

# 2025 PUBLIC TRANSPORTATION FACT BOOK



**American  
Public Transportation  
Association**

# 2025 PUBLIC TRANSPORTATION **FACT BOOK**

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**76th Edition**  
August 2025

## **APTA's Purpose Statement**

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

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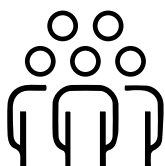
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# TODAY, PUBLIC TRANSIT

## 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

More than

**77%**

**OF FEDERAL FUNDING  
FOR TRANSIT**

flows to the private sector

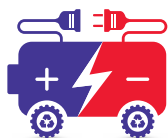
**2,000+**  
**SUPPLIERS**

in 48 states and DC

## Fostering Energy Independence

### Leading in Clean Technology

Share of **Hybrid  
Electric Buses\***



2010: **7.0%**  
2024: **20.3%**

**1,600+**  
**ZERO-EMISSION  
BUSES**

*\*(According to APTA's  
2024 Vehicle Database)*

### Lowering Carbon Emissions



**55%**

**less CO<sub>2</sub> 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

**22%**

**Heavy  
Rail**

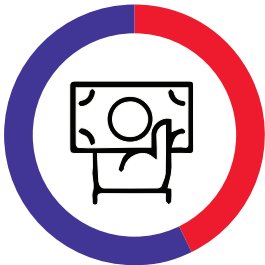
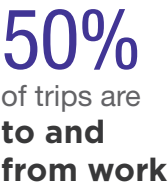
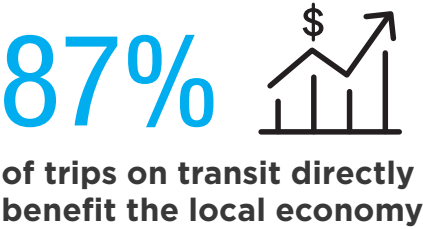
**27%**

**Light Rail/  
Streetcar**



# IN AMERICA IS...

## Growing the Economy



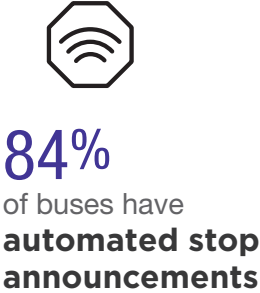
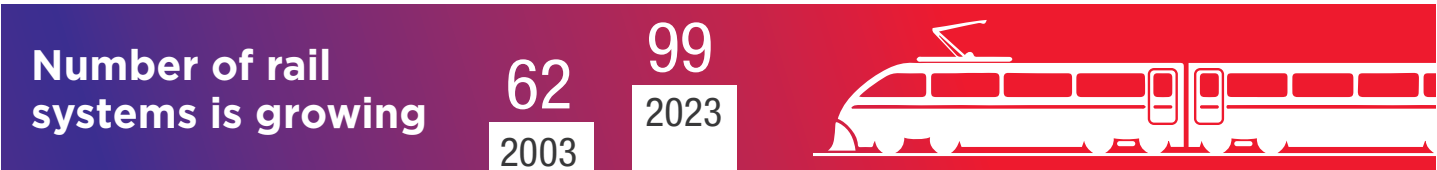
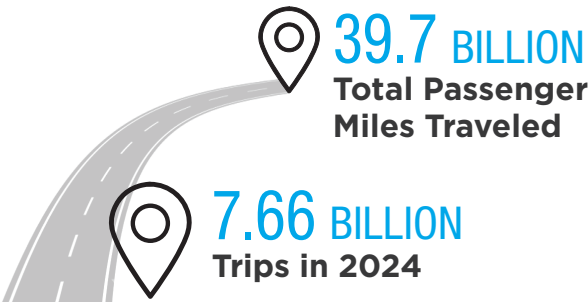
(According to APTA's "Who Rides Public Transportation")

## Serving All Communities

Public transit agencies are...



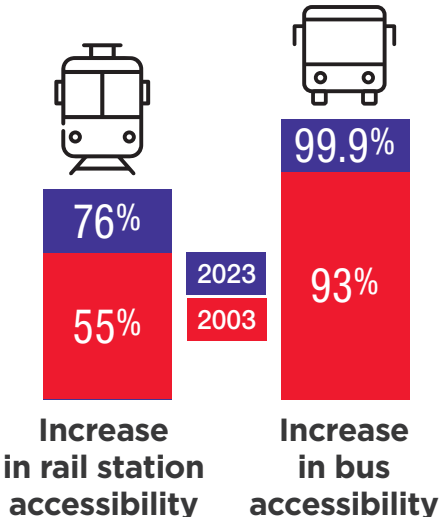
## Current Ridership



## Addressing Access\*



\*transit system accessibility is also affected by station accessibility



# National Totals for Selected Modes, Report Year 2023 (a)

Statistical Category	Bus	Commuter Bus	Demand Response	Transit Vanpool
<b>Systems, Number of</b>	1,156	158	6,371	107
<b>Trips, Unlinked Passenger (Millions)</b>	3,314.1	44.4	158.7	22.5
<b>Miles, Passenger (Millions)</b>	12,344.5	1,051.0	1,247.2	867.4
<b>Trip Length, Average (Miles)</b>	3.7	23.7	7.9	38.5
<b>Miles, Vehicle Total (Millions)</b>	2,119.0	134.1	1,430.9	181.7
<b>Miles, Vehicle Revenue (Millions)</b>	1,863.3	98.9	1,219.1	181.7
<b>Hours, Vehicle Total (Millions)</b>	168.5	5.5	95.1	4.4
<b>Hours, Vehicle Revenue (Millions)</b>	154.0	4.0	80.6	4.4
<b>Speed, Vehicle in Revenue Service, Average (mph)</b>	12.1	24.8	15.1	41.5
<b>Fares Collected, Passengers (Millions)</b>	3,146.1	271.8	534.8	123.8
<b>Revenue per Unlinked Trip, Average</b>	0.95	6.13	3.37	5.49
<b>Expense, Operating Total (Millions)</b>	28,016.9	1,049.2	7,365.1	175.5
<b>Operating Expense by Object Class:</b>				
Salaries and Wages (Millions)	10,071.4	309.5	1,334.3	28.4
Fringe Benefits (Millions)	7,816.8	240.5	849.1	18.3
Services (Millions)	2,577.9	71.9	725.3	19.1
Materials and Supplies (Millions)	2,862.2	108.7	422.2	21.4
Utilities (Millions)	339.3	9.3	58.1	3.0
Casualty and Liability (Millions)	765.5	28.7	153.9	9.1
Purchased Transportation (Millions)	3,277.0	250.6	3,774.6	74.3
Other (Millions)	306.7	30.1	47.7	1.9
<b>Operating Expense by Function Class:</b>				
Vehicle Operations (Millions)	13,697.0	426.3	1,972.6	23.6
Vehicle Maintenance (Millions)	4,507.8	131.7	343.1	16.2
Non-Vehicle Maintenance (Millions)	1,246.0	54.2	98.7	6.3
General Administration (Millions)	5,289.0	186.5	1,176.2	55.0
Purchased Transportation (Millions)	3,277.0	250.6	3,774.6	74.3
<b>Expense, Capital Total (Millions)</b>	5,553.7	125.3	626.3	14.9
Rolling Stock (Millions)	2,457.7	94.2	399.8	9.5
Facilities, Guideway, Stations, Admin. Buildings (Millions)	2,287.6	14.8	195.8	0.0
Other (Millions)	808.3	16.3	30.7	5.4
<b>Revenue Vehicles Available for Maximum Service</b>	66,297	4,467	68,842	12,946
<b>Revenue Vehicles Operated at Maximum Service</b>	46,671	2,747	51,446	10,454
<b>Employees, Operating</b>	199,203	7,211	98,692	920
Employees, Vehicle Operations	137,628	4,784	76,595	150
Employees, Vehicle Maintenance	32,385	1,306	8,282	189
Employees, Non-Vehicle Maintenance	6,989	284	1,892	82
Employees, General Administration	22,201	838	11,924	499
<b>Employees, Capital</b>	2,998	134	94	10
<b>Diesel Fuel Consumed (Gallons, Millions)</b>	303.3	19.3	8.3	0.0
<b>Other Fossil Fuel Consumed (Gallons, Millions)</b>	224.6	6.7	187.9	9.5
<b>Electricity Consumed (kWh, Millions)</b>	65	3	1	0

- (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)
6,651	30	16	22	25	43	122	6,709
3,659.3	322.8	2,597.4	314.2	36.3	66.0	3,379.6	7,038.9
15,767.3	7,292.1	11,309.5	1,607.3	68.8	458.4	20,843.6	36,611.0
4.3	22.6	4.4	5.1	1.9	6.9	6.2	5.2
3,894.6	368.1	672.9	113.4	6.0	6.0	1,180.5	5,075.1
3,390.0	345.0	653.8	110.5	5.9	5.7	1,134.7	4,524.7
276.7	12.6	38.2	7.3	0.9	0.6	61.0	337.7
246.0	11.5	36.5	7.0	0.9	0.6	57.8	303.8
13.8	30.0	17.9	15.7	6.7	9.3	19.6	14.9
4,155.4	2,109.1	3,679.5	290.8	20.4	280.8	6,433.5	10,588.9
1.14	6.53	1.42	0.93	0.56	4.25	1.90	1.50
37,246.2	8,411.6	11,073.7	2,935.6	276.2	1,096.7	24,243.1	61,489.3
11,991.2	2,417.8	4,269.6	1,046.1	97.4	322.6	8,275.6	20,266.8
9,127.3	2,063.0	3,830.7	757.2	65.3	185.8	6,981.7	16,109.0
3,496.0	919.9	1,106.1	562.1	32.9	91.9	2,798.0	6,294.0
3,456.2	749.6	586.2	216.2	14.6	229.9	1,823.2	5,279.3
424.2	370.2	677.0	184.2	8.4	13.0	1,263.9	1,688.2
974.0	257.0	367.2	70.3	5.6	30.6	745.3	1,719.3
7,385.3	1,404.0	52.5	80.0	49.4	200.4	1,894.6	9,279.9
392.0	230.1	184.5	19.6	2.5	22.6	460.8	852.8
16,473.4	2,729.5	3,469.4	1,132.0	95.8	561.3	8,094.0	24,567.3
5,091.3	1,447.0	1,852.1	572.4	63.0	130.1	4,157.7	9,249.0
1,462.5	1,424.4	3,633.2	564.0	21.8	53.2	5,756.5	7,218.9
6,833.9	1,406.7	2,066.5	587.3	46.2	151.8	4,340.4	11,174.2
7,385.3	1,404.0	52.5	80.0	49.4	200.4	1,894.6	9,279.9
6,654.2	6,029.6	9,552.4	4,615.6	271.7	322.7	20,954.9	27,609.1
3,075.6	716.6	1,226.9	620.0	31.7	133.6	2,742.6	5,818.2
2,711.1	4,925.1	6,568.6	3,702.3	213.2	181.5	15,732.6	18,443.7
867.5	387.9	1,756.8	293.3	26.8	7.6	2,479.7	3,347.2
154,968	7,758	11,069	2,476	394	286	22,489	177,457
112,280	5,845	9,032	1,393	213	206	17,072	129,352
309,122	35,975	49,571	13,740	1,553	8,475	111,614	420,735
221,241	14,131	16,545	5,957	809	6,268	44,578	265,819
42,631	9,268	8,691	2,927	453	588	22,581	65,212
9,459	8,173	19,499	2,970	141	522	31,677	41,136
35,790	4,403	4,836	1,886	149	1,097	12,777	48,568
3,288	4,080	7,928	1,023	86	128	13,290	16,577
333.7	93.6	0.0	0.0	0.0	53.9	148.9	482.6
429.9	8.7	0.0	0.0	0.0	1.8	11.0	440.9
124	1,678	3,387	878	51	0	6,044	6,168





## 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 2023, approximately 6,700 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 2,200 NTD reporting systems, 1,224 were in rural areas and 976 were in urbanized areas (*Figure 1*).<sup>1</sup>

*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. Eighteen fixed guideway BRT systems were operating — more than twice the number from 2013. In addition, there were also 1,156 bus and 158 commuter bus systems operating. A total of 43 ferryboat systems were operational in 2023.

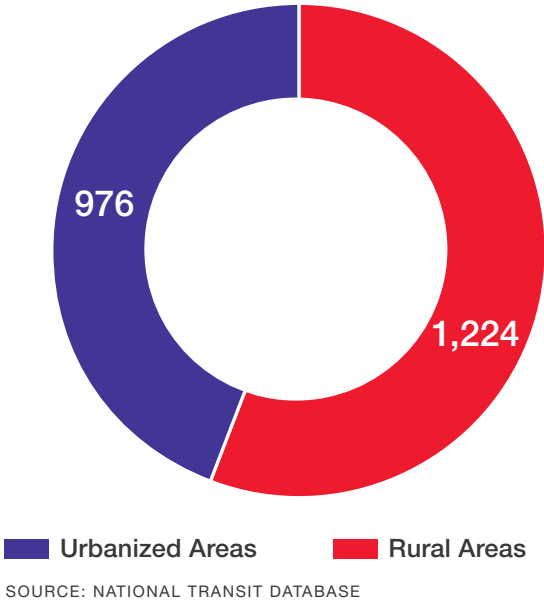
*Figure 3*, on the next page, shows how the number of rail systems around the country continues to grow. Of the 99 rail systems now operated by public transit agencies, only nine have been operating since the 19th century. Compared with 2003, there were 15 additional commuter/hybrid rail systems and 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 and one new rail system opened in 2023. *Figure 4* shows these three extensions and one system along with four new BRT systems that opened in 2023.

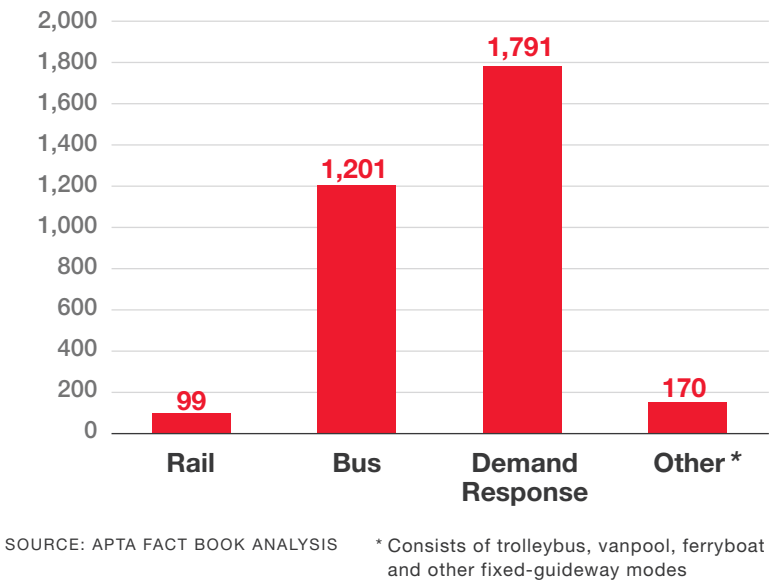
In 2023, one city with an older rail system opened an extension. Other cities, including Seattle, Los Angeles and Denver, have recently made significant investments in capital expansion projects, resulting in increased rail ridership. From 2003 to the end of 2023, 78 new systems and 131 extensions (both rail and busway) opened, resulting in a total of 1,811 additional segment miles.

<sup>1</sup> 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

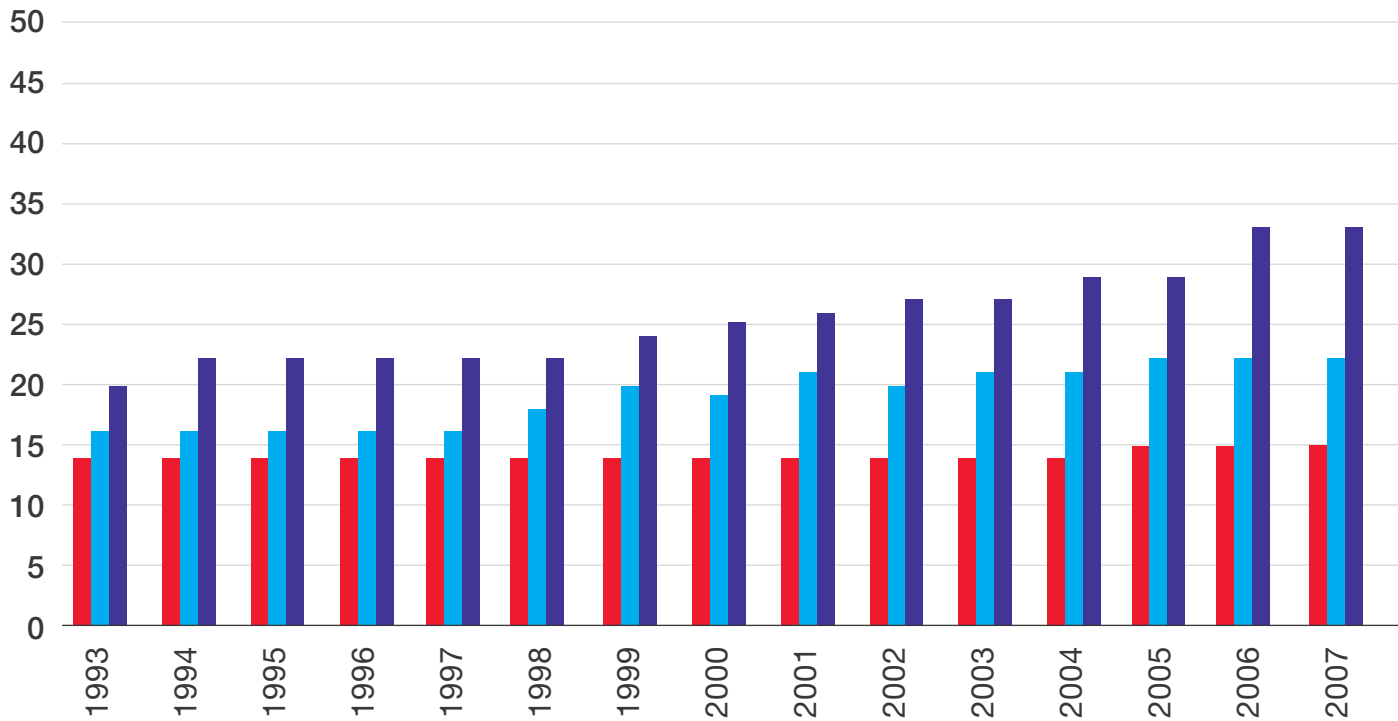


**Figure 2: The Majority of Systems Operate Demand Response Service**  
Number of Systems Offering a Mode of Service



**Figure 3: 49 More Rail Systems Now Than 30 Years Ago**

Count of Rail Systems



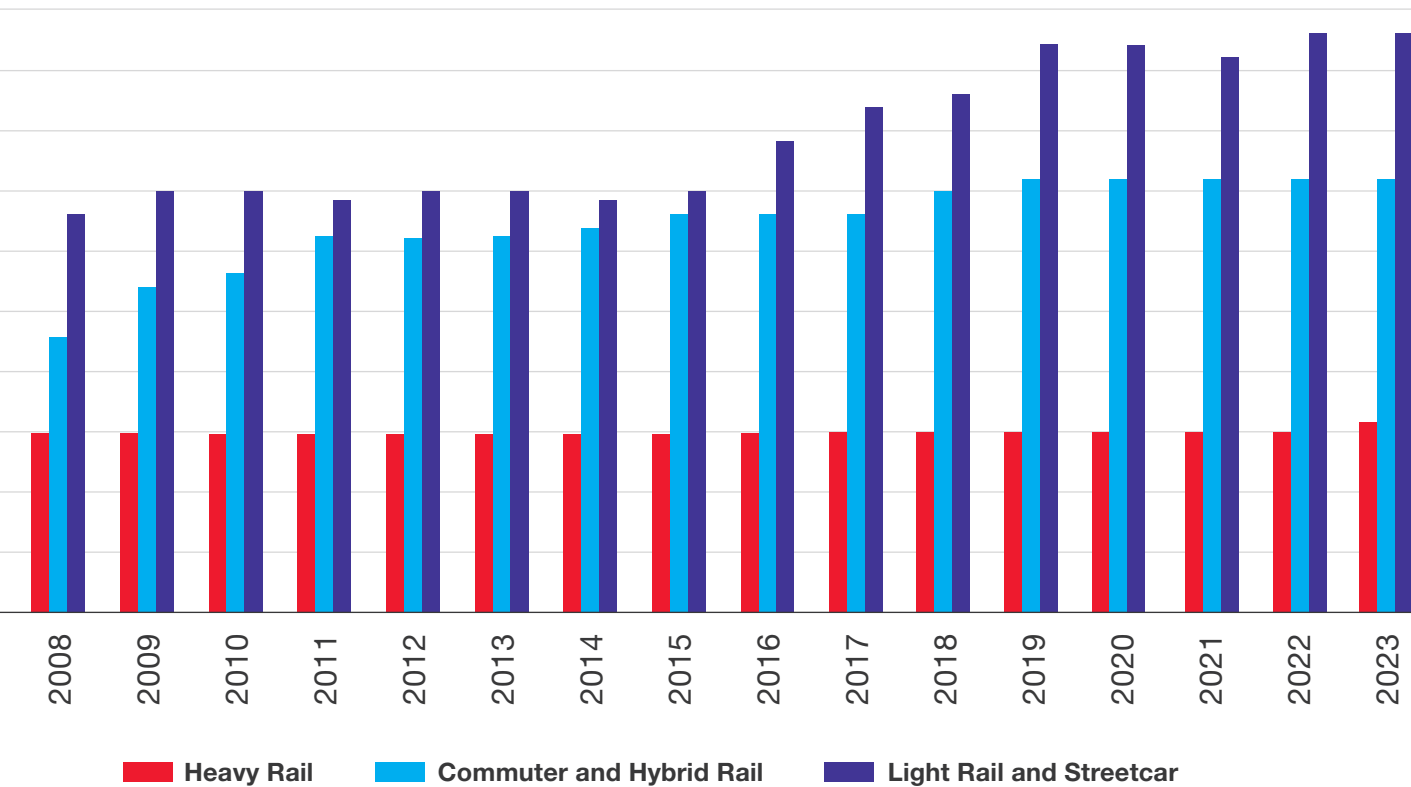
SOURCE: APTA FACT BOOK ANALYSIS

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

2023 Rail and BRT Openings

Urbanized Area	Organization	Mode
New York, NY	New York MTA	CR
Seattle, WA	King County Metro	RB
Milwaukee, WI	Milwaukee County	RB
Los Angeles, CA	Los Angeles County Metropolitan Transportation Authority	LR
Honolulu, HI	Honolulu Department of Transportation Services	HR
Spokane, WA	Spokane Transit Authority	RB
Ogden, UT	Utah Transit Authority	RB
Seattle, WA	Sound Transit	SR
Vancouver, WA	C-Tran	RB
Albany, NY	Capital District Transportation Authority	RB

