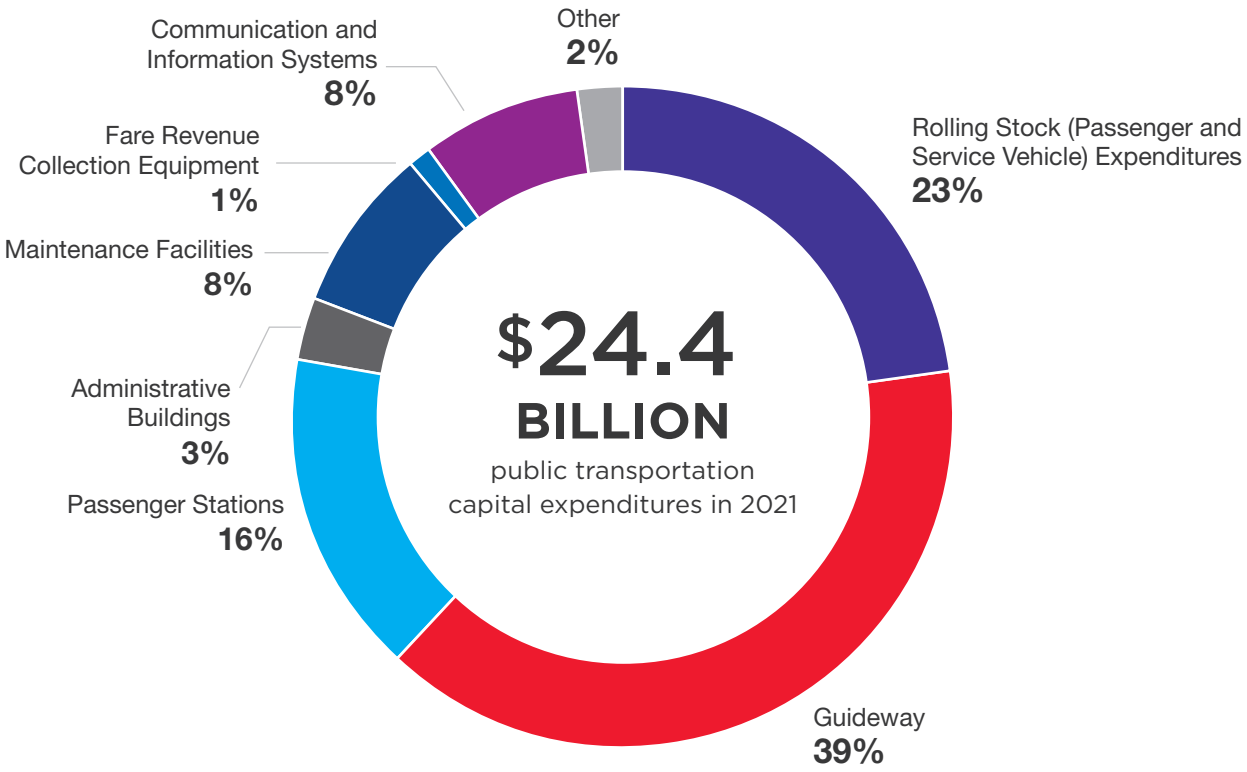
In report year 2021, total public transportation expenditures were $75.0 billion, with $50.6 billion (67 percent) spent on operations and $24.4 billion (33 percent) on capital investments. When broken out by mode, the bus modes make up the largest amount of operating expenses at $25.1 billion, followed by heavy rail at $9.4 billion, commuter and hybrid rail at $6.7 billion, and demand response at $5.6 billion. Heavy rail had the largest amount of capital expenditures at $8.2 billion, followed by bus modes at $5.3 billion, commuter and hybrid rail at $4.9 billion, and surface rail at $4.9 billion.

Of report year 2021 capital expenditures, 66 percent ($16.0 billion) went to facilities, 23 percent ($5.6 billion) to rolling stock, and 11 percent ($2.8 billion) to other capital investments. ***Figure 30*** shows this breakdown by capital expenditure subcategory.

Of report year 2021 operating expenditures, 41 percent went to vehicle operations ($20.4 billion), 18 percent to general administration ($8.9 billion), 16 percent to vehicle maintenance ($8.1 billion), 14 percent to purchased transportation ($7.2 billion) and 12 percent to non-vehicle maintenance ($5.8 billion).

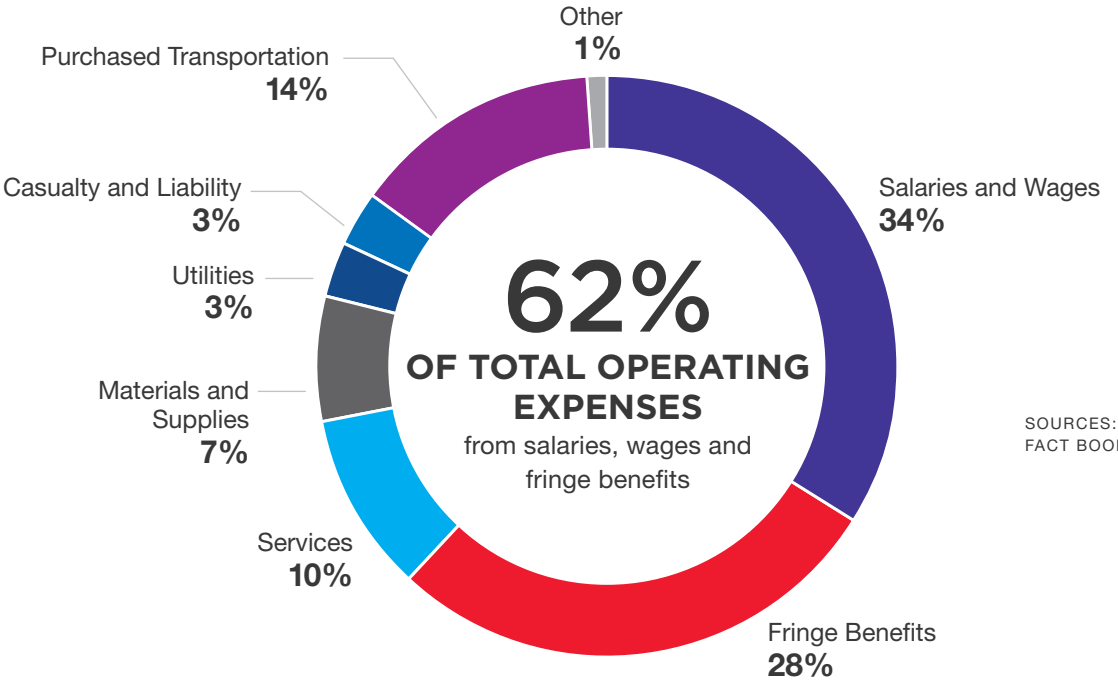
Operating expenditures are measured by function (the type of activity performed, as already listed) and by object (labor expenses and the type of goods or services purchased). Salaries, wages and fringe benefits for employees

Figure 30: Capital Expenditures by Type, 2021



SOURCE: APTA FACT BOOK ANALYSIS

Figure 31: Total Operating Expenses by Object Class, 2021



SOURCES: APTA FACT BOOK ANALYSIS

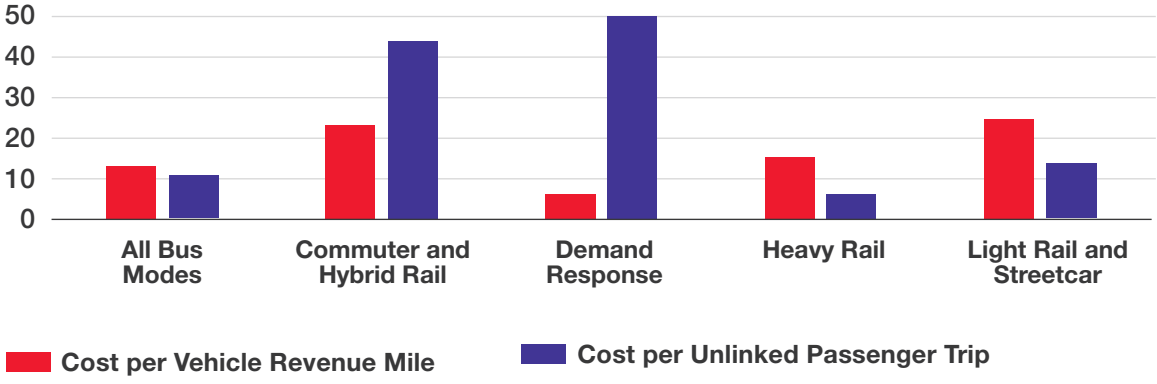
DEMAND RESPONSE: *Point-to-point operations commonly used by people with disabilities or people unable to travel on fixed-route service. Demand response vans may also substitute for fixed-route service at off-peak times (such as late at night).*

of public transit agencies account for 62 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, 2021



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 report year 2021, expenditures in the private sector were estimated at $42.2 billion (56 percent of all transit expenditures), a 3.5 percent decrease from 2020 (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 27 percent in 2021.[13] The percentage of service provided by contractors for different modes is shown in ***Figure 34***. Measured by vehicle revenue hours, about 73 percent of demand response service was provided by contractors, along with 65 percent of vanpool service, 33 percent of commuter bus service, 21 percent of bus service and 7 percent of rail service. The percentage of bus service contracted for operation has increased marginally over the past decade, from 15 percent to 21 percent. Most notable is the vanpool mode, which has seen its share of contracted revenue hours increase from 43 percent in 2011 to 65 percent in 2021.

