



APTA Public Transportation Ridership Update

Key Takeaways

1. New variants of COVID-19, telework policies, and the related emergency stay-at-home orders have had a significant negative impact on ridership on public transportation in the United States beginning in March 2020.
2. After falling to 20 percent of pre-pandemic levels in April 2020, ridership has recovered to more than 70 percent of pre-pandemic levels.
3. Success in ridership recovery has been dependent on transit service delivery and reliability and external factors, such as the makeup of local economies.
4. As illustrated during the pandemic, public transportation provides mobility to essential workers, which has sustained transit ridership over the past two years.

National Ridership Picture

The COVID-19 pandemic had an immediate and significant impact on public transportation ridership. Ridership declines began in mid-March 2020, coinciding with stay-at-home emergency orders in many cities and states across the country. Ridership declined to a low point of 10 to 40 percent of pre-pandemic levels in many cities. Since then, ridership has recovered at varying rates depending on the city and transit mode.

The structure and makeup of local economies impact the degree of ridership decline. Technology-focused economies with an existing and prominent work-from-home culture have noticed a steeper decline in ridership than those with more service industry jobs and essential workers who power the supply chain. Systems in college towns were also severely affected, as many universities closed and sent students home. Regions of the country that were hardest hit early in the pandemic (e.g., the Northeast, Seattle, and San Francisco Bay areas) had, in general, larger ridership drops than other areas of the country that saw the worst pandemic impacts later in 2020.

After a rapid decline in March and April 2020 to 19 percent of pre-pandemic levels, public transit ridership recovered quickly to approximately 37 percent of pre-pandemic ridership as of July 2020. National transit ridership remained at that approximate level until early 2021, rising to 42 percent of pre-pandemic levels by April 2021.

In April and May 2021, COVID-19 vaccines became widely available. The availability of vaccines resulted in another sustained increase in ridership, with national ridership rising from 42 percent in April to 53 percent in July 2021. During this time, data indicated that more people were returning to offices and starting to increase other types of outside-the-home activities.

Another surge in ridership growth occurred in September and October 2021. Many transit systems that served universities reported significant gains in fall and winter 2021 as students returned to campus. More employees returned to their offices during this time, though the uptake was tempered by the surge in COVID-19 cases due to the Delta variant.

Ridership remained steady through December 2021, when it stood at 58 percent of pre-pandemic ridership. In December, the COVID-19 surge due to the Omicron variant led to reduced travel, and it also had significant impacts on public transportation workforces and services. Many agencies reported difficulty with service reliability because of the number of operators, mechanics, and other transit workers required to stay at home because of COVID. Ridership dropped to 49 percent of pre-pandemic levels in early January 2022.

