



AMERICAN PUBLIC TRANSPORTATION ASSOCIATION



2018
PUBLIC TRANSPORTATION
FACT BOOK

2018 PUBLIC TRANSPORTATION FACT BOOK

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APTA's Vision Statement

Be the leading force in advancing public transportation.

APTA's Mission Statement

APTA serves and leads its diverse membership through advocacy, innovation, and information sharing to strengthen and expand public transportation.

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Public Transit

Key Facts




Today, public transit in America is...

...more popular.

Total Passenger Miles Traveled









1996  **41.4 billion**
 2006  **52.2 billion**
 2016  **58.4 billion**

...more widespread.




 **1,295** Rural Public Transit Systems.
 **927** Urban Public Transit Systems.
 **4,500+** Non-Profit Transit Systems.

...more accessible.

Share of Handicap-Accessible Public Transit Vehicles

	1993	2017
 Fixed-Route Bus	51%	 99%
 Demand-Response	85%	 90%
 Light Rail	41%	 90%
 Commuter Rail	32%	 87%

...more comfortable.

 **14%** of buses have free Wi-Fi.
 **80%** of buses have security cameras.
 **89%** of buses have exterior bike racks.

Public Transit

Key Facts

...more convenient.

Total Number of Rail Systems


1995  **52**


2016   **87**

Rail ridership has increased by more than **77%** since 1996.

...more efficient.

Increase in Vehicle Miles Operated Per Kilowatt-Hour Over the Last 30 Years

 Heavy rail: **19%**

 Light rail / streetcar: **28%**

...more balanced.


 **48%** of public transit trips are by bus.

 **47%** of public transit trips are by rail.

...still growing.

Since 1996

 Population growth is up **20%**.

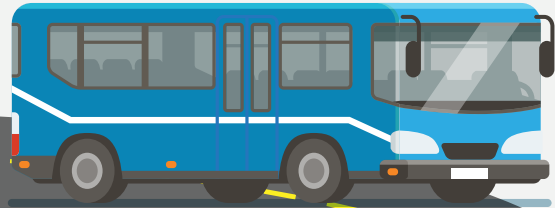
 Public transit ridership is up **30%**.

Public Transit

Key Facts

Transit Spending in the Private Sector

1996:  **\$19.5B**
2006:  **\$29.3B**
2016:  **\$36.2B**



Creating Jobs

Each \$1B investment in public transit supports



50,000 jobs.
\$642 million
in tax revenue.

According to APTA's Economic Impact of Public Transportation Investment

Promoting Electrified Vehicles

Share of Electric/Hybrid Buses

2009: **4.9%**

2017: **15.8%**

According to APTA's 2017 Vehicle Database

Are you on board?

Public Transit

Key Facts

Reducing Gasoline Consumption

Public transportation conserves
4.16 billion gallons of gas per year.



According to ICF International's *The Broader Connection between Public Transportation, Energy Conservation and Greenhouse Gas Reduction*

Lowering Carbon Emissions

Commuting to work by subway emits
73% less CO₂
than by car.



According to the FTA's *Public Transportation's Role in Responding to Climate Change*

Saving Lives

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



According to APTA's *The Hidden Traffic Safety Report: Public Transportation*

Driving the Economy

One-half of transit trips are to or from work.
38% result in consumer spending in local economies.



According to APTA's *Who Rides Public Transportation*

Are you on board?

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Public Transit System Overview

In 2016, more than 6,800 organizations provided public transportation in a variety of modes. An estimated 4,580 non-profit providers make up the majority of these public transportation 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 reporters. Out of the 2,222 NTD reporting systems, 1,295 are in rural areas and 927 are in urbanized areas (**Figure 1**).¹

Figure 2 depicts the number of modes operated by public transit systems, with demand response making up a slight majority. Demand response services are 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).

Bus Rapid Transit (BRT) systems continue to gain in popularity as lower-cost options to providing high-capacity and efficient transportation. The FTA defines BRT as a fixed-route system operating at least 50 percent of service on a fixed guideway. Twelve BRT systems were operating in 2016, which is double the number in 2010. The number of ferryboat systems remained unchanged from last year at 41 but has grown from 32 in 2010. The number of bus systems (including commuter and Bus Rapid Transit) has declined for a third straight year.

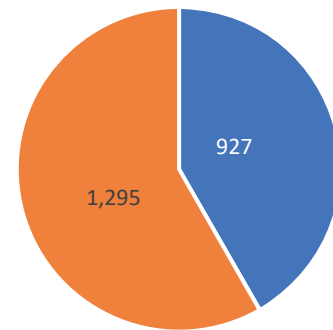
Figure 3 shows how the number of rail systems around the country continues to grow. Of the 87 rail systems now operated by public transit agencies, only nine have been operating since the 19th century. Compared to 1996, there are 17 additional commuter/hybrid rail systems and 17 additional light rail/streetcar 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, and it operates exclusively on freight railroad right-of-way.

The number of rail systems continued to grow with the opening of three new systems in 2016 (the Washington, DC Streetcar, the RTD A-Line, and the Cincinnati Bell Connector streetcar). **Figure 4** lists these new systems along with the 12 additional rail extensions that opened in 2016.

Cities like Los Angeles and Denver continue to add new lines to their rail networks, making high-quality transit available to more people. Other cities like Seattle, Phoenix, and Dallas have recently made significant investments in their rail systems, resulting in increased ridership. From 2000 to the end of 2016, 47 new systems and 115 extensions (both rail and busway) have opened, resulting in a total of 1,242 additional segment miles.

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

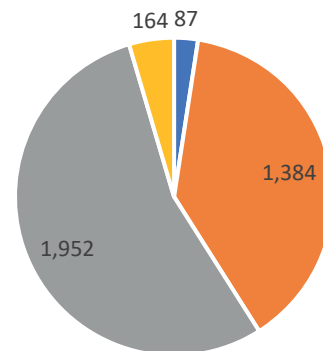
Number of NTD Reporting Transit Systems



■ Urbanized Areas ■ Rural Areas

Figure 2- Demand Response is the Most Common Mode Operated

Number of Modes Operated by NTD Reporting Transit Systems



■ Rail ■ Bus ■ Demand Response ■ Other

¹ Urbanized areas are defined as areas with over 50,000 in population.

Figure 3- Nearly Three Times More Rail Systems Now Than 30 Years Ago

Count of Rail Systems

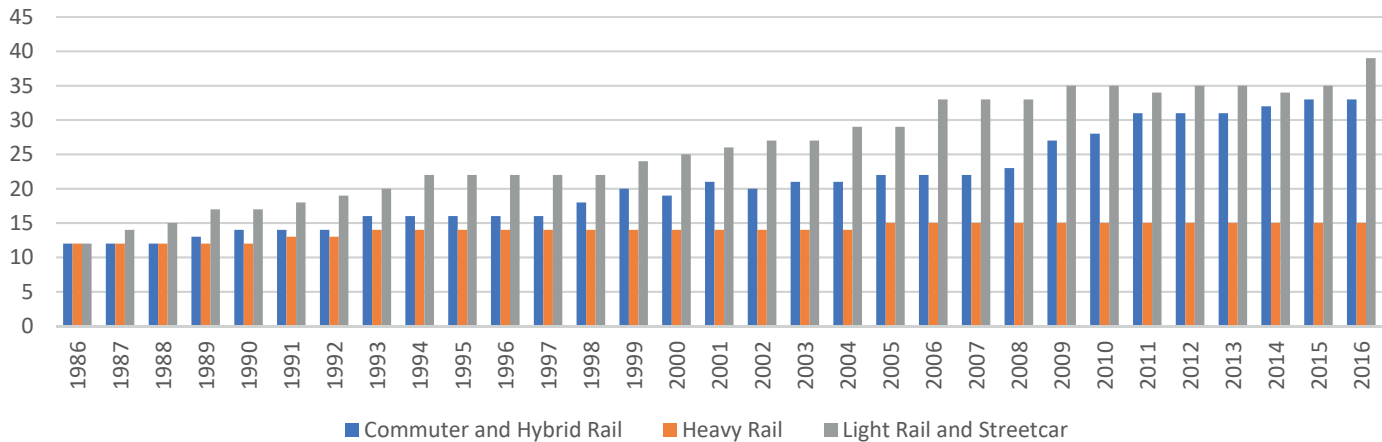


Figure 4- New Streetcar and Light Rail Lines Helping to Grow Rail Ridership

2016 Rail Openings

Urbanized Area	Organization	Mode	Segment Line or Route Name	Line Segment Miles	Number of Added Stations	Date Opened	Project Type
Seattle, WA	Seattle DOT	SC	First Hill Streetcar	2.5	10	1/23/2016	Extension
Washington, DC	DDOT	SC	DC Streetcar, H/Benning Line	2.2	8	2/27/2016	New System
Los Angeles, CA	LACMTA	LR	Gold Line, Foothill Extension	11.5	6	3/5/2016	Extension
Phoenix, AZ	Valley Metro	LR	Valley Metro Rail, Northwest Extension	3.2	3	3/19/2016	Extension
Seattle, WA	Sound Transit	LR	Link Light Rail, University Link Extension	3.1	2	3/19/2016	Extension
Denver, CO	RTD	CR	University of Colorado A-Line	22.8	8	4/24/2016	New System
Kansas City, MO	Kansas City Streetcar Authority	SC	KC Streetcar	2.0	10	5/6/2016	New System
Los Angeles, CA	LACMTA	LR	Expo Line, Phase 2	6.6	7	5/20/2016	Extension
Los Angeles, CA	Metrolink	CR	Perris Valley Line	24.0	4	6/6/2016	Extension
Denver, CO	RTD	CR	B Line	6.2	1	7/25/2016	Extension
Dallas, TX	DART	SR	Dallas Streetcar Phase 2	0.8	2	8/29/2016	Extension
Cincinnati, OH	City of Cincinnati	SR	Cincinnati Streetcar	3.6	17	9/9/2016	New System
Seattle, WA	Sound Transit	LR	South 200 Link Extension	1.6	1	9/24/2016	Extension
Boston, MA	MBTA	CR	Wachusett Extension	4.5	1	9/30/2016	Extension
New Orleans, LA	NORTA	SR	N. Rampart Street/St. Claude Avenue Line	1.3	6	10/2/2016	Extension
Dallas, TX	DART	LR	Blue Line South Oak Cliff Extension	3.0	2	10/24/2016	Extension

Passenger Travel

Public transportation provided 10.46 billion unlinked passenger trips in 2016, falling 1.3 percent from 2015 levels, and 2.7 percent below its recent high of 10.75 billion in 2014. The industry measures ridership by unlinked passenger trips. A trip is counted anytime a person boards a transit vehicle (therefore, transfers are included). Since the early 1970s, public transportation has shown long-term growth in ridership with more than 42 percent more trips taken in 2016.

When dissecting by mode, bus ridership declined by 2.8 percent from 2015-2016 (to 5.05 billion trips) and is down 11 percent from 2000. Heavy rail ridership declined by 0.3 percent from 2015-2016 (to 3.85 billion trips) but remains 46 percent above 2000 levels. Light rail and streetcar ridership increased by roughly 4 percent from 2015-2016 (to 550 million trips) and is up 72 percent from 2000. Commuter and hybrid rail ridership increased by 1.6 percent from 2015-2016 (to 511 million trips) and is up 24 percent from 2000. Finally, while demand response ridership is down 5.3 percent from 2015-2016 (to 211 million), it is more than double its 2000 ridership.

Mirroring ridership, the amount of transit passenger miles traveled declined to 58.4 billion miles in 2016, a 0.3 percent decline from 2015. Rail modes make up a majority of the total passenger miles taken (56 percent). Passenger miles are the culmination of the distances traveled by passengers on public transportation.

While roadway modes continue to make up a majority of the unlinked passenger trips taken (at 51.8 percent), fixed-guideway modes (primarily heavy and light rail) are making up an increasing percentage of trips and will likely soon overtake roadway modes (such as bus and demand response). The expansion of rail systems across the country has played a role in transferring passengers away from other modes (such as bus).

The average public transit trip length in 2016 was 5.6 miles. The longest average trip was taken on a vanpool at 36.2 miles, while the shortest trip was taken on a trolleybus at 1.6 miles. The average trip length on light rail was 5.2 miles, heavy rail: 4.8 miles, bus: 3.8 miles, commuter bus: 25.1 miles, commuter rail: 23.6 miles, and streetcar: 2 miles.

Figure 5- Transit Ridership is Split Between Rail and Roadway Modes

Share of Unlinked Passenger Trips by Mode, 2016

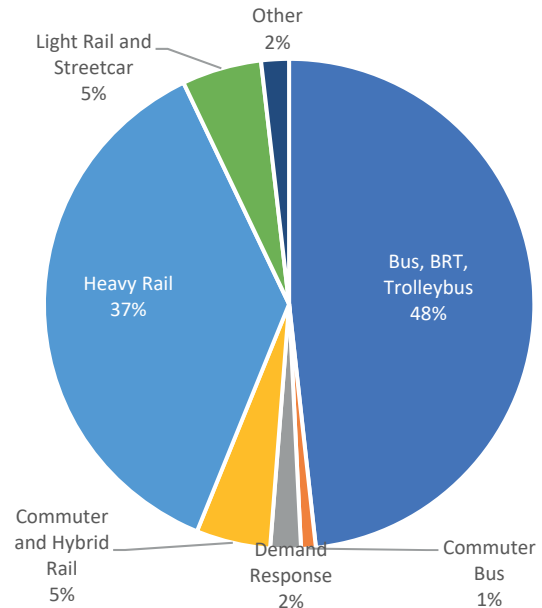


Figure 6- Rail Modes Carry Passengers For More Miles

Share of Passenger Miles by Mode, 2016

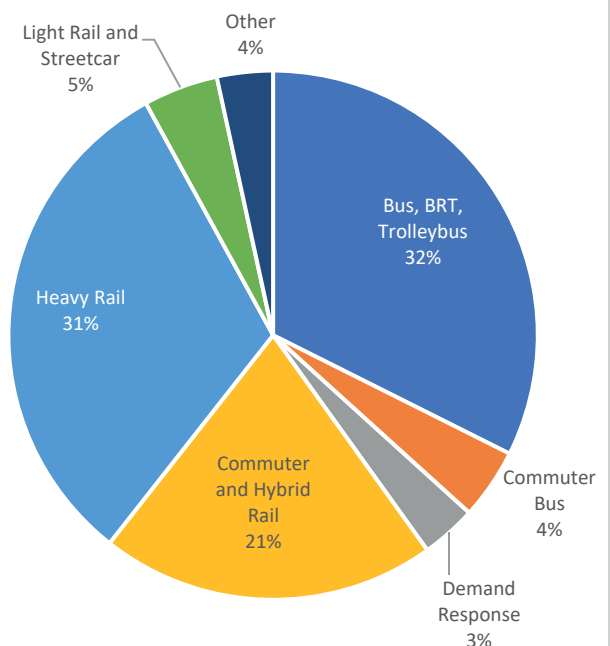


Figure 7- Public Transit Ridership Down from 2014 Peak

Total Unlinked Passenger Trips, 1990-2016

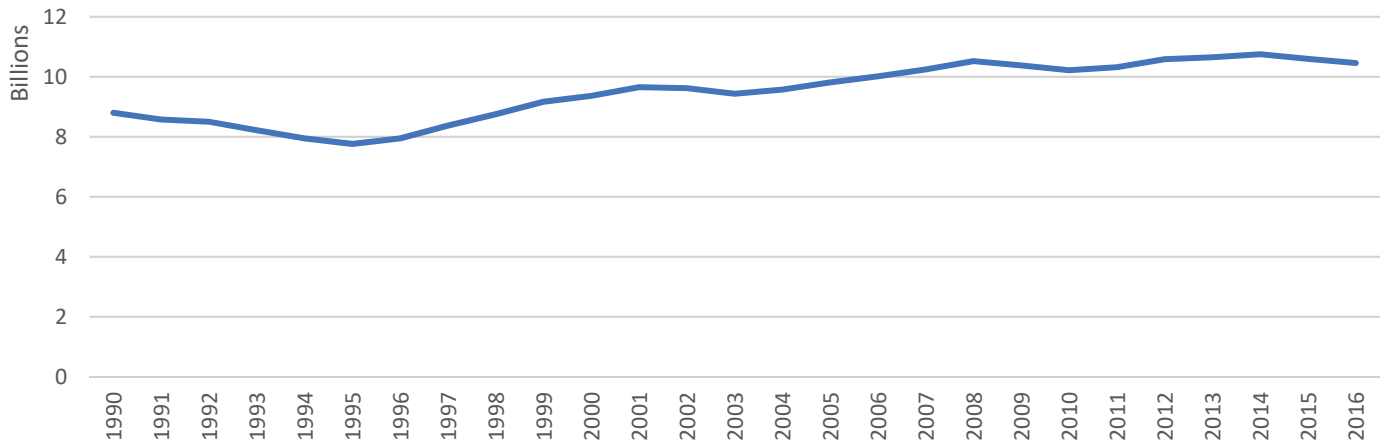


Figure 8- Distance Traveled on Public Transportation

Total Passenger Miles Traveled, 1990-2016

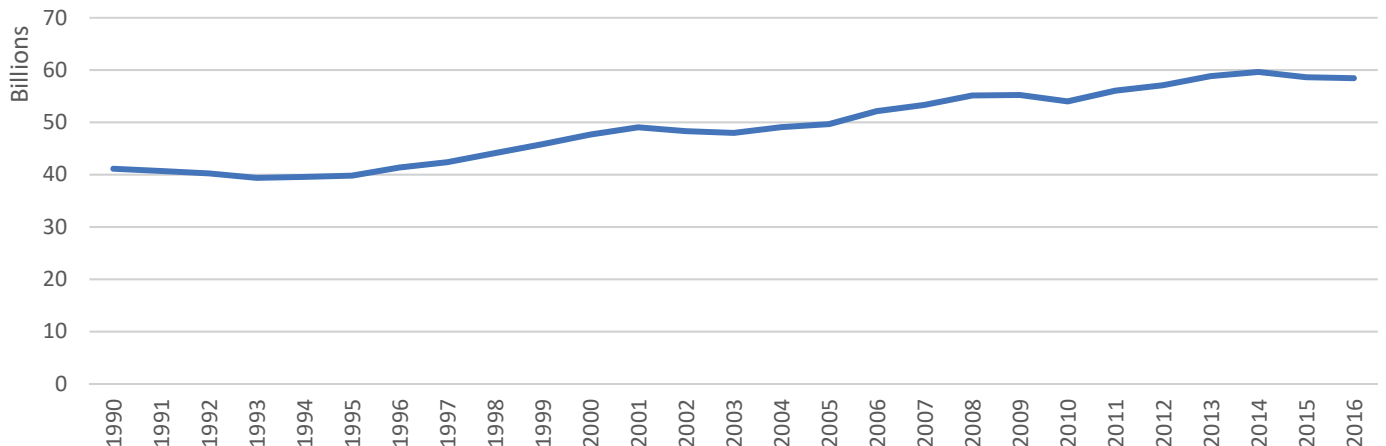
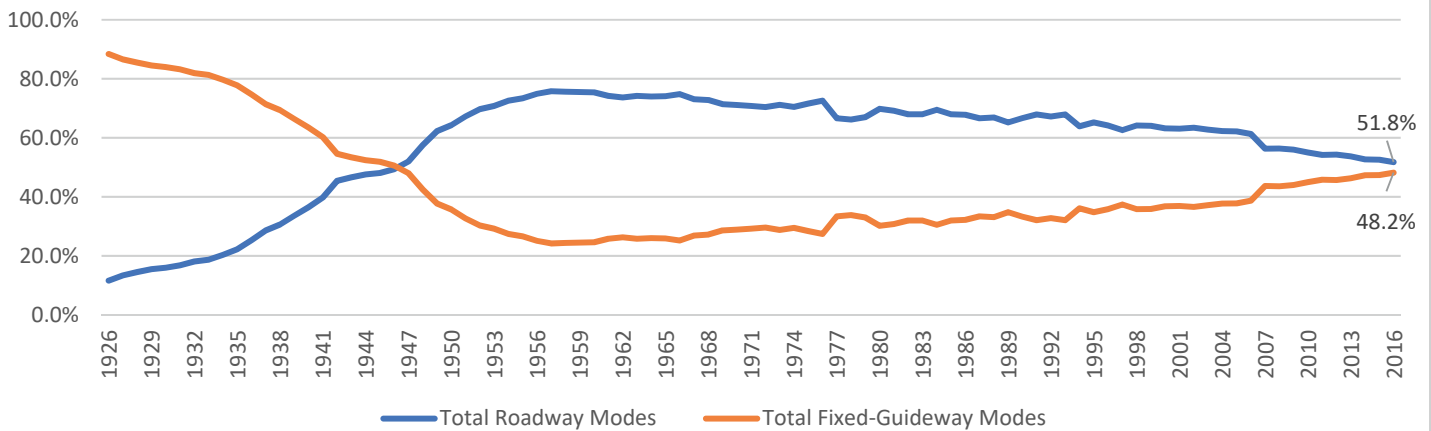