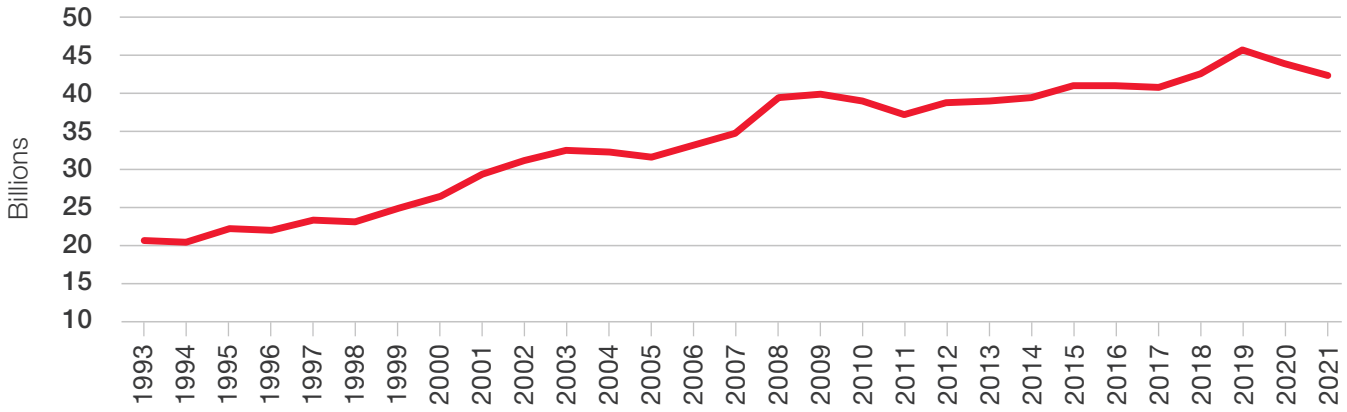
Most of the vehicles operated by contractors were provided by public transit agencies, with approximately 88 percent of all contractor-operated buses owned by transit agencies. About 77 percent of the vehicles used by contractors in demand response service were owned by public transit agencies, compared with just 11 percent for vanpool.

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

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

Figure 33: Public Transit Expenditures Flow to Private Sector

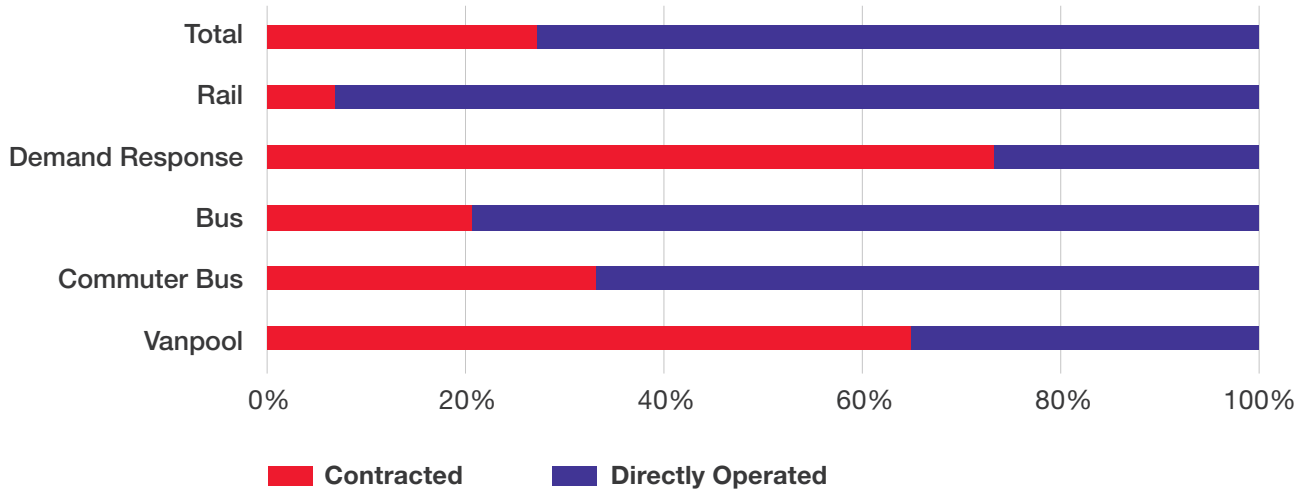
Estimated Transit Expenditures in the Private Sector (In 2021 dollars)



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]

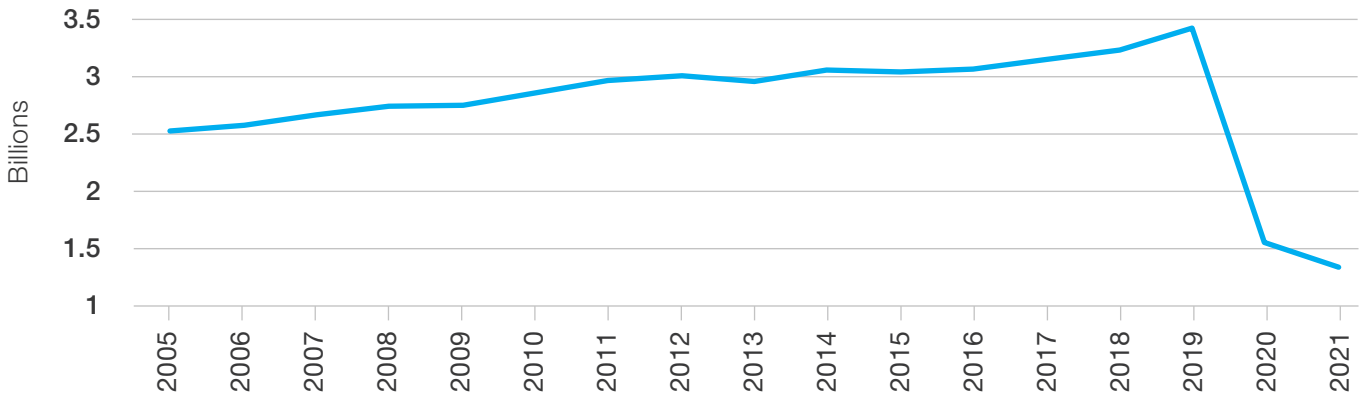
[14] Source: Canadian Urban Transit Association.

Passenger Travel

Information from 102 urban Canadian public transit systems reveals that passenger boardings (equivalent to U.S. unlinked passenger trips) in 2021 decreased by 14 percent to 1.34 billion trips ***(Figure 35)***. Similarly to the United States, public transportation ridership and service was severely impacted by the COVID-19 pandemic. According to the Canadian Urban Transit Association (CUTA), 69 percent of public transit trips were taken in the metropolitan Toronto, Montreal and Vancouver regions.

Figure 35: Ridership Impacted by COVID-19 Pandemic

Canadian Passenger Boardings



SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Service Provided

Total vehicle miles operated in Canada increased by 1 percent, compared to a 7 percent decrease in the United States. ***(Figure 36)***. Total vehicle miles operated is the distance traveled by vehicles, including both revenue and "dead-head" 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, 283,448 registrants took more than 11.2 million passenger trips, an increase of 5 percent. The 114 systems reporting tallied 45.8 million total vehicle miles in 2021.

Vehicles

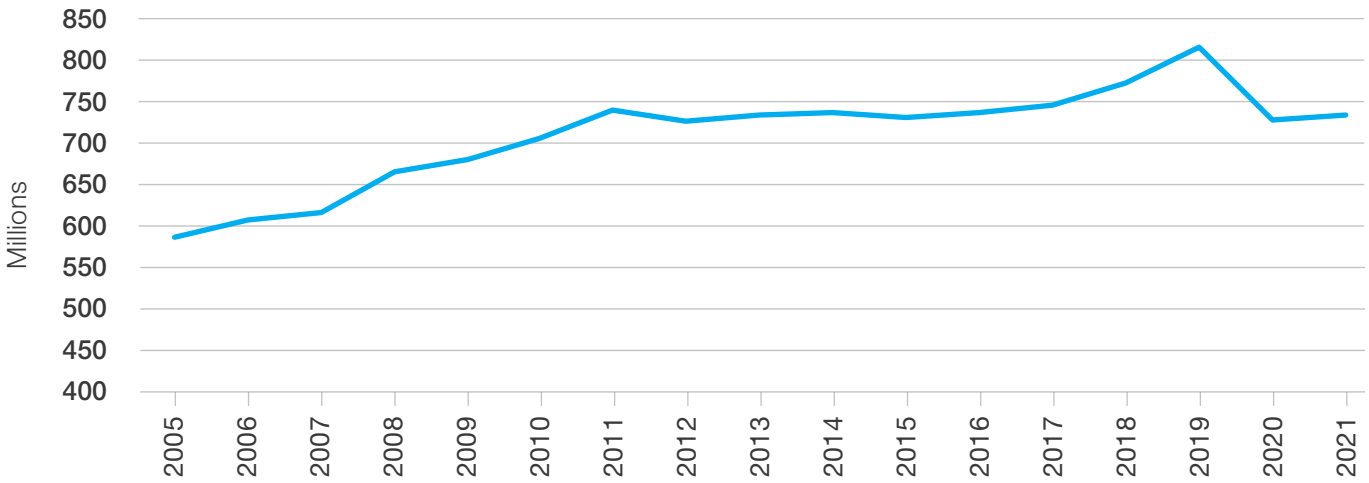
The average standard bus age in 2019 was approximately 8.6 years, with bus fleet accessibility at 99.7 percent. The average light rail age was 18.7 years, and the average heavy rail age was 22.7 years. A total of 20,966 revenue vehicles were recorded across modes in 2021.

Employees

The number of Canadian transit employees in 2021 was 62,032, of which 50 percent were vehicle operators and 14 percent worked in vehicle maintenance, 20 percent in general administration, 9 percent in non-vehicle maintenance, and 7 percent in transportation operations.

Figure 36: Long-Term Growth in Service Interrupted

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) 2022, Amtrak service and ridership continued to be significantly impacted by the COVID-19 pandemic. FY 2022 ridership increased by 88 percent (to 22.9 million trips) compared to FY 2022. Ridership on the Northeast Corridor increased by 109 percent to 9.2 million trips. Ridership on state-supported routes increased by 85 percent to 10.2 million trips, and ridership on long-distance routes increased by 56 percent to 3.5 million trips.