SOURCE: APTA FACT BOOK ANALYSIS

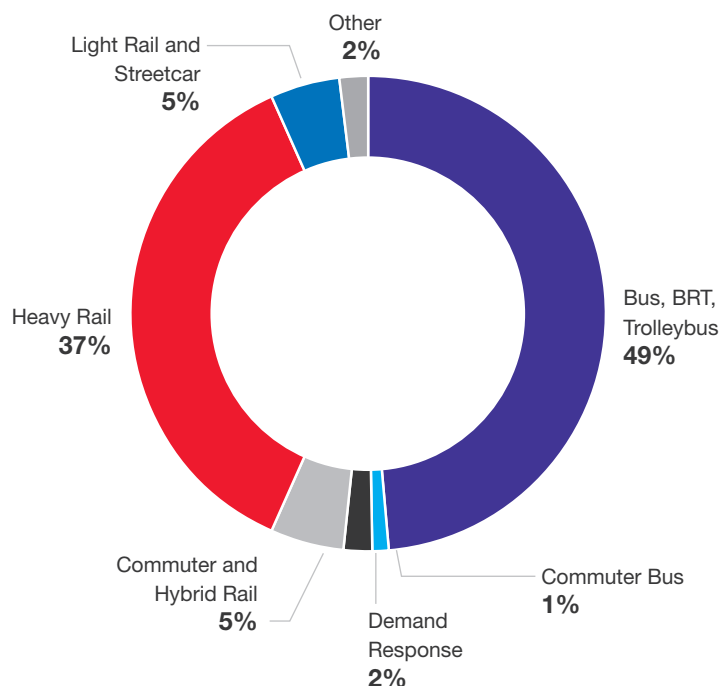


Segment Line or Route Name	Line Segment Miles	Number of Added Stations	Date Opened	Project Type
East Side Access	2.0	1	1/25/23	Extension
Rapid Ride H	13.0	65	3/18/23	New System
East-West BRT	9.1	19	5/30/23	New System
Regional Connector	1.9	3	6/16/23	Extension
Skyline	10.8	9	6/30/23	New System
Central City Line	5.8	21	7/15/23	New System
Ogden Express (OGX)	5.3	13	8/20/23	New System
Tacoma Streetcar Line T Hilltop Extension	2.4	7	9/16/23	Extension
The Vine on Mill Plain	10.0	37	10/1/23	Extension
BusPlus Purple Line	8.5	16	11/5/23	Extension



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

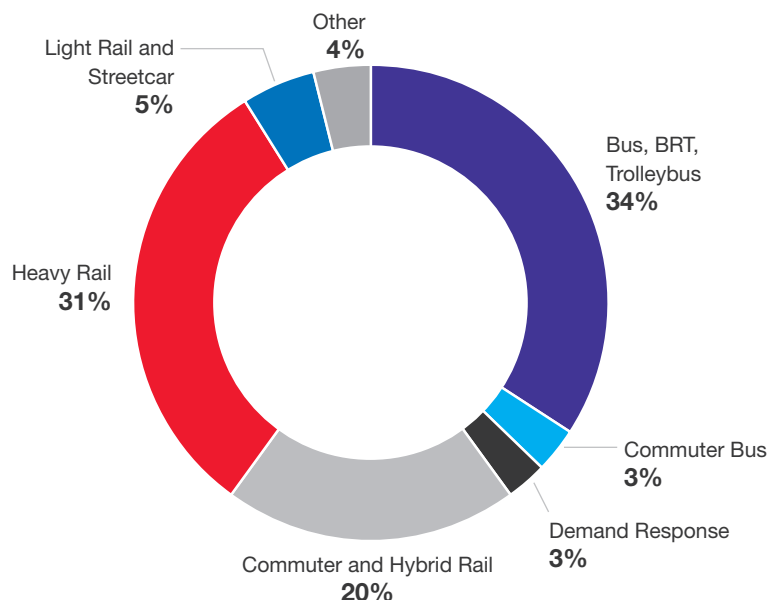
Share of Unlinked Passenger Trips by Mode, 2023



SOURCE: APTA FACT BOOK ANALYSIS

**Figure 6: Rail Modes Carry Passengers for More Miles**

Share of Passenger Miles by Mode, 2023



SOURCE: APTA FACT BOOK ANALYSIS

## Passenger Travel

Public transportation ridership in report year 2023 was higher than in either report year 2021 or 2022. 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 7.04 billion unlinked passenger trips in report year 2023, an increase of 17 percent compared to 2022. *(Figure 7).*

Based on NTD data on rural and various reduced reporting systems, ridership in rural areas is estimated at 120.3 million trips.<sup>2</sup> Different demographics of rural communities may make public transit particularly valuable to society.<sup>3</sup> While rural transit provided just under 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 52.0 percent of trips taken, higher than the 2017-2019 average of 50.4%. *(Figure 8).*

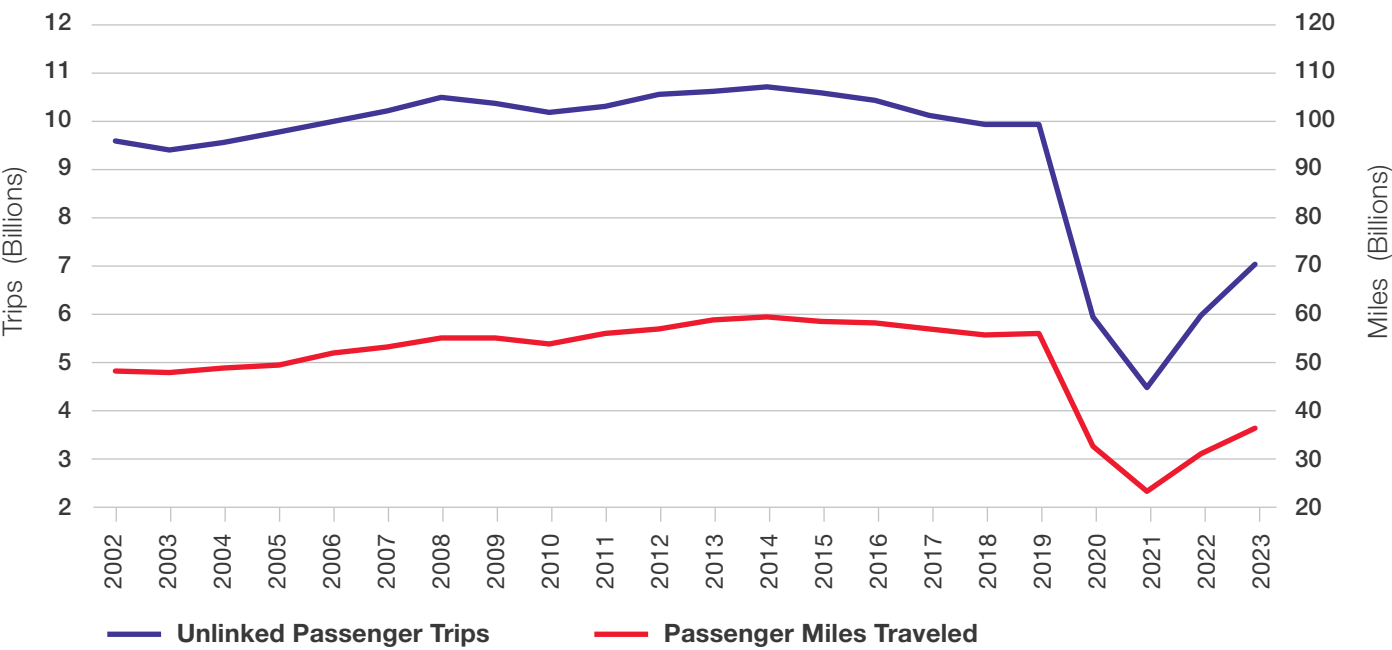
When dissecting by mode, bus ridership increased by 19 percent from 2022 to 2023, to 3.4 billion trips.<sup>4</sup> Heavy rail ridership increased 15 percent from 2022 to 2023, to 2.60 billion trips. Light rail and streetcar ridership increased by 21 percent from 2022 to 2023, to 314 million trips. Commuter and hybrid rail ridership increased by 21 percent from 2022 to 2023, to 328 million trips. Finally, demand response

<sup>2</sup> Based on ridership in non-urban areas reported to NTD. Actual figures may differ.

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

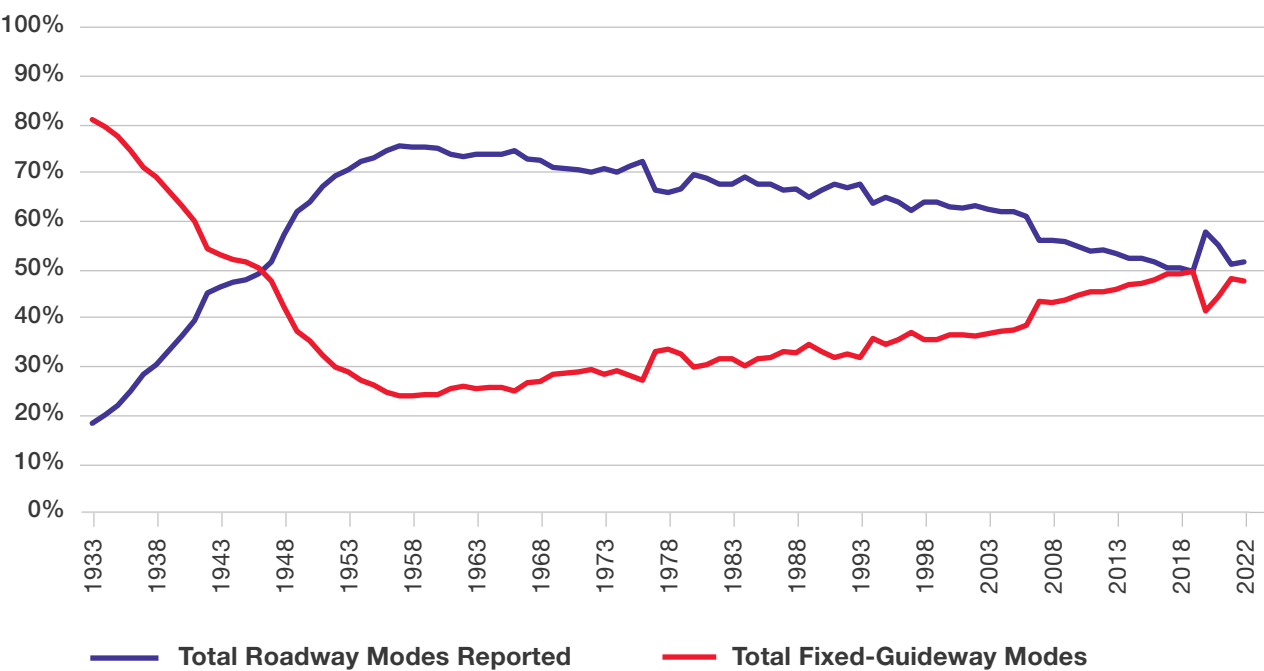
<sup>4</sup> Bus counting methodology changed after 2006.

**Figure 7: Ridership and Distance Traveled on Public Transit**  
2003-2023



SOURCE: APTA FACT BOOK ANALYSIS

**Figure 8: Pandemic Temporarily Reversed Shift Toward Rail**  
Share of Unlinked Passenger Trips



SOURCE: APTA FACT BOOK ANALYSIS

ridership increased 22 percent from 2022 to 2023, to 159 million trips.

Passenger miles are the culmination of the distances traveled by passengers on public transportation. Mirroring ridership, the number of transit passenger miles traveled increased in report year 2023 to 36.6 billion, an 18 percent increase from 2022. Rail modes make up a majority of the total passenger miles taken (56 percent).

The average public transit trip length remained the same in report year 2023, at 5.2 miles. The longest average trip was taken on a vanpool at 38.5 miles, while the shortest average trip was taken on a trolleybus at 1.6 miles. The average trip length on light rail was 5.1 miles; heavy rail, 4.4 miles; bus, 3.7 miles; commuter bus, 23.7 miles; commuter rail, 22.4 miles; and streetcar, 1.9 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*).<sup>5</sup> These metrics compare the total distance traveled by riders on public transportation

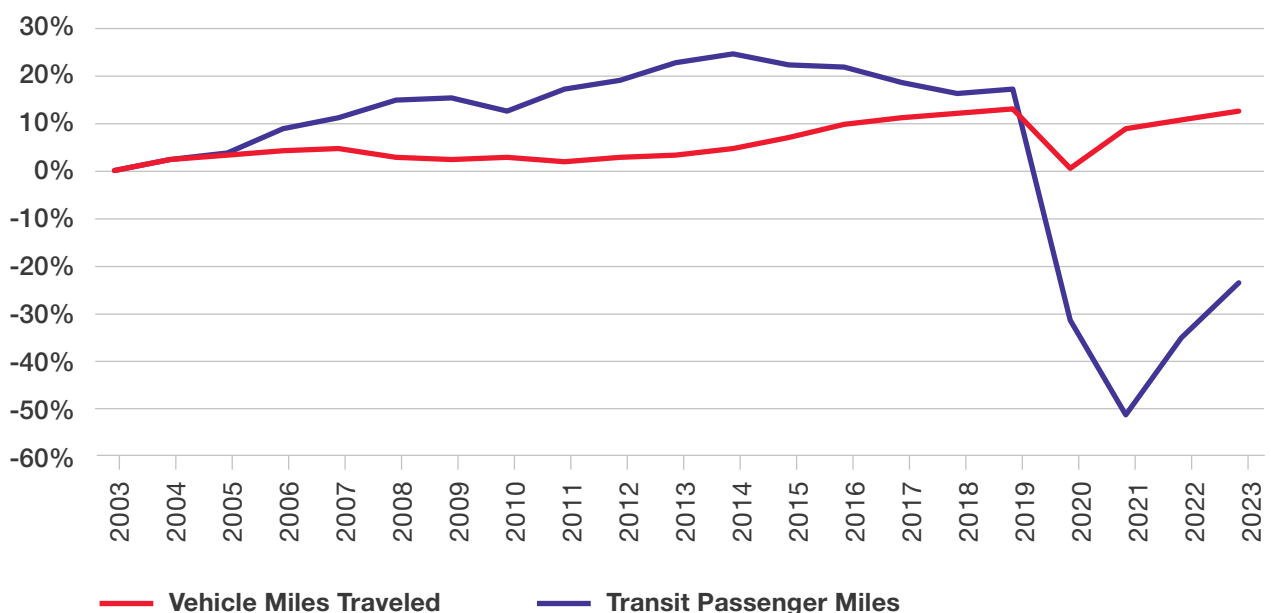
and the total distance traveled by drivers on highways. The growth of public transportation ridership fell slightly below that of the nation's population growth in the years leading up to the pandemic. (*Figure 10*).<sup>6</sup> Increased automobile ownership, reduced gasoline prices, mobile ride-hailing, 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 5.7 million Americans commuting to work on transit.<sup>7</sup> That is equivalent to 3.5 percent of workers who commute by public transportation.

The top 10 metropolitan areas ranked by percentage of public transit commuters were New York City (26.6 percent); San Francisco (10.1 percent); Boston (9.3 percent); Chicago (8.5 percent); Washington, DC (8.2 percent); Bridgeport, CT (7.9 percent); Ithaca, NY (7.9 percent); Bremerton, WA (6.8 percent); Philadelphia (6.4 percent); and Trenton, NJ (5.8 percent). Since metropolitan statistical areas (MSAs) are comprised of entire counties

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

Vehicle Miles Traveled vs Transit Passenger Miles Growth Since 2003

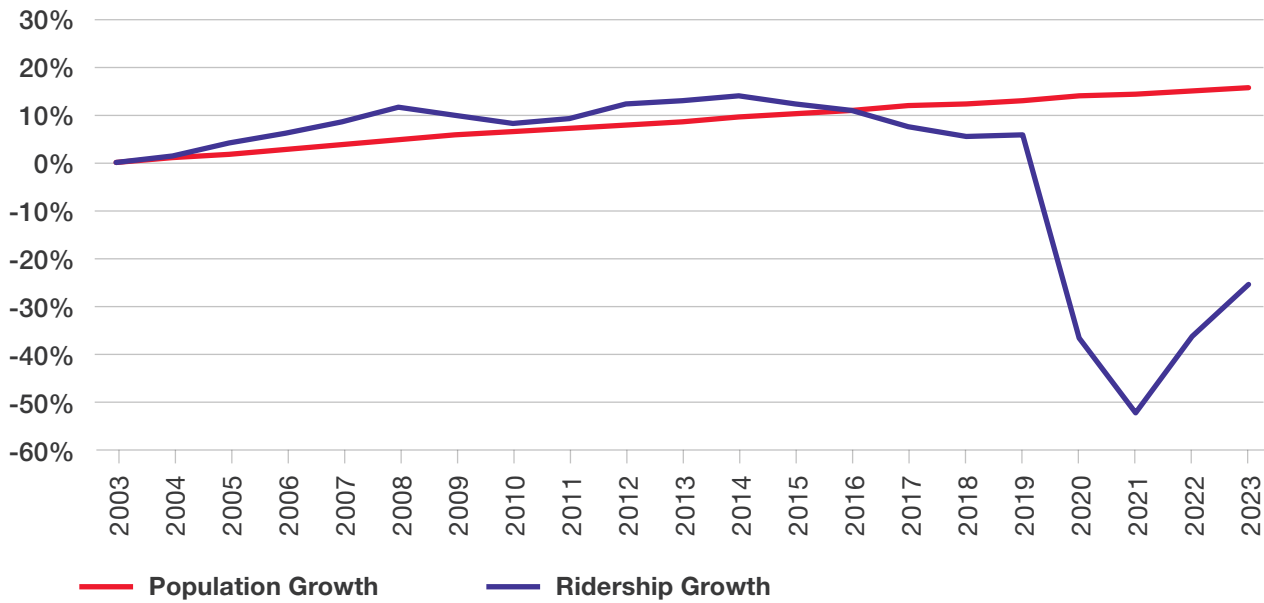


SOURCE: APTA FACT BOOK ANALYSIS AND FHWA TRAVEL TRENDS



**Figure 10: Transit Ridership Growth Fluctuates with Population Growth**

Population vs Ridership Growth Since 2003



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

and often include significant amounts of rural land, actual transit usage within each urban area is higher than the ACS number.

<sup>5</sup>Highway vehicle miles traveled sourced from the Federal Highway Administration's "Travel Volume Trends."