Figure 9- Ridership on Rail Modes May Soon Overtake Roadway Modes

Share of Unlinked Passenger Trips



Over the past two decades, the growth of public transit passenger miles has eclipsed that of vehicle miles traveled- 38 percent to 27 percent (**Figure 10**).² This compares the total distance traveled by riders on public transportation, and the total distance traveled by drivers on highways. The growth of public transportation ridership exceeds that of the nation's population 31 percent to 20 percent (**Figure 11**).³

The importance of public transit as a means of travel to work has increased substantially over the past decade, even though the percentage of workers commuting by transit fell to 5.1 percent in 2016, down 0.14 percentage points from its high point in 2015.⁴ That's equivalent to 7.6 million workers who commute by public transportation. Increased automobile ownership, reduced gasoline prices, mobile ride-hailing, and flexible teleworking schedules are all likely contributors to this reversal.

The top 10 metropolitan areas ranked by percentage of public transit commuters are New York, NY (31.5%), San Francisco, CA (16.5%), Washington, DC (13.6%), Boston, MA (12.8%), Chicago, IL (11.9%), Seattle, WA (9.7%), Philadelphia, PA (9.1%), Honolulu, HI (8.7%), Glenwood Springs, CO (7.5%), and Portland, OR (6.4%). It should be noted that these metropolitan statistical areas (MSAs) are comprised of entire counties and often include significant amounts of rural land, which means the actual transit usage within each urban area is higher than the ACS number.

Figure 10- Distance Traveled on Transit Grew Faster than on Highways

Vehicle Miles Traveled vs Transit Passenger Miles Growth Since 1996²

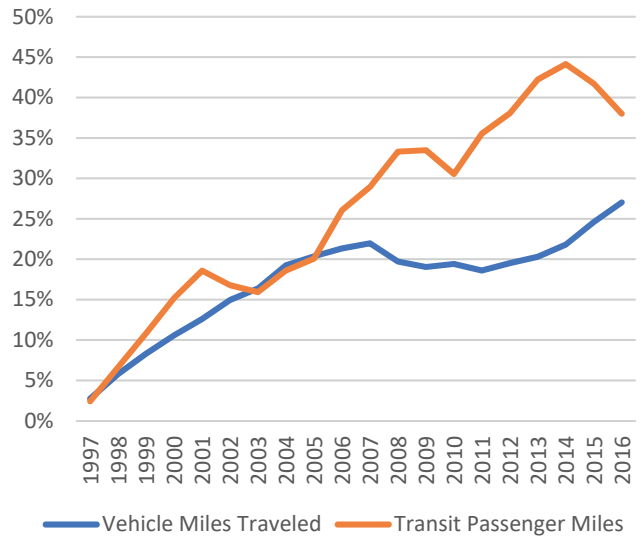
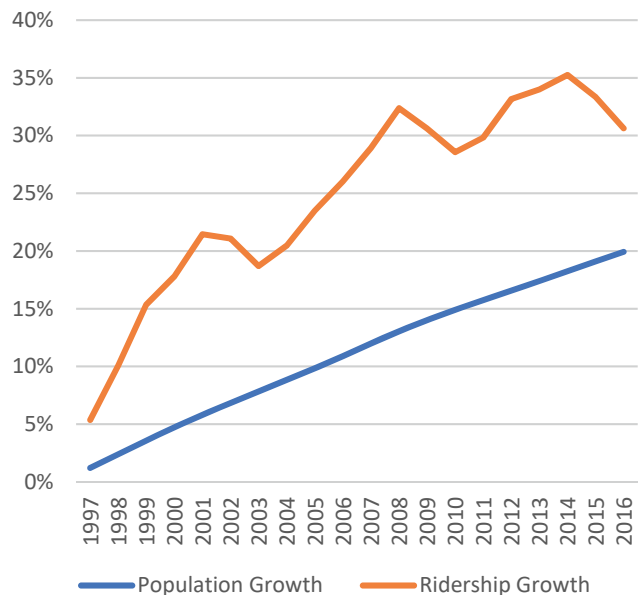


Figure 11- Transit Use Shows Larger Growth than Population

Population vs Ridership Growth Since 1996³



² Highway Vehicle Miles Traveled sourced from the Federal Highway Administration *Travel Volume Trends*

³ Population data sourced from the U.S. Census Bureau

⁴ Commuting data sourced from the U.S. Census Bureau: American Community Survey

Service Provided

In 2016, public transportation in the United States provided 5.02 billion vehicle revenue miles of service; equating to 332.2 million hours of revenue service, both increases over 2015 (**Figure 13**). 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 service provided and consumed by modal grouping. More than one-half of vehicle revenue hours operated are provided by buses, which carry just less than one-half of all passengers. Since bus passengers take shorter trips and buses operate at lower speeds compared to other modes, they carry fewer than two-fifths of all passenger miles traveled. Comparatively, rail vehicles provide only 16 percent of vehicle revenue hours of service but, due to longer and higher-speed trips, carry 56 percent of all passenger miles traveled on public transit.

The fastest service was provided by transit vanpool and commuter rail service, both of which carry passengers on long trips, at 39.2 and 31.6 miles per hour respectively. Heavy rail, because of a right-of-way separate from other traffic, offers fast service in higher-density urban areas (operating at an average speed of 20.1 miles per hour). Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as central cities, averages 12.1 miles per hour. Other modes operate at lower speeds when they are in denser areas with more frequent stop services.

Figure 12- Different Modes Serve Different Purposes

Modal Shares of Service Provided and Consumed, 2016

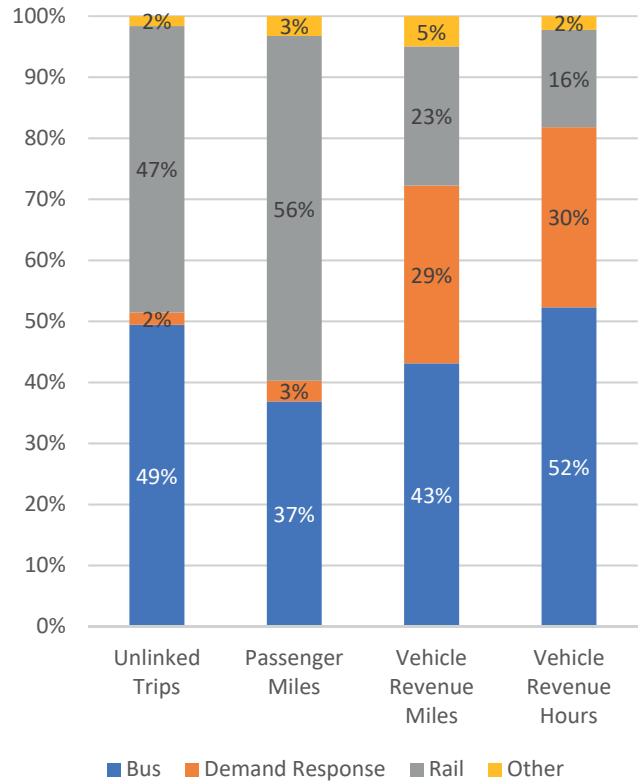
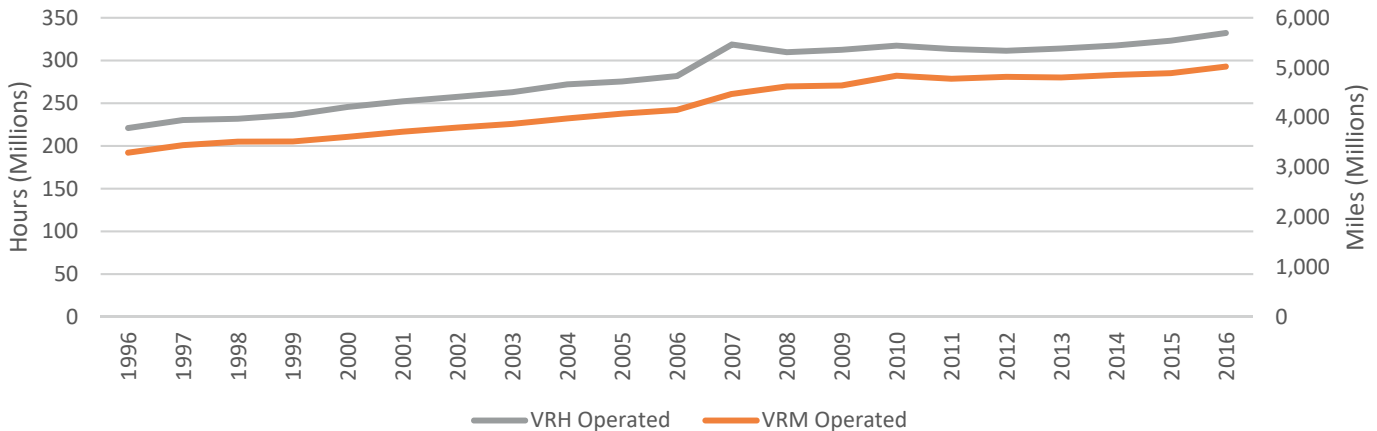


Figure 13- Public Transit Service Provided Continues to Grow

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



Vehicles

Public transportation systems in the United States operated 148,879 railcars, buses, and vans in a typical peak period during 2016, out of a total of 179,021 vehicles available for service. Demand response service and bus fleets make up most vehicles available, 68,059 and 65,782 respectively. The heavy rail fleet of 10,775 vehicles is the largest in terms of rail vehicles.

The fuel distribution of the bus fleet has evolved dramatically over the past two decades (**Figure 15**). More than 95 percent of buses 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 2016 less than half (42.3%) of all buses were diesel-powered. Electric hybrid buses saw their market share increase from 1 percent in 2005 to almost 16 percent in 2017. The percentage of buses powered by natural gas (primarily CNG) has increased from 18.5 percent in 2008 to 29.9 percent in 2017.

The FTA establishes a minimum useful life that a vehicle must exceed before federal financial assistance can be used to replace the vehicle. Many vehicles are rehabilitated, thereby extending their useful lives and reducing maintenance costs. **Figure 16** details how the age of vehicles by mode compares to the stated minimum useful life.⁵

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 17**). The industry's focus on security is seen in the increase in buses equipped with closed circuit security cameras, which rose from 47 percent to 80 percent between 2008 and 2017. Enhanced passenger amenities such as automated stop announcements and exterior bus bicycle racks also increased from 45 percent to 82 percent and 71 percent to 89 percent, respectively. The growth of automatic passenger counters and vehicle location systems, which improve the operation of bus fleets as well as the availability of information on bus arrival times, has made public transit systems more efficient and data more accessible. Increased use of technology, such as traffic light preemption can help better deploy transit vehicles, manage congestion, and increase system performance.

APTA's 2017 Vehicle Database included data for the first time about the autonomous features in transit vehicles, such as emergency braking, lane keeping assist, adaptive cruise control, pedestrian detection and collision

warning/mitigation. APTA looks forward to monitoring the proliferation of these technologies.

Figure 14- The Transit Vehicle Fleet On a 20-Year Upward Trend
Vehicles Available for Maximum Service

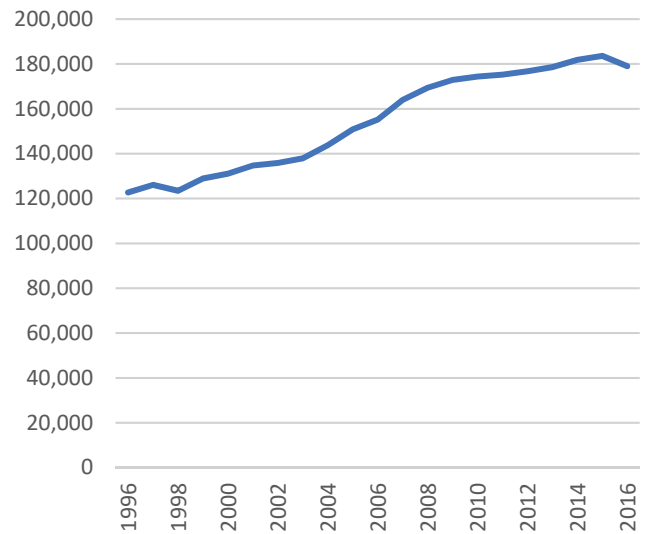
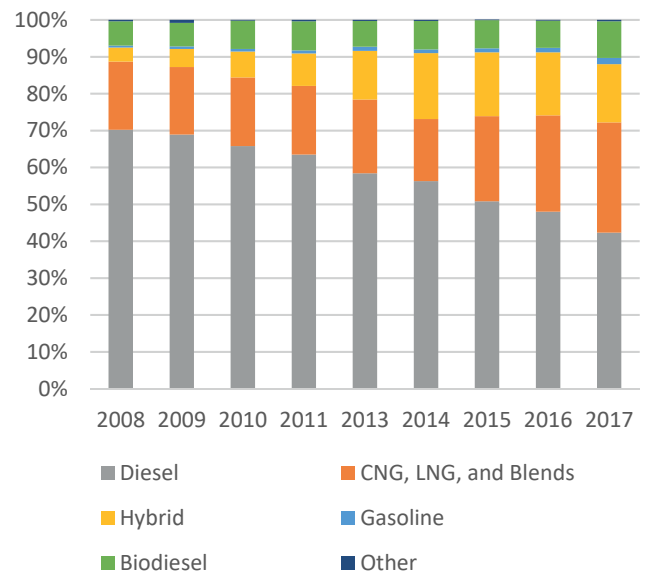


Figure 15- Buses Making Transition to Alternative Fuels
Percentage of Buses by Fuel Source



⁵ Federal requirement for "Minimum Useful Life" in *FTA C 9300.1B Capital Investment Program Guidance and Application Instruction*, at www.fta.dot.gov.