Funding

In FY 2022, Amtrak increased total revenues by 48 percent to $2.8 billion. It received $2.9 billion in federal appropriations in FY 2022.

Capital Investments

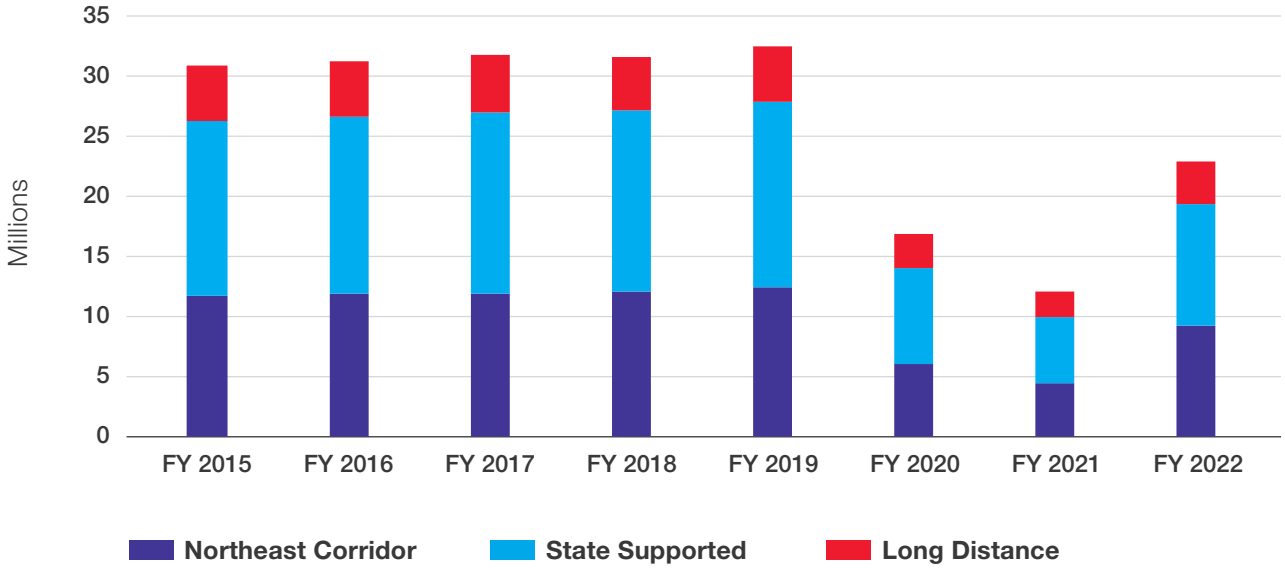
Amtrak is significantly investing to improve their capital assets. Current capital priorities include installing operational positive train control (PTC), launching a Safety Management System (SMS), state-of-good-repair work on the Northeast Corridor, new train interiors, the manufacturing of a new Acela 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/FY2022-Consolidated-Financial-Statements.pdf

https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/monthlyperformancereports/2022/Amtrak-Monthly-Performance-Report-September-2022.pdf

Figure 37: FY 2022 Ridership Shows Recovery

Passenger Trips (FY 2015- FY 2022)



SOURCE: AMTRAK FY 2020 RIDERSHIP AND REVENUE

Modal Rankings, Report Year 2021

For complete size ranking lists of all transit agencies and urbanized areas reported in the Federal Transit Administration 2021 National Transit Database, see the ***2023 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 2021 National Transit Database.

About "report years": National Transit Database data are collected for a "report year," which is each public transit agency's fiscal year that ends during a calendar year. As a result, the data for each individual transit agency may differ based on the 12 months that make up that agency's fiscal year. This is especially important to consider in the context of the COVID-19 pandemic and recovery from the pandemic.

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2020	2021	2020	2021
MTA New York City Transit	New York, NY	1,540,475.1	1,727,404.3	5,683,892.6	6,723,530.9
Chicago Transit Authority	Chicago, IL	197,499.8	195,980.6	781,888.7	798,583.3
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	305,907.0	194,719.8	1,523,635.3	752,826.9
Massachusetts Bay Transportation Authority	Boston, MA	277,410.8	120,951.8	1,273,921.3	483,531.5
New Jersey Transit Corporation	New York, NY	205,926.7	109,762.0	2,438,549.9	1,128,298.6
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	241,553.2	105,812.1	1,092,751.8	432,509.8
Washington Metro. Area Transit Authority	Washington, DC	273,545.9	89,940.4	1,282,228.3	371,231.4
MTA Bus Company	New York, NY	72,562.2	82,347.8	202,709.6	230,457.7
City and County of San Francisco	San Francisco, CA	170,594.3	61,756.7	344,878.6	112,158.7
King County Department of Metro Transit	Seattle, WA	60,165.9	52,698.4	259,894.7	207,901.5
County of Miami-Dade	Miami, FL	56,397.2	51,159.8	313,635.8	289,879.9
MTA Long Island Rail Road	New York, NY	43,484.9	49,167.6	1,229,284.5	1,420,978.6
Denver Regional Transportation District	Denver, CO	52,314.7	48,777.2	290,743.3	291,260.3
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	90,827.8	46,393.8	534,601.9	250,586.3
Metro. Transit Auth. of Harris County, Texas	Houston, TX	65,047.5	44,914.3	388,402.4	254,476.5
Maryland Transit Administration	Baltimore, MD	77,761.2	42,337.0	522,106.6	214,587.3
Tri-County Metro. Transp. District of Oregon	Portland, OR	78,183.7	40,308.5	329,202.2	178,612.5
San Diego Metropolitan Transit System	San Diego, CA	71,224.1	39,214.8	357,312.7	213,438.1
City of Phoenix Public Transit Department	Phoenix, AZ	30,630.5	38,687.7	109,722.5	136,987.4
Dallas Area Rapid Transit	Dallas, TX	49,943.8	35,434.9	314,011.9	219,216.0
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	56,896.6	34,342.4	225,728.0	141,105.8
Metro Transit	Minneapolis, MN	35,905.0	32,861.1	152,056.7	137,024.6
Metro-North Commuter Railroad Company	New York, NY	29,537.8	32,360.5	671,883.8	737,222.1
Port Authority Trans-Hudson Corporation	New York, NY	29,940.8	32,073.7	150,980.3	161,154.7
City and County of Honolulu	Honolulu, HI	49,880.5	28,714.6	236,005.3	133,031.0
VIA Metropolitan Transit	San Antonio, TX	32,143.3	23,986.2	154,181.7	117,803.6
Utah Transit Authority	Salt Lake City, UT	23,559.3	23,972.3	177,817.1	176,646.3
Port Authority of Allegheny County	Pittsburgh, PA	51,787.2	22,468.1	219,073.5	93,003.8
Alameda-Contra Costa Transit District	San Francisco, CA	45,165.4	21,535.0	175,394.2	84,128.6
Orange County Transportation Authority	Los Angeles, CA	33,009.0	20,607.4	155,734.3	104,424.3
San Francisco Bay Area Rapid Transit District	San Francisco, CA	91,007.0	17,839.7	1,251,984.7	238,270.2
Central Puget Sound Regional Transit Auth.	Seattle, WA	15,870.0	17,768.9	174,808.2	179,207.7
Bi-State Development Agency	St. Louis, MO	30,271.7	17,382.7	183,728.7	103,611.2
Capital Metropolitan Transportation Auth.	Austin, TX	22,702.5	16,815.9	124,603.8	92,641.6
Westchester County	New York, NY	16,810.7	16,641.6	69,064.7	70,692.2
Milwaukee County	Milwaukee, WI	18,278.9	15,998.4	58,270.8	52,582.9
Greater Cleveland Regional Transit Auth.	Cleveland, OH	16,862.5	15,873.0	78,689.7	68,202.3
Broward County Bd. of County Commissioners	Miami, FL	18,459.2	15,560.4	92,137.6	69,437.4
County of Nassau	New York, NY	14,441.0	15,437.5	85,083.4	89,514.5
Washington State Ferries	Seattle, WA	19,376.3	15,326.7	146,367.0	108,124.7
Central Florida Regional Transportation Auth.	Orlando, FL	17,706.2	14,130.5	100,388.4	79,820.3
Long Beach Transit	Los Angeles, CA	18,388.1	14,113.4	57,824.7	44,104.4
Northeast Illinois Reg. Commuter Railroad Corp.	Chicago, IL	16,731.0	14,080.8	359,336.2	304,989.5
Pace - Suburban Bus Division	Chicago, IL	14,565.5	13,229.2	101,045.3	90,929.1
Santa Clara Valley Transportation Authority	San Jose, CA	28,707.5	12,055.7	150,017.5	63,965.7
City of Tucson	Tucson, AZ	13,452.0	11,624.8	51,473.6	49,065.6
Niagara Frontier Transportation Authority	Buffalo, NY	23,851.7	11,319.2	77,365.9	37,181.8
Hillsborough Area Regional Transit Authority	Tampa, FL	9,027.0	10,448.2	52,077.7	42,370.5
Pinellas Suncoast Transit Authority	Tampa, FL	10,910.8	10,115.4	61,566.1	54,646.7
Montgomery County, Maryland	Washington, DC	16,314.0	10,078.0	70,725.3	39,750.0