<sup>6</sup>Population data sourced from the U.S. Census Bureau.

<sup>7</sup>Commuting data sourced from the U.S. Census Bureau's "American Community Survey."

## Service Provided

In report year 2023, public transportation in the United States provided 4.52 billion vehicle revenue miles of service, equating to 303.8 million hours of revenue service, both increases from 2022. (**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.

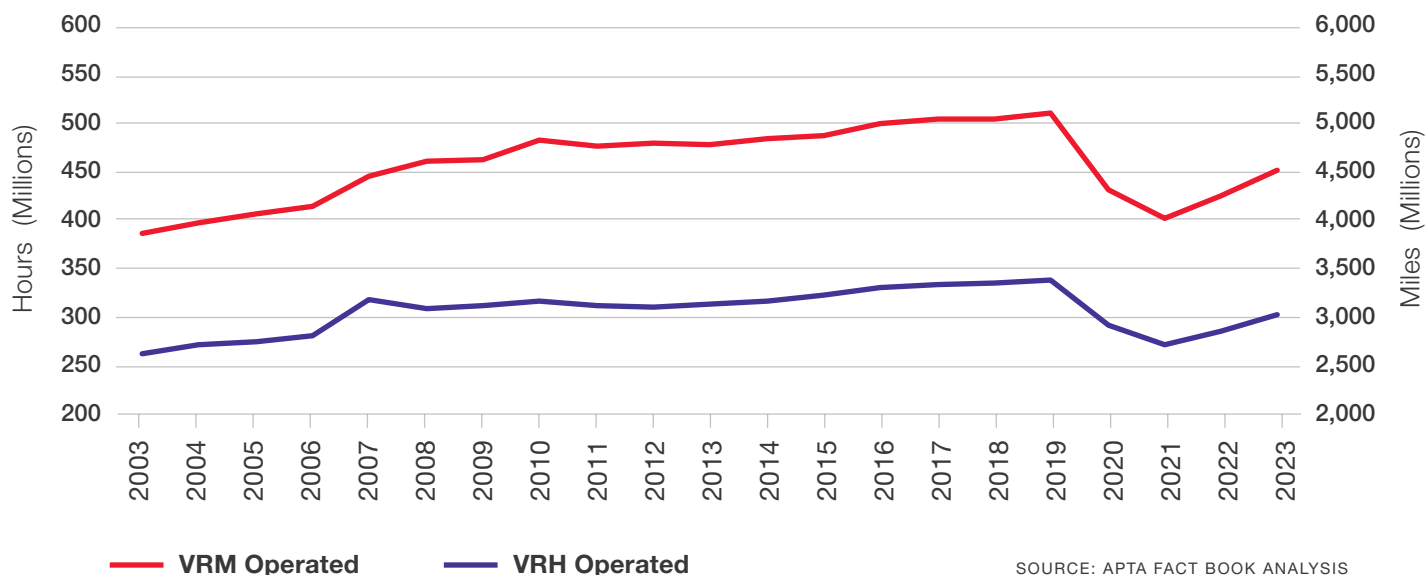
**Figure 12** compares the percentages of all public transportation services provided and utilized by modal grouping. More than half of vehicle revenue hours operated are provided by buses, which carry a similar percentage of all passengers. Since bus passengers take

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 19 percent of vehicle revenue hours of service, but—due to their longer and higher-speed trips—account for 56 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 41.5 and 29.9 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

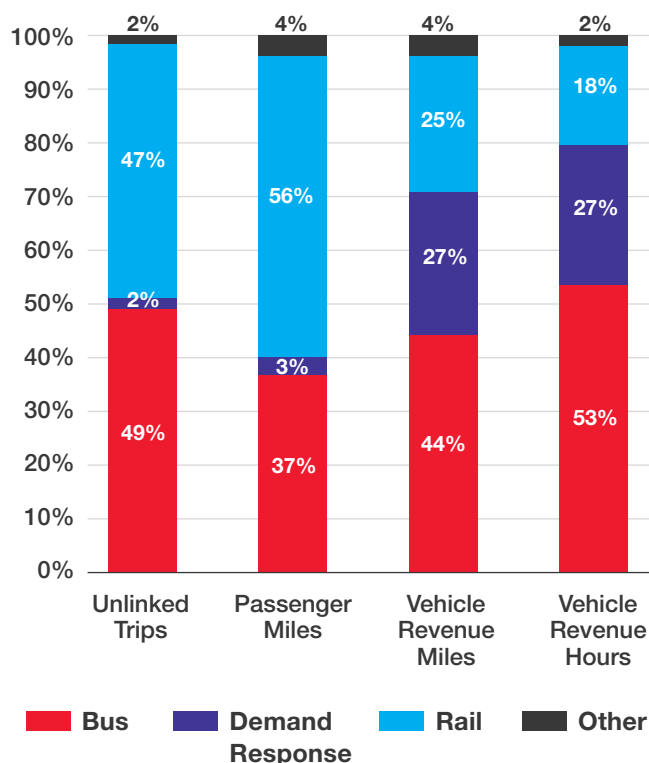
**Figure 11: Public Transit Agencies Decrease Service During Pandemic**

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



**Figure 12: Different Modes Serve Different Purposes**

Modal Shares of Service Provided and Consumed, 2023



speed of 17.9 miles per hour. Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as in central cities, averages 12.1 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 "2024 Fare Database" recorded 80 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.<sup>8</sup>

<sup>8</sup> <https://www.apta.com/research-technical-resources/mobility-innovation-hub/>

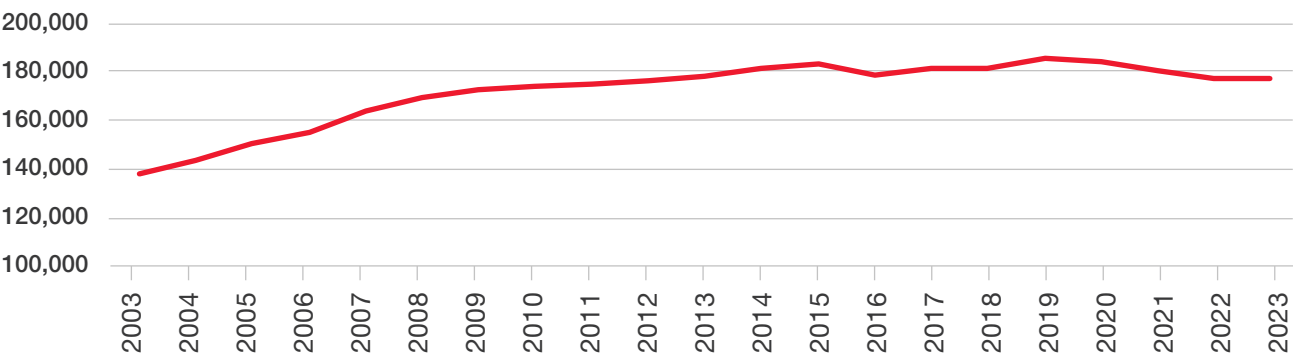
# Vehicles

Public transportation systems in the United States operated 129,352 railcars, buses, vans and other vehicles in a typical peak period during report year 2023, out of a total of 177,457 vehicles available for service (Figure 13). Demand response service and bus modes make up the majority of vehicles

available, at 68,842 and 71,304, respectively. The heavy rail fleet of 11,069 vehicles is the largest among the rail modes.

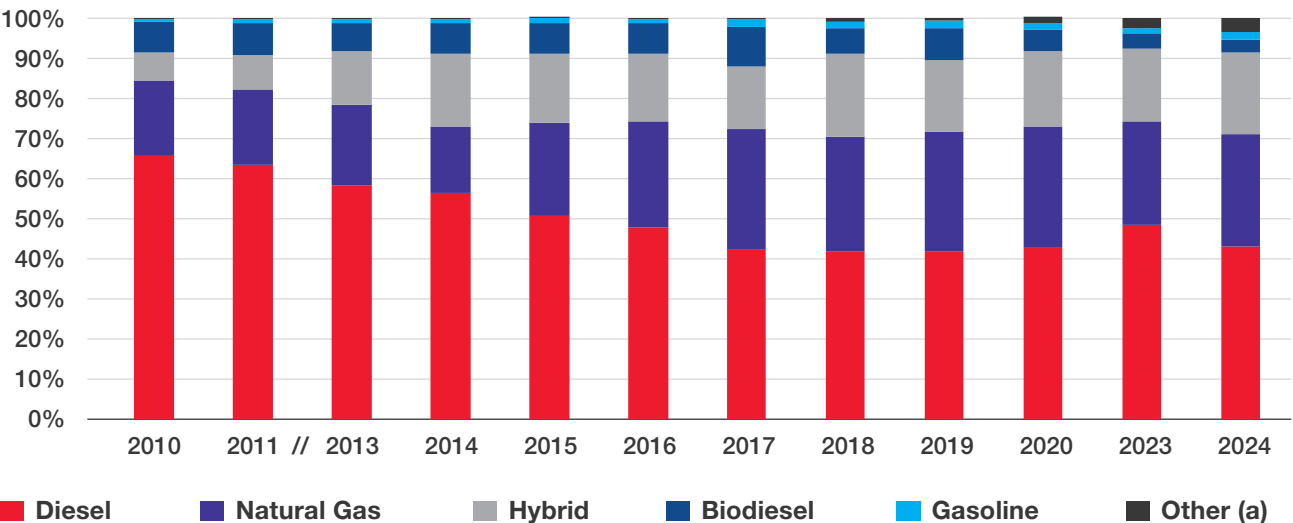
The fuel distribution of the bus fleet has evolved dramatically over the past two decades (Figure 14). More than 95 percent of buses

**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



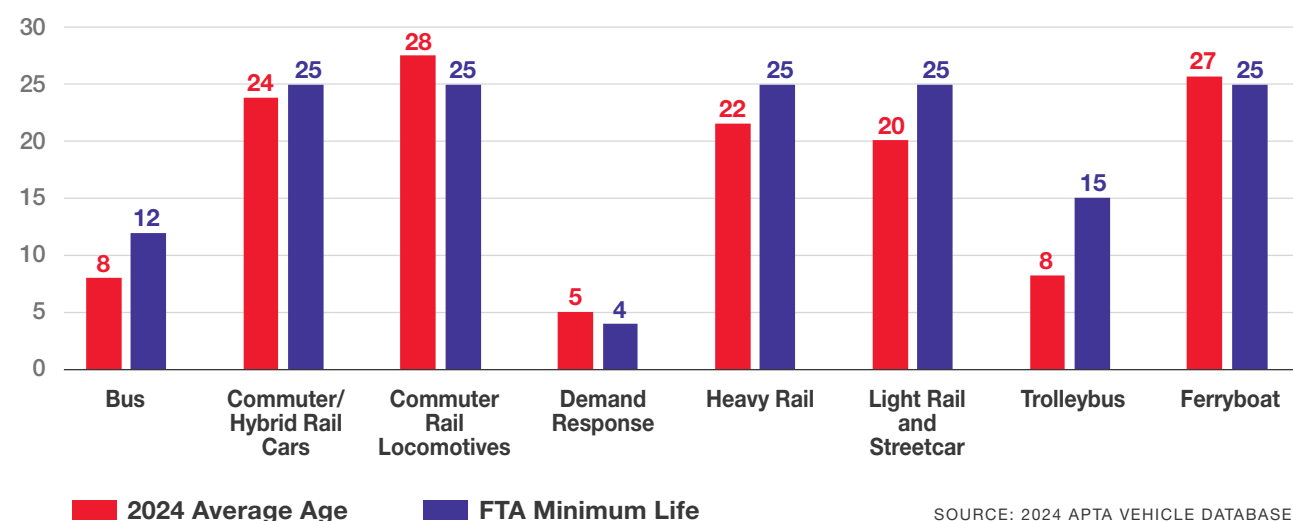
(a) includes Battery-Electric, Hydrogen and Propane Buses

SOURCE: 2024 APTA VEHICLE DATABASE



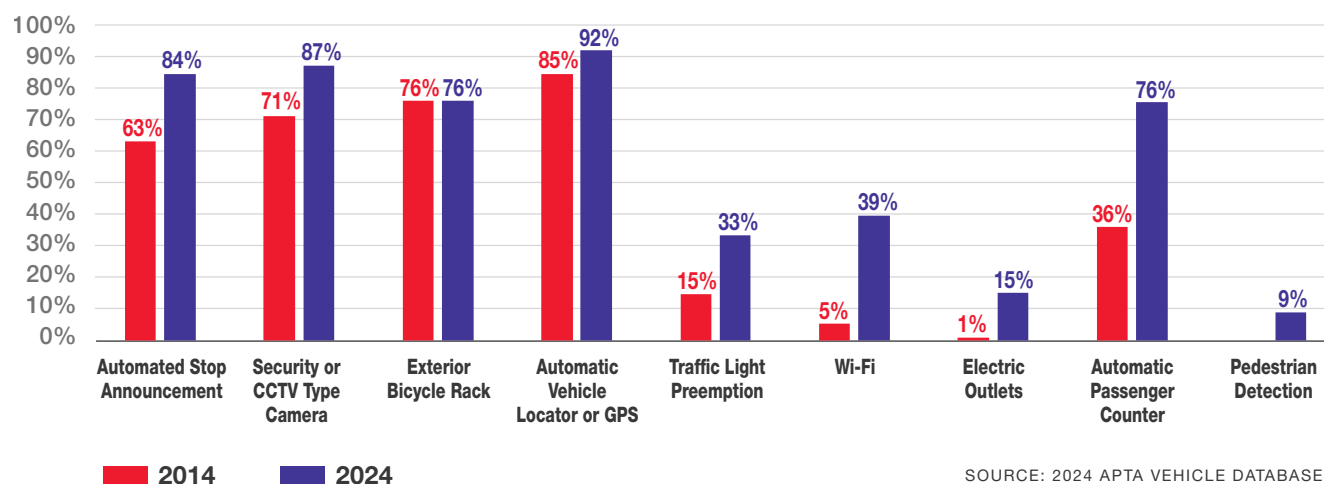
**Figure 15: Transit Fleet Age Compared to FTA Minimum Useful Life Guidelines**

Vehicle Age by Mode



**Figure 16: Transit Buses Continue to Add Amenities and Technology**

Percentage of Buses with Passenger Equipment, 2014-2024



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 2024 less than half (43.0 percent) of all buses were diesel powered. Hybrid electric buses saw their market share increase from 1 percent in 2005 to 20 percent in 2024. The percentage of buses powered by natural gas has increased from 19 percent in 2010 to 28 percent in 2024.

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.<sup>9</sup> APTA estimates that approximately 12 percent of buses, 36 percent of commuter rail locomotives, 31 percent of commuter rail cars, 44 percent of heavy rail cars, 28 percent of light

<sup>9</sup> Federal requirement for "Minimum Useful Life" in FTA C 9300.1B, "Capital Investment Program Guidance and Application Instruction," at [www.fta.dot.gov](http://www.fta.dot.gov).

rail vehicles and 28 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 71 percent to 87 percent between 2014 and 2024. Enhanced passenger amenities such as automated stop announcements also increased, from 63 percent to 84 percent. 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 2024 Vehicle Database noted an increase in buses with collision warning/mitigation, lane-keeping assist, and pedestrian/bicyclist detection. APTA looks

forward to monitoring the proliferation of these technologies.

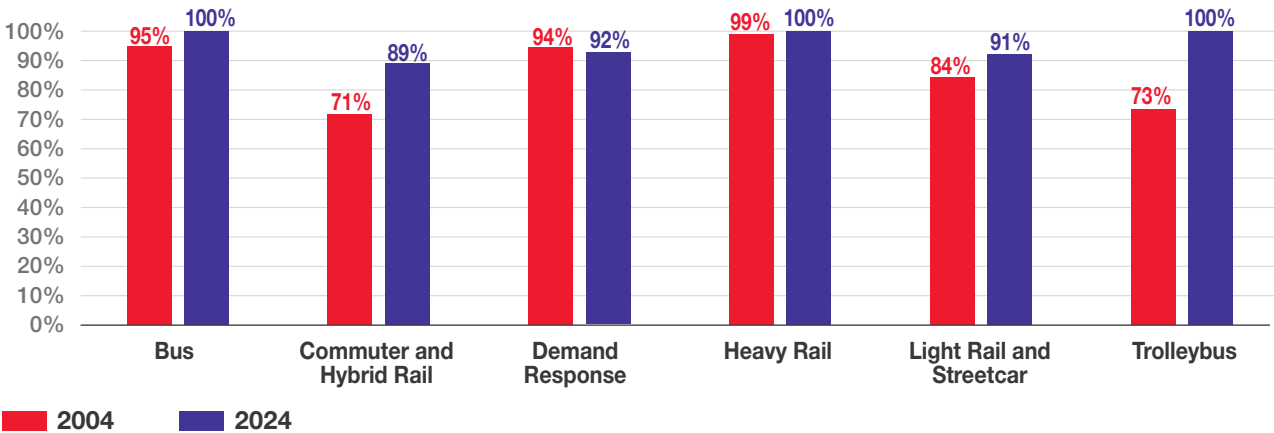
As shown in Figure 17, the public transit vehicle fleet has reached near total accessibility for people using wheelchairs and those with other disabilities affecting travel. From 2004 to 2024, the percentage of accessible buses increased from 95 percent to 100 percent. Over the same period, the accessible portion of the commuter rail fleet increased from 71 percent to 89 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, 2004-2024



SOURCE: 2024 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 9,296 miles combined), while heavy rail and light rail/streetcar have 1,697 and 1,953 miles, respectively. Light rail and streetcar modes have seen an impressive gain in the percentage of total rail directional route miles since 2013, increasing by 23 percent. Commuter and hybrid rail directional route mileage increased by 4 percent over the same time period. For rail modes, this translates into 12,991 miles of revenue service track, with a total of 9,053 grade crossings.

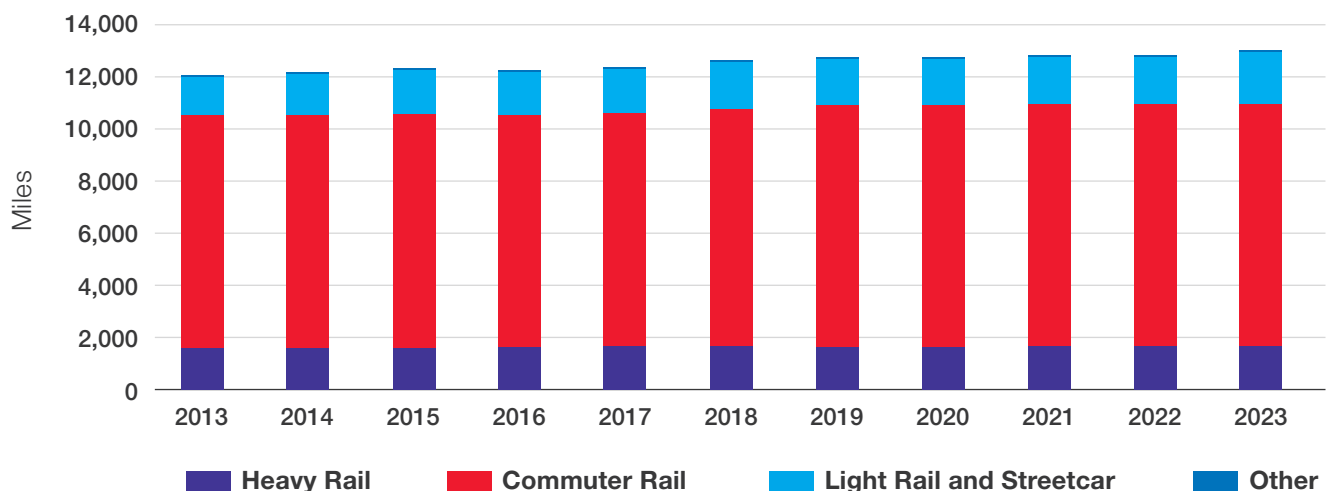
Buses (including BRT, trolley and commuter) operate on more than 212,000 miles of streets and roads throughout the United States.