Figure 16- Most of Transit Fleet Below FTA Minimum Useful Life

Vehicle Age by Mode

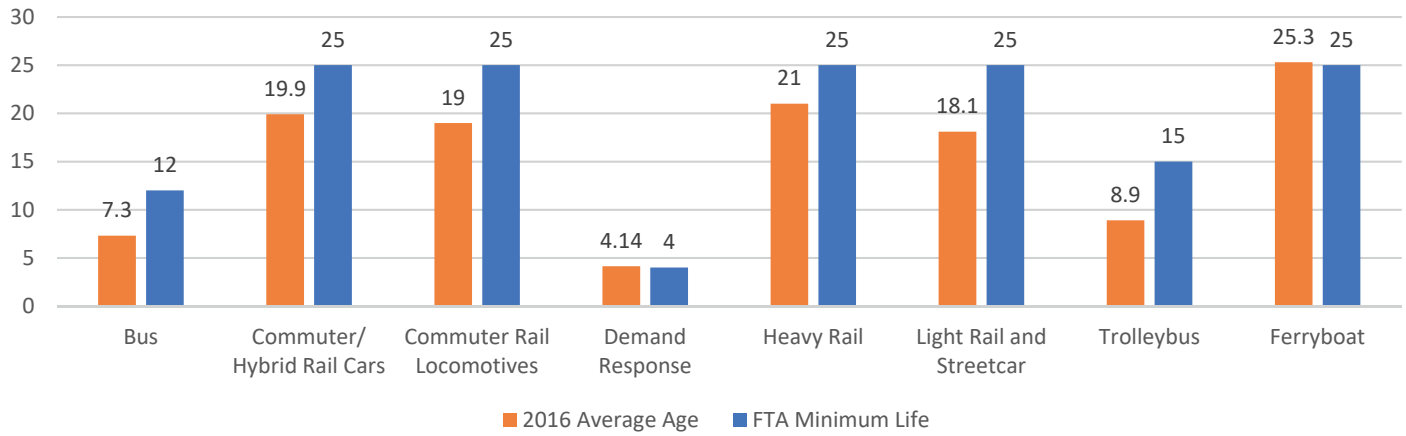


Figure 17- Transit Buses Continue to Add Amenities and Technology

Percentage of Buses with Passenger Equipment, 2008-2017

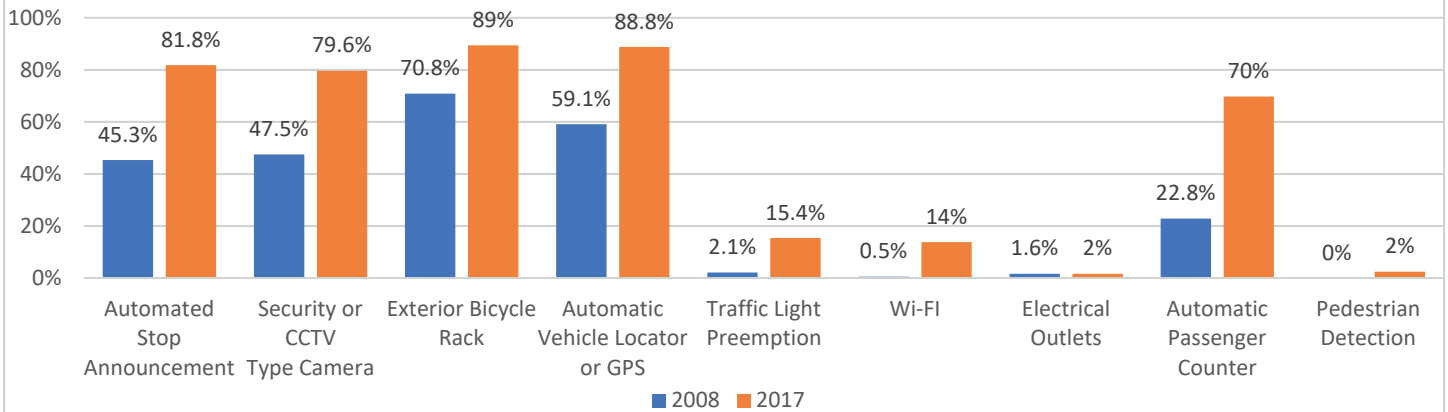
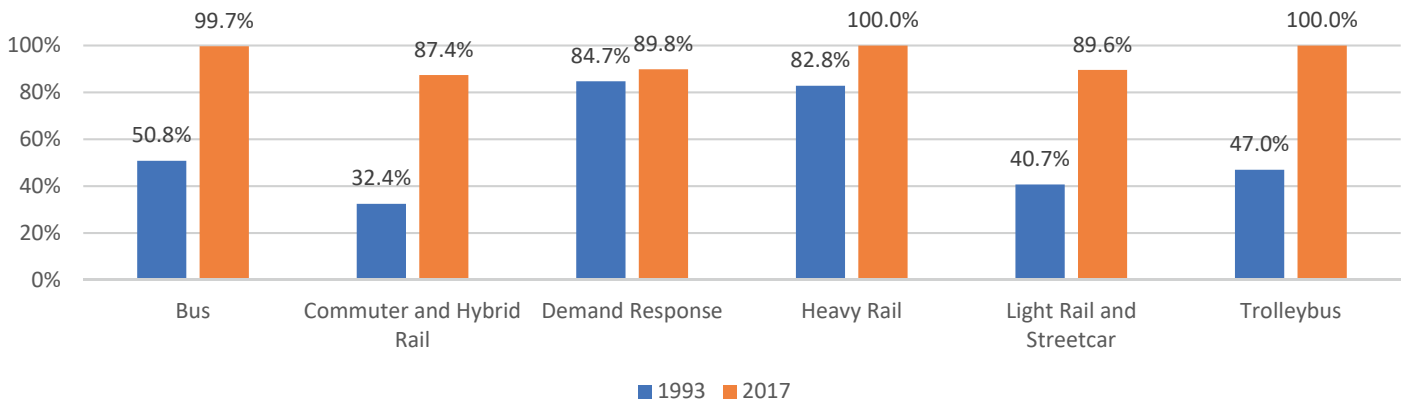


Figure 18- Public Transit Vehicles Have Made Substantial Progress in Accessibility

Percentage of Vehicles Accessible by Mode, 1993-2017



As shown in **Figure 18**, the public transit vehicle fleet has reached near total accessibility for persons using wheelchairs and those with other travel disabilities. From 1993 to 2017, the percentage of accessible buses increased from 51 percent to 99.7 percent. Over the same period, the accessible portion of the commuter rail fleet increased from 32 percent to 87 percent, the light rail fleet from 41 percent to 90 percent, the heavy rail fleet from 83 percent to 100 percent, and the trolleybus fleet from 47 percent to 100 percent. The accessible portion of the demand response fleet, where specific vehicles can be assigned to trips to meet a passenger's individual needs, increased from 85 percent to 90 percent.

Vehicle maintenance performance improved in 2016 with the total number of mechanical failures down 0.4 percent to 516,141, while the number of vehicles operated in maximum service (VOMS) increased by 0.81 percent to 106,299.

Commuter Rail: Refers to commuter rail as well as hybrid rail modes. These services may operate on freight rail right-of-way and 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.

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 right-of-way rail vehicles operate over. If they operate in one direction, the right-of way is counted as one mile for each physical mile. If vehicles operate in both directions, the right-of-way is counted as 2 miles. Neither number of "routes" operated along a direction nor the number of tracks affect the count of directional route miles (**Figure 19**).

Commuter and hybrid railroads have the most route mileage (more than 8,954 combined), while heavy rail and light rail/streetcar have nearly the same route mileage (1,646 and 1,508 respectively). Light rail and streetcar modes have seen an impressive gain in the percentage of total rail directional route miles compared to 2006, increasing by 33.4 percent. Commuter and hybrid rail directional route mileage increased by 13 percent over the same time period.

Buses (including BRT, trolley and commuter) operate on more than 230,000 miles of streets and roads throughout the United States. Although most bus service is operated in mixed traffic, it is also operated on more than 4,600

Figure 19- Commuter and Surface Rail Service Miles Have Grown

Rail Directional Route Miles

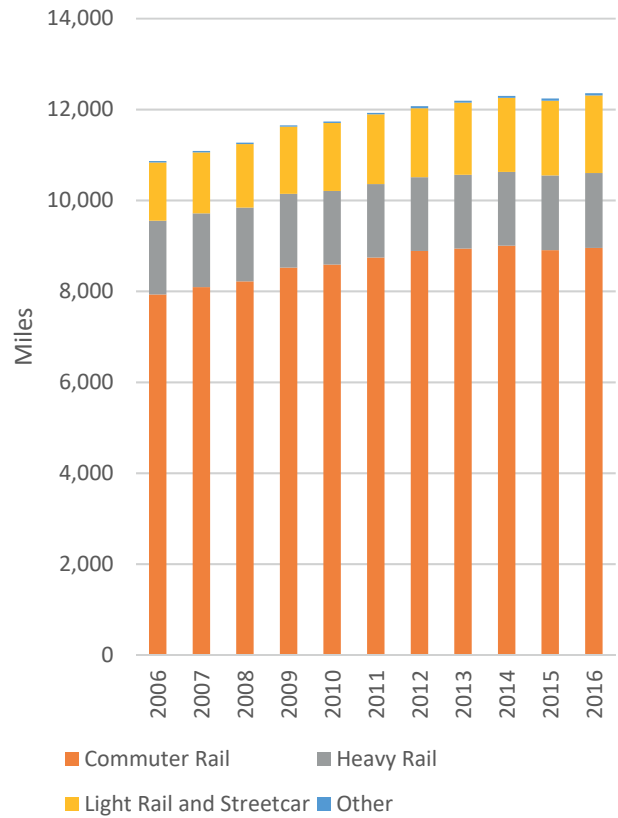
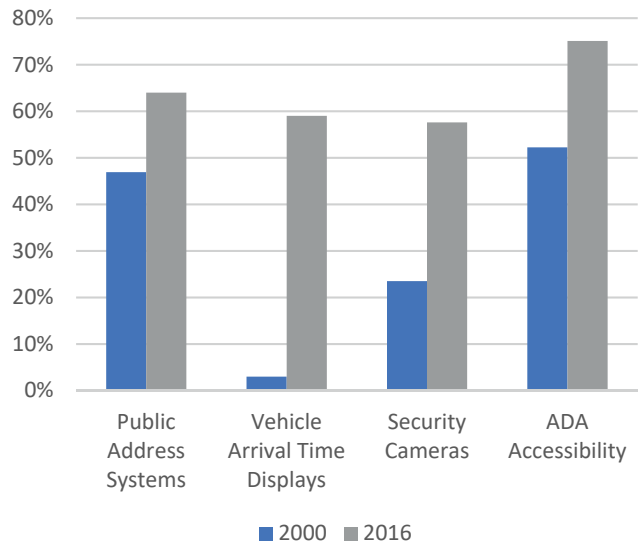


Figure 20- Rail Stations Adding Customer Amenities

Percentage of Rail Passenger Stations with Amenities, 2000-2016



miles of exclusive and controlled right-of-way directional route miles. Out of this, 1,022 miles are exclusive fixed guideway right-of-way, for example busways or dedicated bus lanes.

The industry has been seeing an increase in electronic devices at rail stations, making for better passenger information and improved safety. Between 2000 and 2016, the number of rail stations with public address systems grew from 47 percent to 64 percent, the number of rail stations with vehicle status displays grew from 3 percent to 59 percent, and the number of rail stations with informational video displays grew from 12 percent to 48 percent. In addition, 58 percent of rail stations today have security cameras compared to 24 percent in 2000.

Rail makes up 63 percent of the 5,359 passenger stations in urbanized areas. Passenger station in this definition refers to a boarding area with a platform.

Transit payment systems are also quickly evolving. The percentage of public transit systems offering “smart cards” has jumped from less than 10 percent in 2007 to 38 percent in 2017. Agencies are already looking at mobile-payment systems as the next transition.

Dependability is critical to ensuring high-quality public transit service. In 2016, 1,806 maintenance facilities were recorded, over 300 more than in 2006.

Employment

In 2016, the public transportation industry employed 423,610 persons. More than 97 percent are operating employees and less than 3 percent are 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 2016 breakdown of transit operating employees by mode remains similar to 2015, with 47 percent working with all bus modes, 27 percent with demand response, 13 percent with heavy rail, 7 percent with regional rail, 3 percent with surface rail, and 3 percent with the remaining modes.

Direct employees were paid a total of \$15.7 billion and received benefits of \$12.4 billion, for a total compensation of \$28.18 billion. Inflation adjusted, this is less than the \$28.26 billion level in 2015. However, average employee compensation rose by close to 2 percent to \$66,538.

Figure 21- More Transit Stations Are Accessible

Public Transit Station Accessibility by Mode, 2002-2016

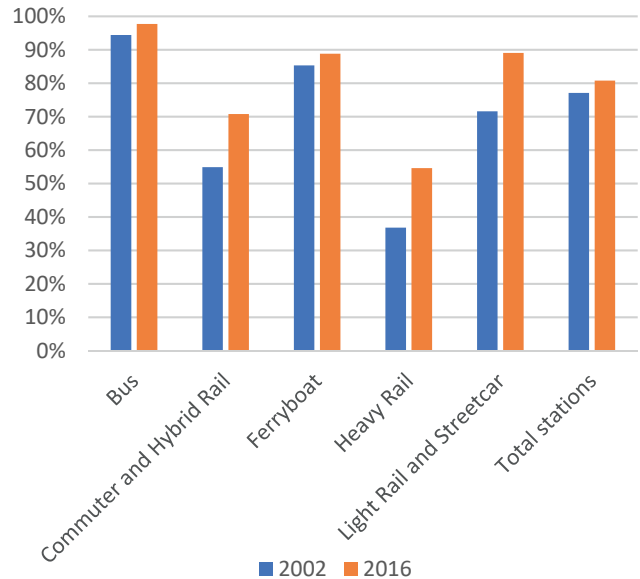
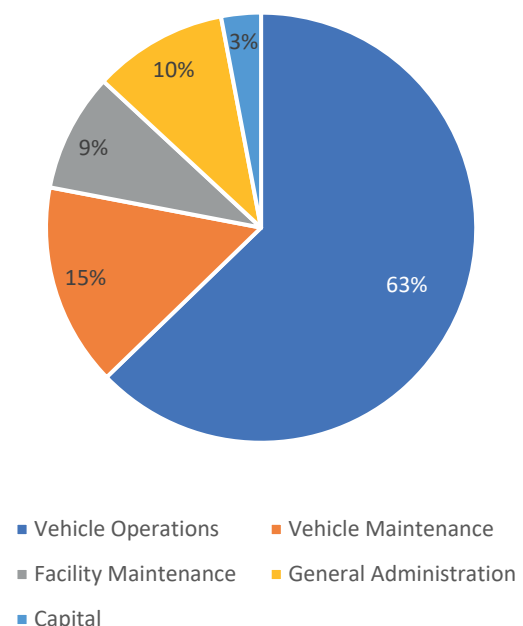


Figure 22- Majority of Transit Employees Work in Vehicle Operations and Maintenance

Percentage of Transit Employees by Function



Energy and Environment

Public transit vehicles used a total of 6.63 billion kilowatt-hours of electricity for propulsion power in 2016 and 1.04 billion gallons of fossil fuels. Buses and vanpools used a combined 5.9 million kilowatt-hours of electric battery power. While diesel remains the predominant fossil fuel, its market share has been declining as cleaner fuels such as liquefied natural gas (LNG), compressed natural gas (CNG), and biodiesel have gained in popularity. Total fossil fuel consumption increased by more than 29 million gallons from 2015 to 2016, reflecting the increase in vehicle revenue miles and vehicle revenue hours operated.

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 kilowatt-hour of electricity used rose 28 percent from 1986 to 2016 and the number of vehicle miles per kilowatt-hour of electricity used for heavy rail vehicles increased 19 percent for the same period.

Safety⁶

In 2016 there were 269 transit-related fatalities (**Figure 24**). Of these, 57 were occupant-related, and 13 were worker-related, leaving 199 related to other incidents. There were 6,878 transit accidents in 2016. Accidents include collisions with vehicles, objects, and people, as well as derailments and vehicles going off the road.

Public transportation is one of the safest mobility options, as there were nearly 70 times (18,698) more highway passenger car and motorcycle fatalities than transit fatalities in 2016. APTA's 2016 *The Hidden Traffic Safety Solution: Public Transportation*⁷ discusses the many benefits that transit offers for public safety.

Figure 23- Fuel Consumption Shows Modest Increase

Total Fossil Fuel Consumption

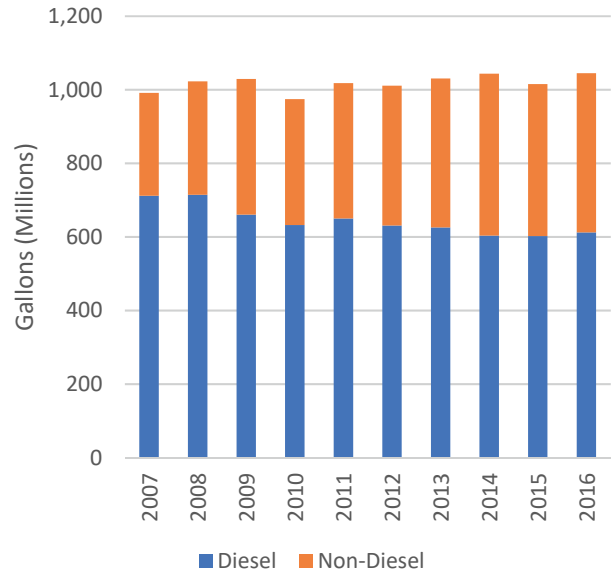
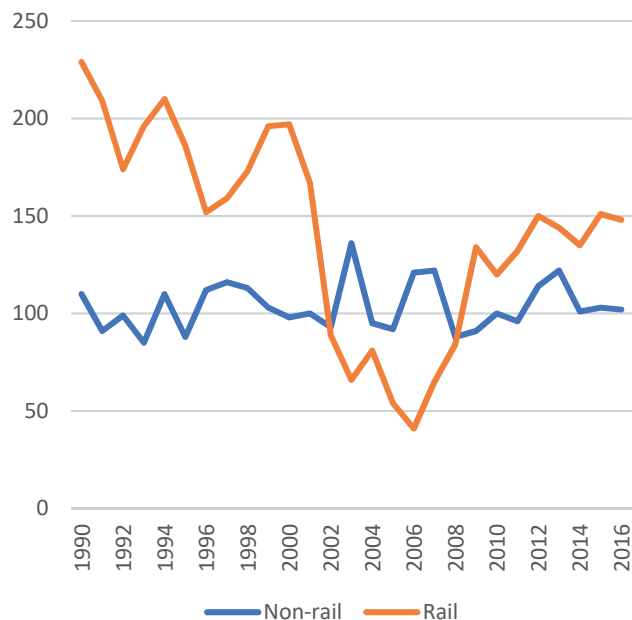


Figure 24- Public Transit One of the Safest Modes of Travel

Number of Transit Related Fatalities



⁶ <https://www.bts.gov/topics/national-transportation-statistics>

⁷

<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 National Transit Database. Inflation adjusted, 2016 total transit funding increased by 2 percent to \$70.67 billion (Figure 27).

Revenue generated from passenger fares varies across transit modes. The highest level of average revenue per unlinked passenger trip is generated by commuter rail (\$6.19) and commuter bus (\$5.61), the modes that represent the longer trip lengths for passengers. Bus and light rail had passenger fare revenues per unlinked trips of \$1.65 and \$1.04 respectively. Heavy rail had an average fare per trip of \$1.41. Amongst all modes, the average passenger fare per unlinked trip was \$1.52. Overall passenger fare revenue declined by 1.0 percent to \$15.91 billion (Figure 25).

Fare policies vary across agencies, but in general fares are lower for bus trips and relatively similar for light rail and heavy rail. According to APTA's 2017 Fare Database, the average bus fare was \$1.80, the average surface rail fare was \$2.16, and the average heavy rail fare was \$2.39 (Figure 26). These are all base fares and refer to the minimum adult fare for a single trip on a regular service.

Figure 28 shows how capital funding sources have changed since 1988. Federal capital funds decreased 5.7 percent from 2015 to 2016 (to \$8.29 billion). State capital assistance (funding from state governments) also declined, by 7.0 percent (to \$2.74 billion). Directly generated and local capital assistance increased by 6.1 percent over the past year (to \$9.0 billion). Directly generated assistance refers to agency funds such as passenger fare revenues, parking revenues, advertising revenues, or bond revenues. Local assistance includes funds provided by a local government to a public transit agency, in many cases using local sales taxes or property taxes.

The federal role is more significant for the capital program, providing 41 percent of capital funds compared to only 8 percent of operating funds. State assistance made up 13.7 percent of capital funding in 2016, while local and directly generated assistance made up 45 percent of funding in 2016.

Operating funding from all sources increased from 2000 through 2016 (Figure 29). The majority of revenue for operations is derived from passenger fares (36 percent), along with state and local financial assistance (24 and 31 percent respectively). Passenger fares and other agency revenue rose by 1.6 percent from 2015 to 2016 (to \$18.4 billion). Local and directly generated assistance

increased by 5.7 percent (to \$15.9 billion), while state assistance grew by 9.6 percent (to \$12.3 billion). Finally, from 2015 to 2016, federal operating funding grew by 1.1 percent (to \$4.05 billion).