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)	
		2020	2021	2020	2021
New York-Newark, NY-NJ-CT	18,351,295	1,948,037.5	2,061,952.2	10,316,694.5	10,373,745.5
Los Angeles-Long Beach-Anaheim, CA	12,150,996	430,030.9	263,738.4	2,293,792.8	1,088,209.3
Chicago, IL-IN	8,608,208	232,234.8	226,792.5	1,284,873.6	1,241,638.6
Boston, MA-NH-RI	4,181,019	283,961.9	124,912.3	1,319,919.9	509,654.1
Philadelphia, PA-NJ-DE-MD	5,441,567	268,764.8	124,278.6	1,330,665.3	572,766.4
Washington, DC-VA-MD	4,586,770	321,376.8	112,775.3	1,830,226.4	513,561.1
San Francisco-Oakland, CA	3,281,212	310,407.4	104,026.2	1,824,867.6	452,959.3
Seattle, WA	3,059,393	101,668.8	92,708.3	629,438.9	542,203.8
Miami, FL	5,502,379	88,073.2	75,909.4	548,079.0	449,832.8
Phoenix-Mesa, AZ	3,629,114	55,568.9	51,226.9	272,499.2	220,304.9
Atlanta, GA	4,515,419	95,624.5	49,118.0	612,839.3	283,600.5
Portland, OR-WA	1,849,898	87,267.4	45,563.0	356,671.2	200,311.8
Houston, TX	4,944,332	65,477.0	45,268.1	392,068.5	257,545.4
Denver-Aurora, CO	2,374,203	48,605.3	45,228.2	276,643.2	277,535.9
San Diego, CA	2,956,746	80,515.1	44,198.6	500,013.8	287,346.7
Baltimore, MD	2,203,663	73,510.1	42,735.1	334,071.8	195,582.5
Dallas-Fort Worth-Arlington, TX	5,121,892	55,685.4	40,398.2	347,777.9	254,038.6
Minneapolis-St. Paul, MN-WI	2,650,890	42,824.8	37,091.4	193,897.6	174,523.1
Las Vegas-Henderson, NV	1,886,011	56,896.6	34,342.4	225,728.0	141,105.8
Urban Honolulu, HI	802,459	48,737.4	27,923.7	230,344.1	129,206.0
San Antonio, TX	1,758,210	32,164.9	23,996.3	154,423.4	117,880.7
Pittsburgh, PA	1,733,853	53,172.3	23,244.3	236,145.8	101,641.9
Tampa-St. Petersburg, FL	2,441,770	20,739.1	21,178.4	123,881.4	106,156.5
St. Louis, MO-IL	2,150,706	31,910.0	18,298.4	196,850.5	110,745.4
Austin, TX	1,362,416	22,766.5	16,865.8	124,603.8	92,641.6
Milwaukee, WI	1,376,476	19,153.6	16,854.7	62,763.1	56,214.4
Salt Lake City-West Valley City, UT	1,021,243	16,414.5	16,775.6	100,939.9	100,200.3
Cleveland, OH	1,780,673	17,361.6	16,377.7	83,009.0	72,682.4
San Jose, CA	1,664,496	33,655.5	13,406.7	257,767.6	86,831.1
Detroit, MI	3,734,090	27,968.2	12,173.1	179,819.6	89,329.6
Orlando, FL	1,510,516	15,365.1	11,927.8	99,267.3	73,781.7
Cincinnati, OH-KY-IN	1,624,827	10,273.0	11,811.7	61,271.9	65,161.1
Tucson, AZ	843,168	13,596.5	11,760.9	53,614.0	50,219.3
Buffalo, NY	935,906	23,834.7	11,312.8	77,304.1	37,160.7
Kansas City, MO-KS	1,519,417	12,375.2	10,701.4	43,459.9	39,845.4
Hartford, CT	924,859	14,910.9	10,397.9	102,018.0	55,007.5
Albany-Schenectady, NY	594,962	15,153.5	9,929.9	65,932.2	44,243.2
Columbus, OH	1,368,035	10,579.9	9,247.4	44,097.2	39,961.9
New Orleans, LA	899,703	9,053.7	9,193.0	30,108.0	29,565.4
Charlotte, NC-SC	1,249,442	20,576.8	9,166.4	104,191.7	43,546.8
Providence, RI-MA	1,190,956	14,814.7	8,954.1	77,553.7	51,179.6
Sacramento, CA	1,723,634	19,522.3	8,644.4	100,131.6	42,843.9
Bridgeport-Stamford, CT-NY	923,311	10,658.8	8,385.0	77,319.9	75,554.5
Richmond, VA	953,556	9,138.2	8,087.2	47,493.5	40,999.0
Rochester, NY	720,572	14,156.2	7,389.6	49,232.7	22,232.5
New Haven, CT	562,839	9,062.0	7,233.5	82,737.0	73,413.9
Atlantic City, NJ	248,402	11,816.7	7,146.8	97,010.9	54,107.6
Durham, NC	347,602	11,382.3	6,857.1	36,395.1	25,253.4
Virginia Beach, VA	1,439,666	10,401.6	6,607.9	52,274.5	32,181.3
Fresno, CA	654,628	9,729.7	6,100.6	45,482.8	31,528.5

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

URBANIZED AREA	POPULATION (2010 CENSUS)	2021 UNLINKED PASSENGER TRIPS (THOUSANDS)	RIDERSHIP PER CAPITA
NNew York-Newark, NY-NJ-CT	18,351,295	2,061,952.2	112.4
Urban Honolulu, HI	802,459	27,923.7	34.8
San Francisco-Oakland, CA	3,281,212	104,026.2	31.7
Ames, IA	60,438	1,862.3	30.8
Seattle, WA	3,059,393	92,708.3	30.3
Boston, MA-NH-RI	4,181,019	124,912.3	29.9
Atlantic City, NJ	248,402	7,146.8	28.8
Ithaca, NY	53,661	1,494.9	27.9
Boulder, CO	114,591	3,050.9	26.6
Chicago, IL-IN	8,608,208	226,792.5	26.3
Portland, OR-WA	1,849,898	45,563.0	24.6
Washington, DC-VA-MD	4,586,770	112,775.3	24.6
Champaign, IL	145,361	3,483.5	24.0
Philadelphia, PA-NJ-DE-MD	5,441,567	124,278.6	22.8
Los Angeles-Long Beach-Anaheim, CA	12,150,996	263,738.4	21.7
Iowa City, IA	106,621	2,178.2	20.4
Waterbury, CT	194,535	3,865.0	19.9
Durham, NC	347,602	6,857.1	19.7
Baltimore, MD	2,203,663	42,735.1	19.4
Barnstable Town, MA	246,695	4,768.4	19.3
Denver-Aurora, CO	2,374,203	45,228.2	19.0
Las Vegas-Henderson, NV	1,886,011	34,342.4	18.2
Eugene, OR	247,421	4,277.8	17.3
Lafayette, IN	147,725	2,479.8	16.8
Albany-Schenectady, NY	594,962	9,929.9	16.7
Danbury, CT-NY	168,136	2,762.9	16.4
Salt Lake City-West Valley City, UT	1,021,243	16,775.6	16.4
San Marcos, TX	52,826	861.4	16.3
Bellingham, WA	114,473	1,864.4	16.3
Trenton, NJ	296,668	4,705.5	15.9
Gainesville, FL	187,781	2,888.6	15.4
Williamsburg, VA	75,689	1,158.2	15.3
Santa Barbara, CA	195,861	2,968.4	15.2
San Diego, CA	2,956,746	44,198.6	14.9
Reno, NV-CA	392,141	5,782.5	14.7
Phoenix-Mesa, AZ	3,629,114	51,226.9	14.1
Olympia-Lacey, WA	176,617	2,491.5	14.1
Minneapolis-St. Paul, MN-WI	2,650,890	37,091.4	14.0
Tucson, AZ	843,168	11,760.9	13.9
Miami, FL	5,502,379	75,909.4	13.8
Spokane, WA	387,847	5,313.7	13.7
Madison, WI	401,661	5,495.4	13.7
San Antonio, TX	1,758,210	23,996.3	13.6
Pittsburgh, PA	1,733,853	23,244.3	13.4
Flagstaff, AZ	71,957	935.6	13.0
Kahului, HI	55,934	721.8	12.9
New Haven, CT	562,839	7,233.5	12.9
Blacksburg, VA	88,542	1,120.4	12.7
Austin, TX	1,362,416	16,865.8	12.4
Duluth, MN-WI	120,378	1,484.4	12.3

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.