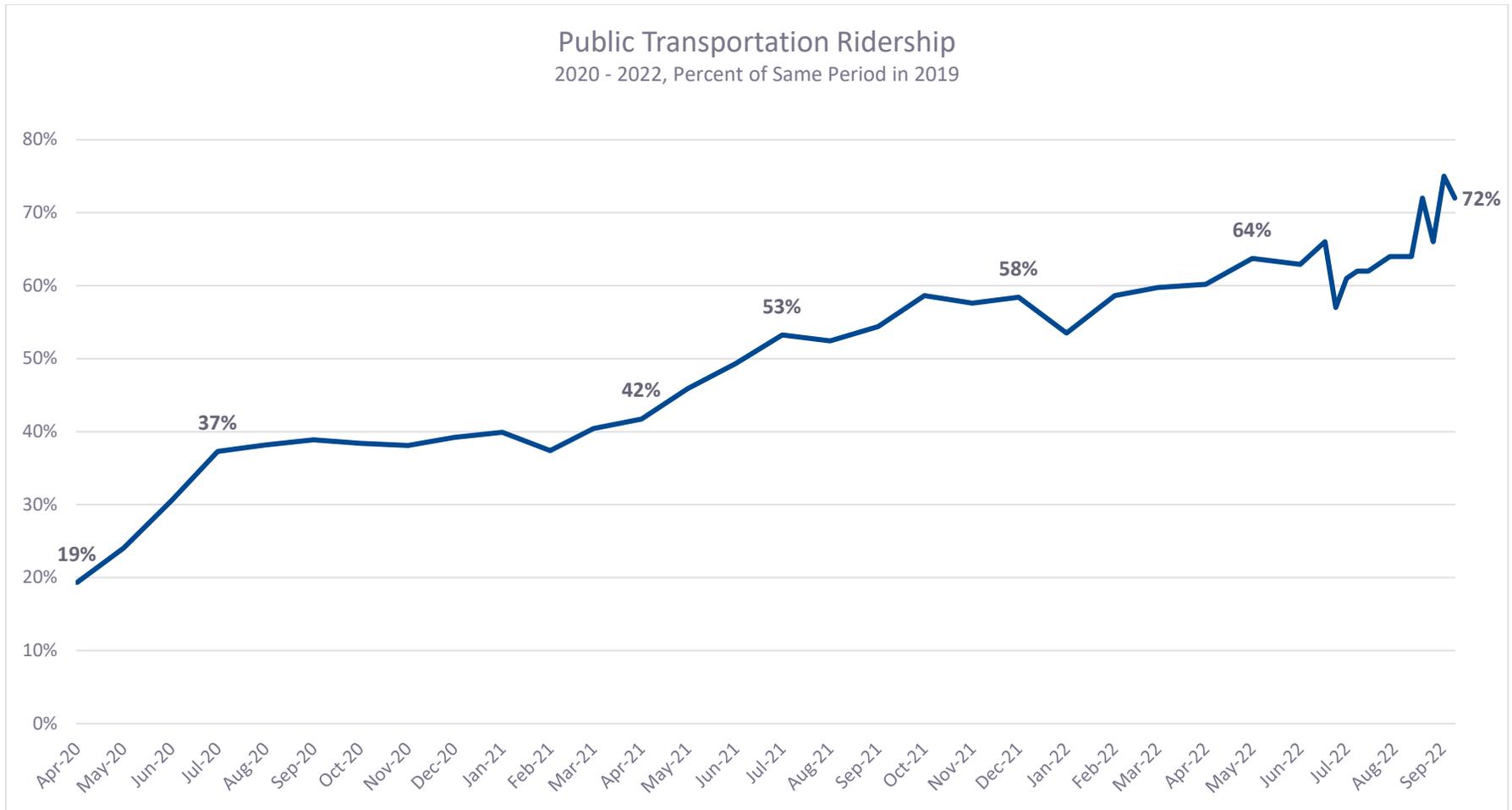
As the Omicron wave subsided, public transportation ridership began to rise again. From mid-February to April 2022, national public transit ridership was approximately 60 percent of pre-pandemic levels.

With the increase in gas prices nationwide, escalating at a rapid pace beginning in the second quarter of 2022, many Americans were under increased financial stress. However, this current state of elevated gas prices had no discernible effect on ridership. Gas price increases were not significantly correlated with increased ridership when comparing regional price increase to regional ridership increase.

Ridership data also indicates that smaller cities have been more successful in returning to 2019 ridership more quickly than larger ones. Smaller cities tend to serve relatively fewer riders with alternatives such as teleworking. Office return data also suggests that proportionally more workers in smaller cities are working in offices than in larger cities.

From May through August 2022, national ridership grew slightly to an average of 64 percent. Beginning in September 2022, ridership increased compared to pre-pandemic levels. According to APTA's [Ridership Trends Dashboard](#), in the first three weeks of September, ridership has generally been more than 70 percent of 2019 ridership. It is possible that the end of summer and return to school and office have generated an increase in ridership.

The following chart details ridership from April 2020 to September 2022, based on APTA's 2020 -2022 Ridership Reports and APTA's Ridership Trends Dashboard.