Figure 25- Transit Agencies Collecting More from Passenger Fares

Passenger Fare Revenue, 1988-2016 (In 2016 Dollars)

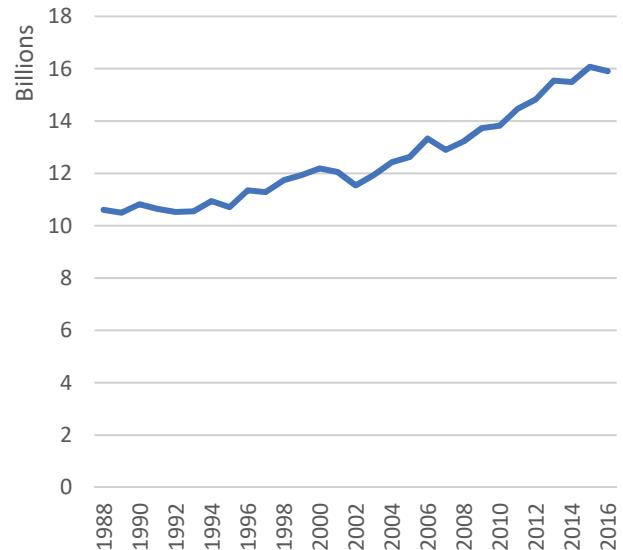


Figure 26- Agencies Have Increased Fares to Combat Revenue Shortages

Average Base Fare Comparison, 2007 and 2017 (In 2017 Dollars)

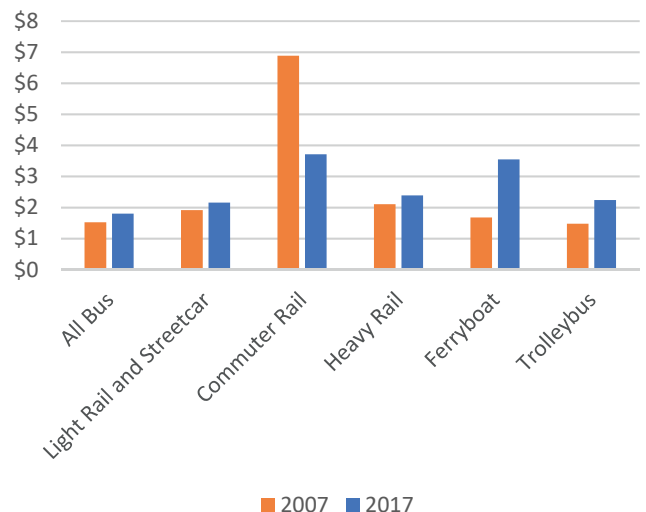


Figure 27- Total Funding For Public Transit Increasing

Transit Funding (In 2016 dollars)

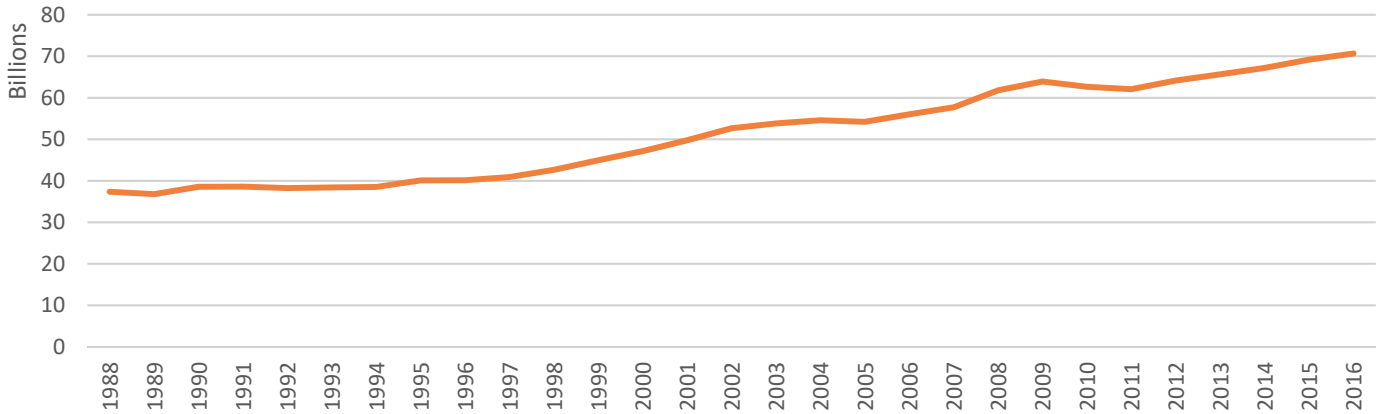


Figure 28- Local Assistance Exceeds Federal For Capital Funding

Capital Funding by Source (In 2016 dollars)

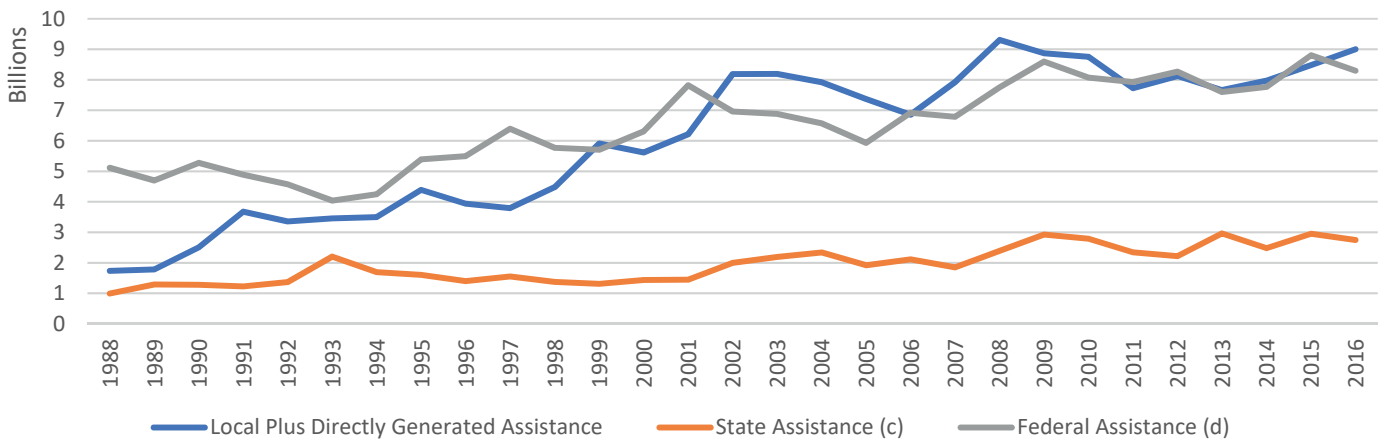
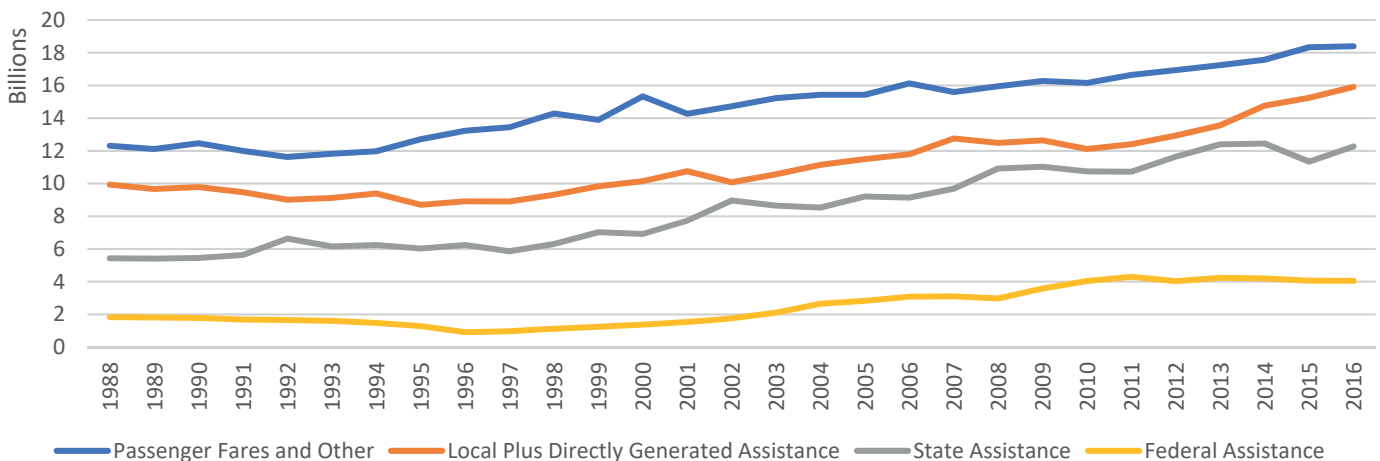


Figure 29- Passenger Fares Remain Largest Source for Operating Funding

Operating Funding by Source (In 2016 dollars)



Capital and Operating Expenses

In 2016, total public transportation expenditures were \$67.35 billion, with \$47.4 billion spent on operations and \$19.9 billion on capital investments. Heavy rail investments are the largest modal capital expenditures, at \$7.16 billion (a \$500 million increase from 2015), followed by bus capital investments, at \$4.67 billion. Regional rail capital expenses grew from \$2.94 billion in 2015 to \$3.38 billion in 2016, while surface rail capital expenses declined from \$4.17 billion to \$3.59 billion.

Out of 2016 capital expenditures, 60 percent (\$11.93 billion) went to facilities, 25 percent (\$5.08 billion) to rolling stock, and 15 percent (\$2.93 billion) for other capital investments. **Figures 32-34** breakdown the allocations of each capital expenditure subcategory.

Out of 2016 operating expenditures, 42 percent went toward vehicle expenditures (\$20 billion), 16.7 percent to general administration (\$7.91 billion), 16.4 percent to vehicle maintenance (\$7.78 billion), 13.6 percent to purchased transportation, and the final 11 percent to non-vehicle maintenance (\$5.23 billion).

Operating expenditures are measured by function (the type of activity performed, as listed above) and by object (labor expenses and the type of goods or services purchased). Salaries, wages and fringe benefits for employees of public transit agencies account for more than 60 percent of total operating expenses. Operating expenses by object class are shown in **Figure 35**.

Figure 36 shows the variability when comparing operating costs based on different metrics. When measured by cost per vehicle mile, railway modes like commuter rail and light rail are more expensive than roadway modes because they serve larger vehicles. 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.

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).

Figure 30- Rail Requires the Most Capital Expense Attention

Capital Expenses by Mode, 2016

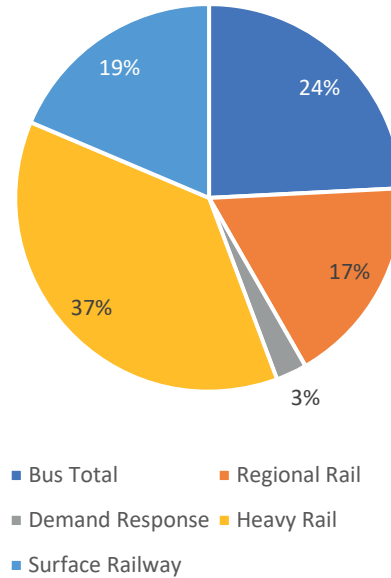


Figure 31- More Roadway Modes Equals a Larger Portion of Operating Expenses

Operating Expenses by Mode, 2016

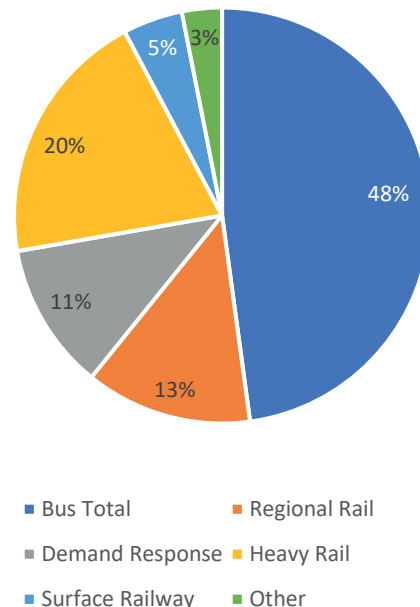


Figure 32

Rolling Stock Expenditures by Mode, 2016

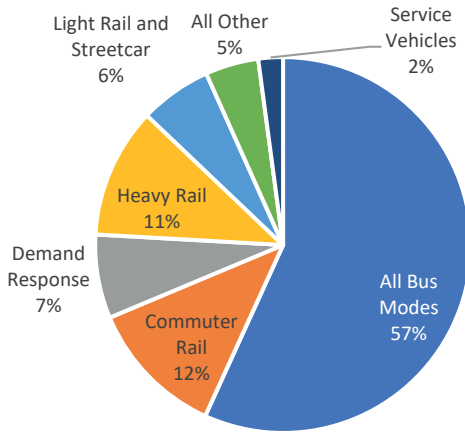


Figure 34

Other Capital Expenditure Breakdown, 2016

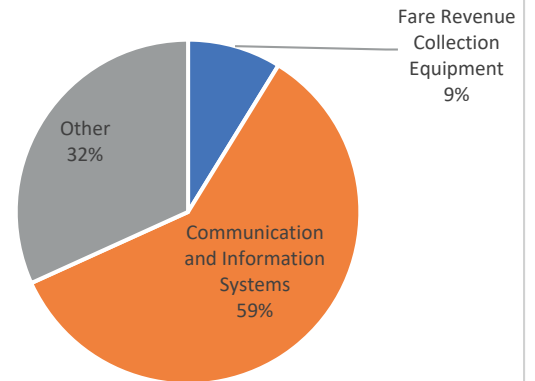


Figure 33

Facility Expenditure Breakdown, 2016

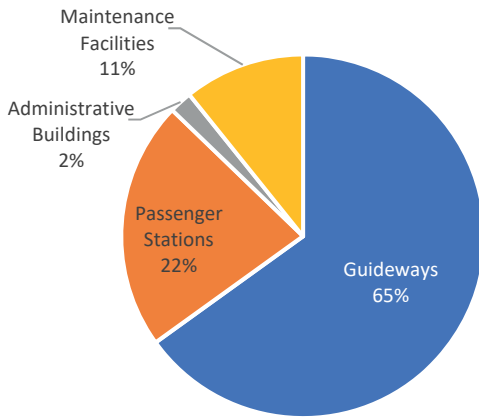


Figure 35

Operating Expenses by Object Class, 2016

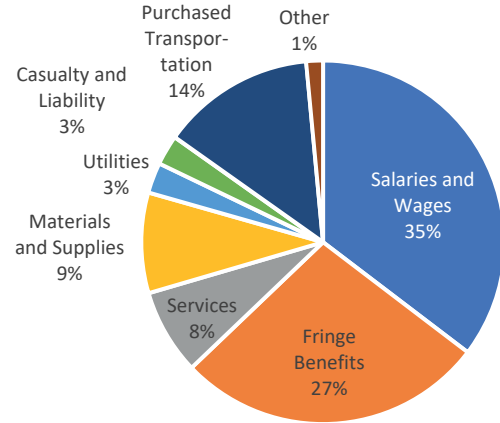
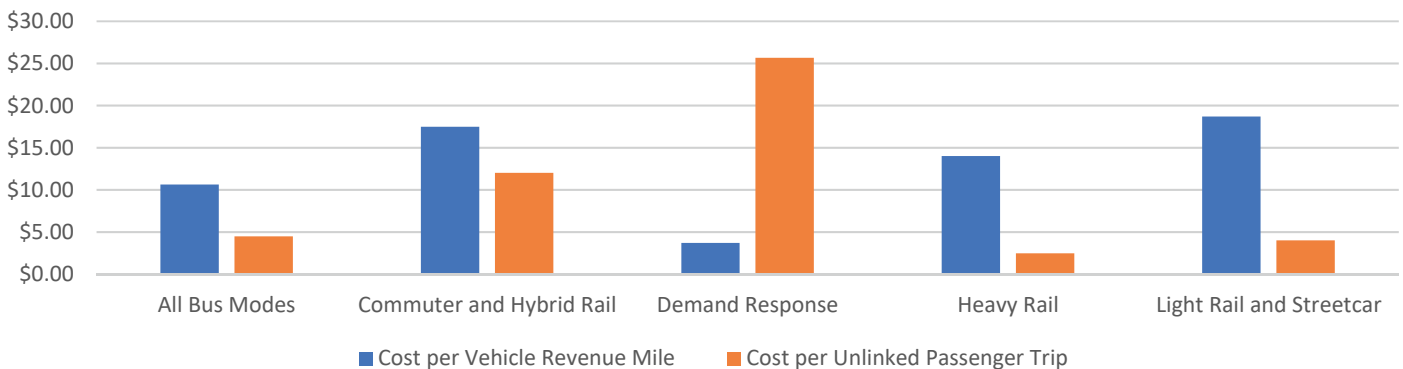


Figure 36- Demand Response Most Expensive per Rider, Least Expensive per Distance Traveled

Comparative Operating Cost Among Modes, 2016



Transit Spending and Contracting in the Private Sector

Nearly all public transit service is 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. In 2016, expenditures in the private sector were estimated at \$36.18 billion (53.7 percent of all transit expenditures), a slight decrease from the \$36.26 billion in 2014 (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 including 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 amount of public transit service is contracted for operation (formally known as purchased transportation), approximately 28 percent in FY 2016⁸. The percentage of service provided by contractors for different modes is shown in **Figure 38**. About 75 percent of demand response service, measured by vehicle revenue hours, is provided by contractors, 50 percent of vanpool service, 30 percent of commuter bus service, 17 percent of bus service, 9 percent of bus rapid transit (BRT) service, and 6 percent of rail service. The percentage of service contracted for operation has increased over the past decade, demand response from 71 percent to 75 percent and bus service from 14 percent to 17 percent. Most notable is the vanpool mode, which has seen its share of contracted revenue hours go from 30 percent in 2005 to 50 percent in 2016.

Most of the vehicles operated by contractors are provided by the public transit agency, with approximately 89 percent of all contractor-operated buses owned by the transit agency. About 70 percent of the vehicles used by contractors in demand response service are owned by public transit agencies compared to just 6.5 percent for vanpool.

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).

Vanpool: A ride-sharing arrangement providing transportation for people within a specific geographical area.