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2020	2021	2020	2021
MTA New York City Transit	New York, NY	403,160.3	393,017.8	888,168.1	925,195.5
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	222,178.9	148,832.4	891,494.1	431,866.0
Chicago Transit Authority	Chicago, IL	121,449.9	117,357.5	301,677.9	296,815.6
MTA Bus Company	New York, NY	72,562.2	82,347.8	202,709.6	230,457.7
New Jersey Transit Corporation	New York, NY	119,074.2	77,504.0	866,848.3	528,962.0
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	118,826.1	60,307.2	369,473.6	187,935.3
Washington Metro. Area Transit Authority	Washington, DC	97,210.6	52,325.7	275,963.2	162,783.7
Massachusetts Bay Transportation Authority	Boston, MA	81,645.5	47,812.3	210,602.2	125,603.1
King County Department of Metro Transit	Seattle, WA	49,257.7	42,536.2	211,868.9	175,311.2
City and County of San Francisco	San Francisco, CA	86,174.8	40,938.4	176,249.3	82,487.6
City of Phoenix Public Transit Department	Phoenix, AZ	30,330.7	38,414.1	107,447.9	134,736.6
County of Miami-Dade	Miami, FL	36,966.7	36,341.6	185,177.7	179,472.1
Maryland Transit Administration	Baltimore, MD	55,439.3	35,370.2	173,691.4	150,861.3
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	55,719.6	33,427.3	213,418.1	132,526.2
Metro. Transit Auth. of Harris County, Texas	Houston, TX	45,577.1	33,384.4	228,752.1	182,411.2
Denver Regional Transportation District	Denver, CO	36,358.8	31,570.5	157,181.3	135,569.5
City and County of Honolulu	Honolulu, HI	48,536.0	27,814.6	220,965.4	122,372.7
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	44,638.5	27,346.5	196,075.6	120,638.5
Tri-County Metro. Transp. District of Oregon	Portland, OR	46,845.6	25,138.0	160,875.2	98,687.2
VIA Metropolitan Transit	San Antonio, TX	31,025.0	23,032.6	126,379.7	94,848.7
Metro Transit	Minneapolis, MN	25,497.0	22,137.1	107,551.7	93,379.2
Port Authority of Allegheny County	Pittsburgh, PA	44,772.6	20,136.0	187,237.2	82,792.9
Orange County Transportation Authority	Los Angeles, CA	30,670.5	19,880.1	108,936.0	91,388.4
San Diego Metropolitan Transit System	San Diego, CA	38,669.7	19,557.3	153,487.1	88,055.0
Dallas Area Rapid Transit	Dallas, TX	27,472.7	19,432.2	112,289.2	78,169.1
Alameda-Contra Costa Transit District	San Francisco, CA	42,363.1	18,888.0	140,313.9	74,362.2
Westchester County	New York, NY	16,641.1	16,426.3	67,734.0	68,435.2
Capital Metropolitan Transportation Authority	Austin, TX	20,929.4	15,789.4	90,382.0	74,122.2
Milwaukee County	Milwaukee, WI	18,040.2	15,728.8	56,734.8	50,839.6
County of Nassau	New York, NY	14,263.6	15,231.0	83,766.8	87,920.2
Broward County Bd. of County Commissioners	Miami, FL	17,861.9	14,979.4	85,848.7	65,256.9
Long Beach Transit	Los Angeles, CA	18,358.7	14,099.0	57,686.0	44,045.0
Central Florida Regional Transportation Auth.	Orlando, FL	16,296.4	12,880.3	85,041.4	68,281.6
Pace - Suburban Bus Division	Chicago, IL	13,594.3	12,376.8	86,738.2	82,170.0
Utah Transit Authority	Salt Lake City, UT	12,250.4	12,187.6	53,462.9	49,612.7
Bi-State Development Agency	St. Louis, MO	19,348.5	11,499.1	108,060.0	61,478.7
Greater Cleveland Regional Transit Auth.	Cleveland, OH	11,846.8	11,184.7	51,619.3	44,453.4
City of Tucson	Tucson, AZ	12,346.8	10,894.8	47,142.3	46,374.5
Montgomery County, Maryland	Washington, DC	16,305.4	10,078.0	70,715.0	39,750.0
Pinellas Suncoast Transit Authority	Tampa, FL	10,617.8	9,853.2	59,870.0	53,140.2
Santa Clara Valley Transportation Authority	San Jose, CA	22,009.6	9,714.3	112,025.2	48,594.8
Niagara Frontier Transportation Authority	Buffalo, NY	19,402.3	9,689.6	64,045.0	32,053.4
Capital District Transportation Authority	Albany, NY	14,671.0	9,624.6	53,389.7	36,455.2
Southwest Ohio Regional Transit Authority	Cincinnati, OH	7,315.5	9,600.3	41,086.5	51,828.6
Hillsborough Area Regional Transit Authority	Tampa, FL	8,306.1	9,570.8	50,056.9	40,146.8
Central Ohio Transit Authority	Columbus, OH	10,322.5	8,899.8	40,149.9	36,048.9
City of Los Angeles	Los Angeles, CA	12,899.6	8,830.4	22,828.1	10,479.4
Connecticut DOT - Hartford Division	Hartford, CT	12,405.2	8,597.3	84,769.7	43,716.7
City of Detroit	Detroit, MI	18,356.2	8,580.2	86,959.6	40,363.8
Kansas City Area Transportation Authority	Kansas City, MO	8,672.3	8,431.3	33,015.7	30,995.2

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2020	2021	2020	2021
MTA New York City Transit	New York, NY	17,648.3	15,797.5	31,702.8	31,595.0
Massachusetts Bay Transportation Authority	Boston, MA	9,214.2	4,780.6	19,072.7	10,173.3
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	5,398.5	2,949.4	33,978.7	17,257.0
Alameda-Contra Costa Transit District	San Francisco, CA	0.0	2,379.4	0.0	7,299.4
Lane Transit District	Eugene, OR	3,294.3	1,807.2	8,633.7	4,834.0
Greater Cleveland Regional Transit Auth.	Cleveland, OH	1,462.0	1,411.8	4,106.9	3,644.6
Greater Richmond Transit Company	Richmond, VA	1,947.3	1,345.8	4,868.2	4,158.8
City of Albuquerque	Albuquerque, NM	824.9	1,111.1	3,241.8	4,378.0
Connecticut DOT - Hartford Division	Hartford, CT	1,419.2	1,008.6	7,200.8	5,388.1
Indianapolis and Marion County Public Transp.	Indianapolis, IN	1,013.3	866.4	3,667.7	3,135.9
Kansas City Area Transportation Authority	Kansas City, MO	786.3	707.1	2,022.2	1,943.2
Roaring Fork Transportation Authority	Non-UZA	473.6	657.7	N/A	N/A
Central Florida Regional Transportation Auth.	Orlando, FL	575.5	456.5	1,095.2	455.2
City of Fort Collins	Fort Collins, CO	597.3	437.0	1,718.8	1,414.9
Interurban Transit Partnership	Grand Rapids, MI	607.0	367.5	1,784.7	1,270.8
Metro. Transit Auth. of Harris County, Texas	Houston, TX	25.8	231.4	94.2	742.6

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2020	2021	2020	2021
Central Puget Sound Regional Transit Auth.	Seattle, WA	6,264.8	5,146.4	92,732.8	74,283.6
MTA New York City Transit	New York, NY	4,510.8	4,985.7	65,570.5	75,937.8
Metro. Transit Auth. of Harris County, Texas	Houston, TX	4,118.0	1,308.0	79,126.3	25,998.3
Roaring Fork Transportation Authority	Non-UZA	859.7	1,008.9	N/A	N/A
Hudson Transit Lines, Inc.	New York, NY	1,018.8	834.4	46,367.8	37,996.5
Academy Lines, Inc.	New York, NY	873.2	635.2	45,848.6	42,584.4
Snohomish County PTBA Corp.	Seattle, WA	860.0	561.3	14,803.9	9,657.8
Hampton Jitney, Inc.	New York, NY	290.7	483.7	23,671.4	42,639.5
Maryland Transit Administration	Baltimore, MD	2,619.0	434.5	75,476.5	7,341.8
Utah Transit Authority	Salt Lake City, UT	190.9	429.3	4,084.8	6,440.5
Monsey New Square Trails Corporation	New York, NY	364.6	428.7	15,218.0	17,894.3
County of Miami-Dade	Miami, FL	266.1	354.6	10,305.2	13,775.5
Suburban Transit Corporation	New York, NY	581.7	344.7	22,104.0	14,769.3
City of Los Angeles	Los Angeles, CA	1,109.8	343.6	18,358.1	3,748.5
Potomac and Rappahannock Transp. Comm.	Washington, DC	1,124.2	307.5	28,004.2	7,659.6
Trans-Bridge Lines, Inc.	New York, NY	349.8	289.2	22,947.0	18,968.9
Lakeland Bus Lines, Inc.	New York, NY	384.3	270.5	13,203.4	9,179.6
Jalbert Leasing, Inc.	Portsmouth, NH	184.8	258.1	N/A	N/A
Ventura County Transportation Comm.	Oxnard, CA	507.3	219.3	10,023.6	5,868.9
Piedmont Authority for Regional Transp	Greensboro, NC	362.4	214.2	5,064.5	2,421.5
Adirondack Transit Lines, Inc,	New York, NY	130.8	209.3	10,563.7	16,159.3
Rockland Coaches, Inc.	New York, NY	431.1	191.5	10,840.5	6,885.1
Atlanta-Region Transit Link Authority	Atlanta, GA	0.0	191.1	0.0	6,132.6
Solano County Transit	Vallejo, CA	547.8	185.6	7,552.3	2,559.0
County of Hawaii Mass Transit Agency	Non-UZA	416.7	176.6	N/A	N/A
Gunnison Valley Transportation Auth.	Non-UZA	139.7	173.6	N/A	N/A
Humboldt Transit Authority	Non-UZA	366.1	169.6	N/A	N/A
City of Santa Clarita	Santa Clarita, CA	328.6	149.9	8,141.6	3,715.0
Olympia Trails Bus Company, Inc.	New York, NY	122.5	147.4	N/A	N/A
Peter Pan Bus Lines	Boston, MA	212.0	142.7	N/A	N/A