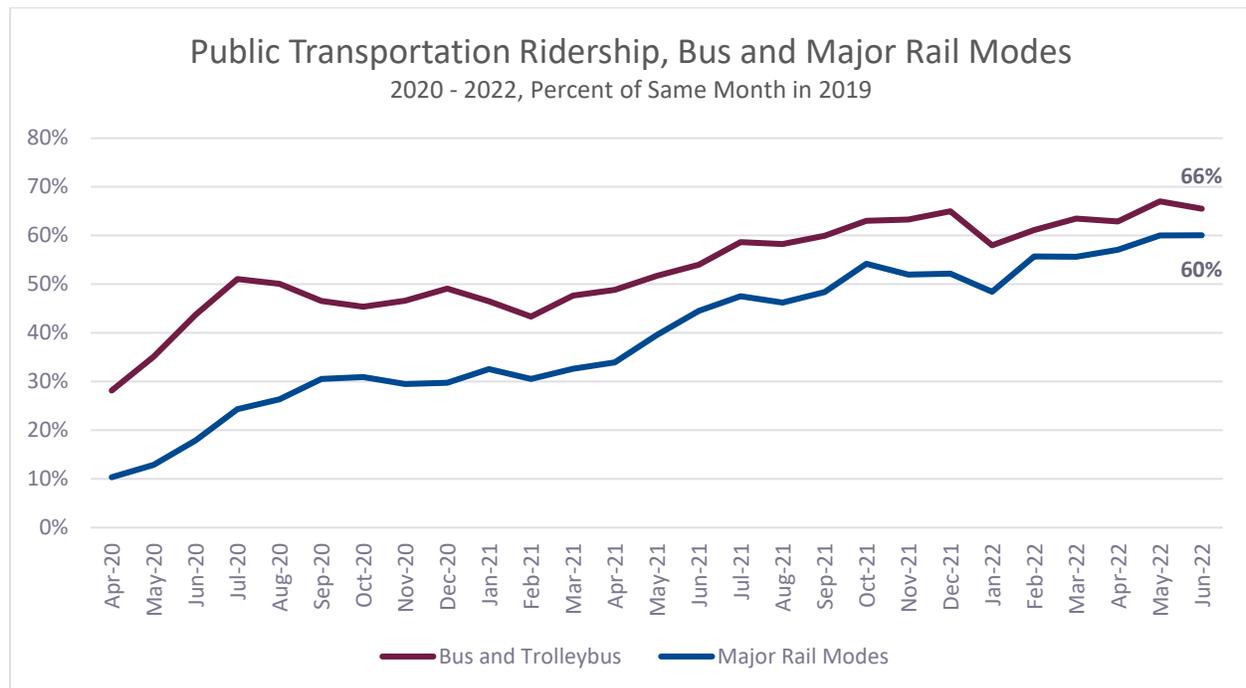
Source: APTA Ridership Report April 2020 – June 2022, [APTA Ridership Trends Dashboard](#) July 2022 – September 2022

Modal Differences

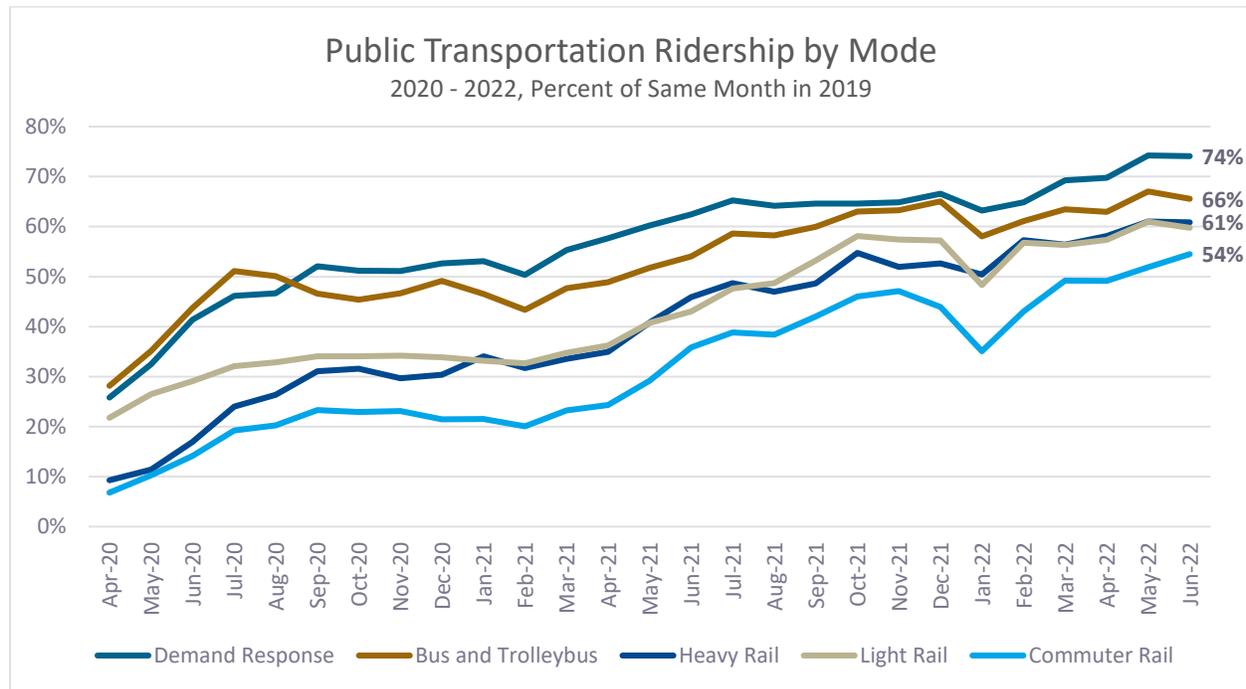
Although all public transit modes saw significant decreases in ridership, rail modes (i.e., heavy rail, light rail, streetcar, commuter rail, and hybrid rail) had comparatively larger decreases compared to bus modes. During the early part of the pandemic, rail ridership decreased to 10 percent of pre-pandemic levels in April 2020, while bus ridership decreased to 28 percent of pre-pandemic levels.