Figure 37- Public Transit Expenditures Feed Into Private Sector

Estimated Transit Expenditures in the Private Sector (In 2016 dollars)

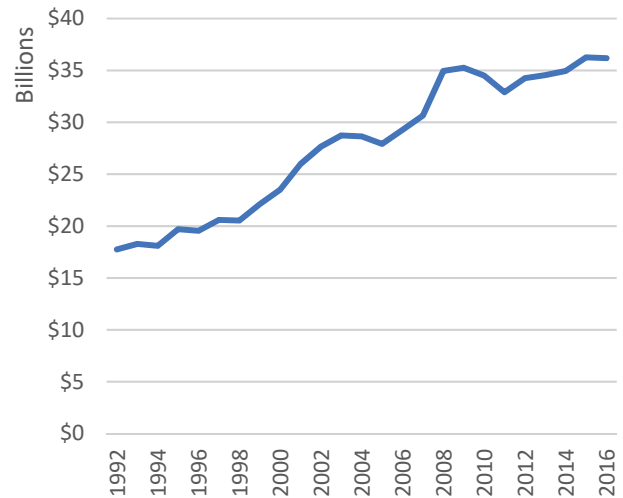
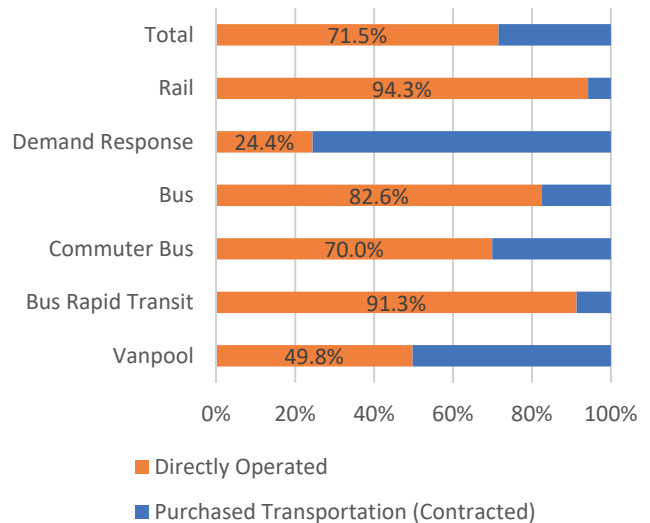


Figure 38- Demand Response and Vanpool Services are the Modes Most Contracted

Percent of Revenue Hours Contracted by Mode



⁸ This analysis is for urban transit systems only (full and reduced reporters in the NTD)

Canadian Summary⁹

Information from 103 urban Canadian public transit systems reveals that ridership in 2016 increased by 0.8 percent to 3.06 billion trips (**Figure 39**). With a population of 36.29 million that same year, Canada's 84 public transit trips per capita exceeds the United States' 32 public transit trips per capita. According to the Canadian Urban Transit Association (CUTA), 70 percent of public transit trips are taken in the metropolitan Toronto, Montreal and Vancouver regions.

Accompanying this ridership increase was a 2.1 percent rise in total vehicle miles operated, compared to a 2.6 percent increase in the U.S. (**Figure 40**). Total vehicle miles operated is the distance traveled by vehicles at all times, including both revenue and "deadhead" miles.

The number of Canadian transit employees in 2016 was 59,435, of which 52 percent were vehicle operators, 15 percent worked in vehicle maintenance, 14 percent in general administration, 10 percent in non-vehicle maintenance, and 9 percent in transportation operations.

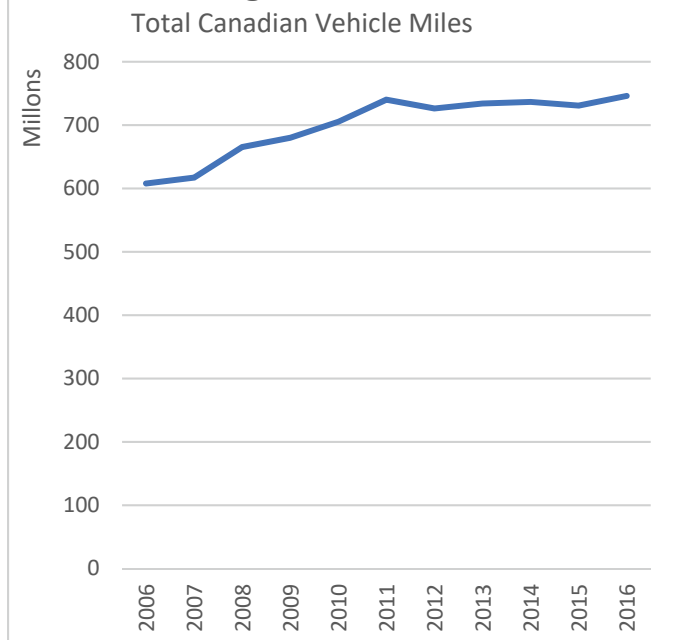
The average standard bus age increased from 8.4 years to 8.7 years and bus fleet accessibility remained around 98.5 percent in 2016. The average streetcar age was 30.5 years, the average light rail age was 18.7 years, and the average heavy rail age was 23.3 years. There were 19,986 recorded revenue vehicles in 2016, 592 more than the prior year.

Public transportation in Canada is also comprised of Specialized Transit Services, whose data is not included in the statistics above. Canadian specialized services are essentially demand response services for people meeting the eligibility criteria (those unable to climb steps or walk long distances). According to CUTA, 346,102 registrants took more than 20.78 million passenger trips, which is 4.7 percent above 2015 levels and is another record. The 70 systems reporting tallied 58.1 million total vehicle miles in 2016.

Figure 39- Canadian Ridership Holding Steady



Figure 40- Canadian Service Growing



⁹ Source: Canadian Urban Transit Association

Amtrak Summary¹⁰

In Fiscal Year 2017, Amtrak continued to build on the progress it's been making over the last decade. Intercity passenger rail is a critical resource for local economies and a valuable part of the transportation network. Amtrak operates more than 21,300 route miles and has more than 500 stations. An important contractor for public transit agencies, Amtrak operates commuter service for Maryland's MARC, Connecticut DOT and Metrolink in Southern California, and provides various services to Florida's SunRail, MBTA, and Sound Transit. Amtrak also provides infrastructure access to other public transit agencies.

Amtrak's FY 2017 ridership increased by 1.3 percent over FY 2016 to 31.7 million trips, equivalent to 87,000 trips on an average day. Ridership on the Northeast Corridor increased by 1.0 percent to 12.03 million trips, ridership on state supported routes increased by 2.0 percent to 15.01 million trips, and ridership on long distance routes increased by 0.9 percent to 4.69 million trips. Amtrak has 29 state-supported routes, and 15 long-distance routes.

Amtrak increased total revenues by 2.0 percent to \$3.3 billion and reduced its net loss by more than 10 percent in FY 2017. It received \$1.5 billion in federal appropriations, \$224 million in state-supported revenue, and \$761.8 million in other revenues. Amtrak employs approximately 19,600 people.

Its current capital investments include new trainsets for the Acela line, implementing Positive Train Control (PTC), new train interiors, and station improvements at Washington, DC's Unions Station and New York City's Penn Station, and many others across the nation.

Figure 41- Northeast Corridor Rail Ridership Exceeds Other Routes Combined

Top 10 Amtrak Routes by Ridership

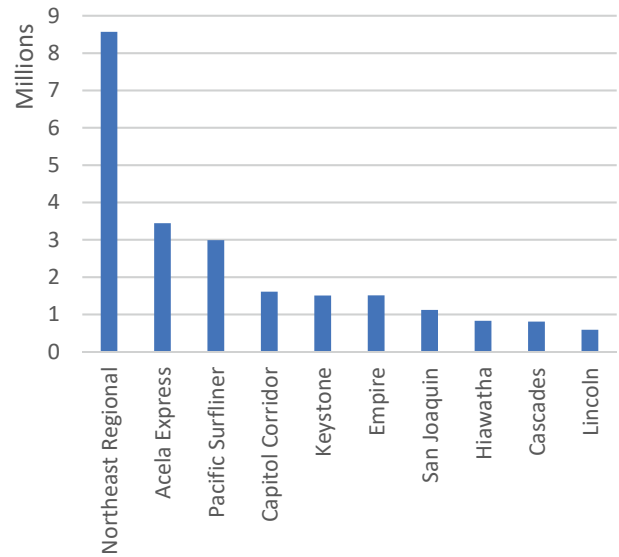
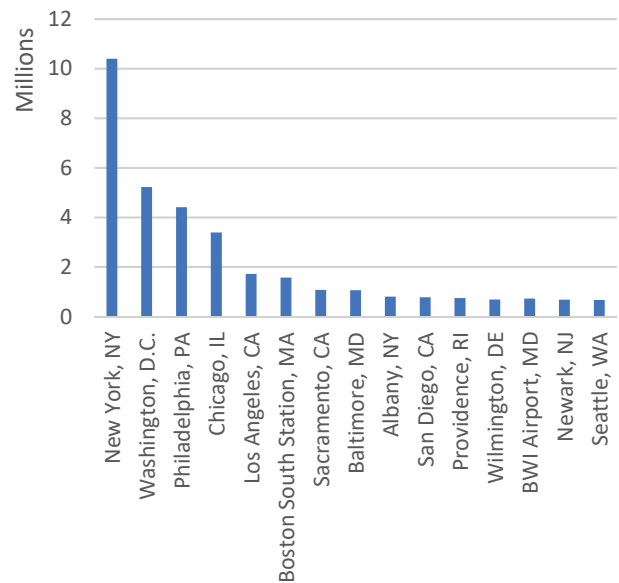


Figure 42

Top 15 Busiest Amtrak Stations by Boardings and Alightings, FY 2017



¹⁰Sources:
<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/financial/Management-Discussion-Analysis-Audited-Financial-Statements-FY17-Amtrak.pdf>

<https://media.amtrak.com/wp-content/uploads/2015/10/FY17-Ridership-Fact-Sheet-Final.pdf>

Tabular Data and Modal Rankings, Report Year 2016

For complete size ranking lists of all transit agencies and urbanized areas reported in the Federal Transit Administration 2016 National Transit Database see the 2018 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings at www.apta.com. These rankings only include public transit agencies that report in the Federal Transit Administration FY 2016 National Transit Database.

Table 1: National Totals for Selected Modes (a)

Statistical Category	Bus	Demand Response	Transit Vanpool	Commuter Rail	Heavy Rail	Light Rail	Ferry-boat	Total All Transit (b)
Systems, Number of	1,179	6,532	104	28	15	22	42	6,802
Trips, Unlinked Passenger (Millions)	4,885.8	211.4	36.9	495.3	3,848.0	497.6	83.9	10,459.4
Miles, Passenger (Millions)	18,583.5	1,976.1	1,334.2	11,899.0	18,356.6	2,565.6	509.9	58,435.4
Trip Length, Average (Miles)	3.8	9.3	36.2	24.0	4.8	5.2	6.1	5.6
Miles, Vehicle Total (Millions)	2,271.3	1,691.6	234.4	376.0	696.4	113.9	4.4	5,654.4
Miles, Vehicle Revenue (Millions)	1,970.5	1,463.1	234.4	348.5	675.9	111.4	4.4	5,021.2
Hours, Vehicle Total (Millions)	178.7	112.6	6.0	12.2	36.0	7.4	0.5	368.3
Hours, Vehicle Revenue (Millions)	163.3	98.0	6.0	11.0	33.7	7.1	0.5	332.2
Speed, Vehicle in Revenue Service, Average (mph)	12.1	14.9	39.1	31.7	20.2	15.8	8.5	15.1
Fares Collected, Passengers (Millions)	5,126.6	468.8	127.3	3,142.1	5,413.3	517.4	221.5	15,905.7
Revenue per Unlinked Trip, Average	1.0	2.2	3.5	6.2	1.4	1.0	2.6	1.5
Expense, Operating Total (Millions)	21,382.0	5,426.8	164.4	6,053.3	9,475.2	2,018.7	772.8	47,408.7
Operating Expense by Object Class:								
Salaries and Wages (Millions)	8,191.2	1,103.2	22.5	1,856.2	3,859.5	730.5	283.0	16,739.2
Fringe Benefits (Millions)	6,234.2	630.6	12.7	1,467.2	3,555.0	516.3	118.5	13,034.1
Services (Millions)	1,522.9	310.7	15.4	647.1	504.4	336.8	64.3	3,597.4
Materials and Supplies (Millions)	2,198.5	328.1	22.4	638.7	533.7	176.0	141.8	4,235.7
Utilities (Millions)	238.4	45.3	1.8	281.7	546.9	129.3	8.7	1,286.9
Casualty and Liability (Millions)	577.8	139.3	10.5	164.8	248.2	37.6	23.2	1,266.7
Purchased Transportation (Millions)	2,165.0	2,813.5	71.3	851.0	57.3	70.9	93.7	6,484.4
Other (Millions)	221.8	52.9	7.2	139.8	169.0	19.9	36.0	707.5
Operating Expense by Function Class:								
Vehicle Operations (Millions)	10,930.0	1,443.1	24.4	1,969.6	3,580.3	749.8	386.6	19,997.7
Vehicle Maintenance (Millions)	3,760.1	333.8	12.6	1,270.2	1,506.3	441.3	120.1	7,783.3
Non-Vehicle Maintenance (Millions)	940.8	74.1	2.6	1,025.3	2,633.8	354.3	49.0	5,233.9
General Administration (Millions)	3,586.1	762.3	53.5	937.2	1,697.5	402.4	123.3	7,909.5
Purchased Transportation (Millions)	2,165.0	2,813.5	71.3	851.0	57.3	70.9	93.7	6,484.4
Expense, Capital Total (Millions)	4,223.0	497.1	22.7	3,349.5	7,157.6	3,291.7	352.6	19,943.0
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,119.9	67.6	0.2	2,182.0	5,075.7	2,811.6	151.3	11,938.8
Rolling Stock (Millions)	2,574.3	368.5	21.4	615.8	597.4	267.8	196.7	5,076.5
Other (Millions)	528.8	61.0	1.1	551.7	1,484.6	212.3	4.6	2,927.7
Revenue Vehicles Available for Maximum Service	65,782	68,059	15,150	7,350	10,775	2,137	187	179,021
Revenue Vehicles Operated at Maximum Service	52,398	57,999	13,333	6,378	9,467	1,602	176	148,879
Employees, Operating	181,768	111,729	601	29,795	53,675	12,006	4,825	410,942
Employees, Vehicle Operations	125,605	89,217	92	10,971	20,538	5,303	3,474	265,842
Employees, Vehicle Maintenance	31,673	8,068	71	8,865	9,723	2,539	560	64,579
Employees, Non-Vehicle Maintenance	6,656	2,483	18	7,165	17,677	2,535	203	37,749
Employees, General Administration	17,834	11,961	420	2,794	5,737	1,629	587	42,773
Employees, Capital	2,626	118	5	3,307	5,295	916	124	12,667
Diesel Fuel Consumed (Gallons, Millions)	388.0	34.3	-	102.9	-	-	43.7	612.3
Other Fossil Fuel Consumed (Gallons, Millions)	237.4	172.8	14.6	0.4	-	-	1.1	432.4
Electricity Consumed (kWh, Millions)	5.9	-	0.1	1,764.0	3,760.4	907.0	-	6,637.6

(a) Data for all public transportation service, urbanized area and rural.

(b) Total includes more modes than included in this table

Table 2: The 50 Largest Transit Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked		Passenger Miles (Thousands)	
		Passenger Trips (Thousands)		2015	2016
		2015	2016		
MTA New York City Transit (NYCT)	New York, NY	3,445,544.7	3,464,743.5	12,679,232.3	12,832,195.0
Chicago Transit Authority (CTA)	Chicago, IL	515,964.8	497,704.3	2,147,039.8	2,078,851.8
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	457,356.0	432,985.2	2,253,459.7	2,172,060.6
Massachusetts Bay Transp. Auth. (MBTA)	Boston, MA	405,950.9	403,003.7	1,775,931.1	1,833,614.9
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	406,647.7	379,141.8	2,032,392.6	1,893,604.9
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	344,297.3	354,615.3	1,530,275.1	1,583,279.5
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	276,498.4	277,012.3	3,401,950.3	3,489,897.8
San Francisco Municipal Railway (Muni)	San Francisco, CA	220,119.3	232,827.5	464,626.5	490,623.3
San Francisco Bay Area Rapid Transit District (BART)	Oakland, CA	135,240.6	137,658.2	1,793,223.8	1,848,123.0
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	136,029.2	133,383.1	738,032.0	744,348.5
King County DOT (King County Metro)	Seattle, WA	126,268.5	127,384.8	618,636.7	602,791.4
MTA Bus Company (MTABUS)	New York, NY	125,399.5	125,617.0	370,989.5	369,132.8
Maryland Transit Administration (MTA)	Baltimore, MD	116,219.9	110,727.6	849,061.4	833,364.1
Denver Regional Transportation District (RTD)	Denver, CO	102,250.7	103,340.8	585,200.8	602,120.8
MTA Long Island Rail Road (MTA LIRR)	Jamaica, NY	98,699.5	103,196.9	2,220,654.6	2,154,354.2
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	101,381.0	101,702.6	508,129.9	507,767.9
Miami-Dade Transit (MDT)	Miami, FL	106,257.0	98,962.3	629,554.8	559,919.4
San Diego Metropolitan Transit System (MTS)	San Diego, CA	94,920.0	92,437.3	436,511.1	432,493.6
Metro. Transit Authority of Harris County (METRO)	Houston, TX	86,089.2	89,970.9	573,489.8	584,215.8
Port Authority Trans-Hudson Corp. (PATH)	Jersey City, NJ	86,652.2	89,466.5	363,965.2	373,211.6
Metro-North Commuter Railroad Co. (MTA-MNCR)	New York, NY	86,299.5	86,872.8	2,340,179.8	2,523,318.0
Metro Transit	Minneapolis, MN	85,832.2	82,624.6	368,643.9	369,149.2
Northeast Illinois Reg. Commuter Rail Corp. (Metra)	Chicago, IL	72,631.2	72,289.6	1,623,729.3	1,616,847.6
City and County of Honolulu DOT Services (DTS)	Honolulu, HI	70,501.8	69,553.7	355,158.2	363,912.9
Reg. Transp. Comm. of Southern Nevada (RTC)	Las Vegas, NV	66,856.9	67,346.3	257,393.1	259,288.6
Dallas Area Rapid Transit (DART)	Dallas, TX	69,844.8	66,800.0	464,093.3	460,076.1
Port Authority of Allegheny County	Pittsburgh, PA	65,202.5	63,823.5	271,752.7	271,913.4
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	56,020.7	54,575.7	222,447.9	226,345.5
Orange County Transportation Auth. (OCTA)	Orange, CA	50,023.2	46,356.8	235,698.3	221,994.0
Utah Transit Authority (UTA)	Salt Lake City, UT	46,721.6	45,521.9	389,557.0	373,717.7
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	47,021.5	44,285.6	218,526.4	197,172.0
Bi-State Development Agency (Metro)	St. Louis, MO	46,640.8	44,047.0	290,081.9	272,269.2
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	45,102.7	43,996.9	244,553.7	253,137.2
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	34,668.3	42,732.2	447,734.7	494,598.7
Milwaukee County Transit System (MCTS)	Milwaukee, WI	39,756.0	40,709.4	137,197.3	140,167.5
VIA Metropolitan Transit (VIA)	San Antonio, TX	39,570.1	39,363.5	196,255.6	194,436.1
City of Phoenix Public Transit Dept. (Valley Metro)	Phoenix, AZ	38,684.6	34,156.2	143,289.8	126,944.5
Broward County Transit Division (BCT)	Plantation, FL	37,809.2	33,373.6	173,667.9	163,565.2
Pace - Suburban Bus Division (PACE)	Arlington Heights, IL	33,116.8	31,169.6	251,194.2	227,284.1
Capital Metropolitan Transp. Auth. (CMTA)	Austin, TX	34,700.3	31,048.8	183,570.7	158,678.2
Westchester County Bee-Line System	Mount Vernon, NY	30,177.4	29,718.1	149,353.1	147,221.5
Niagara Frontier Transp. Auth. (NFT Metro)	Buffalo, NY	26,301.3	28,079.5	91,195.2	93,910.0
City of Detroit Department of Transportation	Detroit, MI	24,183.9	27,416.2	98,630.4	136,530.3
Central Florida Regional Transp. Authority (LYNX)	Orlando, FL	29,377.1	27,378.8	169,531.6	152,609.5
Nassau Inter County Express (NICE)	Garden City, NY	27,535.5	27,264.2	154,080.1	152,984.1
Long Beach Transit (LBT)	Long Beach, CA	28,117.3	26,323.5	89,350.6	84,719.4
Charlotte Area Transit System (CATS)	Charlotte, NC	27,165.9	26,248.9	148,900.3	134,395.1
Ride-On Montgomery County Transit	Rockville, MD	25,972.3	24,512.7	99,160.7	86,481.3
Sacramento Regional Transit District (SacRT)	Sacramento, CA	25,768.5	24,330.2	120,190.6	113,081.5
Washington State Ferries	Seattle, WA	23,657.4	24,089.5	186,771.8	189,679.9