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2020	2021	2020	2021
MTA New York City Transit	New York, NY	2,502.3	2,378.7	21,780.5	22,109.1
Pace-Suburban Bus Div., ADA Paratransit Svcs.	Chicago, IL	2,151.0	2,331.1	17,063.1	19,635.8
Access Services	Los Angeles, CA	3,649.5	2,136.8	45,345.9	23,721.6
Metropolitan Council	Minneapolis, MN	1,528.0	1,928.8	15,087.8	19,772.2
Maryland Transit Administration	Baltimore, MD	2,505.7	1,577.8	20,769.6	10,565.4
County of Miami-Dade	Miami, FL	1,163.2	1,279.7	13,490.2	14,744.2
Metro. Transit Auth. of Harris County, Texas	Houston, TX	1,551.2	1,238.3	15,124.7	11,667.8
New Jersey Transit Corporation	New York, NY	1,476.0	1,076.2	9,264.2	6,722.6
Washington Metro. Area Transit Authority	Washington, DC	1,794.6	1,064.5	20,342.9	8,775.8
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	1,176.9	915.1	12,309.9	8,579.5
OATS, Inc.	Non-UZA	1,224.4	824.6	N/A	N/A
Massachusetts Bay Transportation Authority	Boston, MA	1,398.0	758.8	10,710.8	5,646.1
City and County of Honolulu	Honolulu, HI	1,166.1	726.7	12,089.1	6,496.7
Bd. of Cty. Cmsrs, Palm Beach County	Miami, FL	763.1	696.8	8,740.7	7,796.2
VIA Metropolitan Transit	San Antonio, TX	751.3	683.3	8,216.9	6,764.0
Port Authority of Allegheny County	Pittsburgh, PA	1,091.1	667.1	9,328.6	4,479.5
Denver Regional Transportation District	Denver, CO	537.1	605.0	4,100.4	5,696.8
Broward County Bd. of County Commissioners	Miami, FL	597.3	581.0	6,288.9	4,180.6
Dallas Area Rapid Transit	Dallas, TX	701.9	580.2	6,651.1	6,183.5
King County Department of Metro Transit	Seattle, WA	541.9	557.0	5,555.7	5,715.6
Pace - Suburban Bus Division	Chicago, IL	518.8	554.1	3,403.3	3,167.3
Central Florida Regional Transportation Auth.	Orlando, FL	500.2	530.2	5,615.1	5,679.0
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	1,151.9	511.6	7,785.4	3,164.7
KI BOIS Community Action Foundation, Inc.	Non-UZA	535.8	502.6	N/A	N/A
Capital Metropolitan Transportation Auth.	Austin, TX	550.7	487.9	3,970.6	3,203.8
Orange County Transportation Authority	Los Angeles, CA	1,268.4	485.7	12,805.3	4,143.8
Suffolk County	New York, NY	427.3	476.4	5,546.7	6,184.1
City of Raleigh	Raleigh, NC	413.9	469.8	2,960.3	3,027.9
Delaware Transit Corporation	Philadelphia, PA	768.9	455.4	9,366.0	4,852.6
City of Arlington	Dallas, TX	291.6	452.4	2,151.0	3,293.4
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	670.0	427.5	8,722.7	4,842.2
Central Arkansas Development Council	Non-UZA	372.9	412.1	N/A	N/A
Bi-State Development Agency	St. Louis, MO	413.0	411.5	4,735.2	4,785.5
Mass Transportation Authority	Flint, MI	454.9	394.8	3,615.5	3,740.8
Greater Cleveland Regional Transit Auth.	Cleveland, OH	326.2	391.2	2,536.2	3,241.8
Central Pennsylvania Transportation Auth.	York, PA	543.4	373.5	6,749.1	4,170.6
Transit Authority of River City	Louisville, KY	486.9	317.9	4,769.6	2,563.9
Huron Transit Corporation	Non-UZA	228.7	310.5	N/A	N/A
Sacramento Regional Transit District	Sacramento, CA	126.1	305.4	415.3	1,777.9
Greater Hartford Transit District	Hartford, CT	413.3	304.3	3,801.6	2,616.6
Utah Transit Authority	Salt Lake City, UT	187.1	301.5	1,898.9	2,827.0
Kansas City Area Transportation Authority	Kansas City, MO	273.5	298.2	1,670.2	2,104.7
Montachusett Regional Transit Authority	Leominster, MA	488.1	294.3	4,211.2	2,743.1
City of Tucson	Tucson, AZ	423.0	291.2	3,342.0	2,199.6
Lane Transit District	Eugene, OR	454.0	284.7	4,455.5	2,742.5
Rural Transit Enterprises Coordinated, Inc.	Non-UZA	462.9	281.7	N/A	N/A
Southeast Missouri Transportation, Inc.	Non-UZA	335.1	278.5	N/A	N/A
Regional Public Transportation Authority	Phoenix, AZ	422.4	274.8	4,694.2	4,128.6
Mecklenburg County	Charlotte, NC-SC	347.2	273.7	3,061.2	2,365.5
City of Phoenix Public Transit Department	Phoenix, AZ	299.8	273.5	2,274.5	2,250.7

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2020	2021	2020	2021
California Vanpool Authority	Hanford, CA	3,598.9	3,403.1	117,438.1	107,931.6
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	2,563.2	1,136.2	116,497.4	53,378.2
San Diego Association of Governments	San Diego, CA	1,494.0	861.9	75,951.4	47,500.4
Utah Transit Authority	Salt Lake City, UT	659.0	587.7	27,330.7	25,403.5
King County Department of Metro Transit	Seattle, WA	1,084.8	512.2	24,936.5	10,548.4
Regional Transp. Comm. of Washoe County	Reno, NV	497.3	507.1	17,618.1	18,007.6
San Joaquin Council	Stockton, CA	295.5	451.2	11,641.9	21,373.6
Regional Public Transportation Authority	Phoenix, AZ	853.9	435.0	31,566.6	20,105.1
Potomac and Rappahannock Transp. Comm.	Washington, DC	1,183.3	427.6	53,078.8	20,107.5
Victor Valley Transit Authority	Victorville, CA	532.3	407.4	24,211.6	18,529.9
Metropolitan Transportation Commission	San Francisco, CA	419.6	365.8	15,889.1	20,694.6
Pierce County Transp. Benefit Area Auth.	Seattle, WA	397.5	323.1	11,957.3	9,885.3
County of Miami-Dade	Miami, FL	397.2	306.0	11,691.0	9,280.5
Pace - Suburban Bus Division	Chicago, IL	452.4	298.3	10,903.9	5,591.7
Metro. Transit Auth. of Harris County, Texas	Houston, TX	887.2	276.0	27,807.6	8,735.6
VIA Metropolitan Transit	San Antonio, TX	367.0	270.3	19,585.1	16,191.0
Central Florida Regional Transportation Auth.	Orlando, FL	334.0	263.4	8,636.7	5,404.3
Atlanta-Region Transit Link Authority	Atlanta, GA	0.0	253.6	0.0	12,086.8
Orange County Transportation Authority	Los Angeles, CA	914.7	241.5	30,786.3	8,892.1
El Paso County	Non-UZA	237.8	236.3	N/A	N/A
Capital Metropolitan Transportation Auth.	Austin, TX	432.2	235.7	17,430.5	11,511.5
Tampa Bay Area Regional Transit Authority	Tampa, FL	251.6	232.0	7,742.6	7,542.1
Snohomish County PTBA Corp.	Seattle, WA	302.0	227.8	6,798.6	5,238.8
Denton County Transportation Authority	Denton, TX	154.8	216.5	7,205.6	10,788.2
Enterprise Rideshare - Michigan	Detroit, MI	305.1	203.7	12,089.5	8,772.2
Intercity Transit	Olympia, WA	284.8	178.9	9,706.6	6,177.0
New Jersey Transit Corporation	New York, NY	478.1	178.7	13,794.5	3,647.0
City and County of Honolulu	Honolulu, HI	178.3	173.3	2,950.8	4,161.6
Ben Franklin Transit	Kennewick, WA	221.9	153.6	7,545.9	5,359.3
Municipality of Anchorage	Anchorage, AK	146.1	151.0	5,906.8	6,278.4

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2020	2021	2020	2021
City and County of San Francisco	San Francisco, CA	38,098.3	17,107.4	52,097.8	26,226.6
King County Department of Metro Transit	Seattle, WA	8,385.2	7,976.2	15,704.8	14,349.3
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	4,647.1	2,026.4	9,499.1	4,132.8
Greater Dayton Regional Transit Authority	Dayton, OH	1,449.4	1,786.7	7,112.3	9,459.4
Massachusetts Bay Transportation Authority	Boston, MA	2,048.2	833.8	4,759.1	1,996.4

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
		2020	2021	2020	2021	
COMMUTER RAIL AGENCIES						
MTA Long Island Rail Road	New York, NY	43,484.9	49,167.6	1,229,284.5	1,420,978.6	75,762.4
Metro-North Commuter Railroad Company	New York, NY	29,391.3	32,254.1	671,661.3	737,084.8	33,563.1
New Jersey Transit Corporation	New York, NY	66,330.4	19,096.9	1,459,936.3	529,338.5	20,112.6
Northeast Illinois Reg. Commuter Railroad Corp.	Chicago, IL	16,731.0	14,080.8	359,336.2	304,989.5	22,368.1
Massachusetts Bay Transportation Authority	Boston, MA	24,761.7	6,995.4	513,831.0	155,056.2	11,229.0
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	25,150.1	6,871.3	338,253.6	92,146.4	11,299.5
Denver Regional Transportation District	Denver, CO	4,954.2	6,585.4	56,550.5	82,629.5	93,330.8
Southern California Regional Rail Authority	Los Angeles, CA	9,357.0	2,102.2	321,490.3	82,407.4	2,941.1
Utah Transit Authority	Salt Lake City, UT	2,024.5	2,062.3	51,916.8	54,462.1	17,076.5
South Florida Regional Transportation Auth.	Miami, FL	3,522.0	2,029.6	95,675.1	55,520.8	13,576.0
Peninsula Corridor Joint Powers Board	San Francisco, CA	13,692.7	1,263.1	302,302.9	28,143.3	7,077.7
Northern Indiana Commuter Transp. Dist.	Chicago, IL	995.0	1,024.7	32,836.6	34,945.0	7,618.9
Maryland Transit Administration	Baltimore, MD	6,680.2	880.3	197,632.2	26,058.2	1,787.6
Dallas Area Rapid Transit	Dallas, TX	1,266.1	795.3	21,904.1	12,709.6	17,092.2
Central Puget Sound Regional Transit Auth.	Seattle, WA	1,265.9	734.5	31,890.7	18,482.2	4,622.6
Central Florida Commuter Rail	Orlando, FL	1,243.6	623.7	20,712.8	10,525.4	6,030.8
Virginia Railway Express	Washington, DC	3,222.4	341.6	97,935.1	10,750.6	1,767.4
Fort Worth Transportation Authority	Dallas, TX	340.0	304.5	5,379.2	4,652.0	9,833.5
Alaska Railroad Corporation	Anchorage, AK	32.0	166.3	3,943.1	19,051.6	289.9
North County Transit District	San Diego, CA	944.1	162.7	24,963.4	4,302.6	1,480.1
Altamont Corridor Express	Stockton, CA	1,062.0	160.0	46,420.0	8,891.7	1,123.6
Pennsylvania Department of Transportation	Philadelphia, PA	578.5	150.7	49,924.6	13,281.0	1,043.6
Sonoma-Marin Area Rail Transit District	Santa Rosa, CA	567.1	122.8	13,516.2	3,148.3	2,312.7
Northern New England Passenger Rail Auth.	Portland, ME	412.7	117.9	33,416.6	9,900.0	596.2
Connecticut Department of Transportation	Hartford, CT	477.7	70.6	12,884.8	2,204.0	647.2
Metro Transit	Minneapolis, MN	152.5	50.4	3,766.0	1,245.8	695.7
Rio Metro Regional Transit District	Albuquerque, NM	516.1	40.9	24,052.6	2,106.1	363.8
Regional Transportation Authority	Nashville, TN	214.1	34.9	3,403.1	616.9	1,092.8
HYBRID RAIL AGENCIES						
New Jersey Transit Corporation	New York, NY	2,173.0	1,476.1	33,820.5	21,234.6	25,765.7
North County Transit District	San Diego, CA	2,066.1	1,225.4	15,992.0	8,938.9	33,656.6
San Francisco Bay Area Rapid Transit District	San Francisco, CA	1,735.0	601.4	11,655.9	4,123.1	31,455.2
Capital Metropolitan Transportation Auth.	Austin, TX	377.7	257.0	5,491.4	3,044.3	3,979.3
Denton County Transportation Authority	Denton, TX	221.3	113.4	3,039.9	1,531.5	3,952.6
Tri-County Metro. Transp. District of Oregon	Portland, OR	272.3	84.7	2,231.7	676.0	4,290.7