Although most bus services operate in mixed traffic, they also operate on 4,800 miles of exclusive and controlled right-of-way roadway miles. Out of this, 1,478 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

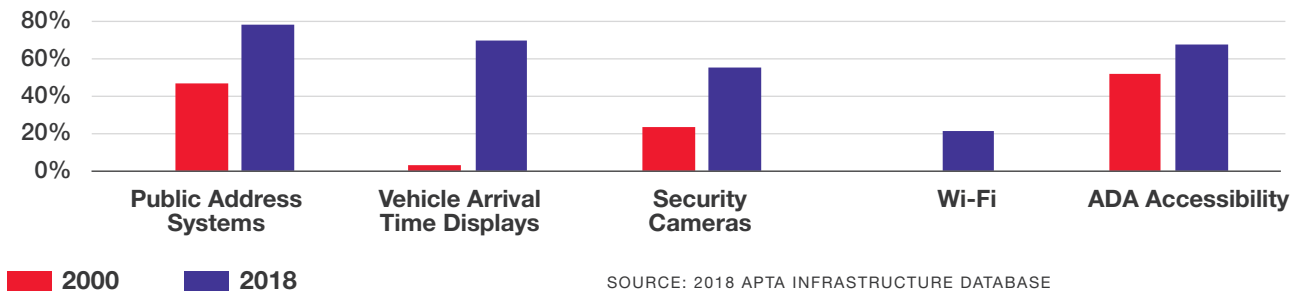


SOURCE: NATIONAL TRANSIT DATABASE



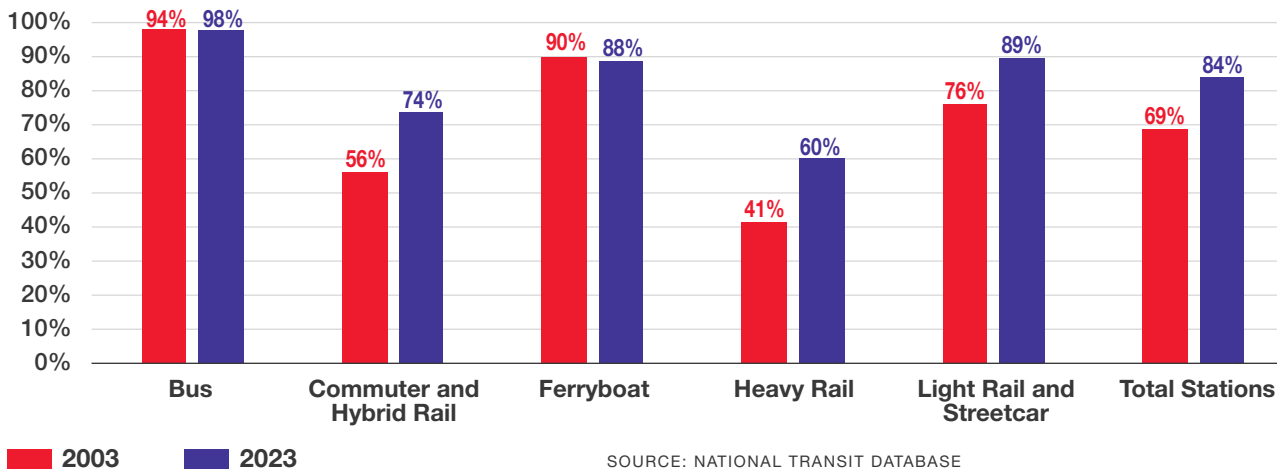
**Figure 19: Rail Stations Adding Customer Amenities and Improving Access**

Percentage of Rail Passenger Stations with Amenities, 2000-2018



**Figure 20: More Transit Stations Are Accessible**

Public Transit Station Accessibility by Mode, 2003-2023



grown from 55 percent to 76 percent from 2003 to 2023. Figure 20 details accessibility percentages for all modes, according to the NTD.

There are 6,102 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 3,101 escalators and 3,579 elevators.

Transit payment systems are also quickly evolving. The percentage of public transit systems offering “smart cards” has jumped from 30 percent in 2013 to 57 percent in 2024. Some agencies are adopting open payment systems, which can accept contactless debit/

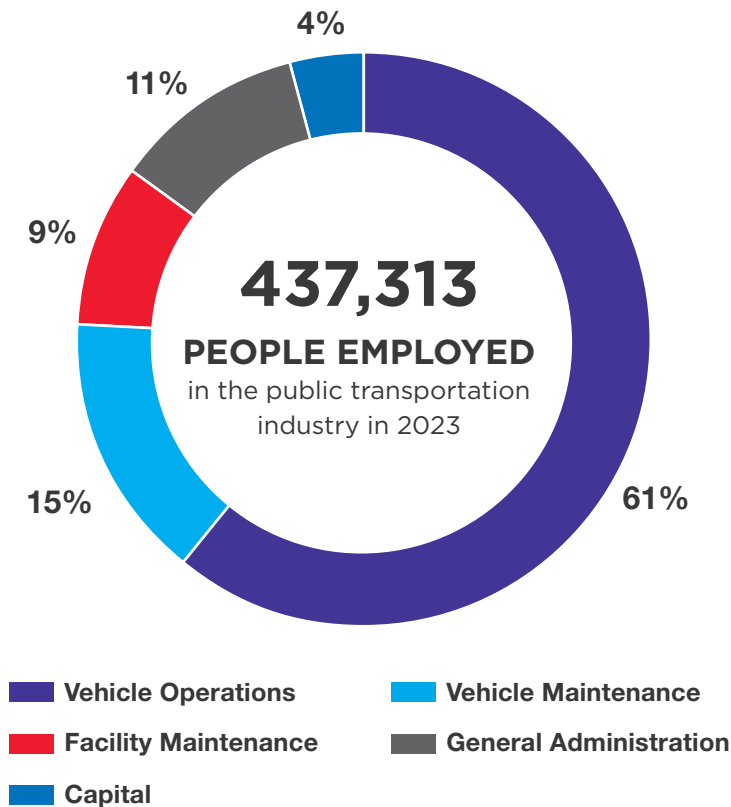
credit cards and mobile phone payments, as well as agency smart cards. APTA’s Fare Database estimates that 38 percent of public transit systems are now offering these open payment technologies.

Dependability is critical to ensuring high-quality public transit service. In report year 2023, 2,429 total maintenance facilities were recorded.<sup>10</sup> For service directly operated by transit agencies, 1,473 facilities were owned and 139 were leased. For purchased transportation service, 243 were owned by private transit providers, 306 were owned by public agencies, and 268 were leased.

<sup>10</sup> 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 2023, the public transportation industry employed 437,313 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 2023 breakdown of transit operating employees by mode remains similar to past years, with 50 percent working with all bus modes, 23 percent with demand response, 12 percent with heavy rail, 9 percent with commuter and hybrid rail, 4 percent with surface rail, and 3 percent with the remaining modes.

Direct employees were paid a total of \$20.3 billion and received benefits of \$16.1 billion, for a total compensation of \$36.4 billion. Adjusted for inflation, this is more than the \$34 billion level in 2022. Average operating employee compensation increased by less than 1 percent to \$83,180.

## Energy

The public transit industry consumed 923 million gallons of fossil fuels in report year 2023, an increase of 5 percent from 2022. (*Figure 22*). Buses also used 65 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 2023, public transit consumed 483 million gallons of diesel (compared to 626 million in 2013), 198 million gallons

of CNG, 180 million gallons of gasoline, 38 million gallons of biodiesel, and 25 million gallons of other fossil fuels.

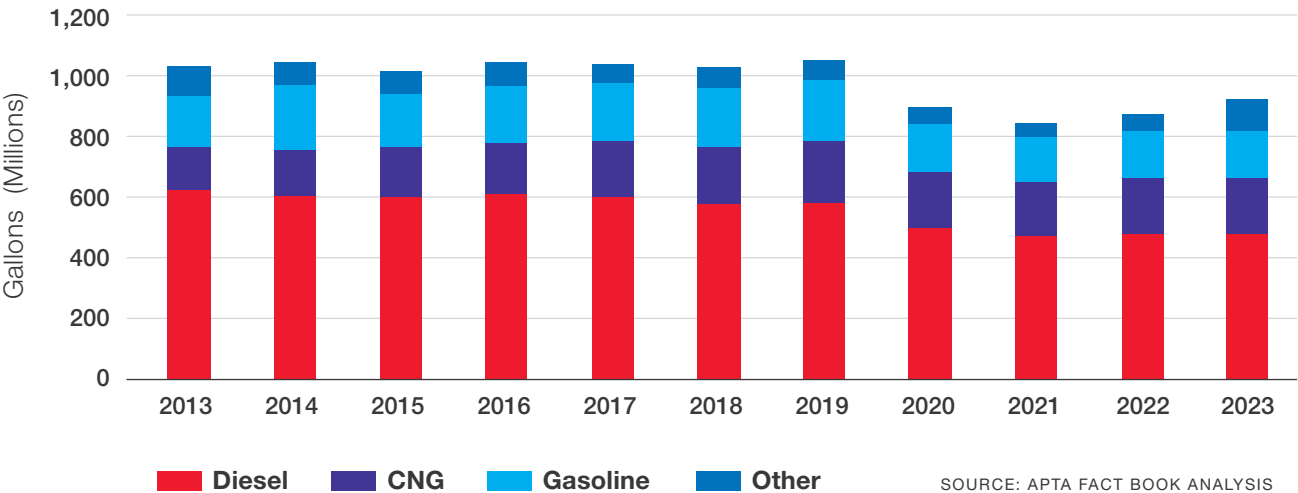
Public transit vehicles used a total of 6.2 billion kWh of electricity for propulsion power in report year 2023, up 3 percent from 2022. Of that, heavy rail modes were responsible for 3.4 billion kWh, commuter rail 1.7 billion kWh, light rail and street-car 0.9 billion kWh, trolleybus 45 million kWh and other modes 50 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 27 percent from 1993 to 2023, and the number of vehicle miles per kWh of electricity used for heavy rail vehicles increased 22 percent for the same period.

**Figure 22: Fuel Consumption Drops Due to Pandemic Service Decreases**

Total Fossil Fuel Consumption



# Safety<sup>11</sup>

In 2023, there were 330 transit-related fatalities. Of these, 79 were transit passengers/occupants, 9 were transit workers/employees, and the remainder were other incidents. NTD also reported 7,202 transit collision events, 130 derailments and 2,567 security events in 2023.

Public transportation is one of the safest mobility options, as there were 124 times more fatalities on highways (40,901) than on transit in 2023. APTA's report "The Hidden Traffic Safety Solution: Public Transportation"<sup>12</sup> 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.

<sup>11</sup> <https://www.bts.gov/topics/national-transportation-statistics>.

<sup>12</sup> <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 2023 total transit funding increased by 5.7 percent to 93.4 billion (Figure 23).

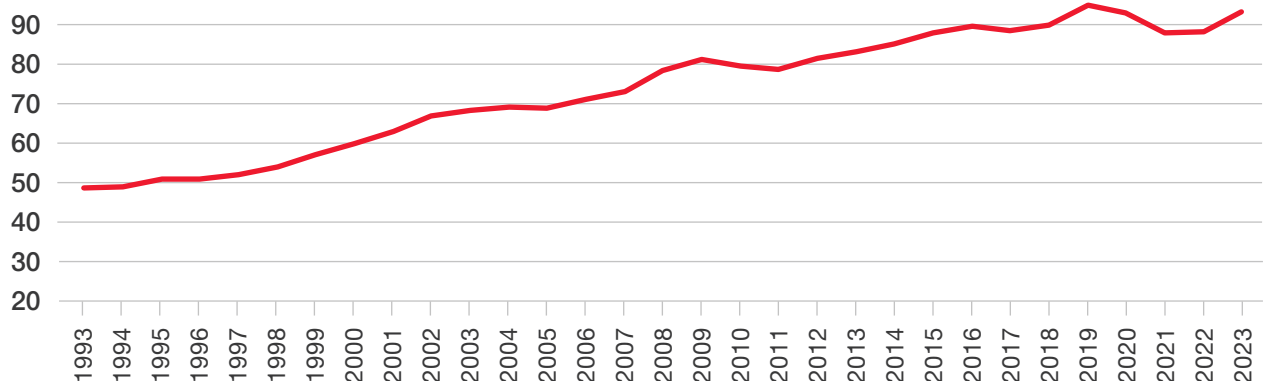
Revenue generated from passenger fares varies across transit modes. The highest level of average revenue per unlinked passenger trip was generated by commuter rail (\$6.45) and commuter bus (\$6.13), the modes that represent the longer trip lengths for passengers. Bus and light rail had

passenger fare revenues per unlinked trip of \$0.95 and \$0.93, respectively. Heavy rail had an average fare per trip of \$1.42. Among all modes, the average passenger fare per unlinked trip was \$1.50. As transit agencies recovered ridership, passenger fare revenue increased by 13 percent in report year 2023 to \$10.6 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 2024 Fare Database, the average bus fare was \$1.54, the average light rail fare was \$2.57, the average heavy rail fare

**Figure 23: Total Funding for Public Transit**

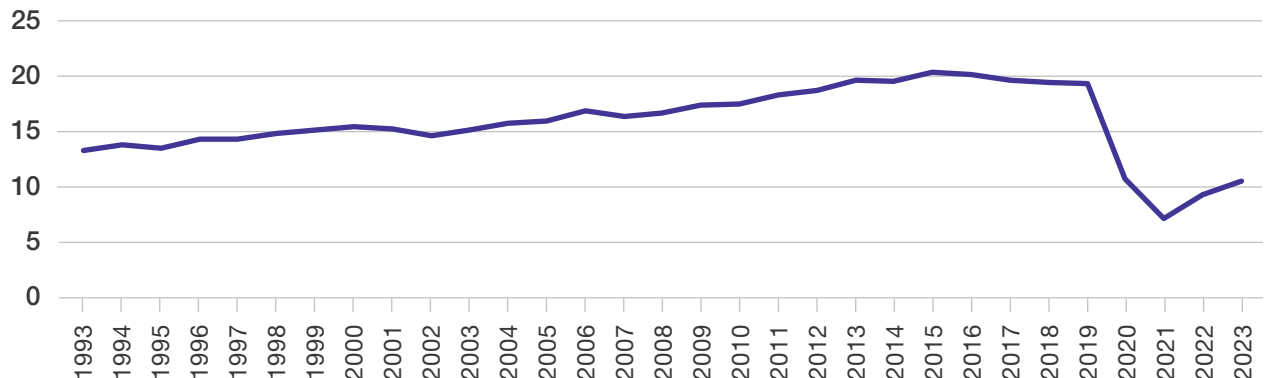
Transit Funding (In 2023 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

**Figure 24: Passenger Fare Collections Declined Due to Pandemic**

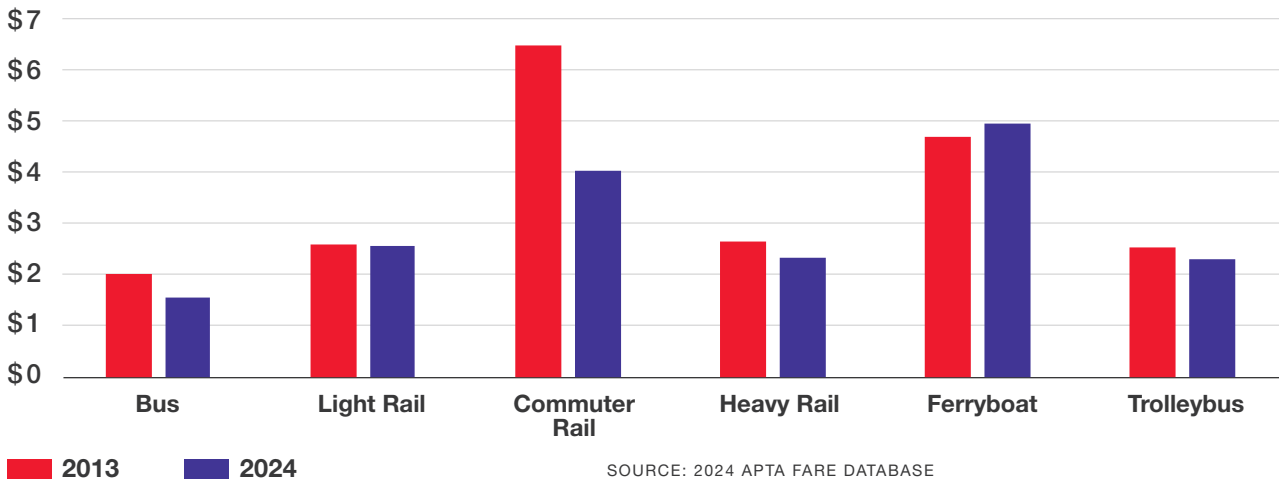
Passenger Fare Revenue, 1993-2023 (In 2023 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

**Figure 25: Revenue Generated from Passenger Fares Varies Across Modes**

Average Base Fare Comparison, 2013 and 2024 (In 2024 dollars)



was \$2.33, and the average commuter rail fare was \$4.04. (Figure 25). These are all base fares and refer to the minimum adult fare for a single trip on a regular service.

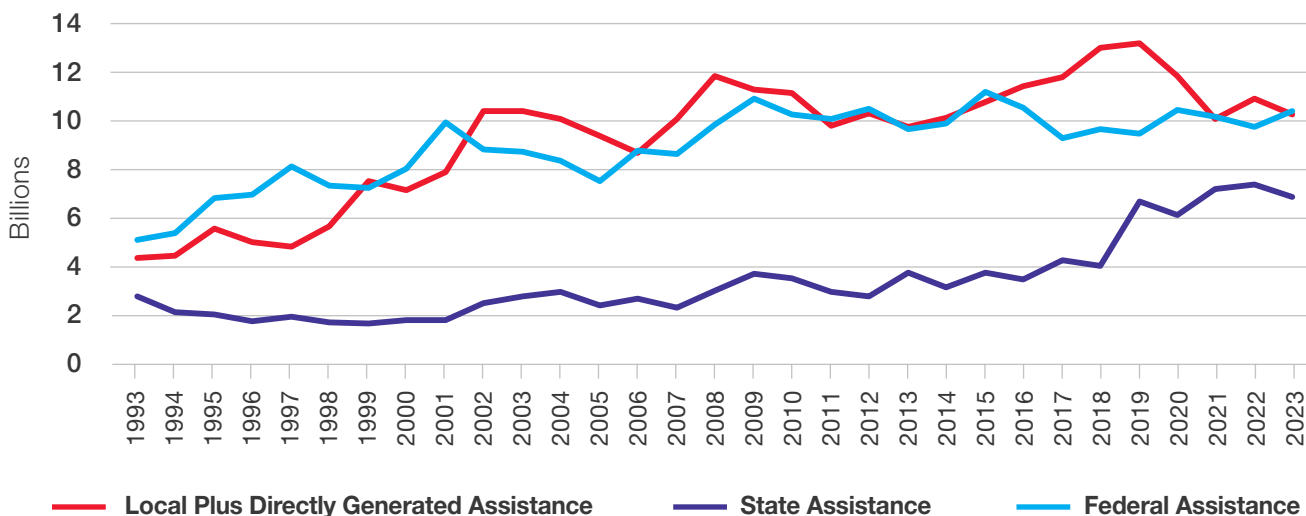
Figure 26 shows how capital funding sources have changed since report year 1993. Federal capital funds increased by 6.5 percent from 2022 to 2023, to \$10.4 billion. State capital assistance (funding from state governments) decreased by 6.8 percent to \$6.9 billion. Directly generated and local capital assistance decreased by 5.9 percent to \$10.3 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 38 percent of capital funds in report year 2023. State assistance made up 25 percent of funding, while local and directly generated assistance made up 37 percent of funding.