In general, bus modes have been able to retain more riders than rail modes because they generally serve more essential workers, while rail modes serve more office commuters. During the pandemic, rail riders have been more likely to have options to work from home.

Bus ridership has seen a relatively steady increase since February 2021. On the other hand, rail ridership more clearly shows the impact of vaccinations and other factors described in the previous section. Rail ridership shows a sustained increase from April to June 2021, and another increase in September and October 2021, coinciding with the wide availability of COVID-19 vaccines, and the post-summer return to school and offices, respectively. All modes show the impact of the Omicron wave in January 2022, although rail ridership recovered more quickly from the Omicron wave than bus ridership.



Looking at the individual modes, demand response has recovered the most ridership, reaching 74 percent of pre-pandemic levels in June 2022. Bus ridership is next highest at 66 percent of pre-pandemic levels. Heavy and light rail are both at 61 percent of 2019 ridership, and commuter rail is currently at 54 percent of pre-pandemic levels.



Commuter rail historically has seen increased ridership with high gas prices, but current data shows that the spring and summer gas price increases did not drive an increase in ridership. Of note, regions with the highest gas prices are also the ones with the most extensive commuter rail systems impacting regional ridership return.

What Leads to Ridership Success

APTA’s *On the Horizon: Planning for Post-Pandemic Travel* report collected best practices on transit ridership successes. Agencies that were successful in retaining ridership made sure to consistently communicate with the public, keeping them abreast of changes to public transit service, reinforcing social media campaigns, and monitoring customer feedback. They thought proactively about service, focusing on essential workers and social equity, communities of color, and low-income families. These agencies also emphasized rider and employee safety. Sanitation measures implemented by many transit agencies with more routine cleaning protected riders and provided greater feelings of safety. They worked to develop effective cleaning protocols for vehicles and stations and worked with labor representatives to develop protocols to keep employees safe and healthy.

Agencies stand to increase ridership and achieve other metrics by focusing efforts on historically marginalized communities. Rebuilding post-COVID provides a unique opportunity for reinvestment in equitable transit. With investments in communities of low income and otherwise vulnerable people, transit agencies can regain lost ridership and support the larger community. Investing in transit operations to better support hourly, late night and early morning workers who rely on public transit would further support at-risk residents.

Real estate investment in central-city areas, in partnership with transit agencies, will potentially further support increased ridership. Development of affordable and market-priced housing in proximity to transit routes will serve to benefit all community residents, including transit riders. Community outreach programs for transit agencies are vital to securing an equitable future: transit agencies need feedback to know how to best serve their customers and communities. With improved community engagement, strategic identification of residents' needs can be achieved more efficiently.

How Can Public Transit Agencies Adapt to the Future

Key changes in operations and planning can help public transit agencies adapt to the future. APTA's *On the Horizon* report organizes these key changes into four overarching themes:

- Institutionalize Best Practices from the COVID-19 Period;
- Plan and Operate More Effectively in Prioritizing Social Equity;
- Leverage Opportunities to Expand Ridership; and
- Keep Abreast of Changing Trends.

For more information, please see APTA's report, [On the Horizon: Planning for Post-Pandemic Travel](#).

Sources

APTA Ridership Report: <https://www.apta.com/research-technical-resources/transit-statistics/ridership-report/>

APTA Ridership Trends Dashboard: <https://transitapp.com/apta>

On the Horizon: Planning for Post-Pandemic Travel: <https://www.apta.com/research-technical-resources/research-reports/on-the-horizon-planning-for-post-pandemic-travel/>

The American Public Transportation Association (APTA)

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

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APTA Vision Statement

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