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
		2020	2021	2020	2021	
MTA New York City Transit	New York, NY	1,112,653.4	1,311,224.6	4,676,670.6	5,668,693.5	1,647,577.5
Chicago Transit Authority	Chicago, IL	76,049.9	78,623.0	480,210.8	501,767.8	296,534.1
Massachusetts Bay Transportation Authority	Boston, MA	115,683.7	44,823.2	407,181.6	146,795.5	431,407.5
Washington Metro. Area Transit Authority	Washington, DC	174,540.7	36,550.2	985,922.3	199,671.9	123,773.1
Port Authority Trans-Hudson Corporation	New York, NY	29,654.8	32,073.7	150,302.5	161,154.7	548,174.2
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	71,064.8	28,642.8	314,489.4	126,097.6	287,002.4
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	33,668.3	18,888.6	162,927.5	99,058.4	440,087.4
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	45,302.7	18,533.6	329,631.1	125,036.9	144,421.6
San Francisco Bay Area Rapid Transit District	San Francisco, CA	88,698.9	17,125.3	1,238,506.2	233,787.8	60,154.1
County of Miami-Dade	Miami, FL	11,862.1	9,390.7	87,578.3	69,332.1	157,933.0
Port Authority Transit Corporation	Philadelphia, PA	3,949.5	3,683.1	33,888.7	30,724.7	96,491.7
Staten Island Rapid Transit Operating Auth.	New York, NY	2,713.9	2,776.3	16,926.5	17,315.5	87,580.5
Greater Cleveland Regional Transit Auth.	Cleveland, OH	2,638.2	2,420.1	18,361.5	14,341.6	56,558.2
Maryland Transit Administration	Baltimore, MD	5,864.2	1,615.6	27,957.1	7,624.8	48,428.1
Alternativa de Transporte Integrado -ATI	San Juan, PR	3,531.2	836.0	16,751.3	3,686.7	33,535.0

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
		2020	2021	2020	2021	
LIGHT RAIL AGENCIES						
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	42,098.3	22,871.1	318,737.7	151,162.5	118,515.5
San Diego Metropolitan Transit System	San Diego, CA	32,003.0	19,516.3	194,284.9	123,388.9	176,299.3
Tri-County Metro. Transp. District of Oregon	Portland, OR	30,343.3	14,817.5	159,458.5	77,158.0	114,882.2
Massachusetts Bay Transportation Authority	Boston, MA	41,465.2	14,774.0	97,602.3	36,878.7	237,868.6
Dallas Area Rapid Transit	Dallas, TX	20,081.0	14,487.2	164,306.7	121,236.0	69,797.8
Central Puget Sound Regional Transit Auth.	Seattle, WA	7,900.1	11,516.1	49,794.6	86,103.5	201,824.7
Metro Transit	Minneapolis, MN	10,255.5	10,673.6	40,739.0	42,399.6	208,264.5
New Jersey Transit Corporation	New York, NY	16,395.1	10,430.1	54,886.2	38,393.8	295,637.2
Denver Regional Transportation District	Denver, CO	10,464.7	10,016.2	72,911.0	67,364.6	77,645.3
Metro. Transit Auth. of Harris County, Texas	Houston, TX	12,888.1	8,476.2	37,497.5	24,921.0	146,242.7
Utah Transit Authority	Salt Lake City, UT	8,247.4	8,403.9	39,122.9	37,900.6	74,568.4
Valley Metro Rail, Inc.	Phoenix, AZ	12,826.5	6,581.6	90,553.8	45,129.1	114,462.6
Bi-State Development Agency	St. Louis, MO	10,510.2	5,472.1	70,933.4	37,347.1	56,770.3
Sacramento Regional Transit District	Sacramento, CA	8,988.8	3,841.4	53,131.3	22,188.8	45,785.9
City and County of San Francisco	San Francisco, CA	37,419.4	3,596.0	102,607.8	2,668.1	52,115.2
City of Charlotte North Carolina	Charlotte, NC	7,261.9	2,599.6	37,638.9	13,053.7	63,498.6
Maryland Transit Administration	Baltimore, MD	4,652.7	2,458.7	26,579.8	12,135.9	40,471.8
Santa Clara Valley Transportation Authority	San Jose, CA	6,281.6	2,168.1	33,535.1	13,970.9	25,959.0
Niagara Frontier Transportation Authority	Buffalo, NY	4,223.7	1,516.0	11,262.4	4,213.7	109,855.7
Port Authority of Allegheny County	Pittsburgh, PA	5,572.4	1,460.1	22,466.7	5,707.4	25,393.4
Transp. Dist. Commission of Hampton Roads	Virginia Beach, VA	1,044.0	545.3	3,369.2	1,855.9	34,641.6
Greater Cleveland Regional Transit Auth.	Cleveland, OH	589.2	465.1	2,065.7	2,520.9	18,168.9
STREETCAR AGENCIES						
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	20,713.2	7,452.8	53,250.7	19,033.1	34,297.3
New Orleans Regional Transit Authority	New Orleans, LA	2,016.5	2,317.3	4,698.5	5,399.2	59,417.0
City of Portland	Portland, OR	3,154.5	1,564.3	4,100.8	2,080.6	107,440.7
King County Department of Metro Transit	Seattle, WA	749.4	830.0	932.7	992.8	92,217.0
Hillsborough Area Regional Transit Authority	Tampa, FL	580.4	735.1	762.7	1,062.3	210,024.6
McKinney Avenue Transit Authority	Dallas, TX	585.8	677.7	733.7	888.0	149,601.3
Kansas City, City of Missouri	Kansas City, MO	2,007.0	598.4	2,554.7	1,034.4	135,990.0
City of Tucson	Tucson, AZ	682.3	438.8	989.3	491.5	56,258.8
Central Puget Sound Regional Transit Auth.	Seattle, WA	439.3	371.9	390.1	338.4	137,752.6
DDOT - DC Streetcar	Washington, DC	504.9	309.1	388.5	264.6	55,193.6
City of Cincinnati	Cincinnati, OH	74.1	308.6	117.8	264.2	83,392.7
City of Milwaukee	Milwaukee, WI	261.3	301.2	343.7	350.3	77,223.1
Central Oklahoma Transportation and Parking Authority	Oklahoma City, OK	328.4	246.3	825.8	687.5	47,828.5
City of Memphis	Memphis, TN	241.1	151.0	294.3	183.2	14,378.8
Dallas Area Rapid Transit	Dallas, TX	189.4	116.0	294.4	191.0	32,217.5
Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA	216.7	86.2	172.5	68.6	31,910.7
Rock Region Metropolitan Transit Authority	Little Rock, AR	17.2	22.8	44.3	58.8	6,513.7
City of Kenosha	Kenosha, WI	3.8	19.9	6.3	32.8	10,461.1
M-1 Rail	Detroit, MI	446.1	6.6	669.2	8.2	950.5
City of El Paso	El Paso, TX	188.8	4.1	294.3	9.6	858.1
City of Charlotte North Carolina	Charlotte, NC	(a)	(a)	(a)	(a)	N/A
City and County of San Francisco	San Francisco, CA	4,580.2	(a)	6,604.8	(a)	N/A

(a) Service Did Not Operate.