**Figure 26: Local Communities Have Largest Share of Capital Investment**

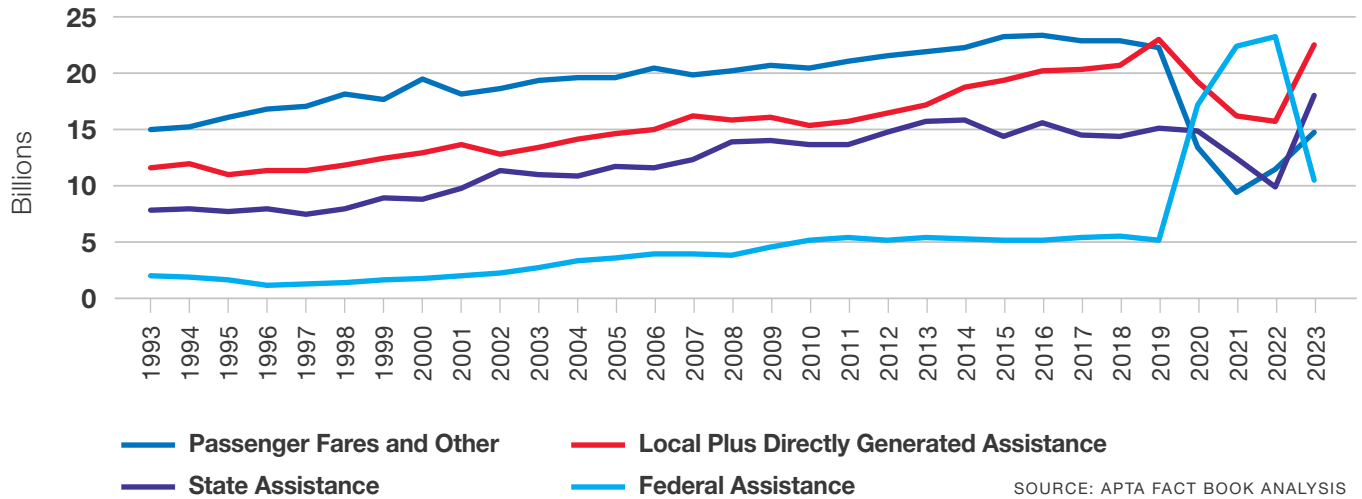
Capital Funding by Source (In 2023 dollars)





**Figure 27: Federal COVID Relief Critical for Transit**

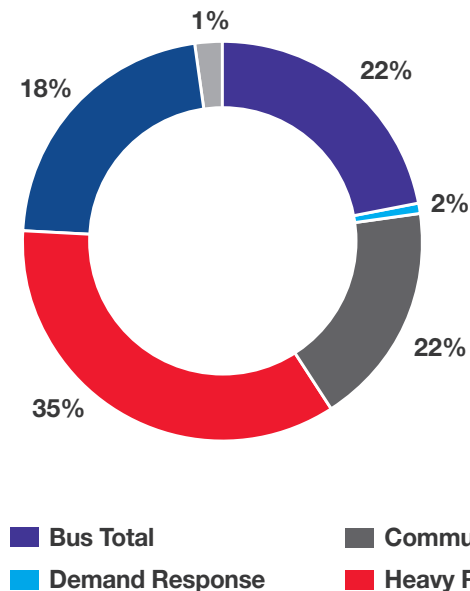
Operating Funding by Source (In 2023 dollars)



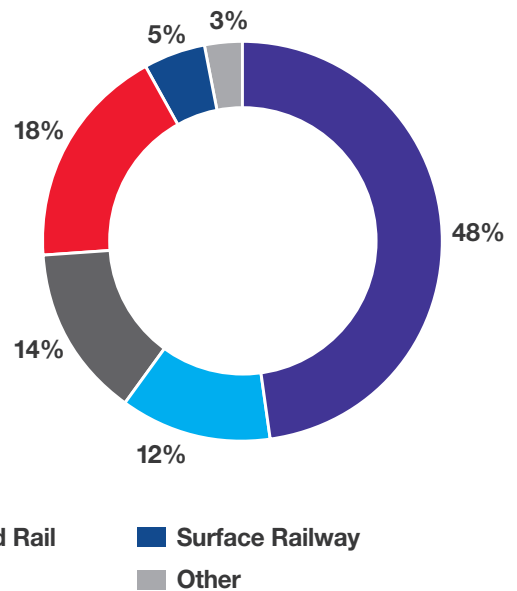
The operating funding mix has changed considerably since the onset of the COVID pandemic (*Figure 27*). In report year 2023, local and directly generated assistance was the largest source of funding (34 percent) while state assistance was the second-largest source (27 percent), followed by fares and agency revenues (22 percent) and federal assistance (16 percent). Passenger fares

and other agency revenue increased by 29 percent from 2022 to 2023, to \$14.8 billion. Local and directly generated assistance increased by 43 percent to \$22.5 billion, and state assistance increased by 83 percent to 18.0 billion. Due to decreased reliance on COVID relief funds, federal operating funding fell 55 percent to \$10.5 billion in report year 2023.

**Figure 28: Capital Expenses by Mode, 2023**



**Figure 29: Operating Expenses by Mode, 2023**



SOURCES: APTA FACT BOOK ANALYSIS

# Capital and Operating Expenses

In report year 2023, total public transportation expenditures were \$89.1 billion, with \$61.5 billion (69 percent) spent on operations and \$27.6 billion (31 percent) on capital investments. When broken out by mode, the bus modes make up the largest amount of operating expenses at \$29.7 billion, followed by heavy rail at \$11.1 billion, commuter and hybrid rail at \$8.6 billion, and demand response at \$7.4 billion. Heavy rail had the largest amount of capital expenditures at \$9.6 billion, followed by commuter and hybrid rail at \$6.1 billion, bus modes at \$6.0 billion, and surface rail at \$4.9 billion.

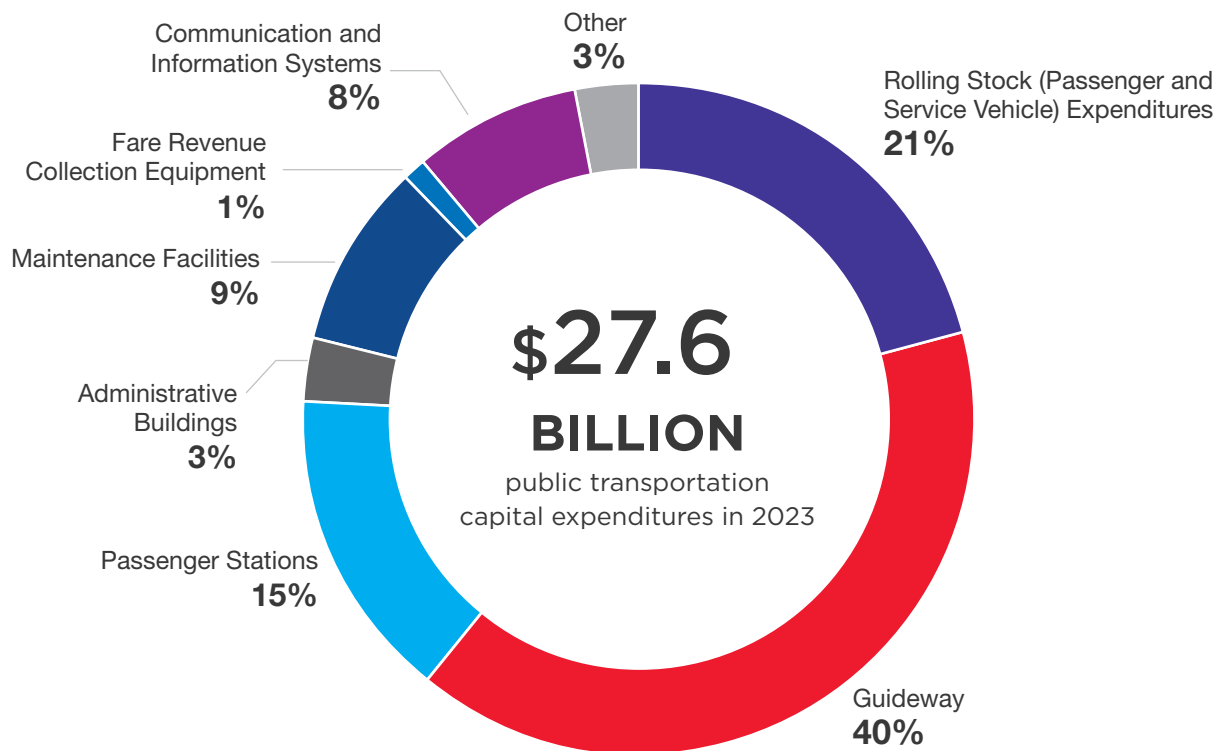
Of report year 2023 capital expenditures, 67 percent (\$18.4 billion) went to facilities, 21 percent (\$5.8 billion) to rolling stock, and

12 percent (\$3.3 billion) to other capital investments. **Figure 30** shows this breakdown by capital expenditure subcategory.

Of report year 2023 operating expenditures, 40 percent went to vehicle operations (\$24.6 billion), 18 percent to general administration (\$11.2 billion), 15 percent to purchased transportation (\$9.3 billion), 15 percent to vehicle maintenance (\$9.2 billion), and 12 percent to non-vehicle maintenance (\$7.2 billion).

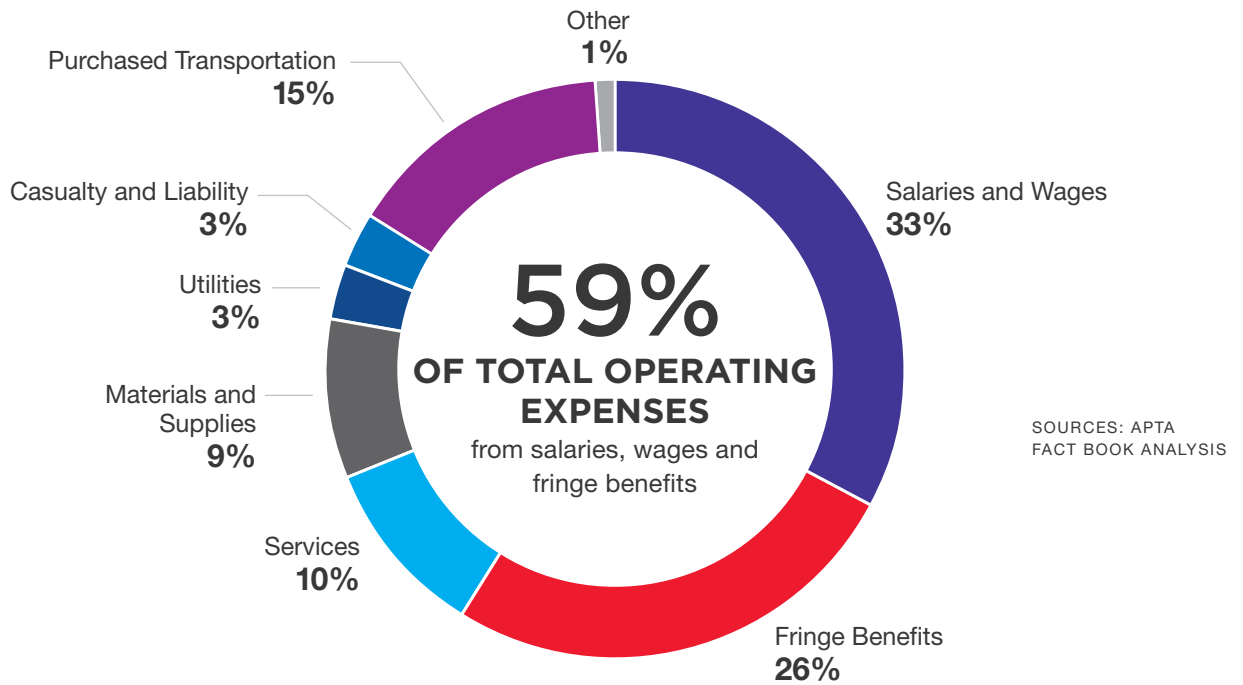
Operating expenditures are measured by function (the type of activity performed, as already listed) and by object (labor expenses and the type of goods or services purchased). Salaries, wages and fringe benefits for employees

**Figure 30: Capital Expenditures by Type, 2023**



SOURCE: APTA FACT BOOK ANALYSIS

**Figure 31: Total Operating Expenses by Object Class, 2023**



**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).*

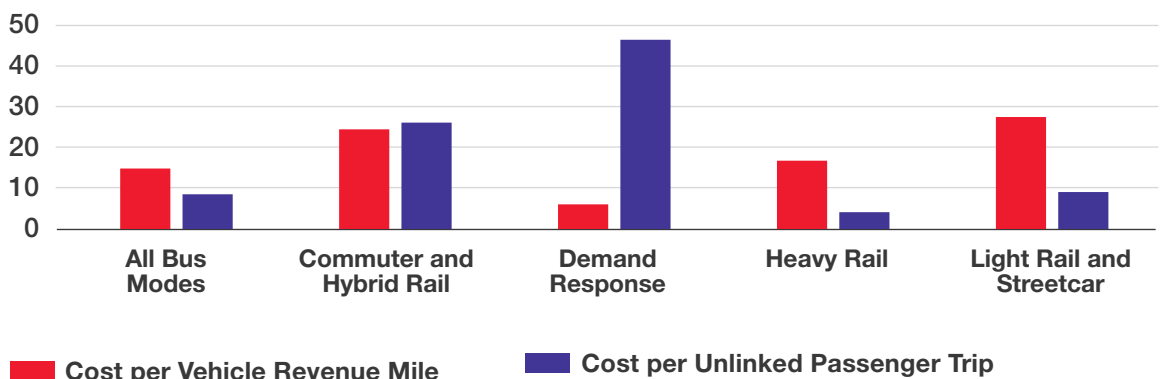
of public transit agencies account for 59 percent of total operating expenses. Operating expenses by object class are shown in *Figure 31*.

*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, 2023



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 2023, expenditures in the private sector were estimated at \$51.0 billion (57 percent of all transit expenditures), a 16 percent increase from 2022 (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 28 percent in 2023.<sup>13</sup> The percentage of service provided by contractors for different modes is shown in *Figure 34*. Measured by vehicle

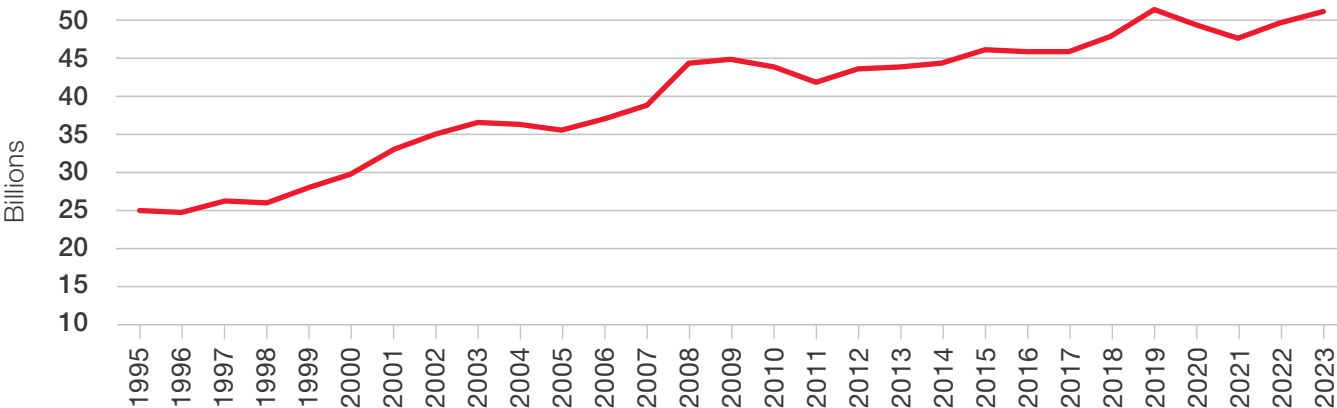
revenue hours, about 70 percent of demand response service was provided by contractors, along with 68 percent of vanpool service, 38 percent of commuter bus service, 20 percent of bus service and 7 percent of rail service. The percentage of bus service contracted for operation has increased marginally over the past decade, from 17 percent to 20 percent. Most notable is the vanpool mode, which has seen its share of contracted revenue hours increase from 40 percent in 2013 to 68 percent in 2023.

Most of the vehicles operated by contractors were provided by public transit agencies, with approximately 89 percent of all contractor-operated buses owned by transit agencies. About 77 percent of the vehicles used by contractors in demand response service were owned by public transit agencies, compared with just 6 percent for vanpool.

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

<sup>13</sup> This analysis is for urban transit systems only (full and reduced reporters in the NTD).

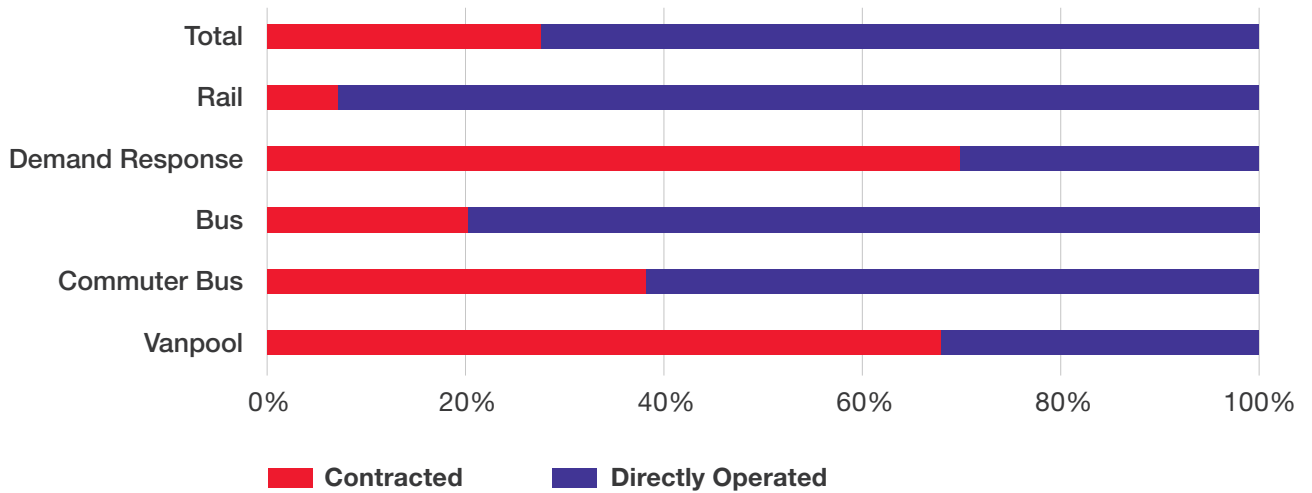
**Figure 33: Public Transit Expenditures Flow to Private Sector**  
Estimated Transit Expenditures in the Private Sector (In 2023 dollars)



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<sup>14</sup>

<sup>14</sup> Source: Canadian Urban Transit Association.

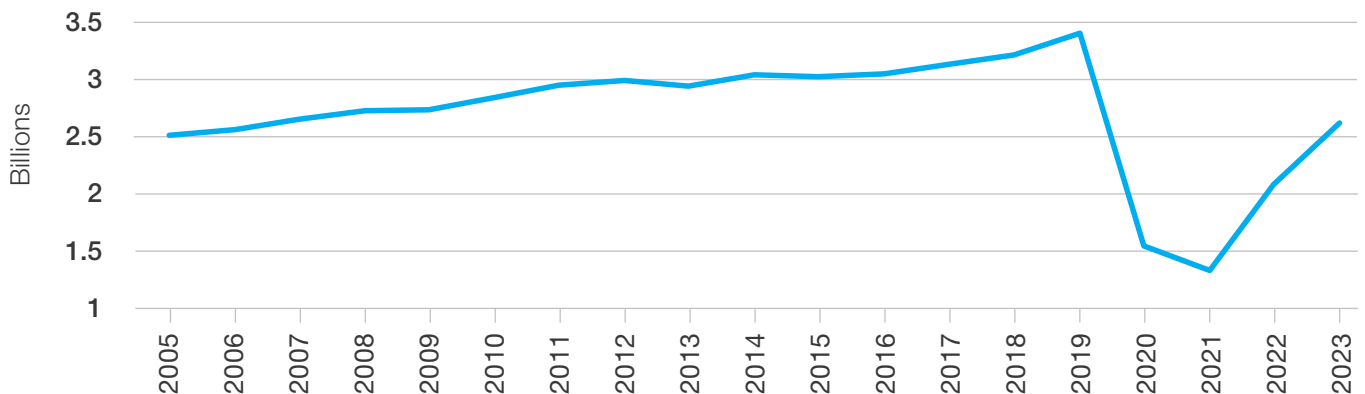
### Passenger Travel

Information from 102 urban Canadian public transit systems reveals that passenger boardings (equivalent to U.S. unlinked passenger trips) in 2023 increased by 26 percent to 2.63 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), 70 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 2.3 percent, compared to a 6.0 percent increase in the United States. (Figure 36). Total vehicle miles operated is the distance traveled by vehicles, including both revenue and “deadhead” miles.

Public transportation in Canada is also composed of specialized transit services, whose data is not included in the statistics above. Canadian specialized transit services are essentially demand response services for people who are unable to climb steps or walk long distances. According to CUTA, 473,639 registrants took more than 19.5 million passenger trips, an increase of 23 percent. The 113 systems reporting tallied 60.9 million total vehicle miles in 2023.