Table 3: The 50 Metros with the Most Transit Travel (Ranked by Unlinked Passenger Trips)

Urbanized Area	Population (2010 Census)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2015	2016	2015	2016
New York-Newark, NY-NJ-CT	18,351,295	4,182,347.3	4,209,573.3	20,832,894.9	21,678,039.1
Los Angeles-Long Beach-Anaheim, CA	12,150,996	653,052.7	615,522.2	3,337,238.0	3,220,869.4
Chicago, IL-IN	8,608,208	628,864.4	608,034.6	4,133,576.3	4,043,386.6
Washington, DC-VA-MD	4,586,770	479,474.4	449,060.9	2,869,384.5	2,690,776.5
San Francisco-Oakland, CA	3,281,212	414,640.3	427,053.8	2,543,942.5	2,626,029.0
Boston, MA-NH-RI	4,181,019	416,074.9	413,334.7	1,843,990.1	1,902,290.3
Philadelphia, PA-NJ-DE-MD	5,441,567	388,722.3	398,314.9	1,928,638.4	1,986,651.0
Seattle, WA	3,059,393	202,875.4	211,283.6	1,403,568.1	1,427,262.8
Miami, FL	5,502,379	162,795.5	150,191.7	1,023,890.0	923,699.6
Atlanta, GA	4,515,419	144,124.5	141,077.7	860,006.2	863,288.8
Portland, OR-WA	1,849,898	114,382.7	114,383.8	552,949.1	548,721.4
Baltimore, MD	2,203,663	108,323.3	106,756.7	529,343.5	531,932.6
San Diego, CA	2,956,746	110,901.3	106,071.2	657,776.0	646,027.9
Denver-Aurora, CO	2,374,203	94,473.2	96,043.9	551,318.6	576,347.4
Minneapolis-St. Paul, MN-WI	2,650,890	98,584.4	95,877.9	472,287.1	472,458.4
Houston, TX	4,944,332	86,710.1	90,610.5	579,171.8	589,967.9
Dallas-Fort Worth-Arlington, TX	5,121,892	79,082.4	75,255.4	509,798.7	490,538.0
Las Vegas-Henderson, NV	1,886,011	71,939.0	72,286.6	267,357.9	269,574.8
Urban Honolulu, HI	802,459	69,674.9	68,789.0	350,795.5	359,702.1
Phoenix-Mesa, AZ	3,629,114	72,420.5	68,089.7	347,884.2	336,606.4
Pittsburgh, PA	1,733,853	67,337.2	65,880.6	299,206.3	297,927.0
San Jose, CA	1,664,496	51,972.2	50,614.1	409,162.2	422,302.6
St. Louis, MO-IL	2,150,706	49,223.7	46,438.0	311,494.7	292,111.4
Cleveland, OH	1,780,673	48,302.1	45,551.9	230,520.9	209,071.6
Milwaukee, WI	1,376,476	41,230.6	42,135.1	151,195.6	153,677.4
Detroit, MI	3,734,090	36,553.6	39,377.7	197,999.9	234,306.5
San Antonio, TX	1,758,210	39,589.7	39,372.2	196,526.2	194,550.8
Concord, CA	615,968	36,832.5	37,388.0	451,344.3	465,409.9
San Juan, PR	2,148,346	40,349.6	33,994.4	178,477.8	143,188.1
Salt Lake City-West Valley City, UT	1,021,243	34,531.1	33,745.5	223,440.0	216,142.1
Austin, TX	1,362,416	34,716.9	31,064.6	183,570.7	158,678.2
Tampa-St. Petersburg, FL	2,441,770	31,293.8	28,739.8	164,102.0	150,179.9
Buffalo, NY	935,906	26,277.1	28,063.4	91,071.9	93,857.4
Sacramento, CA	1,723,634	29,050.6	27,570.1	146,080.7	147,228.4
Charlotte, NC-SC	1,249,442	27,614.7	26,696.4	148,900.3	134,395.1
Orlando, FL	1,510,516	24,819.3	23,138.2	149,626.0	134,941.5
New Orleans, LA	899,703	22,377.5	22,510.1	61,540.3	69,996.6
Cincinnati, OH-KY-IN	1,624,827	20,497.0	19,862.3	125,023.3	114,439.2
Providence, RI-MA	1,190,956	20,019.6	19,813.2	94,692.5	88,765.8
Columbus, OH	1,368,035	19,374.0	19,001.8	79,637.9	78,986.6
Riverside-San Bernardino, CA	1,932,666	20,248.0	18,865.8	140,633.5	138,995.0
Bridgeport-Stamford, CT-NY	923,311	19,059.2	18,764.0	222,956.4	235,144.1
Hartford, CT	924,859	16,316.3	17,528.8	73,893.3	103,579.7
Tucson, AZ	843,168	21,407.9	17,392.6	95,753.9	89,169.6
Albany-Schenectady, NY	594,962	16,820.3	17,077.0	71,295.9	69,857.9
Rochester, NY	720,572	17,121.4	16,589.0	50,531.2	54,099.0
New Haven, CT	562,839	16,500.6	15,878.3	230,016.4	240,922.3
Virginia Beach, VA	1,439,666	16,723.5	15,444.2	80,943.9	77,829.0
Kansas City, MO-KS	1,519,417	16,478.3	15,263.6	71,450.8	66,051.7
Atlantic City, NJ	248,402	15,014.5	15,060.7	117,866.4	134,447.5

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

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.

Table 4: 50 Metros with the Most Transit Travel (Ranked by Ridership Per Capita)

Urbanized Area	Population (2010 Census)	2016 Unlinked Passenger Trips (Thousands)	Ridership Per Capita
New York-Newark, NY-NJ-CT	18,351,295	4,209,573.3	229.4
San Francisco-Oakland, CA	3,281,212	427,053.8	130.2
Boston, MA-NH-RI	4,181,019	413,334.7	98.9
Washington, DC-VA-MD	4,586,770	449,060.9	97.9
Urban Honolulu, HI	802,459	68,789.0	85.7
Philadelphia, PA-NJ-DE-MD	5,441,567	398,314.9	73.2
Chicago, IL-IN	8,608,208	608,034.6	70.6
Seattle, WA	3,059,393	211,283.6	69.1
Portland, OR-WA	1,849,898	114,383.8	61.8
Concord, CA	615,968	37,388.0	60.7
Atlantic City, NJ	248,402	15,060.7	60.6
Los Angeles-Long Beach-Anaheim, CA	12,150,996	615,522.2	50.7
Baltimore, MD	2,203,663	106,756.7	48.4
Denver-Aurora, CO	2,374,203	96,043.9	40.5
Las Vegas-Henderson, NV	1,886,011	72,286.6	38.3
Pittsburgh, PA	1,733,853	65,880.6	38.0
Minneapolis-St. Paul, MN-WI	2,650,890	95,877.9	36.2
San Diego, CA	2,956,746	106,071.2	35.9
Salt Lake City-West Valley City, UT	1,021,243	33,745.5	33.0
Atlanta, GA	4,515,419	141,077.7	31.2
Milwaukee, WI	1,376,476	42,135.1	30.6
San Jose, CA	1,664,496	50,614.1	30.4
Buffalo, NY	935,906	28,063.4	30.0
Albany-Schenectady, NY	594,962	17,077.0	28.7
New Haven, CT	562,839	15,878.3	28.2
Miami, FL	5,502,379	150,191.7	27.3
Cleveland, OH	1,780,673	45,551.9	25.6
New Orleans, LA	899,703	22,510.1	25.0
Rochester, NY	720,572	16,589.0	23.0
Austin, TX	1,362,416	31,064.6	22.8
San Antonio, TX	1,758,210	39,372.2	22.4
St. Louis, MO-IL	2,150,706	46,438.0	21.6
Charlotte, NC-SC	1,249,442	26,696.4	21.4
Tucson, AZ	843,168	17,392.6	20.6
Bridgeport-Stamford, CT-NY	923,311	18,764.0	20.3
Hartford, CT	924,859	17,528.8	19.0
Phoenix-Mesa, AZ	3,629,114	68,089.7	18.8
Houston, TX	4,944,332	90,610.5	18.3
Providence, RI-MA	1,190,956	19,813.2	16.6
Sacramento, CA	1,723,634	27,570.1	16.0
San Juan, PR	2,148,346	33,994.4	15.8
Orlando, FL	1,510,516	23,138.2	15.3
Dallas-Fort Worth-Arlington, TX	5,121,892	75,255.4	14.7
Columbus, OH	1,368,035	19,001.8	13.9
Cincinnati, OH-KY-IN	1,624,827	19,862.3	12.2
Tampa-St. Petersburg, FL	2,441,770	28,739.8	11.8
Virginia Beach, VA	1,439,666	15,444.2	10.7
Detroit, MI	3,734,090	39,377.7	10.5
Kansas City, MO-KS	1,519,417	15,263.6	10.0
Riverside-San Bernardino, CA	1,932,666	18,865.8	9.8

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

Table 5: The 50 Largest Bus Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2015	2016	2015	2016
MTA New York City Transit (NYCT)	New York, NY	743,763.8	743,752.5	1,559,582.6	1,553,770.2
Los Angeles County Metro Transp. Auth. (LACMTA)	Los Angeles, CA	334,381.4	312,787.6	1,389,212.3	1,285,627.4
Chicago Transit Authority (CTA)	Chicago, IL	274,288.8	259,058.4	669,641.7	633,607.2
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	171,287.6	182,484.6	502,619.3	587,747.6
New Jersey Transit Corporation (NJ Transit)	Newark, NJ	162,454.7	159,895.7	1,071,341.7	1,248,560.4
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	134,250.2	127,687.6	423,567.7	399,016.6
MTA Bus Company (MTABUS)	New York, NY	125,399.5	125,617.0	370,989.5	369,132.8
Massachusetts Bay Transp. Authority (MBTA)	Boston, MA	122,480.0	113,777.5	316,228.5	298,780.4
King County DOT – Metro Transit	Seattle, WA	102,303.0	101,903.0	500,209.0	484,134.0
San Francisco Municipal Railway (Muni)	San Francisco, CA	95,005.3	101,846.9	209,848.7	230,498.1
Maryland Transit Administration (MTA)	Baltimore, MD	78,865.9	75,619.3	264,748.0	271,568.6
Denver Regional Transportation District (RTD)	Denver, CO	75,502.8	73,252.4	392,843.2	338,558.5
City and County of Honolulu DOT Services (DTS)	Honolulu, HI	69,327.2	68,314.2	342,924.1	350,827.2
Miami-Dade Transit (MDT)	Miami, FL	72,386.5	65,150.6	415,189.0	357,875.0
Reg. Transp. Comm. of Southern Nevada (RTC)	Las Vegas, NV	61,397.3	61,208.8	226,507.2	223,003.9
Metropolitan Atlanta Rapid Transit Auth. (MARTA)	Atlanta, GA	62,868.8	60,779.1	257,024.8	258,545.5
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	62,114.0	59,982.4	287,006.0	277,385.6
Metro Transit	Minneapolis, MN	62,106.1	58,949.8	252,878.8	257,915.9
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	58,009.7	58,852.0	298,024.8	292,209.9
Port Authority of Allegheny County	Pittsburgh, PA	54,843.6	53,671.7	228,634.3	229,327.9
San Diego Metropolitan Transit System (MTS)	San Diego, CA	53,939.7	51,898.3	199,464.1	199,099.6
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	52,593.8	51,307.6	181,142.3	182,376.9
Orange County Transportation Authority (OCTA)	Orange, CA	46,696.9	42,968.4	166,820.4	151,517.0
Milwaukee County Transit System (MCTS)	Milwaukee, WI	39,313.1	40,256.3	134,205.9	137,115.8
VIA Metropolitan Transit (VIA)	San Antonio, TX	38,067.1	37,773.8	163,841.0	158,318.2
City of Phoenix Public Transit Dept. (Valley Metro)	Phoenix, AZ	38,328.6	33,785.4	139,851.4	123,373.5
Dallas Area Rapid Transit (DART)	Dallas, TX	36,366.3	33,521.2	143,825.5	144,619.4
Broward County Transit Division (BCT)	Plantation, FL	37,166.8	32,657.6	165,237.8	155,365.8
Santa Clara Valley Transportation Auth. (VTA)	San Jose, CA	33,040.9	32,624.2	176,478.6	191,886.6
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	32,810.5	30,156.6	143,016.1	124,284.3
Westchester County Bee-Line System	Mount Vernon, NY	29,879.9	29,395.2	146,163.5	143,792.6
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	32,261.3	28,585.3	144,788.2	116,469.8
Pace - Suburban Bus Division (PACE)	Arlington Heights, IL	30,118.2	28,399.5	202,674.3	184,815.8
Bi-State Development Agency (Metro)	St. Louis, MO	29,426.2	27,701.3	146,830.8	137,320.4
City of Detroit DOT (DDOT)	Detroit, MI	23,899.5	27,149.4	96,434.6	134,298.4
Nassau Inter County Express (NICE)	Garden City, NY	27,180.3	26,902.0	151,337.5	150,113.2
Long Beach Transit (LBT)	Long Beach, CA	28,060.2	26,272.0	89,123.8	84,483.6
Central Florida Regional Transp. Authority (LYNX)	Orlando, FL	27,099.6	25,104.4	150,715.3	130,016.1
Ride-On Montgomery County Transit	Rockville, MD	25,972.3	24,512.7	99,160.7	86,481.3
Niagara Frontier Transportation Authority (NFTA)	Buffalo, NY	21,714.2	22,680.5	77,126.1	78,051.6
City of Los Angeles DOT (LADOT)	Los Angeles, CA	22,044.7	19,711.0	33,775.8	26,788.7
Charlotte Area Transit System (CATS)	Charlotte, NC	20,574.2	19,474.7	93,576.5	87,201.8
Utah Transit Authority (UTA)	Salt Lake City, UT	19,957.0	19,467.7	90,991.9	88,666.7
Central Ohio Transit Authority (COTA)	Columbus, OH	18,920.0	18,549.4	71,677.6	71,088.9
Rhode Island Public Transit Authority (RIPTA)	Providence, RI	18,074.1	17,813.1	80,364.5	74,489.8
Capital District Transportation Authority (CDTA)	Albany, NY	16,389.8	16,642.5	58,098.6	58,947.6
Santa Monica's Big Blue Bus	Santa Monica, CA	18,748.9	16,576.9	76,058.7	70,181.0
RTS - Monroe County	Rochester, NY	17,107.0	16,561.7	49,479.0	53,131.7
Regional Public Transportation Authority (RPTA)	Phoenix, AZ	17,168.4	16,207.6	79,241.4	73,096.5
City of Tucson	Tucson, AZ	19,657.9	15,743.5	85,473.8	79,460.5

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

Table 6: Bus Rapid Transit Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2015	2016	2015	2016
MTA New York City Transit (NYCT)	New York-, NY	20,090.0	28,750.6	36,658.7	54,624.6
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	9,979.9	11,371.3	15,479.2	20,862.3
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	8,597.7	8,082.2	55,529.2	52,054.0
Regional Transp. Commission of Southern Nevada (RTC)	Las Vegas, NV	4,229.2	4,864.7	18,167.2	22,871.2
Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	4,461.4	4,609.4	10,538.3	11,641.5
Lane Transit District (LTD)	Eugene, OR	2,762.1	2,698.6	7,881.5	7,487.4
Transfort	Fort Collins, CO	991.2	1,399.2	2,527.5	4,327.3
Kansas City Area Transportation Authority (KCATA)	Kansas City, MO	1,435.7	1,350.5	3,826.8	3,545.3
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	1,398.0	1,316.5	1,538.8	1,641.0
Connecticut Department of Transportation (CTTransit)	Hartford, CT	261.2	1,312.0	1,600.9	7,102.1
Interurban Transit Partnership (The Rapid)	Grand Rapids, MI	689.9	773.5	2,345.7	2,575.9