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2020	2021	2020	2021
Washington State Ferries	Seattle, WA	19,376.3	15,326.7	146,367.0	108,124.7
New York City Department of Transp.	New York, NY	15,865.1	7,561.4	82,498.4	39,319.1
New York City Economic Development Corp	New York, NY	4,967.4	3,784.8	28,302.8	20,999.3
The Steamship Authority	Barnstable Town, MA	2,067.3	2,727.6	24,851.2	33,756.7
Port Imperial Ferry Corporation	New York, NY	1,671.7	2,115.1	5,313.2	5,707.1
Casco Bay Island Transit District	Portland, ME	628.2	893.8	2,060.6	2,922.6
Eastern Upper Peninsula Transp. Auth.	Non-UZA	755.4	838.7	N/A	N/A
Cape May Lewes Ferry	Philadelphia, PA	0.0	669.7	0.0	11,307.3
New Orleans Regional Transit Authority	New Orleans, LA	400.9	626.8	200.5	313.4
Kitsap Transit	Bremerton, WA	515.7	562.6	4,254.4	5,366.8
Hyannis Harbor Tours, Inc.	Barnstable Town, MA	813.0	501.7	22,524.8	13,993.2
County of Pierce	Seattle, WA	399.8	450.7	1,623.5	1,772.1
Plaquemines Parish Government	New Orleans, LA	505.7	448.5	252.8	224.3
Puerto Rico Maritime Transport Authority	San Juan, PR	1,523.7	435.0	19,042.4	N/A
SeaStreak, LLC	New York, NY	359.5	425.8	7,161.0	8,616.0
Maine State Ferry Service	Non-UZA	390.6	388.5	N/A	N/A
Chatham Area Transit Authority	Savannah, GA	567.3	370.0	215.6	140.6
Jacksonville Transportation Authority	Jacksonville, FL	406.5	323.7	182.9	145.7
King County Department of Metro Transit	Seattle, WA	146.9	286.8	896.1	984.1
San Francisco Bay Area Water Emer. Transp. Auth.	San Francisco, CA	2,298.9	264.5	32,638.1	6,268.6
Chemehuevi Indian Tribe	Non-UZA	162.4	194.6	N/A	N/A
Massachusetts Bay Transportation Authority	Boston, MA	1,194.3	173.6	10,161.8	1,382.1
Transp. Dist. Commission of Hampton Roads	Virginia Beach, VA	208.3	151.8	149.4	112.2
Confed. Tribes of the Colville Indian Reservation	Non-UZA	150.9	144.8	N/A	N/A
Golden Gate Bridge, Highway and Transp. Dist.	San Francisco, CA	1,712.5	89.9	18,587.9	1,079.5
Bay State Cruise Company	Barnstable Town, MA	31.0	84.3	1,726.0	4,695.1
City of Baltimore	Baltimore, MD	231.1	55.7	96.0	18.7
Rock Island County Metro. Mass Transit Dist.	Davenport, IA	37.5	33.1	254.6	202.6
City of Fort Lauderdale	Miami, FL	37.6	28.7	10.9	8.3
Inter-Island Ferry Authority	Non-UZA	32.8	27.9	N/A	N/A

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2020	2021	2020	2021
CABLE CAR / AERIAL TRAMWAY / INCLINED PLANE					
Town of Mountain Village	Non-UZA	2,412.6	2,805.7	N/A	N/A
Chattanooga Area Regional Transp. Authority	Chattanooga, TN	277.3	337.6	236.4	290.5
Port Authority of Allegheny County	Pittsburgh, PA	351.1	204.8	41.0	23.9
Cambria County Transit Authority	Johnstown, PA	40.8	20.2	6.9	3.4
City and County of San Francisco	San Francisco, CA	4,012.5	(a)	5,213.3	(a)
City of Portland	Portland, OR	1,623.2	(a)	1,038.9	(a)
MONORAIL AND AUTOMATED GUIDEWAY TRANSIT					
County of Miami-Dade	Miami, FL	8,863.8	5,742.0	8,325.8	5,393.5
Morgantown Personal Rapid Transit	Morgantown, WV	1,469.3	1,484.3	2,788.4	2,816.5
Detroit Transportation Corporation	Detroit, MI	1,735.9	998.8	2,395.5	1,378.4
San Francisco Bay Area Rapid Transit District	Oakland, CA	886.5	573.1	2,819.1	1,822.5
Jacksonville Transportation Authority	Jacksonville, FL	796.1	384.1	660.7	318.8
City of Seattle	Seattle, WA	1,939.2	298.3	1,745.3	268.5

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)	
		2020	2021
	RURAL BUS AGENCIES		
TN	Pigeon Forge Mass Transit	2,232,347	1,818,694
CO	Vail, Town of	1,692,916	1,532,496
CO	Roaring Fork Transportation Authority	1,204,873	1,343,835
UT	Park City Municipal Corporation	2,391,561	1,185,629
CO	Summit County	942,578	1,038,563
MD	Mayor and City Council Town of Ocean City	1,605,458	691,890
CO	Town of Breckenridge	668,409	680,370
CO	Eagle County Regional Transportation Authority	719,232	679,536
CO	Steamboat Springs, City of	741,086	581,742
MA	Martha's Vineyard Transit Authority	890,783	547,636
WA	Pullman Transit	496,304	522,359
AK	City and Borough of Juneau	814,712	485,128
WY	Southern Teton Area Rapid Transit	724,740	474,089
CO	Mountain Express	446,585	436,902
NC	AppalCart	1,603,302	393,997
HI	County of Kaua'i - Transportation Agency	587,169	377,437
WA	Clallam Transit System	424,336	372,883
TN	City of Gatlinburg	594,247	369,822
CO	Town of Snowmass Village	366,901	355,356
WA	Grays Harbor Transit	427,238	346,768
ID	Mountain Rides Transportation Authority	462,058	342,689
CA	Eastern Sierra Transit Authority	825,820	338,608
CO	Town of Avon	329,065	322,311
PA	New Castle Area Transit Authority	403,174	293,017
CO	City of Winter Park	326,215	275,260
MS	City of Oxford	667,301	270,082
VT	Advance Transit, Inc. NH	624,507	266,330
IL	City of Quincy	264,117	259,080
NY	City of Oneonta	221,080	258,450
MI	Bay Area Transportation Authority	326,687	252,647
TX	City of South Padre Island	320,836	243,899
WA	Island Transit	237,051	243,799
CO	City of Durango	230,211	241,740
MS	SMART Starkville-MSU Area Rapid Transit	435,957	241,375
FL	City of Key West Department of Transportation	389,401	240,161
	RURAL COMMUTER BUS AGENCIES		
CO	Roaring Fork Transportation Authority	859,742	1,008,935
HI	County of Hawaii Mass Transit Agency	416,726	176,593
CO	Gunnison Valley Transportation Authority	139,679	173,550
CA	Humboldt Transit Authority	366,102	169,626
TX	El Paso County	144,307	88,221
OR	Yamhill County	123,508	81,421
OR	City of Sandy	90,603	62,351
VT	Marble Valley Regional Transit District	122,494	62,290
SC	Williamsburg County Transit System	45,142	33,521
CO	Summit County	28,395	33,005
OR	Clackamas County Social Services	58,402	30,104
OR	Senior Citizens of Sweet Home, Inc.	48,805	28,200
CO	Steamboat Springs, City of	28,135	27,106
CO	San Miguel Authority for Regional Transportation	20,051	24,684
VT	Tri-Valley Transit Inc	44,306	24,346

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)	
		2020	2021
	RURAL DEMAND RESPONSE AGENCIES		
MO	OATS, Inc.	1,224,422	824,591
OK	KI BOIS Community Action Foundation, Inc.	535,797	502,633
AR	Central Arkansas Development Council (CADC/SCAT)	372,896	412,139
MI	Huron Transit Corporation	228,713	310,470
KY	Rural Transit Enterprises Coordinated, Inc.	462,860	281,745
MO	Southeast Missouri Transportation, Inc.	335,111	278,493
AL	West Alabama Rural Public Transportation	320,697	255,737
MI	Isabella County Transportation Commission	243,473	236,159
IA	Southwest Iowa Planning Council /SW Iowa Transit	291,201	225,491
SD	CCTS d/b/a River Cities Transit	184,152	215,354
MN	Arrowhead Economic Opportunity Agency, Inc.	243,800	211,499
MN	Trailblazer Joint Powers Board	204,773	165,972
SD	Community Transit of Watertown/Sisseton, Inc.	141,063	164,516
IL	South Central Illinois Mass Transit District	332,570	159,280
MN	Central Community Transit	162,422	158,370
GA	Southwest Georgia RC	206,681	156,457
TX	Panhandle Community Services	190,982	156,018
OK	Community Action Development Corporation	154,679	153,754
TN	Northwest Tennessee Human Resource Agency	184,373	150,962
IA	North Iowa Area Council of Governments	225,011	148,344
IA	10-15 Regional Transit Agency	162,620	145,672
MN	United Community Action Partnership, Inc.	153,768	139,073
TN	Southeast Tennessee Human Resource Agency-Rural Division	114,304	136,086
CA	Fresno County Rural Transit Agency	180,872	122,826
SD	Brookings Area Transit Authority	89,805	121,871
TN	Upper-Cumberland Human Resource Agency	145,635	120,637
MN	Three Rivers Community Action, Inc.	83,530	119,097
NC	City of Wilson, NC	59,161	116,666
KY	Sandy Valley Transportation Services	203,627	115,718
IN	Cass County Commissioners	103,638	115,583
VA	Bay Transit	108,853	114,747
NC	Kerr Area Transportation Authority	136,718	113,672
MN	Tri-Valley Opportunity Council, Inc.	140,866	113,623
OH	Knox Area Transit	102,935	113,200
TN	South Central Tennessee Development District	159,136	111,927
	RURAL VANPOOL AGENCIES		
TX	El Paso County	237,756	236,295
WA	Island Transit	55,531	57,205
WA	Clallam Transit System	53,694	39,387
FL	FDOT - vanpool	47,889	34,591
ID	Mountain Rides Transportation Authority	44,299	19,532
WA	Grays Harbor Transit	27,728	19,031
FL	Big Bend Transit	15,614	12,648
MT	Missoula Ravalli Transportation Management Association	19,435	11,518
WA	Grant County Transportation Authority	9,166	7,160
WA	Okanogan Transit	3,648	4,368
WA	Mason County Transportation Authority	9,833	2,860
CO	San Miguel Authority for Regional Transportation	2,620	2,792
WA	Columbia County Public Transportation	3,958	2,519
WA	Jefferson Transit	2,861	0
PA	Area Transportation Authority of North Central PA	4,439	0

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 *2023 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 *2023 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 2021, which was released in November 2022. 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 "2023 Public Transportation Vehicle Database and 2022 Fare 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 2021 contains agency data from the fiscal year that ended in 2021.

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

The American Public Transportation Association is a nonprofit international association of 1,500 public- and private-sector organizations that represents a $79 billion industry that directly employs 430,000 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 73 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.

- **2023 Fact Book Appendix A: Historical Tables**

Appendix B: Transit Agency and Urbanized Area Operating Statistics

Appendix B presents six operating statistics for 2021 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.

- **2023 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**

2023 PUBLIC TRANSPORTATION

FACT BOOK

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