Vehicles

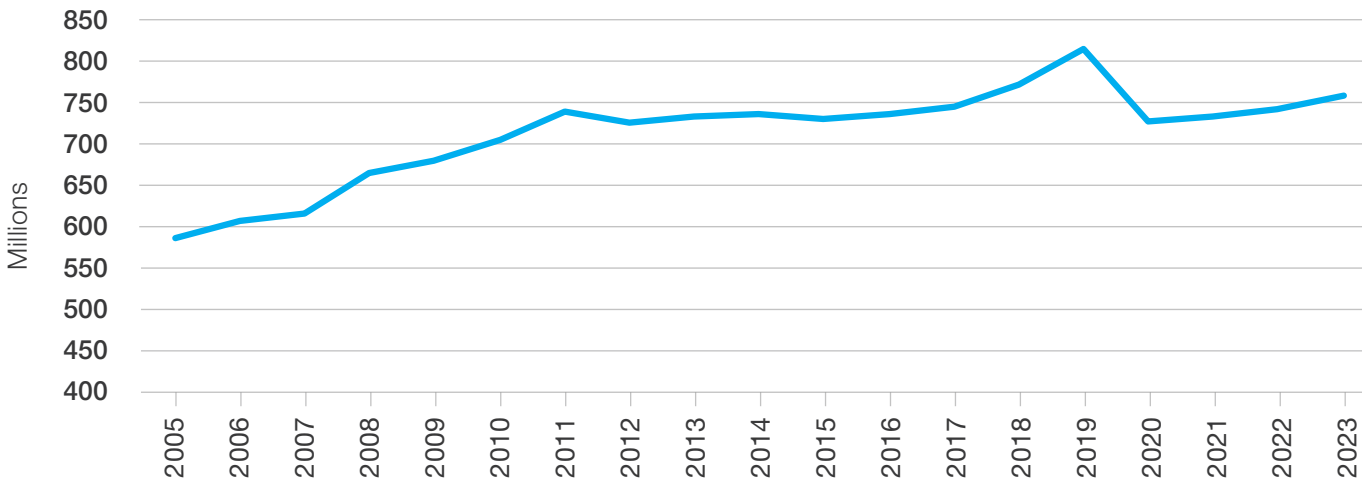
The average standard bus age in 2023 was approximately 9.4 years, with bus fleet accessibility at 98.8 percent. The average light rail age was 17.8 years, and the average heavy rail age was 24.2 years. A total of 19,445 revenue vehicles were recorded across modes in 2023.

Employees

The number of Canadian transit employees in 2023 was 65,177, of which 47 percent were vehicle operators and 14 percent worked in vehicle maintenance, 22 percent in general administration, 8 percent in non-vehicle maintenance, and 9 percent in transportation operations.

Figure 36: Long-Term Growth in Service Interrupted

Total Canadian Vehicle Miles



SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

# Amtrak Summary<sup>15</sup>

Intercity passenger rail is a critical resource for local economies and a valuable part of the transportation network. Amtrak operates more than 21,400 route miles, has more than 500 stations and employs approximately 22,400 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) 2024, Amtrak ridership exceeded FY 2019 levels. FY 2024 ridership increased by 15 percent (to 32.8 million trips) compared to FY 2023. Ridership on the Northeast Corridor increased by 16 percent to 14.0 million trips. Ridership on state-supported routes increased by 16 percent to 14.5 million trips, and ridership on long-distance routes increased by 8 percent to 4.3 million trips.

## Funding

In FY 2024, Amtrak increased total revenues by 7 percent to \$3.6 billion. It received \$2.4 billion in federal appropriations in FY 2024.

## Capital Investments

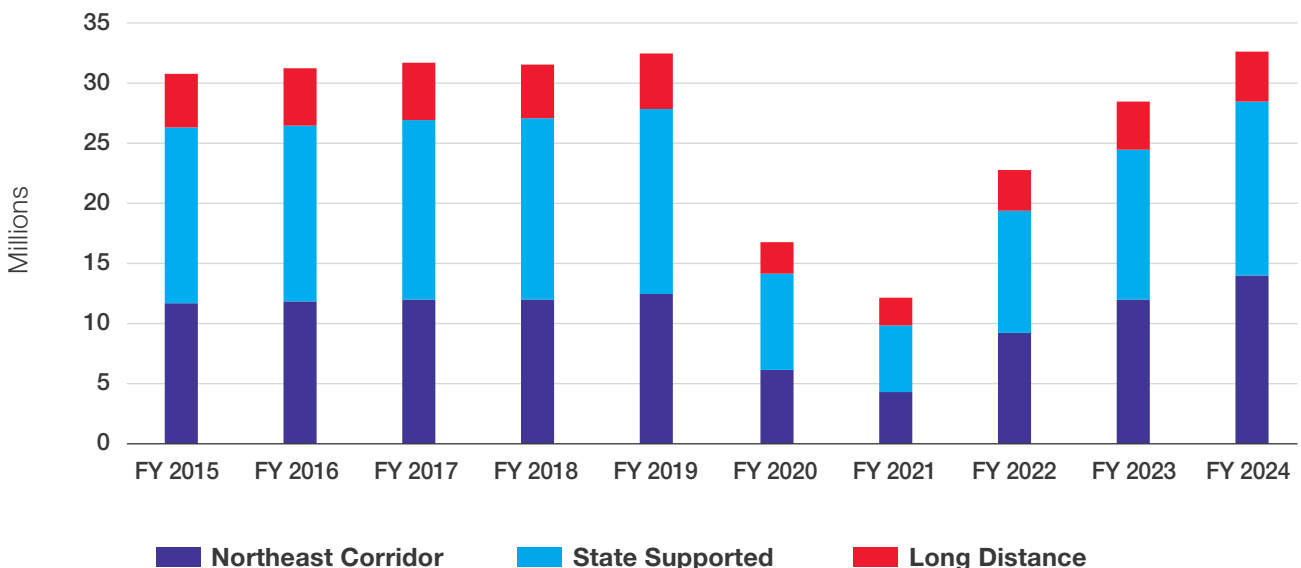
Amtrak is significantly investing to improve their capital assets. Current capital priorities include installing operational positive train control (PTC), launching a Safety Management System (SMS), state-of-good-repair work on the Northeast Corridor, new train interiors, the manufacturing of a new Acela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

<sup>15</sup> Sources: <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/financial/Amtrak-Audited-Consolidated-Financial-Statements-FY2024.pdf>

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/monthlyperformancereports/2024/Amtrak-Monthly-Performance-Report-September-2024.pdf>

**Figure 37: Amtrak Ridership Now Exceeds FY 2019 Levels**

Passenger Trips (FY 2015- FY 2024)



SOURCE: AMTRAK FY 2023 RIDERSHIP AND REVENUE

# Modal Rankings, Report Year 2023

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For complete size ranking lists of all transit agencies and urbanized areas reported in the Federal Transit Administration 2023 National Transit Database, see the **2025 Public Transportation Fact Book**, Appendix B: Operating Statistics and Rankings at [www.apta.com](http://www.apta.com). These rankings include only public transit agencies that reported in the Federal Transit Administration FY 2023 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)	
		2022	2023	2022	2023
MTA New York City Transit	New York, NY	2,274,142.4	2,632,003.0	8,319,104.0	9,591,253.7
Chicago Transit Authority	Chicago, IL	243,538.8	279,146.5	969,133.7	1,090,677.6
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	254,688.1	276,302.4	997,892.7	1,190,726.7
Massachusetts Bay Transportation Authority	Boston, MA	203,455.4	234,975.6	854,089.5	1,103,417.6
Washington Metro. Area Transit Authority	Washington, DC	156,897.5	231,023.8	670,038.0	912,604.9
New Jersey Transit Corporation	New York, NY	160,287.3	198,590.1	2,014,264.5	2,314,384.0
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	174,229.7	197,264.9	733,078.5	834,809.5
City and County of San Francisco	San Francisco, CA	102,696.3	139,127.7	190,751.7	265,976.5
MTA Bus Company	New York, NY	100,411.8	119,571.8	289,073.8	347,970.7
MTA Long Island Rail Road	New York, NY	81,613.7	83,835.7	1,820,711.6	2,033,685.8
King County Department of Metro Transit	Seattle, WA	66,445.4	78,886.8	255,184.7	301,530.5
County of Miami-Dade	Miami, FL	56,114.9	77,961.9	304,072.1	414,129.0
Metro. Transit Auth. of Harris County, Texas	Houston, TX	57,316.7	68,575.8	351,946.0	394,716.9
San Diego Metropolitan Transit System	San Diego, CA	57,617.3	68,511.4	327,269.7	386,122.7
Metro-North Commuter Railroad Company	New York, NY	54,739.5	66,645.3	1,070,426.2	1,150,894.9
Denver Regional Transportation District	Denver, CO	61,284.7	64,533.9	364,066.7	382,906.5
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	51,430.0	62,093.0	305,151.0	352,116.0
Maryland Transit Administration	Baltimore, MD	50,205.9	57,907.0	297,048.3	343,206.7
Tri-County Metro. Transp. District of Oregon	Portland, OR	49,615.3	57,442.7	201,424.0	231,430.4
Port Authority Trans-Hudson Corporation	New York, NY	46,589.0	55,108.9	229,047.7	268,404.8
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	42,203.6	51,029.7	166,455.6	198,958.2
San Francisco Bay Area Rapid Transit District	San Francisco, CA	38,224.1	50,764.4	523,379.5	681,315.3
Dallas Area Rapid Transit	Dallas, TX	41,267.9	48,736.4	256,025.8	283,376.2
Metro Transit	Minneapolis, MN	38,794.6	44,977.1	162,183.0	175,173.9
City and County of Honolulu	Honolulu, HI	35,759.5	40,117.5	173,240.3	193,327.8
Pittsburgh Regional Transit	Pittsburgh, PA	32,328.5	37,908.5	122,507.8	155,119.5
Central Puget Sound Regional Transit Auth.	Seattle, WA	32,014.5	37,571.6	284,158.5	346,306.0
Alameda-Contra Costa Transit District	San Francisco, CA	29,347.6	35,190.1	104,933.4	122,828.2
Utah Transit Authority	Salt Lake City, UT	31,457.9	35,059.9	245,491.3	279,373.1
Orange County Transportation Authority	Los Angeles, CA	27,753.5	32,674.7	132,745.0	137,085.6
Northeast Illinois Reg. Commuter Railroad Corp.	Chicago, IL	23,791.7	31,988.1	518,254.9	706,105.7
VIA Metropolitan Transit	San Antonio, TX	25,106.9	27,965.4	122,708.9	137,411.4
Capital Metropolitan Transportation Auth.	Austin, TX	20,417.1	24,332.4	107,793.0	122,011.6
Santa Clara Valley Transportation Authority	San Jose, CA	17,757.6	23,853.9	93,471.9	117,822.0
Broward County Bd. of County Commissioners	Miami, FL	20,777.7	23,210.0	101,829.6	119,090.3
Milwaukee County	Milwaukee, WI	18,849.2	22,735.0	67,201.7	75,456.9
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	19,081.6	22,415.4	90,809.1	102,838.6
Westchester County	New York, NY	20,886.6	21,998.0	84,751.8	90,095.3
County of Nassau	New York, NY	17,952.5	20,293.6	102,875.9	112,757.3
Bi-State Development Agency	St. Louis, MO	18,508.8	19,690.8	109,890.8	121,868.3
City of Phoenix Public Transit Department	Phoenix, AZ	20,001.8	19,524.3	65,704.0	76,499.3
Central Florida Regional Transportation Auth.	Orlando, FL	16,731.2	18,418.2	93,266.0	111,018.4
Washington State Ferries	Seattle, WA	17,156.0	18,241.1	124,788.0	131,769.1
Long Beach Transit	Los Angeles, CA	17,409.9	16,803.0	52,291.1	51,874.4
City of Tucson	Tucson, AZ	14,743.8	16,759.2	59,120.1	57,986.4
Pace - Suburban Bus Division	Chicago, IL	14,556.8	16,050.0	102,877.0	112,988.0
City of Los Angeles	Los Angeles, CA	13,489.7	15,482.7	30,996.1	39,711.9
CTTRANSIT - Hartford Division	Hartford, CT	10,327.8	15,128.5	58,768.7	66,810.0
New York City Department of Transportation	New York, NY	12,164.2	14,715.4	64,531.5	76,519.9
Niagara Frontier Transportation Authority	Buffalo, NY	13,157.4	14,531.2	42,021.5	46,252.4

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

URBANIZED AREA	POPULATION (2020 CENSUS)	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2022	2023	2022	2023
New York-Jersey City-Newark, NY-NJ	19,426,449	2,746,122.1	3,176,227.4	13,647,542.6	15,428,181.0
Los Angeles-Long Beach-Anaheim, CA	12,237,376	352,877.0	384,756.8	1,471,484.9	1,676,998.4
Chicago, IL-IN	8,671,746	285,785.9	331,256.0	1,641,610.6	1,962,554.7
Washington-Arlington, DC-VA-MD	5,174,759	191,790.2	272,770.5	923,626.1	1,237,136.3
Boston, MA-NH	4,382,009	208,730.3	241,561.4	894,527.3	1,147,013.8
San Francisco-Oakland, CA	3,515,933	174,947.3	231,725.2	867,742.2	1,142,417.5
Philadelphia, PA-NJ-DE-MD	5,696,125	198,854.6	226,596.3	871,160.1	1,072,734.6
Seattle-Tacoma, WA	3,544,011	123,904.5	148,204.6	717,369.7	865,947.6
Miami-Fort Lauderdale, FL	6,077,522	87,701.5	114,094.3	530,438.7	685,641.1
San Diego, CA	3,070,300	63,873.5	76,138.1	413,716.0	504,890.5
Houston, TX	5,853,575	57,707.0	69,020.7	357,209.5	401,018.1
Portland, OR-WA	2,104,238	56,329.0	66,025.2	225,765.4	257,411.0
Atlanta, GA	5,100,112	54,245.6	65,206.4	344,591.2	396,891.2
Denver-Aurora, CO	2,686,147	56,392.7	59,104.6	345,743.8	361,700.9
Baltimore, MD	2,212,038	50,348.4	57,293.4	248,843.1	271,246.4
Dallas-Fort Worth-Arlington, TX	5,732,354	47,371.5	55,839.8	297,744.7	334,965.2
Minneapolis-St. Paul, MN	2,914,866	45,685.1	52,947.7	213,831.8	235,720.6
Las Vegas-Henderson-Paradise, NV	2,196,623	42,205.8	51,034.2	166,455.6	198,958.2
Honolulu, HI	853,252	34,851.0	39,160.9	168,683.5	188,535.7
Pittsburgh, PA	1,745,039	33,174.6	38,916.4	132,356.3	164,975.6
Phoenix-Mesa-Scottsdale, AZ	3,976,313	34,758.1	37,716.4	161,366.2	197,519.1
San Jose, CA	1,837,446	22,102.8	30,306.6	167,741.3	222,876.1
San Antonio, TX	1,992,689	25,110.1	27,966.5	122,743.2	137,424.9
Austin, TX	1,809,888	20,484.3	24,393.8	107,793.0	122,011.6
Milwaukee, WI	1,306,795	19,827.2	23,752.9	71,466.3	79,214.5
Tampa-St. Petersburg, FL	2,783,045	20,308.3	23,596.1	110,567.3	120,071.1
Salt Lake City, UT	1,178,533	21,677.0	23,504.9	131,867.7	144,720.5
Cleveland, OH	1,712,178	19,677.7	23,133.0	96,161.5	109,946.9
St. Louis, MO-IL	2,156,323	19,587.3	21,142.5	118,586.7	132,050.9
Detroit, MI	3,776,890	13,970.7	16,969.2	88,311.4	108,172.9
Tucson, AZ	875,441	14,912.8	16,960.1	60,019.7	59,157.6
Hartford, CT	977,158	11,482.5	16,622.0	67,602.1	83,196.0
Cincinnati, OH-KY	1,686,744	12,589.4	16,595.6	65,732.6	85,681.2
Bridgeport-Stamford, CT-NY	916,408	11,899.5	16,338.6	111,018.9	135,634.6
New Orleans, LA	963,212	13,678.1	15,788.6	46,455.1	51,605.9
Orlando, FL	1,853,896	14,222.8	15,536.4	88,983.0	104,262.2
Kansas City, MO-KS	1,674,218	12,559.9	15,103.6	44,933.4	54,383.4
Sacramento, CA	1,946,618	11,886.8	15,013.1	56,790.8	69,467.1
Charlotte, NC-SC	1,379,873	13,102.5	14,542.0	61,301.8	70,670.6
Buffalo, NY	948,864	13,150.1	14,526.0	41,977.7	46,205.3
New Haven, CT	561,456	9,866.9	13,252.4	108,622.3	133,175.4
Albany-Schenectady, NY	593,142	11,571.7	12,953.9	51,881.1	61,500.9
Providence, RI-MA	1,285,806	10,900.8	12,800.9	58,771.1	60,841.0
Atlantic City-Ocean City-Villas, NJ	294,921	9,715.5	12,041.9	46,722.0	99,109.2
Columbus, OH	1,567,254	10,422.1	11,701.4	45,177.9	53,866.0
Durham, NC	396,118	9,145.8	10,436.1	30,098.7	33,682.2
Richmond, VA	1,059,150	8,909.0	10,130.5	40,038.6	43,672.9
Riverside-San Bernardino, CA	2,276,703	7,649.5	10,095.7	69,263.6	96,576.7
Concord-Walnut Creek, CA	538,583	7,508.9	9,972.8	86,325.9	111,615.7
Ann Arbor, MI	317,689	7,898.6	9,964.9	27,580.0	33,426.3



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

URBANIZED AREA	POPULATION (2020 CENSUS)	2022 UNLINKED PASSENGER TRIPS (THOUSANDS)	RIDERSHIP PER CAPITA
New York-Jersey City-Newark, NY-NJ	19,426,449	3,176,227,391	163.5
Riverhead-Southold, NY	51,120	4,839,342	94.7
San Francisco-Oakland, CA	3,515,933	231,725,247	65.9
Ames, IA	66,342	4,142,196	62.4
Champaign, IL	147,452	8,582,073	58.2
State College, PA	83,674	4,829,700	57.7
Boston, MA-NH	4,382,009	241,561,389	55.1
Washington-Arlington, DC-VA-MD	5,174,759	272,770,492	52.7
Blacksburg-Christiansburg, VA	72,400	3,781,995	52.2
Honolulu, HI	853,252	39,160,893	45.9
Seattle-Tacoma, WA	3,544,011	148,204,563	41.8
Davis, CA	77,034	3,187,438	41.4
Atlantic City-Ocean City-Villas, NJ	294,921	12,041,911	40.8
Philadelphia, PA-NJ-DE-MD	5,696,125	226,596,313	39.8
Boulder, CO	120,828	4,795,652	39.7
Chicago, IL-IN	8,671,746	331,255,993	38.2
Waterbury, CT	199,317	7,465,824	37.5
Danbury, CT-NY	171,680	5,986,038	34.9
Iowa City, IA	126,810	4,076,993	32.2
Los Angeles-Long Beach-Anaheim, CA	12,237,376	384,756,822	31.4
Portland, OR-WA	2,104,238	66,025,199	31.4
Ann Arbor, MI	317,689	9,964,928	31.4
San Marcos, TX	70,801	2,174,220	30.7
Bellingham, WA	128,979	3,738,576	29.0
Athens-Clarke County, GA	143,213	4,127,806	28.8
Morgantown, WV	77,620	2,201,076	28.4
Lafayette, IN	157,100	4,447,311	28.3
Ithaca, NY	59,102	1,574,727	26.6
Durham, NC	396,118	10,436,064	26.3
Baltimore, MD	2,212,038	57,293,431	25.9
Santa Barbara, CA	202,197	5,030,880	24.9
San Diego, CA	3,070,300	76,138,109	24.8
Lansing, MI	318,300	7,640,546	24.0
Gainesville, FL	213,748	5,057,409	23.7
Trenton, NJ	370,422	8,755,269	23.6
New Haven, CT	561,456	13,252,389	23.6
Eugene, OR	270,179	6,295,854	23.3
Lawrence, KS	94,998	2,213,230	23.3
Las Vegas-Henderson-Paradise, NV	2,196,623	51,034,197	23.2
Bloomington, IN	110,103	2,466,143	22.4
Pittsburgh, PA	1,745,039	38,916,420	22.3
Denver-Aurora, CO	2,686,147	59,104,642	22.0
Amherst Town-Northampton-Easthampton Town, MA	90,570	1,982,332	21.9
Albany-Schenectady, NY	593,142	12,953,860	21.8
Madison, WI	450,305	9,530,981	21.2
Harrisonburg, VA	73,377	1,522,746	20.8
Spokane, WA	447,279	9,003,741	20.1
Salt Lake City, UT	1,178,533	23,504,873	19.9
Kahului-Wailuku, HI	57,905	1,154,463	19.9
Flagstaff, AZ	79,842	1,591,572	19.9