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

Table 7: The 30 Largest Commuter Bus Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2015	2016	2015	2016
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	18,312.6	18,470.4	267,400.2	264,105.8
MTA New York City Transit (NYCT)0	New York, NY	12,627.9	12,641.2	155,069.4	158,465.4
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	8,480.9	8,440.4	142,016.7	152,686.7
Hudson Transit Lines, Inc.(Short Line)	New York, NY	4,361.0	4,348.0	---	200,250.0
Maryland Transit Administration (MTA)	Baltimore, MD	4,034.2	3,928.1	167,920.4	163,486.2
Academy Lines, Inc.	New York, NY	3,777.8	3,702.2	---	174,940.8
Snohomish County PTBA Corp. (Community Transit)	Seattle, WA	2,832.1	2,868.1	50,855.4	51,118.9
Suburban Transit Corp. (Coach USA)	New York, NY	2,747.9	2,753.3	---	103,439.6
Alameda-Contra Costa Transit District (AC Transit)	San Francisco, CA	2,393.3	2,536.7	33,838.7	36,487.8
Rockland Coaches, Inc.	New York, NY	2,446.2	2,468.1	55,161.6	57,104.8
DeCamp Bus Lines	New York, NY	1,834.1	1,852.2	---	28,764.7
Lakeland Bus Lines, Inc.	New York, NY	1,584.5	1,629.7	---	57,545.3
Potomac and Rappahannock Transp. Comm. (PRTC)	Washington, DC	1,659.2	1,563.1	41,596.4	39,189.0
Georgia Regional Transportation Authority (GRTA)	Atlanta, GA	1,646.5	1,548.9	41,108.1	39,016.3
City of Los Angeles Dept. of Transportation (LADOT)	Los Angeles, CA	1,546.1	1,531.6	23,597.5	25,872.7
Trans-Bridge Lines, Inc.	New York, NY	1,177.4	1,147.9	---	83,459.9
Loudoun County Commuter Bus Service (LC Transit)	Washington, DC	1,144.9	1,086.1	38,137.1	36,177.4
Martz Trailways	Wilkes Barre, PA	---	901.7	---	82,399.3
Charlotte Area Transit System (CATS)	Charlotte, NC	1,080.3	880.4	15,516.8	12,115.3
Hampton Jitney, Inc.	New York, NY	825.1	815.9	77,554.3	76,263.6
Clark County PTBA Authority (C-TRAN)	Portland, OR	742.3	793.3	8,465.4	9,122.4
Ventura Intercity Service Transit Authority (VISTA)	Oxnard, CA	782.4	786.8	9,080.4	9,134.4
Jalbert Leasing, Inc. dba C&J	Portsmouth, NH	694.5	714.3	---	---
Solano County Transit (SolTrans)	Vallejo, CA	688.1	705.2	8,465.4	8,969.0
Monsey New Square Trails Corporation	New York, NY	627.7	632.6	25,172.5	25,284.8
The Woodlands Township	The Woodlands, TX	636.5	608.0	21,976.7	20,976.0
Boston Express Bus, Inc. (BX)	Boston, MA	590.1	603.9	---	---
Utah Transit Authority (UTA)	Salt Lake City, UT	603.0	565.5	13,825.0	12,878.0
Olympia Trails Bus Company, Inc.	Elizabeth, NJ	506.9	563.7	---	---
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	585.3	542.3	9,596.5	8,811.5

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

Table 8: Top 50 Largest Demand Response Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2015	2016	2015	2016
MTA New York City Transit (NYCT)	New York, NY	6,641.9	6,316.9	57,423.2	56,308.8
Pace-Suburban Bus Division, ADA Para Services (PACE)	Chicago, IL	4,123.0	4,064.5	38,622.6	38,707.2
Access Services (AS)	Los Angeles, CA	4,050.3	2,769.8	53,896.2	32,902.1
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	2,149.7	2,187.8	17,868.2	17,047.4
Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	2,124.9	2,170.7	16,278.0	17,081.0
Metro Mobility	Minneapolis, MN	2,020.7	2,133.7	22,168.3	24,264.3
Maryland Transit Administration (MTA)	Baltimore, MD	1,892.9	1,981.9	17,312.4	18,511.8
Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	1,842.8	1,792.3	13,157.9	12,508.3
Orange County Transportation Authority (OCTA)	Orange, CA	1,616.8	1,677.5	18,287.1	18,946.0
Metropolitan Transit Auth. of Harris County, Texas (METRO)	Houston, TX	1,641.6	1,659.3	18,303.3	18,641.4
Miami-Dade Transit (MDT)	Miami, FL	1,651.0	1,643.3	21,008.6	21,288.8
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	1,400.0	1,550.6	8,714.3	9,454.9
Port Authority of Allegheny County	Pittsburgh, PA	1,517.5	1,527.7	11,821.2	11,993.4
Regional Transportation Commission of Southern Nevada (RTC)	Las Vegas, NV	1,230.4	1,272.8	12,718.7	13,413.4
Denver Regional Transportation District (RTD)	Denver, CO	1,229.4	1,186.0	10,377.1	10,495.0
VIA Metropolitan Transit (VIA)	San Antonio, TX	1,044.0	1,099.2	11,999.8	12,696.8
City and County of Honolulu Dept. of Transp. Services (DTS)	Urban Honolulu, HI	1,018.9	1,052.4	11,152.9	11,685.3
Pace - Suburban Bus Division (PACE)	Chicago, IL	1,079.6	1,028.8	6,711.6	6,437.5
Delaware Transit Corporation (DTC)	Wilmington, DE	998.9	981.7	12,290.5	11,862.6
Tri-County Metropolitan Transp. District of Oregon (TriMet)	Portland, OR	923.4	925.8	8,714.8	8,551.5
Board of County Comm., Palm Beach County (PalmTran)	Fort Lauderdale, FL	862.5	874.2	11,091.8	11,285.2
King County DOT- Metro Transit Div. (King County Metro)	Seattle, WA	902.6	870.8	10,082.1	9,725.9
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	727.7	731.3	7,466.8	7,480.8
Broward County Transit Division (BCT)	Miami, FL	642.5	715.9	7,086.8	8,199.4
Suffolk County Dept. of Public Works – Transp. Division (ST)	New York, NY	614.5	669.2	8,098.7	8,819.5
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	623.9	658.7	8,242.7	8,504.2
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	647.1	656.5	5,006.8	5,222.3
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	720.6	651.7	6,761.2	6,595.7
Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	702.5	633.6	5,989.6	4,993.5
San Diego Metropolitan Transit System (MTS)	San Diego, CA	593.9	632.1	5,837.5	6,307.1
Blue Water Area Transp. Comm. (Blue Water Area Transit)	Port Huron, MI	603.8	613.1	5,088.3	5,194.3
Suburban Mobility Authority for Regional Transp. (SMART)	Detroit, MI	619.7	578.4	4,177.2	3,950.2
City of Tucson (COT)	Tucson, AZ	553.4	577.8	4,789.0	4,475.0
Bi-State Development Agency (Metro)	St. Louis, MO	577.1	568.1	5,728.6	5,575.5
Salem Area Mass Transit District (Cherriots)	Salem, OR	567.8	560.1	---	---
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	518.6	550.2	5,228.1	9,537.3
Greater Hartford Transit District (GHTD)	Hartford, CT	445.4	524.8	3,668.4	4,581.2
Capital Area Transportation Authority (CATA)	Lansing, MI	154.1	498.7	906.6	3,152.1
Cape Cod Regional Transit Authority (CCRTA)	Barnstable Town, MA	492.1	495.2	4,890.4	4,446.8
San Francisco Municipal Railway (Muni)	San Francisco, CA	487.1	479.3	3,336.0	2,888.8
Spokane Transit Authority (STA)	Spokane, WA	463.5	467.3	4,049.4	4,155.3
Milwaukee County Transit System (MCTS)	Milwaukee, WI	442.9	453.0	2,991.4	3,051.8
Mass Transportation Authority (MTA)	Flint, MI	455.0	440.1	4,365.9	4,232.6
Central Pennsylvania Transportation Authority (rabbitransit)	York, PA	271.8	434.4	3,502.6	5,264.8
Omnitrans (OMNI)	Riverside, CA	469.0	434.0	6,940.4	6,178.0
County of Maui - Dept. of Transportation (MDOT)	Kahului, HI	431.8	420.1	2,568.3	2,943.8
Riverside Transit Agency (RTA)	San Bernardino, CA	406.0	414.0	5,092.7	5,191.8
Lehigh and Northampton Transportation Authority (LANTA)	Allentown, PA	419.9	411.0	7,368.4	5,776.8
Montachusett Regional Transit Authority (MART)	Leominster, MA	448.1	398.6	5,301.6	4,715.7
Baldwin County Commission	Daphne-Fairhope, AL	331.2	392.7	---	7,381.6

(a) Excludes Demand Response Taxi Service

Table 9: Top 30 Largest Transit Vanpool Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2015	2016	2015	2016
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	4,095.1	4,025.6	185,794.7	182,841.3
King County Department of Transp. (King County Metro)	Seattle, WA	3,561.4	3,540.5	72,727.0	68,191.3
California Vanpool Authority (CalVans)	Hanford, CA	2,154.1	2,462.9	94,156.4	109,082.8
Metropolitan Transit Auth. of Harris County, Texas (METRO)	Houston, TX	2,445.2	2,217.6	71,491.9	65,459.0
San Diego Association of Governments (SANDAG)	San Diego, CA	2,160.3	2,120.5	101,406.7	103,460.8
Pace - Suburban Bus Division (PACE)	Chicago, IL	1,851.0	1,664.5	41,382.3	35,556.5
Utah Transit Authority (UTA)	Salt Lake City, UT	1,423.7	1,333.8	51,997.9	49,245.9
Orange County Transportation Authority (OCTA)	Orange, CA	1,287.2	1,299.9	43,927.1	44,944.6
vRide, Inc. – Michigan	Detroit, MI	1,238.4	1,189.2	42,802.3	38,462.9
vRide, Inc. - Valley Metro	Phoenix, AZ	1,177.7	1,184.1	32,461.7	29,143.8
Potomac and Rappahannock Transp. Commission (PRTC)	Washington, DC	1,030.7	1,178.5	47,196.4	53,830.4
Snohomish County PTBA (Community Transit)	Seattle, WA	912.6	867.8	23,126.7	21,723.6
Pierce County Transp. Benefit Area Auth. (Pierce Transit)	Lakewood, WA	849.2	828.3	23,385.2	23,037.9
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	763.7	771.7	29,926.2	27,231.3
vRide, Inc. – Atlanta	Atlanta, GA	767.8	738.3	23,193.9	30,389.5
Ben Franklin Transit (BFT)	Richland, WA	794.6	709.3	25,387.2	22,376.4
Intercity Transit (I.T.)	Olympia, WA	685.1	602.4	24,567.1	21,589.2
Miami Lakes - vRide, Inc.	Miami, FL	592.3	598.7	20,056.4	16,601.6
Victor Valley Transit Authority (VVTA)	Victorville, CA	527.7	566.5	24,270.5	26,686.9
Dallas Area Rapid Transit (DART)	Dallas, TX	576.8	515.9	21,517.6	19,023.6
VIA Metropolitan Transit (VIA)	San Antonio, TX	459.1	490.5	20,414.8	23,421.2
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	344.7	432.6	10,508.9	14,763.8
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	349.1	397.4	11,563.8	11,205.4
Greater Richmond Transit Company (GRTC Transit System)	Richmond, VA	432.3	373.7	31,503.6	27,519.1
Fort Worth – vRide, Inc.	Arlington, TX	384.9	280.0	18,532.3	10,402.1
Piedmont Authority for Regional Transportation (PART)	Greensboro, NC	246.2	266.6	10,428.8	13,262.7
GoTriangle	Durham, NC	310.4	260.1	9,156.3	7,340.4
Regional Transportation Commission of Washoe County	Reno, NV	191.6	236.1	9,072.4	11,329.4
vRide, Inc. – Denver	Denver, CO	228.4	227.0	7,150.1	8,691.4
Massachusetts Department of Transportation	Boston, MA	200.4	222.4	8,067.2	8,638.5

Table 10: Trolleybus Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2015	2016	2015	2016
San Francisco Municipal Railway (Muni)	San Francisco, CA	60,553.9	65,120.9	90,484.0	97,411.0
King County Department of Transp. (King County Metro)	Seattle, WA	18,769.3	18,999.5	33,642.7	34,676.2
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	6,696.0	6,500.3	12,795.2	12,579.2
Greater Dayton Regional Transit Authority (RTA)	Dayton, OH	2,315.5	2,138.9	6,355.0	6,465.8
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,347.7	1,313.8	2,940.9	2,846.6

Table 11: Commuter Rail and Hybrid Rail Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)		Ridership per Mile of Track
		2015	2016	2015	2016	
Commuter Rail Agencies						
MTA Long Island Rail Road (MTA LIRR)	New York, NY	98,699.5	103,196.9	2,220,654.6	2,154,354.2	153,956.2
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	89,348.4	90,872.3	2,186,594.2	2,090,913.2	104,691.6
MTA Metro-North Commuter Railroad (MTA-MNCR)	New York, NY	85,761.0	86,297.5	2,339,386.3	2,522,415.7	106,803.9
Northeast Illinois Reg. Commuter Railroad Corp. (Metra)	Chicago, IL	72,631.2	72,289.6	1,623,729.3	1,616,847.6	59,946.6
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	37,650.7	36,187.6	488,952.3	455,691.6	58,793.8
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	32,869.9	33,830.9	678,185.1	697,963.3	48,572.7
Peninsula Corr. Joint Powers Board, Caltrain	Carlos, CA	18,995.2	18,355.6	475,150.1	488,208.1	119,425.1
Southern California Regional Rail Authority (Metrolink)	Los Angeles, CA	13,975.4	13,758.4	406,645.6	425,150.3	20,259.8
Maryland Transit Administration (MTA)	Baltimore, MD	9,267.3	8,961.9	275,624.9	266,288.4	19,027.4
Utah Transit Authority (UTA)	Salt Lake City, UT	4,645.3	4,545.8	128,654.3	125,131.3	37,945.3
Virginia Railway Express (VRE)	Alexandria, VA	4,505.1	4,352.8	152,273.0	145,777.0	24,944.5
Denver Regional Transportation District	Denver, CO	---	4,317.4	---	41,854.0	76,822.2
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	3,851.8	4,312.1	91,022.8	106,687.8	27,137.3
South Florida Regional Transportation Auth. (TRI-Rail)	Pompano Beach, FL	4,292.7	4,241.5	118,049.1	117,303.7	27,867.8
Northern Indiana Commuter Transp. District (NICTD)	Chesterton, IN	3,617.3	3,504.1	104,159.8	113,035.1	26,871.8
Dallas Area Rapid Transit (DART)	Dallas, TX	2,173.7	2,054.0	41,614.5	40,270.2	37,142.9
North County Transit District (NCTD)	Oceanside, CA	1,641.5	1,556.1	45,885.6	43,722.5	15,406.5
Pennsylvania Department of Transportation (PennDOT)	Philadelphia, PA	1,360.7	1,416.0	119,508.1	126,281.7	9,806.3
Altamont Corridor Express (ACE)	Stockton, CA	1,209.8	1,290.1	52,241.8	55,471.7	8,746.3
Central Florida Commuter Rail (SunRail)	Orlando, FL	959.0	910.4	14,058.1	13,104.9	27,014.2
Rio Metro Regional Transit District (RMRTD)	Albuquerque, NM	998.2	886.4	44,551.5	39,741.5	7,978.3
Connecticut Department of Transportation (CDOT)	Hartford, CT	889.6	849.9	21,950.9	21,215.2	7,790.5
Metro Transit	Minneapolis, MN	722.6	711.2	18,361.6	17,608.1	10,291.9
Northern New England Passenger Rail Auth. (NNEPRA)	Portland, ME	438.4	473.9	36,313.0	38,232.2	3,323.4
Regional Transportation Authority (RTA)	Nashville, TN	265.5	277.7	3,851.4	4,434.1	8,416.4
Alaska Railroad Corporation (ARRC)	Anchorage, AK	178.4	187.3	21,842.6	22,971.4	274.5
Hybrid Rail Agencies						
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	2,830.30	2,746.7	44,640.40	40,273.0	48,442.6
North County Transit District (NCTD)	Oceanside, CA	2,769.70	2,677.9	24,354.80	23,329.1	82,397.8
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	833.2	806.3	13,491.20	13,241.5	12,481.9
Denton County Transportation Authority (DCTA)	Lewisville, TX	555.4	545.3	8,175.10	8,000.3	18,998.3
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	476.8	457.4	3,991.60	3,884.1	23,821.6

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

Table 12: Heavy Rail Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)		Ridership per Mile of Track
		2015	2016	2015	2016	
MTA New York City Transit (NYCT)	New York, NY	2,662,421.2	2,673,282.3	10,870,498.4	11,009,026.1	3,211,150.0
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	270,162.1	249,173.2	1,590,762.8	1,475,685.2	852,457.1
Chicago Transit Authority (CTA)	Chicago, IL	241,676.1	238,645.8	1,477,398.1	1,445,244.6	900,550.2
Massachusetts Bay Transportation Auth. (MBTA)	Boston, MA	174,943.6	174,517.4	578,656.5	612,346.8	1,615,901.4
San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	134,660.1	136,627.1	1,791,366.2	1,844,823.6	510,564.7
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	100,747.8	101,883.8	443,501.7	452,194.9	1,020,880.1
Port Authority Trans-Hudson Corporation (PATH)	New York, NY	85,521.8	88,329.8	360,882.1	370,185.7	2,049,415.6
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	72,536.5	71,945.3	472,764.5	477,298.8	693,783.3
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	47,506.7	46,003.8	236,022.6	224,277.7	1,349,084.9
Miami-Dade Transit (MDT)	Miami, FL	21,910.6	21,461.0	161,987.1	157,122.1	368,113.9
Maryland Transit Administration (MTA)	Baltimore, MD	13,900.8	12,221.9	67,159.4	57,376.8	359,469.1
Port Authority Transit Corporation (PATCO)	Philadelphia, PA	10,169.5	10,653.4	90,717.0	95,238.3	277,432.0
Staten Island Rapid Transit Operating Auth. (SIRTOA)	New York, NY	8,557.0	8,614.3	53,632.9	53,992.7	271,745.1
Alternativa de Transporte Integrado -ATI (PRHTA)	San Juan, PR	8,958.2	8,217.7	43,795.7	40,216.6	322,263.3
Greater Cleveland Reg. Transit Authority (GCRTA)	Cleveland, OH	6,438.3	6,417.6	43,869.2	41,530.9	168,440.7