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)	
		2022	2023	2022	2023
MTA New York City Transit	New York, NY	458,602.3	570,625.2	1,088,139.6	1,373,347.9
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	193,446.2	206,240.4	606,555.4	717,395.4
Chicago Transit Authority	Chicago, IL	140,013.9	161,699.4	353,874.4	403,793.2
New Jersey Transit Corporation	New York, NY	102,745.1	123,821.3	775,906.8	877,349.4
MTA Bus Company	New York, NY	100,411.8	119,571.8	289,073.8	347,970.7
Washington Metro. Area Transit Authority	Washington, DC	79,512.6	102,855.9	251,623.4	307,224.1
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	91,193.7	101,457.4	260,968.3	280,733.2
Massachusetts Bay Transportation Authority	Boston, MA	69,156.9	79,488.0	173,969.9	204,609.0
City and County of San Francisco	San Francisco, CA	54,363.9	71,851.9	109,579.6	144,667.6
King County Department of Metro Transit	Seattle, WA	53,983.6	64,109.1	213,459.0	247,086.5
County of Miami-Dade	Miami, FL	37,225.1	55,922.0	174,231.9	253,671.0
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	40,953.2	49,591.0	153,164.8	183,473.4
Metro. Transit Auth. of Harris County, Texas	Houston, TX	41,025.8	49,023.6	234,474.5	260,223.4
Maryland Transit Administration	Baltimore, MD	40,168.4	45,734.0	179,311.2	183,667.6
Denver Regional Transportation District	Denver, CO	39,006.9	42,438.5	165,384.2	187,556.8
City and County of Honolulu	Honolulu, HI	34,753.5	38,992.5	162,729.6	182,046.1
Tri-County Metro. Transp. District of Oregon	Portland, OR	30,484.7	34,970.1	96,334.2	113,234.6
Pittsburgh Regional Transit	Pittsburgh, PA	28,946.1	33,573.0	106,901.8	135,291.3
San Diego Metropolitan Transit System	San Diego, CA	27,605.5	32,112.3	112,492.7	131,922.2
Orange County Transportation Authority	Los Angeles, CA	26,680.6	31,363.5	115,099.9	115,211.5
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	24,674.1	30,878.8	117,461.1	129,904.4
Alameda-Contra Costa Transit District	San Francisco, CA	25,233.8	30,197.0	89,154.3	102,348.9
Metro Transit	Minneapolis, MN	26,350.9	30,124.0	111,153.9	119,831.3
VIA Metropolitan Transit	San Antonio, TX	23,823.4	26,460.2	94,726.2	106,373.6
Dallas Area Rapid Transit	Dallas, TX	21,536.5	25,874.9	90,635.0	102,522.5
Capital Metropolitan Transportation Auth.	Austin, TX	18,810.5	22,490.9	81,813.0	93,122.3
Milwaukee County	Milwaukee, WI	18,518.0	22,384.3	65,001.0	73,141.6
Broward County Bd. of County Commissioners	Miami, FL	20,003.8	22,299.6	94,867.9	110,499.4
Westchester County	New York, NY	20,586.6	21,640.2	81,613.3	86,452.5
County of Nassau	New York, NY	17,708.9	19,994.9	100,897.8	110,452.5
Santa Clara Valley Transportation Authority	San Jose, CA	15,181.2	19,381.7	78,212.9	92,192.2
City of Phoenix Public Transit Department	Phoenix, AZ	19,717.4	19,227.6	63,320.8	73,463.8
Utah Transit Authority	Salt Lake City, UT	15,596.1	17,895.3	61,777.3	69,627.2
Central Florida Regional Transportation Auth.	Orlando, FL	15,528.3	17,061.3	79,711.5	98,095.7
Long Beach Transit	Los Angeles, CA	17,389.3	16,780.5	52,197.6	51,774.9
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	13,557.4	15,963.5	57,554.6	64,887.3
Pace - Suburban Bus Division	Chicago, IL	13,528.8	14,908.2	91,244.4	100,920.6
City of Tucson	Tucson, AZ	13,042.1	14,615.3	53,677.4	52,311.0
Montgomery County, Maryland	Washington, DC	14,093.9	14,359.8	61,425.3	58,117.6
City of Los Angeles	Los Angeles, CA	12,629.8	14,344.2	21,057.6	24,548.2
Connecticut DOT - Hartford Division	Hartford, CT	9,247.9	13,968.8	53,236.7	60,413.4
Capital District Transportation Authority	Albany, NY	11,176.0	13,311.5	41,335.5	50,106.8
Southwest Ohio Regional Transit Authority	Cincinnati, OH	9,679.2	12,902.1	50,172.8	68,980.6
Bi-State Development Agency	St. Louis, MO	11,679.8	12,508.9	59,819.0	72,681.7
Niagara Frontier Transportation Authority	Buffalo, NY	10,879.7	11,833.9	34,727.8	37,477.2
Central Ohio Transit Authority	Columbus, OH	9,947.5	11,128.9	40,192.2	48,130.6
Hillsborough Area Regional Transit Authority	Tampa, FL	9,644.4	11,062.4	49,254.8	49,514.0
Rhode Island Public Transit Authority	Providence, RI	9,367.4	11,040.1	46,743.5	46,337.5
Kansas City Area Transportation Authority	Kansas City, MO	9,558.1	10,841.7	33,043.2	36,800.3
City of Detroit	Detroit, MI	8,571.9	10,229.5	40,557.8	52,320.6

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2022	2023	2022	2023
MTA New York City Transit	New York, NY	16,646.8	31,784.2	31,036.5	55,443.5
Massachusetts Bay Transportation Authority	Boston, MA	7,434.0	8,908.5	16,605.6	19,433.3
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	3,838.7	4,371.9	23,321.2	26,699.5
Alameda-Contra Costa Transit District	San Francisco, CA	3,526.7	4,106.1	9,727.1	10,802.1
Lane Transit District	Eugene, OR	2,145.0	2,554.3	5,413.5	6,305.0
City of Albuquerque	Albuquerque, NM	1,591.1	2,067.8	5,941.6	7,382.1
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	1,538.4	1,714.1	4,027.5	4,782.2
Greater Richmond Transit Company	Richmond, VA	1,576.1	1,707.0	4,392.4	4,706.1
Connecticut DOT - Hartford Division	Hartford, CT	1,079.9	1,159.6	5,532.1	6,396.7
Indianapolis and Marion County Public Transp.	Indianapolis, IN	978.3	1,097.0	3,541.0	3,211.7
Pinellas Suncoast Transit Authority	St. Petersburg, FL	N/A	1,058.2	N/A	4,031.6
Roaring Fork Transportation Authority	Non-UZA	882.2	1,035.2	N/A	N/A
Kansas City Area Transportation Authority	Kansas City, MO	646.6	943.7	1,986.9	2,834.9
City of Fort Collins	Fort Collins, CO	403.2	451.1	1,278.0	1,274.6
Central Florida Regional Transportation Auth.	Orlando, FL	384.0	431.1	365.8	451.9
Interurban Transit Partnership	Grand Rapids, MI	452.1	406.1	1,546.3	1,567.5
Metro. Transit Auth. of Harris County, Texas	Houston, TX	255.0	298.8	829.3	872.8
Birmingham-Jefferson County Transit Auth.	Birmingham, AL	N/A	191.8	N/A	659.2

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2022	2023	2022	2023
MTA New York City Transit	New York, NY	8,045.7	8,995.4	120,130.7	135,709.7
Central Puget Sound Regional Transit Auth.	Seattle, WA	6,852.7	8,568.1	91,483.0	116,872.6
Metro. Transit Auth. of Harris County, Texas	Houston, TX	2,616.2	3,269.4	56,230.1	64,535.5
Hudson Transit Lines, Inc.	New York, NY	1,571.9	1,832.8	71,580.2	93,151.9
Roaring Fork Transportation Authority	Non-UZA	1,411.6	1,567.2	N/A	N/A
Maryland Transit Administration	Baltimore, MD	808.7	1,188.4	13,387.4	22,143.9
Academy Lines, Inc.	New York, NY	940.7	1,064.2	45,043.6	44,972.8
Snohomish Cty Public Transp. Benefit Area Corp.	Seattle, WA	726.1	975.7	12,659.0	17,013.6
City of Los Angeles	Los Angeles, CA	630.0	873.2	9,164.6	14,334.3
Suburban Transit Corporation	New York, NY	634.5	763.6	24,111.7	25,775.4
Potomac & Rappahannock Transp. Comm.	Washington, DC	615.9	758.2	15,341.0	22,289.2
Lakeland Bus Lines, Inc.	New York, NY	565.4	742.3	19,425.9	25,590.0
Utah Transit Authority	Salt Lake City, UT	599.9	592.6	9,516.1	9,082.3
Jalbert Leasing, Inc.	Portsmouth, NH	461.1	562.0	N/A	N/A
Hampton Jitney, Inc.	New York, NY	521.6	535.8	47,868.6	49,533.1
Solano County Transit	Vallejo, CA	254.0	496.9	3,501.3	10,423.5
County of Hawaii Mass Transit Agency	Non-UZA	256.5	485.1	N/A	N/A
Atlanta-Region Transit Link Authority	Atlanta, GA	371.2	484.6	10,271.4	12,527.7
Alameda-Contra Costa Transit District	San Francisco, CA	270.3	467.7	3,209.0	5,755.6
Monsey New Square Trails Corporation	New York, NY	463.8	456.1	19,246.8	18,929.8
Rockland Coaches, Inc.	New York, NY	335.6	423.4	7,621.5	9,615.1
Trans-Bridge Lines, Inc.	New York, NY	403.6	415.6	26,477.0	31,092.9
Olympia Trails Bus Company, Inc.	New York, NY	329.5	369.5	N/A	N/A
Ventura County Transportation Commission	Oxnard, CA	310.1	366.0	8,300.1	8,086.4
Adirondack Transit Lines, Inc.	New York, NY	298.4	362.7	23,440.8	31,065.2
County of Miami-Dade	Miami, FL	303.1	362.7	11,697.3	14,001.7
Gunnison Valley Transportation Authority	Non-UZA	249.9	327.7	N/A	N/A
Connecticut Department of Transportation	Hartford, CT	150.2	295.5	3,529.7	8,778.9
The Woodlands Township	The Woodlands, TX	244.1	279.9	9,308.2	10,673.8
Boston Express Bus, Inc.	Boston, MA	227.3	279.1	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)	
		2022	2023	2022	2023
Access Services	Los Angeles, CA	2,927.5	3,545.4	37,332.5	42,741.1
Pace-Suburban Bus Div., ADA Paratransit Svcs.	Chicago, IL	2,648.3	3,013.5	22,944.5	26,019.1
MTA New York City Transit	New York, NY	2,484.6	2,716.6	24,395.1	24,803.0
Maryland Transit Administration	Baltimore, MD	1,802.0	2,417.5	14,779.0	21,744.6
Metropolitan Council	Minneapolis, MN	2,069.5	2,211.4	21,954.7	24,524.9
Metro. Transit Auth. of Harris County, Texas	Houston, TX	1,438.8	1,900.3	14,940.5	18,263.1
New Jersey Transit Corporation	New York, NY	1,326.7	1,485.1	8,649.8	9,795.8
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	1,250.4	1,438.8	13,290.7	15,484.8
County of Miami-Dade	Miami, FL	1,326.3	1,424.1	17,317.7	18,527.0
Washington Metro. Area Transit Authority	Washington, DC	1,307.2	1,394.1	13,699.2	16,059.7
VIA Metropolitan Transit	San Antonio, TX	950.1	1,141.2	10,615.1	12,735.0
City and County of Honolulu	Honolulu, HI	955.4	1,116.1	9,113.9	11,239.3
Dallas Area Rapid Transit	Dallas, TX	822.1	1,066.1	8,600.0	9,988.3
Orange County Transportation Authority	Los Angeles, CA	835.8	1,031.9	8,950.4	11,737.7
Bd. of Cty. Cmsrs, Palm Beach County	Miami, FL	797.1	1,025.1	9,659.5	11,471.0
King County Department of Metro Transit	Seattle, WA	666.0	1,010.2	7,159.2	7,980.2
Massachusetts Bay Transportation Authority	Boston, MA	930.2	1,008.5	7,518.0	7,243.9
OATS, Inc.	Non-UZA	956.5	993.9	N/A	N/A
Pittsburgh Regional Transit	Pittsburgh, PA	845.9	926.8	6,483.9	7,281.9
Capital Metropolitan Transportation Auth.	Austin, TX	752.1	915.0	4,956.5	5,611.3
Broward County Bd. of County Commissioners	Miami, FL	773.9	910.4	6,961.7	8,590.9
City of Arlington	Dallas, TX	776.3	905.8	4,568.8	5,543.9
Denton County Transportation Authority	Denton, TX	645.8	884.1	2,939.7	4,392.9
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	714.5	856.7	5,102.3	5,713.3
City of Raleigh	Raleigh, NC	596.0	819.4	3,730.9	4,880.0
Delaware Transit Corporation	Philadelphia, PA	696.8	811.1	8,599.2	10,488.8
Denver Regional Transportation District	Denver, CO	737.3	776.8	7,255.3	7,857.3
Susquehanna Regional Transportation Authority	Harrisburg, PA	N/A	765.0	N/A	8,545.6
Utah Transit Authority	Salt Lake City, UT	565.4	758.5	4,480.2	5,338.9
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	503.1	696.1	1,589.8	2,670.4
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	538.0	683.9	6,779.0	8,612.3
Pace - Suburban Bus Division	Chicago, IL	625.6	671.5	3,835.5	4,188.4
Central Florida Regional Transportation Auth.	Orlando, FL	560.5	668.9	6,527.3	6,835.5
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	496.2	603.4	4,306.9	5,259.4
KI BOIS Community Action Foundation, Inc.	Non-UZA	508.1	573.0	N/A	N/A
Suffolk County	New York, NY	536.2	571.8	6,959.6	7,421.3
Tri-County Metro. Transp. District of Oregon	Portland, OR	437.9	539.5	3,631.6	4,456.0
Montachusett Regional Transit Authority	Leominster, MA	461.0	532.3	5,136.9	5,635.9
Southwest Iowa Planning Council	Non-UZA	467.1	526.0	N/A	N/A
Greater Hartford Transit District	Hartford, CT	407.4	503.7	3,961.5	4,871.4
Mass Transportation Authority	Flint, MI	462.5	495.2	3,460.3	4,555.9
Sacramento Regional Transit District	Sacramento, CA	412.7	493.6	2,586.5	3,129.0
City of Tucson	Tucson, AZ	424.5	476.8	4,012.3	4,290.8
Rural Transit Enterprises Coordinated, Inc.	Non-UZA	405.9	464.7	N/A	N/A
Sarasota County	Bradenton, FL	392.0	452.4	2,794.0	3,263.6
Blue Water Area Transportation Commission	Port Huron, MI	360.9	439.9	3,083.2	6,029.0
Kansas City Area Transportation Authority	Kansas City, MO	329.7	438.1	2,227.0	3,617.1
Huron Transit Corporation	Non-UZA	399.1	426.4	N/A	N/A
Ben Franklin Transit	Kennewick, WA	371.3	424.5	2,332.9	2,534.7
Alameda-Contra Costa Transit District	San Francisco, CA	316.8	419.3	2,843.0	3,921.6

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2022	2023	2022	2023
California Vanpool Authority	Hanford, CA	3,703.9	3,569.3	110,956.4	105,110.7
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	1,164.3	1,551.1	54,596.0	69,855.5
Metropolitan Transportation Commission	San Francisco, CA	848.7	1,113.3	50,928.1	66,800.7
King County Department of Metro Transit	Seattle, WA	702.7	1,104.5	14,389.2	23,349.0
San Diego Association of Governments	San Diego, CA	866.7	1,048.6	44,142.8	52,485.4
Utah Transit Authority	Salt Lake City, UT	731.9	1,033.1	30,015.6	38,627.4
San Joaquin Council	Stockton, CA	724.7	909.7	37,515.6	44,444.8
Regional Transp. Comm. of Washoe County	Reno, NV	647.7	722.8	22,177.5	24,731.6
Potomac and Rappahannock Transp. Comm.	Washington, DC	526.3	575.8	25,207.3	28,240.9
Regional Public Transportation Authority	Phoenix, AZ	416.4	514.6	19,305.8	22,335.9
Pace - Suburban Bus Division	Chicago, IL	402.4	470.3	7,797.1	7,879.0
Victor Valley Transit Authority	Victorville, CA	425.9	469.6	22,067.2	23,983.9
County of Miami-Dade	Miami, FL	347.9	445.8	10,995.8	14,132.9
Metro. Transit Auth. of Harris County, Texas	Houston, TX	397.7	413.2	12,266.3	12,621.3
Pierce County Transp. Benefit Area Auth.	Seattle, WA	382.8	412.0	11,193.5	11,904.3
Tampa Bay Area Regional Transit Authority	Tampa, FL	303.8	393.3	9,916.3	11,813.7
Snohomish County PTBA Corp.	Seattle, WA	281.2	381.1	6,841.3	8,878.2
Fort Worth Transportation Authority	Dallas, TX	247.1	373.8	8,563.6	12,219.4
VIA Metropolitan Transit	San Antonio, TX	333.4	363.9	17,367.5	18,302.9
Atlanta-Region Transit Link Authority	Atlanta, GA	289.6	360.7	13,250.4	15,211.3
El Paso County	Non-UZA	275.8	343.7	N/A	N/A
Capital Metropolitan Transportation Auth.	Austin, TX	281.0	328.0	12,859.1	13,547.2
Ben Franklin Transit	Kennewick, WA	244.4	306.1	8,481.2	10,565.3
Orange County Transportation Authority	Los Angeles, CA	237.1	279.3	8,694.7	10,136.4
Central Florida Regional Transportation Auth.	Orlando, FL	258.5	256.9	6,661.5	5,635.3
Michigan Department of Transportation	Detroit, MI	216.3	239.8	9,438.9	10,442.1
Denton County Transportation Authority	Denton, TX	230.4	239.4	11,152.1	10,989.2
Municipality of Anchorage	Anchorage, AK	189.7	219.1	7,799.6	8,795.2
New Jersey Transit Corporation	New York, NY	166.4	198.9	6,253.5	7,366.3
Intercity Transit	Olympia, WA	212.9	198.3	10,068.3	8,049.4

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2022	2023	2022	2023
City and County of San Francisco	San Francisco, CA	29,389.7	37,694.5	26,226.6	55,160.1
King County Department of Metro Transit	Seattle, WA	9,575.0	10,851.6	14,349.3	20,078.7
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	3,011.4	3,439.3	4,132.8	6,963.1
Greater Dayton Regional Transit Authority	Dayton, OH	1,812.9	432.7	9,459.4	2,002.6



**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
		2022	2023	2022	2023	
COMMUTER RAIL AGENCIES						
MTA Long Island Rail Road	New York, NY	81,613.7	83,835.7	1,820,711.6	2,033,685.8	118,656.7
Metro-North Commuter Railroad Company	New York, NY	54,517.7	66,366.3	1,070,033.8	1,150,348.9	76,283.1
New Jersey Transit Corporation	New York, NY	40,054.4	53,763.5	1,145,563.9	1,329,182.9	56,623.0
Northeast Illinois Reg. Commuter Railroad Corp.	Chicago, IL	23,791.7	31,988.1	518,254.9	706,105.7	27,205.4
Massachusetts Bay Transportation Authority	Boston, MA	14,310.8	23,494.8	307,334.0	503,068.8	30,193.5
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	16,340.7	19,103.6	214,528.3	260,671.1	31,415.2
Denver Regional Transportation District	Denver, CO	7,935.8	8,578.3	100,625.0	106,621.6	95,675.6
Peninsula Corridor Joint Powers Board	San Francisco, CA	4,054.8	7,012.1	90,207.9	133,313.3	39,292.4
Utah Transit Authority	Salt Lake City, UT	3,230.5	3,736.6	90,208.4	107,783.0	30,458.3
South Florida Regional Transportation Auth.	Miami, FL	3,041.5	3,735.9	82,994.0	105,501.7	24,989.3
Southern California Regional Rail Authority	Los Angeles, CA	3,754.6	3,703.4	144,137.3	154,381.6	5,042.7
Maryland Transit Administration	Baltimore, MD	2,271.2	3,376.8	67,825.4	93,614.7	6,856.8
Central Puget Sound Regional Transit Auth.	Seattle, WA	1,269.9	1,755.8	31,537.3	43,432.0	11,050.1
Northern Indiana Commuter Transp. Dist.	Chicago, IL	1,406.7	1,526.8	47,423.2	49,941.9	10,479.3
Virginia Railway Express	Washington, DC	822.4	1,466.3	25,719.7	45,696.5	7,585.8
Dallas Area Rapid Transit	Dallas, TX	1,066.4	1,136.1	18,184.3	18,537.5	24,416.8
Central Florida Commuter Rail	Orlando, FL	868.7	1,001.9	14,803.3	16,823.2	9,687.5
North County Transit District	San Diego, CA	588.4	813.2	15,559.0	22,553.7	7,397.5
Fort Worth Transportation Authority	Dallas, TX	530.5	652.2	8,134.3	10,396.5	21,058.9
Sonoma-Marín Area Rail Transit District	Santa Rosa, CA	354.3	640.1	7,855.9	13,922.2	12,050.1
Rio Metro Regional Transit District	Albuquerque, NM	319.6	545.9	15,877.2	26,779.0	4,852.8
Pennsylvania Department of Transportation	Philadelphia, PA	365.9	530.3	26,951.7	33,974.3	3,293.5
Northern New England Passenger Rail Auth.	Portland, ME	403.8	517.3	35,086.5	44,255.9	2,616.5
Altamont Corridor Express	Stockton, CA	321.8	474.5	16,820.5	24,448.9	3,332.1
Alaska Railroad Corporation	Anchorage, AK	219.8	225.4	27,580.3	27,930.7	393.1
Connecticut Department of Transportation	Hartford, CT	163.5	199.6	4,739.1	6,016.4	529.4
Regional Transportation Authority	Nashville, TN	79.2	98.5	1,276.1	1,757.0	3,086.3
Metro Transit	Minneapolis, MN	77.1	97.3	1,904.0	2,501.4	1,341.8
HYBRID RAIL AGENCIES						
New Jersey Transit Corporation	New York, NY	1,712.1	1,757.6	25,017.4	26,112.4	30,678.9
North County Transit District	San Diego, CA	1,322.4	1,684.6	9,848.5	13,034.6	46,267.1
San Francisco Bay Area Rapid Transit District	San Francisco, CA	1,071.8	1,263.7	7,874.3	9,189.8	66,093.8
Capital Metropolitan Transportation Auth.	Austin, TX	474.4	477.3	6,415.6	7,330.6	7,217.9
Denton County Transportation Authority	Denton, TX	175.6	225.2	2,505.8	3,357.0	7,847.9
Tri-County Metro. Transp. District of Oregon	Portland, OR	103.2	117.5	836.7	912.2	5,947.4