Table 13: Light Rail and Streetcar Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)		Ridership per Mile of Track
		2015	2016	2015	2016	
Light Rail Agencies						
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	60,838.6	64,538.41	155,004.4	171,740.18	827,415.5
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	62,775.1	62,085.98	386,900.8	427,260.14	343,776.2
San Francisco Municipal Railway (Muni)	San Francisco, CA	49,076.1	52,124.57	140,039.3	141,541.48	764,289.9
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	37,747.9	40,198.19	207,131.5	216,465.19	334,984.9
San Diego Metropolitan Transit System (MTS)	San Diego, CA	40,082.5	39,614.90	224,422.0	220,170.00	386,110.1
Dallas Area Rapid Transit (DART)	Dallas TX	29,840.7	29,762.16	245,940.0	244,404.46	146,901.1
Denver Regional Transportation District (RTD)	Denver, CO	25,518.6	24,585.08	181,980.6	211,213.40	261,543.4
Metro Transit	Minneapolis, MN	23,003.5	22,963.63	97,403.5	93,625.24	464,850.8
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	19,701.2	21,175.28	60,733.6	73,465.11	420,144.4
Utah Transit Authority (UTA)	Salt Lake City, UT	19,704.4	19,220.02	99,725.3	93,503.11	177,798.6
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	11,530.4	19,011.37	88,446.9	122,981.30	395,246.7
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	15,251.4	18,532.12	40,874.0	52,480.74	315,172.1
Bi-State Development Agency (Metro)	St. Louis, MO	16,637.4	15,777.58	137,522.5	129,373.21	163,837.8
Valley Metro Rail, Inc.	Phoenix-Mesa, AZ	14,276.9	15,574.74	90,370.5	104,670.97	278,617.8
Sacramento Regional Transit District (SacRT)	Sacramento, CA	12,061.7	12,216.16	68,716.7	69,170.68	145,603.8
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	11,341.2	10,721.05	61,314.0	54,654.92	134,686.5
Port Authority of Allegheny County	Pittsburgh, PA	8,048.0	8,132.13	31,204.5	30,534.64	158,830.7
Maryland Transit Administration (MTA)	Baltimore, MD	7,657.3	7,431.06	50,930.2	51,174.93	129,011.5
Niagara Frontier Transportation Authority (NFT Metro)	Buffalo, NY	4,408.0	5,212.08	12,258.5	14,110.74	369,651.3
Charlotte Area Transit System (CATS)	Charlotte, NC	5,018.4	4,899.79	25,598.7	23,197.23	526,859.1
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	2,608.8	2,468.33	15,113.2	14,721.88	81,463.0
Transportation Dist. Comm. of Hampton Roads (HRT)	Virginia Beach, VA	1,554.1	1,369.48	5,734.4	5,178.80	185,065.3
Streetcar Agencies						
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	26,072.4	25,766.7	69,248.7	62,557.8	118,576.8
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	7,281.6	8,075.0	13,616.7	15,555.7	377,335.3
San Francisco Municipal Railway (Muni)	San Francisco, CA	7,856.6	7,455.6	11,640.5	11,049.7	343,574.0
City of Portland (PBOT)	Portland, OR	4,625.3	4,313.6	5,319.1	4,960.6	278,294.9
King County Dept. of Transp. (King County Metro)	Seattle, WA	622.2	1,358.3	522.9	1,555.3	171,936.3
City of Tucson (COT)	Tucson, AZ	1,078.1	950.0	1,660.3	1,463.1	243,598.5
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	973.4	938.3	864.7	823.8	347,524.1
City of Atlanta- Dept. of Public Works (COA DPW)	Atlanta, GA	392.9	686.7	447.9	577.1	264,123.8
McKinney Avenue Transit Authority (MATA)	Dallas TX	634.6	601.8	817.5	850.8	133,741.1
Charlotte Area Transit System (CATS)	Charlotte, NC	---	517.5	---	449.7	323,453.8
Progressive Transportation Services Admin. (DDOT)	Washington, DC	---	497.2	---	465.1	88,781.8
Southwest Ohio Regional Transit Authority (SORTA)	Cincinnati, OH	---	330.7	---	503.8	91,871.7
Hillsborough Area Regional Transit Authority (HART)	Petersburg, FL	288.3	286.7	522.4	504.5	81,910.0
Rock Region METRO	Little Rock, AR	95.2	64.6	165.6	112.0	18,448.6
Kenosha Transit (KT)	Kenosha, WI	45.9	51.1	51.5	57.3	25,572.5
Dallas Area Rapid Transit (DART)	Dallas, TX	19.5	49.8	27.1	72.4	13,831.4
Memphis Area Transit Authority (MATA)	Memphis, TN	---	---	---	---	---

Table 14: Ferryboat Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2015	2016	2015	2016
Washington State Ferries (WSF)	Seattle, WA	23,657.4	24,089.5	186,771.8	189,679.9
New York City Department of Transportation (NYCDOT)	New York, NY	21,911.5	23,067.0	113,940.0	119,948.2
Port Imperial Ferry Corporation dba NY Waterway	New York, NY	4,205.4	4,419.1	---	18,165.5
Martha's Vineyard and Nantucket Steamship Authority	Barnstable Town, MA	3,023.1	3,127.3	38,370.0	39,760.3
Golden Gate Bridge, Hwy and Transp. District (GGBHTD)	San Francisco, CA	2,540.7	2,545.1	27,687.1	27,885.0
San Francisco Bay Area Water Emergency Transp. Auth.	San Francisco, CA	2,091.3	2,479.9	32,017.6	36,829.0
Puerto Rico Maritime Transport Authority (PRMTA)	San Juan, PR	1,825.6	1,730.3	23,452.5	23,248.4
BillyBey Ferry Company, LLC	New York, NY	1,606.5	1,688.6	---	3,291.0
New York City Economic Development Corporation	New York, NY	1,360.4	1,557.1	2,967.2	3,423.4
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,341.4	1,466.6	11,568.4	12,028.0
Port Authority Trans-Hudson Corporation (PATH)	New York, NYC	1,130.4	1,136.7	3,083.1	3,025.9
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	990.5	1,102.9	501.3	545.8
Casco Bay Island Transit District (CBITD)	Portland, ME	1,001.7	1,078.8	3,627.9	3,926.9
Plaquemines Parish Government (PPG)	Belle Chasse, LA	774.9	864.6	387.5	432.3
Chatham Area Transit Authority (CAT)	Savannah, GA	732.0	745.5	278.4	283.3
King County Ferry District (KCFD)	Seattle, WA	515.2	601.9	2,645.3	2,976.3
Kitsap Transit	Bremerton, WA	492.9	487.3	765.0	756.3
Pierce County Ferry Operations	Lakewood, WA	187.9	405.6	1,324.4	1,620.4
Baltimore City Department of Transportation	Baltimore, MD	---	337.2	---	146.5
Jacksonville Transportation Authority (JTA)	Jacksonville, FL	---	252.5	---	113.6
Transportation District Comm. of Hampton Roads (HRT)	Virginia Beach, VA	294.6	247.0	209.6	181.4
MTA: Metro-North Commuter Railroad (MTA-MNCR)	New York, NY	160.3	191.2	644.9	778.5
City of Fort Lauderdale	Fort Lauderdale, FL	73.3	78.1	---	23.1
Rock Island County Met. Mass Transit District (MetroLink)	Davenport, IA-IL	31.9	44.5	170.6	259.8
Central Oklahoma Transp. and Parking Auth. (COTPA)	Oklahoma City, OK	9.3	12.0	21.7	27.6

(a) Table does not include rural ferryboat reporters

Table 15: Other Rail Agencies (Ranked by Unlinked Passenger Trips)

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2015	2016	2015	2016
Cable Car / Aerial Tramway / Inclined Plane					
San Francisco Municipal Railway (Muni)	San Francisco, CA	6,834.2	5,800.2	8,574.6	7,234.4
Town of Mountain Village (a)	Mountain Village, CO	2,443.6	2,778.9	---	---
City of Portland (PBOT)	Portland, OR	1,851.0	2,103.2	1,184.6	1,346.0
Port Authority of Allegheny County	Pittsburgh, PA	793.4	492.0	92.7	57.5
Chattanooga Area Regional Transp. Authority (CARTA)	Chattanooga, TN	411.4	465.6	411.4	465.5
Cambria County Transit Authority (CamTran)	Johnstown, PA	43.7	65.3	7.4	11.0
Monorail and Automated Guideway Transit					
Miami-Dade Transit (MDT)	Miami, FL	9,937.6	10,318.1	9,590.6	9,334.9
Las Vegas Monorail Company (LVMC)	Las Vegas, NV	5,082.2	4,940.3	9,964.8	10,286.2
Detroit Transportation Corp. (Detroit People Mover)	Detroit, MI	2,442.0	2,286.4	3,753.1	3,223.8
City of Seattle - Seattle Center Monorail Transit	Seattle, WA	2,293.0	2,243.3	2,063.7	2,019.0
West Virginia University, Morgantown PRT	Morgantown, WV	2,349.0	2,213.1	4,460.8	4,354.0
Jacksonville Transportation Authority (JTA)	Jacksonville, FL	1,315.8	1,186.4	1,118.5	972.8
San Francisco Bay Area Rapid Transit District (BART)	Oakland, CA	580.5	1,031.1	1,857.6	3,299.5

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

The National Transit Database publishes a separate and less detailed database for rural transit agencies which provide service outside of urbanized areas. Tables 15 and 16 include only agencies reporting to the Federal Transit Administration FY 2015 National Transit Database for Rural Areas.

Table 16: 35 Largest Rural Bus and 12 Largest Rural Commuter Bus Agencies
(Ranked by Unlinked Passenger Trips)

State	Transit Agency Name	Unlinked Passenger Trips (a)	
		2015	2016
Rural Bus Agencies			
TN	Pigeon Forge Fun Time Trolleys	2,287,113	2,806,828
MD	Mayor and City Council Town of Ocean City	2,579,958	2,611,384
CO	Roaring Fork Transportation Authority	2,018,873	2,413,424
UT	Park City Municipal Corporation	1,848,596	1,851,003
NC	AppalCart	1,801,015	1,815,310
CO	Summit County	1,893,823	1,752,528
IL	City of Macomb	1,741,769	1,551,104
MA	Martha's Vineyard Transit Authority	1,292,233	1,364,768
WA	Pullman Transit	1,357,906	1,319,781
MS	City of Oxford	1,226,151	1,228,240
CO	Steamboat Springs, City of	1,036,942	1,123,381
CA	Eastern Sierra Transit Authority	910,708	1,074,990
AK	City and Borough of Juneau	1,121,020	1,056,521
WY	Southern Teton Area Rapid Transit	950,756	967,472
TN	City of Gatlinburg	893,606	925,529
CO	Eagle County Regional Transportation Authority	894,783	917,202
CO	Town of Breckenridge	748,806	885,508
VT	Advance Transit, Inc. NH	828,273	796,370
HI	County of Kaua'i - Transportation Agency	795,923	764,086
WA	Clallam Transit System	754,103	744,366
NY	City of Oneonta	734,024	689,478
WY	University of Wyoming	673,179	681,320
WA	Grays Harbor Transit	662,598	668,242
MS	SMART Starkville-MSU Area Rapid Transit	709,064	650,052
OK	OSU-Stillwater Community Transit	664,771	619,104
WA	Island Transit	706,598	613,033
ME	Downeast Transportation, Inc.	513,925	543,975
TX	City of South Padre Island	546,814	489,885
NM	Incorporated County of Los Alamos	499,240	486,241
ID	Mountain Rides Transportation Authority	456,405	480,624
CO	Town of Snowmass Village	473,653	465,792
CO	City of Durango	466,464	464,779
VT	Marble Valley Regional Transit District	482,442	459,673
AK	Ketchikan Gateway Borough	446,939	448,585
PA	New Castle Area Transit Authority	461,834	444,033
Rural Commuter Bus Agencies			
CO	Roaring Fork Transportation Authority	1,723,933	1,574,189
HI	County of Hawaii Mass Transit Agency	944,738	874,424
CA	Humboldt Transit Authority	612,927	615,656
TX	El Paso County	193,322	198,049
TX	Capital Area Rural Transportation System	13,307	166,817
AZ	Navajo Nation	213,221	160,238
OR	Yamhill County	171,117	155,057
PA	New Castle Area Transit Authority	127,492	123,953
VT	Marble Valley Regional Transit District	130,484	122,546
SC	Lowcountry Regional Transportation Authority	117,852	122,545
OR	City of Sandy	118,510	108,215
OR	South Clackamas Transportation District	78,016	78,706

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

Table 17: 35 Largest Rural Demand Response and 12 Largest Vanpool Agencies
(Ranked by Unlinked Passenger Trips)

State	Transit Agency Name	Unlinked Passenger Trips (a)	
		2015	2016
Rural Demand Response Agencies			
MO	OATS, Inc.	1,486,541	1,500,339
KY	Rural Transit Enterprises Coordinated, Inc.	714,260	671,393
OK	KI BOIS Community Action Foundation, Inc.	743,281	665,570
AL	West Alabama Rural Public Transportation	575,101	636,201
IL	South Central Illinois Mass Transit District	549,435	420,748
AR	Central Arkansas Development Council	419,497	408,894
IA	North Iowa Area Council of Governments	415,595	406,679
MI	Huron Transit Corporation	361,630	386,989
SD	CCTS d/b/a River Cities Trans	362,448	367,987
IA	Southwest Iowa Planning Council /SW Iowa Transit	367,258	365,570
MI	Isabella County Transportation Commission	606,687	364,947
FL	Good Wheels, Inc.	81,983	339,198
TX	Panhandle Community Services	345,573	336,361
CA	Fresno County Rural Transit Agency	310,942	320,645
IA	Heart of Iowa Regional Transit Agency	203,770	295,537
TX	Rural Economic Assistance League, Inc.	269,076	295,429
MO	Southeast Missouri Transportation, Inc.	284,171	284,494
GA	Southwest Georgia RC	262,722	274,630
IA	East Central Iowa Council of Governments	201,607	258,557
OH	Knox Area Transit	229,475	249,427
TN	South Central Tennessee Development District	283,752	244,514
OH	Sandusky Transit System	225,035	244,050
AR	Area Agency on Aging of Southeast Arkansas	245,821	238,970
OK	Community Action Development Corporation	260,594	227,557
ME	Penquis Community Action Program	185,931	227,122
IA	Regional Transit Authority/RIDES	265,642	225,871
MN	Trailblazer Joint Powers Board	222,429	225,491
OH	Marion Area Transit	267,519	222,543
IN	Southern Indiana Development Commission Ride Solution	220,263	219,063
OH	Wilmington City Cab Service	218,160	217,620
KY	Bluegrass Community Action Agency	206,069	216,346
KY	Pennyrile Allied Community Services, Inc.	204,360	194,609
MN	Arrowhead Economic Opportunity Agency, Inc.	268,842	192,539
IA	Northeast Iowa Community Action Corporation	183,614	188,045
IA	Siouxland Regional Transit System	181,415	187,982
Rural Vanpool Agencies			
WA	Island Transit	211,111	184,633
FL	VPSI- Clermont	107,947	108,638
WA	Grays Harbor Transit	103,217	103,444
WA	Clallam Transit System	105,961	97,372
TX	El Paso County	159,194	96,931
WA	Grant County Transportation Authority	44,927	41,521
ID	Mountain Rides Transportation Authority	46,073	39,563
MT	Missoula Ravalli Transportation Management Association	37,513	35,478
WA	Mason County Transportation Authority	34,917	29,167
FL	Big Bend Transit	28,532	23,038
MT	Big Sky Transportation District	11,530	16,696
WA	Columbia County Public Transportation	20,423	15,576

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

Fact Book Methodology

The procedure for estimating total data in the **2018 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. It includes only public transportation data and excludes taxicab, unregulated jitney, school bus, sightseeing service, intercity bus, charter bus, military transportation, and services not available to the general public or segments of the general public (e.g., governmental and corporate shuttles), and special application systems (e.g., amusement parks, airports, and the following types of ferry service: international, rural, rural interstate, and urban park).

All data in the Fact Book calculated by APTA and its predecessors are statistical expansions of sample data designed to represent the total activity of all public transit agencies. Base data are taken from the Federal Transit Administration's National Transit Database (NTD) for 2016, which was released in November 2017. These data are supplemented by sample data from other sources including APTA's *2017 Public Transportation Vehicle Database* and *2016 Infrastructure Database* (These are based off surveys of APTA transit system members). Data are expanded by mode in stratified categories of similar systems based on population and other characteristics. All procedures are adapted to minimize the maximum possible error, a standard statistical procedure.

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.

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 origin and destination demand response service may in specific circumstances be provided by bus vehicles.

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, DC, 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. The census of transit operations 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.

APTA

The American Public Transportation Association (APTA) is a nonprofit international association of more than 1,500 public and private sector organizations engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes: public 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. More than 90 percent of the people using public transportation in the United States and Canada ride APTA member systems.

This is the 69th edition of the **Public Transportation Fact Book** (formerly the **Transit Fact Book**), which was first published in 1943. Available data are expanded by standard statistical methods to estimate U.S. national totals. *All data are for the U.S. only, except for the section on Canada.* Data for Canada are provided by the Canadian Urban Transit Association (CUTA). A Glossary of Terms, a description of Fact Book Appendices and other APTA statistical publications, and a discussion of the methodology used to estimate Fact Book data may be found online. The 68 previous editions are available at <http://www.apta.com/resources/statistics/Pages/transitstats.aspx>

It is APTA policy to continually seek to 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.

Public Transportation Appendices Published on APTA Web Page

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.

<http://www.apta.com/resources/statistics/Pages/transitstats.aspx>

- [2018 Fact Book Appendix A: Historical Tables](#)
- [2018 Appendix A tables in Excel format](#)

Appendix B: Transit Agency and Urbanized Area Operating Statistics

Appendix B presents six operating statistics for 2016 for each public transit agency in urbanized areas 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 urbanized areas, both 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 for four operating statistics for agency totals and by mode for each agency and for state-wide totals.

Data for Appendix B are taken from the Federal Transit Administration's National Transit Database (NTD) and include only agencies reporting to the NTD.

- [2017 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 urbanized area are traced from the 1950 Census, when they were first delimited, through the 2010 Census. When UZAs were created, which other UZAs they merged with or from which they were broken off, and all name changes are identified. 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](#)

Visit <http://www.apta.com/resources/statistics/Pages/transitstats.aspx> for the following resources:

- APTA Association History
- Milestones in Public Transportation and High-Speed Rail
- Public Transportation Glossary

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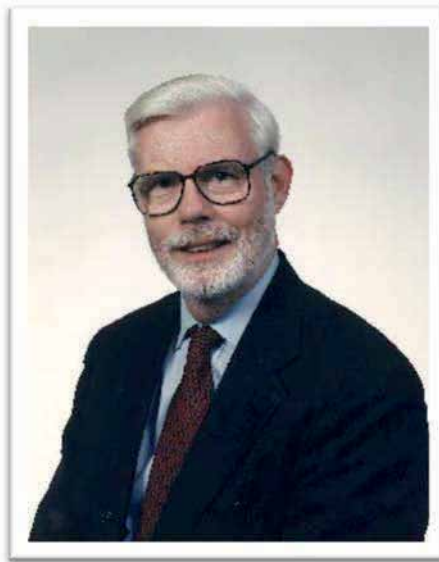
B. R. Stokes, Executive Director 1974 - 1977, Executive Vice President 1977 - 1980

APTA Lifetime Achievement Award Recipients

APTA's Lifetime Achievement Award recognizes persons who have made outstanding contributions that have changed the relationship of public transportation to its local communities and American society. Each recipient has provided leadership to dramatically improve the ability of public transportation to meet the needs of all Americans.



Rosa Parks, 1997



Mortimer Downey, 2000



Norman Y. Mineta, 2006



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