**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
		2022	2023	2022	2023	
MTA New York City Transit	New York, NY	1,788,363.1	2,017,881.7	7,055,402.0	8,001,949.4	2,565,745.3
Washington Metro. Area Transit Authority	Washington, DC	76,077.7	126,773.7	404,715.4	589,321.1	366,546.3
Chicago Transit Authority	Chicago, IL	103,524.9	117,447.1	615,259.2	686,884.5	447,656.4
Massachusetts Bay Transportation Authority	Boston, MA	78,861.9	84,030.2	266,054.4	275,137.4	808,916.4
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	52,499.3	57,976.4	219,803.3	242,101.1	580,926.1
Port Authority Trans-Hudson Corporation	New York, NY	46,589.0	55,108.9	229,047.7	268,404.8	941,870.8
San Francisco Bay Area Rapid Transit District	San Francisco, CA	36,774.6	49,043.3	514,304.3	670,728.3	172,269.2
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	26,079.8	30,395.5	180,808.7	213,500.3	243,944.9
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	25,075.1	26,854.9	128,144.0	133,671.1	625,697.7
County of Miami-Dade	Miami, FL	11,446.9	13,261.3	84,512.8	106,633.0	223,028.2
Port Authority Transit Corporation	Philadelphia, PA	4,870.3	5,452.0	41,306.4	47,004.5	142,834.2
Staten Island Rapid Transit Operating Auth.	New York, NY	3,757.7	5,194.6	23,436.5	30,544.9	163,867.5
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	2,808.1	3,472.3	21,343.1	24,757.8	81,148.4
Alternativa de Transporte Integrado -ATI	San Juan, PR	2,122.7	2,733.3	9,708.0	12,125.9	109,637.0
Maryland Transit Administration	Baltimore, MD	2,252.1	1,756.1	8,073.7	6,650.2	52,640.7
City and County of Honolulu	Honolulu, HI	N/A	8.9	N/A	42.4	334.5

**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
		2022	2023	2022	2023	
LIGHT RAIL AGENCIES						
Massachusetts Bay Transportation Authority	Boston, MA	31,261.4	37,035.9	76,108.0	86,273.0	508,525.1
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	30,660.8	36,588.0	183,686.4	240,434.8	171,195.8
San Diego Metropolitan Transit System	San Diego, CA	29,739.5	36,047.4	210,464.6	248,512.1	265,777.2
Central Puget Sound Regional Transit Auth.	Seattle, WA	23,624.1	26,867.8	160,910.2	185,378.0	470,868.4
City and County of San Francisco	San Francisco, CA	13,992.7	23,281.3	29,918.0	56,446.7	329,297.2
Tri-County Metro. Transp. District of Oregon	Portland, OR	18,589.5	21,815.5	100,621.5	112,827.7	169,138.8
Dallas Area Rapid Transit	Dallas, TX	17,676.0	20,495.4	138,106.0	152,050.9	98,744.4
New Jersey Transit Corporation	New York, NY	14,282.7	17,563.7	52,873.1	64,577.3	356,623.3
Metro Transit	Minneapolis, MN	12,366.6	14,755.9	49,125.2	52,841.2	287,919.9
Metro. Transit Auth. of Harris County, Texas	Houston, TX	11,583.2	13,670.6	33,205.2	38,200.8	235,862.8
Denver Regional Transportation District	Denver, CO	13,604.6	12,740.4	90,802.3	80,870.8	98,762.5
Utah Transit Authority	Salt Lake City, UT	10,734.1	11,043.7	49,493.7	48,914.3	97,879.4
Valley Metro Rail, Inc.	Phoenix, AZ	8,335.7	9,499.0	55,545.9	72,243.4	165,199.8
Bi-State Development Agency	St. Louis, MO	6,477.7	6,886.0	45,923.0	45,652.1	71,438.6
Sacramento Regional Transit District	Sacramento, CA	4,631.8	6,140.9	26,610.5	35,062.1	73,193.3
City of Charlotte North Carolina	Charlotte, NC	3,879.0	5,084.6	18,439.9	24,678.3	124,196.4
Santa Clara Valley Transportation Authority	San Jose, CA	2,301.5	4,147.8	12,485.1	22,191.6	49,662.4
Maryland Transit Administration	Baltimore, MD	2,903.5	3,434.2	13,671.6	15,385.7	60,185.5
Pittsburgh Regional Transit	Pittsburgh, PA	2,195.6	3,243.8	9,082.2	12,527.1	56,414.2
Niagara Frontier Transportation Authority	Buffalo, NY	2,076.4	2,478.2	5,250.4	6,523.3	179,578.3
Transp. Dist. Commission of Hampton Roads	Virginia Beach, VA	701.5	728.4	2,230.8	2,523.4	46,279.8
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	681.4	662.1	3,576.9	3,151.8	25,863.8
STREETCAR AGENCIES						
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	10,470.0	14,431.4	26,602.0	38,627.6	66,412.5
New Orleans Regional Transit Authority	New Orleans, LA	3,589.9	3,859.3	8,364.6	6,830.9	98,955.5
City and County of San Francisco	San Francisco, CA	2,611.1	3,136.1	3,755.0	4,445.9	233,344.0
City of Portland	Portland, OR	2,211.0	2,601.3	2,719.5	3,715.4	178,657.5
Kansas City, City of Missouri	Kansas City, MO	1,234.9	1,734.5	1,922.3	2,552.7	394,199.8
City of Tucson	Tucson, AZ	1,277.1	1,667.2	1,430.4	1,384.5	213,738.3
King County Department of Metro Transit	Seattle, WA	1,117.6	1,411.8	1,269.7	1,556.4	156,868.6
Hillsborough Area Regional Transit Authority	Tampa, FL	1,107.6	1,281.4	1,516.3	1,713.3	366,114.0
City of Cincinnati	Cincinnati, OH	693.1	1,019.6	1,083.3	1,304.4	275,557.0
M-1 Rail	Detroit, MI	562.8	938.6	664.0	1,525.9	135,833.7
DDOT - DC Streetcar	Washington, DC	267.1	623.9	233.6	617.6	111,402.7
Valley Metro Rail, Inc.	Phoenix, AZ	102.5	622.2	71.6	487.4	116,518.4
City of Charlotte North Carolina	Charlotte, NC	341.8	604.3	379.9	654.0	75,533.6
City of Milwaukee	Milwaukee, WI	372.1	494.4	435.2	550.2	106,791.6
Central Puget Sound Regional Transit Auth.	Seattle, WA	267.7	380.0	228.1	623.4	50,599.2
McKinney Avenue Transit Authority	Dallas, TX	437.3	370.5	640.6	455.6	81,794.3
City of Memphis	Memphis, TN	287.2	358.7	348.5	434.8	34,158.0
Central Oklahoma Transp. and Parking Auth.	Oklahoma City, OK	241.3	252.4	615.9	561.0	49,007.8
Dallas Area Rapid Transit	Dallas, TX	158.1	163.9	261.3	277.1	45,534.4
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	138.1	134.8	102.2	99.0	49,920.7
City of El Paso	El Paso, TX	47.4	89.5	91.5	149.4	18,640.4
Rock Region Metropolitan Transit Authority	Little Rock, AR	40.9	65.0	105.6	120.4	18,581.7
City of Kenosha	Kenosha, WI	20.2	19.5	34.1	32.2	10,276.8
City of Galveston	Galveston, TX	20.3	15.3	0.0	24.5	3,660.4
Loop Trolley Transp. Development Dist.	St. Louis, MO	4.4	8.5	12.9	16.8	2,752.3

(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)	
		2022	2023	2022	2023
Washington State Ferries	Seattle, WA	17,156.0	18,241.1	124,788.0	131,769.1
New York City Department of Transp.	New York, NY	12,118.1	14,715.4	63,014.1	76,519.9
New York City Economic Development Corp.	New York, NY	5,373.4	6,593.1	24,009.8	33,254.5
Port Imperial Ferry Corporation	New York, NY	3,757.9	4,335.2	13,491.0	9,978.5
The Steamship Authority	Barnstable Town, MA	2,903.5	2,921.8	36,166.7	35,789.3
San Francisco Bay Area Water Emer. Transp. Auth.	San Francisco, CA	1,412.5	2,024.6	22,733.3	28,440.9
North Carolina DOT -- Ferry Division	Non-UZA	1,431.7	1,418.1	N/A	N/A
Puerto Rico Maritime Transport Authority	San Juan, PR	980.6	1,385.8	10,594.1	17,869.6
SeaStreak, LLC	New York, NY	750.4	1,192.4	14,995.5	23,567.0
Golden Gate Bridge, Highway and Transp. Dist.	San Francisco, CA	690.4	1,155.7	7,110.0	11,506.9
Kitsap Transit	Bremerton, WA	794.8	1,092.2	8,099.8	12,008.2
Casco Bay Island Transit District	Portland, ME	997.3	1,053.2	3,457.9	3,749.3
Massachusetts Bay Transportation Authority	Boston, MA	595.2	1,009.6	4,375.8	7,652.2
New Orleans Regional Transit Authority	New Orleans, LA	849.4	967.6	424.7	483.8
Hyannis Harbor Tours, Inc.	Barnstable Town, MA	770.5	891.9	21,349.9	24,769.6
Eastern Upper Peninsula Transp. Auth.	Non-UZA	824.8	858.5	N/A	N/A
Cape May Lewes Ferry	Atlantic City, NJ	721.9	745.2	12,189.8	12,593.8
Chatham Area Transit Authority	Savannah, GA	586.3	602.0	201.1	210.7
Plaquemines Port Harbor Terminal District	New Orleans, LA	477.2	555.0	238.2	249.3
Maine State Ferry Service	Non-UZA	428.7	453.2	N/A	N/A
County of Pierce	Seattle, WA	438.4	446.5	1,793.5	1,762.3
King County Department of Metro Transit	Seattle, WA	400.4	399.7	1,361.9	1,479.7
Jacksonville Transportation Authority	Jacksonville, FL	417.4	304.9	187.8	146.3
Transp. Dist. Commission of Hampton Roads	Virginia Beach, VA	213.7	227.2	155.8	167.8
Chemehuevi Indian Tribe	Lake Havasu City, AZ	179.7	200.0	N/A	N/A
City of Baltimore	Baltimore, MD	111.0	174.6	45.0	74.6
Confed. Tribes of the Colville Indian Reservation	Non-UZA	133.0	131.0	N/A	N/A
Metro-North Commuter Railroad Company	New York, NY	70.1	97.9	281.8	406.7
City of Fort Lauderdale	Miami, FL	67.7	87.0	19.6	24.7
Inter-Island Ferry Authority	Non-UZA	38.5	45.7	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)	
		2022	2023	2022	2023
CABLE CAR / AERIAL TRAMWAY / INCLINED PLANE					
Town of Mountain Village	Non-UZA	3,061.8	3,114.8	N/A	N/A
City and County of San Francisco	San Francisco, CA	2,154.2	2,926.5	2,802.8	3,879.7
City of Portland	Portland, OR	162.3	1,091.4	103.9	698.5
Chattanooga Area Regional Transportation Auth.	Chattanooga, TN	472.1	522.4	406.1	449.2
Pittsburgh Regional Transit	Pittsburgh, PA	341.0	165.0	39.8	19.3
Cambria County Transit Authority	Johnstown, PA	(a)	(a)	(a)	(a)
MONORAIL AND AUTOMATED GUIDEWAY TRANSIT					
County of Miami-Dade	Miami, FL	5,465.7	6,546.1	5,316.6	7,163.4
City of Seattle	Seattle, WA	1,634.0	2,135.0	1,470.6	1,921.5
West Virginia University	Morgantown, WV	1,398.9	1,600.3	2,537.4	2,890.6
Detroit Transportation Corporation	Detroit, MI	57.1	608.3	78.8	839.4
San Francisco Bay Area Rapid Transit District	San Francisco, CA	377.6	457.4	1,200.8	1,397.2
Jacksonville Transportation Authority	Jacksonville, FL	292.6	299.5	277.9	284.6

**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	
		2022	2023
	RURAL BUS AGENCIES		
CO	Town of Vail	2,299,319	2,582,661
TN	City of Pigeon Forge	2,276,354	2,112,478
CO	Roaring Fork Transportation Authority	1,705,469	1,950,297
UT	Park City Municipal Corporation	1,541,419	1,906,237
NC	AppalCart	1,218,529	1,393,029
CO	Eagle County	984,115	1,381,335
CO	Summit County	1,389,421	1,340,872
MD	Mayor and City Council Town of Ocean City	1,134,047	1,295,517
CO	City of Steamboat Springs	871,008	1,112,501
MA	Martha's Vineyard Transit Authority	772,214	899,699
UT	High Valley Transit District	696,405	894,598
CO	Town of Breckenridge	862,602	847,534
CA	Eastern Sierra Transit Authority	722,783	845,436
CA	Mountain Area Regional Transit Authority	570,349	816,510
WA	Grays Harbor Transit	600,307	750,509
WA	City of Pullman	825,246	749,831
WY	Southern Teton Area Rapid Transit	638,363	737,665
AK	City and Borough of Juneau	606,648	693,767
ID	Mountain Rides Transportation Authority	455,838	688,534
TN	City of Gatlinburg	573,039	667,302
IL	Rides Mass Transit District	594,288	659,023
WA	Clallam Transit System	483,949	626,837
CO	Mountain Express	535,659	599,160
HI	County of Kaua'i	540,127	588,976
VT	Marble Valley Regional Transit District	408,474	530,487
VT	Advance Transit, Inc. NH	406,707	514,913
MS	City of Oxford	547,027	507,144
CO	Town of Avon	459,769	492,736
CO	Town of Snowmass Village	457,337	479,263
MS	Mississippi State University	445,997	468,102
TX	City of South Padre Island	371,430	457,732
ME	Downeast Transportation, Inc.	303,020	425,007
CO	City of Durango	327,374	422,765
AK	Ketchikan Gateway Borough	170,614	386,624
CO	Town of Winter Park	359,971	385,914
RURAL COMMUTER BUS AGENCIES			
CO	Roaring Fork Transportation Authority	1,411,568	1,567,181
HI	County of Hawaii	256,525	485,058
CO	Gunnison Valley Rural Transportation Authority	249,945	327,692
OR	Yamhill County	97,375	112,587
AZ	Navajo Nation	44,275	79,017
CO	Summit County	46,811	70,900
OR	City of Sandy	64,080	64,380
OR	Hood River County Transportation District	30,941	50,675
VT	Tri-Valley Transit Inc	36,497	46,668
CO	City of Steamboat Springs	41,261	46,406
SC	Williamsburg County	38,068	42,815
OR	Senior Citizens of Sweet Home, Inc.	32,152	41,923
TX	Capital Area Rural Transportation System	32,725	41,354
OR	Confederated Tribes of the Umatilla Indian Reservation	37,090	40,852
CO	San Miquel Authority for Regional Transportation	31,395	36,993

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

STATE	TRANSIT AGENCY NAME	UNLINKED PASSENGER TRIPS	
		2021	2022
	RURAL DEMAND RESPONSE AGENCIES		
OK	KI BOIS Community Action Foundation, Inc.	508,053	573,032
IA	Southwest Iowa Planning Council	467,070	526,033
KY	Rural Transit Enterprises Coordinated, Inc.	405,904	464,667
MI	Huron County Board of Commissioners	399,075	426,435
IL	South Central Illinois Mass Transit District	266,132	294,306
UT	High Valley Transit District	161,629	286,887
SD	Community Coordinated Transportation Systems	271,918	282,748
IA	North Iowa Area Council of Governments	207,146	267,204
MO	Southeast Missouri Transportation, Inc.	263,182	263,512
MI	Isabella County Transportation Commission	228,264	261,621
AL	West Alabama Rural Public Transportation	278,014	259,396
MN	Trailblazer Joint Powers Board	207,168	221,202
NC	City of Wilson, NC	198,427	217,569
MN	Arrowhead Economic Opportunity Agency, Inc.	200,597	203,288
TN	Upper-Cumberland Human Resource Agency	148,309	187,803
AR	Area Agency on Aging of Southeast Arkansas, Inc.	166,309	186,098
IA	10-15 Regional Transit Agency	176,005	184,110
SD	Community Transit of Watertown/Sisseton, Inc.	171,342	182,624
OH	Chillicothe Transit System	105,298	179,969
GA	Southwest Georgia RC	176,873	179,324
TX	Capital Area Rural Transportation System	102,138	178,692
MN	Central Community Transit Joint Powers Board	198,486	175,097
OK	Community Action Development Corporation	168,260	164,950
MN	United Community Action Partnership, Inc.	142,370	164,630
MN	Tri-Valley Opportunity Council, Inc.	145,660	163,041
MN	Rainbow Rider Transit Board	95,082	144,209
MN	Prairie Five CAC, Inc.	118,024	143,930
SD	Brookings Area Transit Authority	142,394	143,863
MI	Ludington Mass Transportation Authority	124,640	143,127
MI	Manistee County Board of Commissioners	118,304	140,372
KY	Bluegrass Community Action Agency	97,682	140,298
KY	Sandy Valley Transportation Services	123,768	137,485
MI	Cadillac/Wexford Transit Authority	130,726	137,378
OK	Logan County Historical Society	118,227	133,228
VA	Mountain Empire Older Citizens	112,975	131,742
RURAL VANPOOL AGENCIES			
HI	County of Hawaii	6,532	92,315
FL	Florida Department of Transportation	55,239	79,955
WA	Island Transit	59,980	68,070
WA	Clallam Transit System	29,284	46,181
ID	Mountain Rides Transportation Authority	32,367	45,067
WA	Grant County Transportation Authority	19,388	23,184
WA	Grays Harbor Transit	19,418	20,934
FL	Big Bend Transit	14,036	16,976
MT	Missoula Ravalli Transportation Management Association	11,209	15,797
WA	Okanogan County Transit Authority	5,988	9,358
CO	San Miguel Authority for Regional Transportation	6,837	7,664
WA	Spokane Tribe of Indians	9,280	7,488
PA	Area Transportation Authority of North Central PA	814	3,297
WA	Columbia County Public Transportation	1,205	918



# APTA and the Fact Book

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**Fact Book Methodology**

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# Fact Book Methodology

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The *2025 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 *2025 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 2023, which was released in November 2024. 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 "2024 Public Transportation Vehicle Database and 2024 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 2023 contains agency data from the fiscal year that ended in 2023.

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

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The American Public Transportation Association is a nonprofit international association of 1,600 public- and private-sector organizations that represents a \$93 billion industry that directly employs 437,000 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

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The 75 previous Fact Book editions, as well as the following resources, can be accessed at [apta.com/factbook](https://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.

- **2025 Fact Book Appendix A: Historical Tables**

## Appendix B: Transit Agency and Urbanized Area Operating Statistics

Appendix B presents six operating statistics for 2023 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.

- **2025 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**

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# 2025 PUBLIC TRANSPORTATION FACT BOOK

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