2020 PUBLIC TRANSPORTATION FACT BOOK

APTA

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

2020 PUBLIC TRANSPORTATION

FACT BOOK

71st Edition
March 2020

APTA's Purpose Statement

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

CONTENTS

TODAY, PUBLIC TRANSIT

More Popular

Total Passenger Miles Traveled

- 44.1 BILLION (1998)
- 55.2 BILLION (2008)
- 55.8 BILLION (2018)

More Widespread

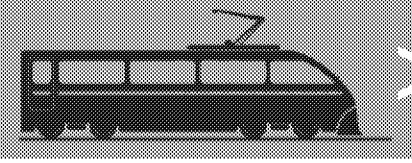
Public transit systems are...

1,279	928	4.5K+
Rural	Urban	Nonprofit

EXPANDING

Total Number of Rail Systems

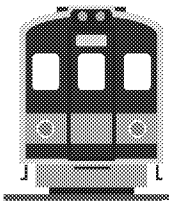
54 (1998) → 93 (2018)



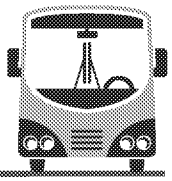
>57% Increase in Rail Ridership Since 1998

More Balanced

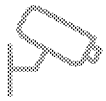
Public transit trips are...



48% By Rail | 47% By Bus



More Accessorized



79% of buses have **security cameras**

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

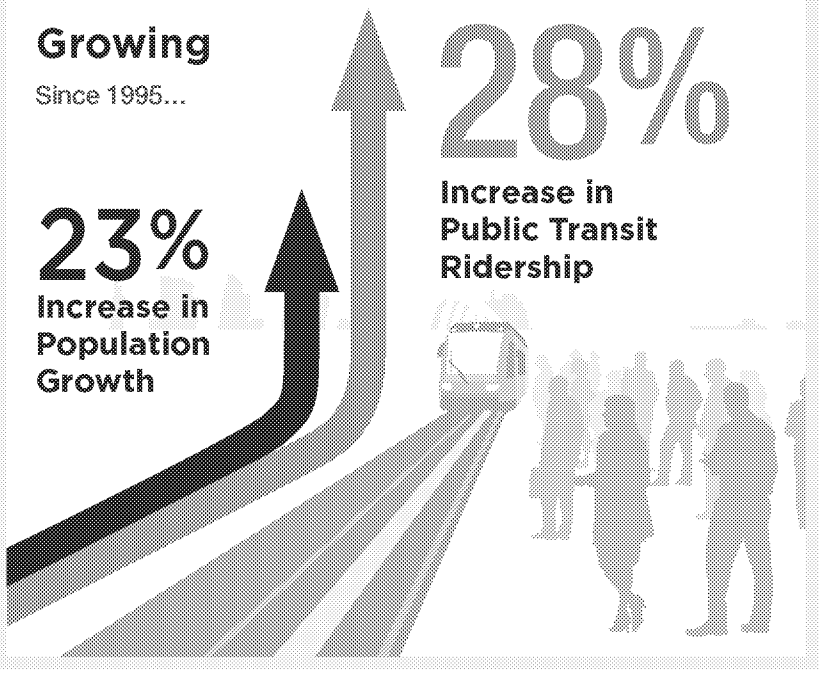
78% of buses have **automated stop announcements**

Growing

Since 1995...

28% **Increase in Public Transit Ridership**

23% **Increase in Population Growth**



More Efficient

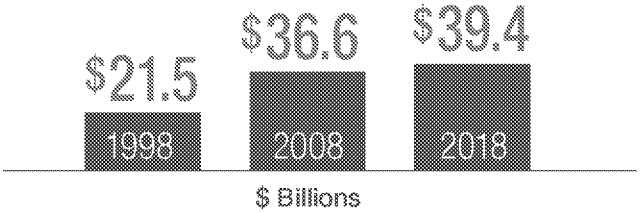
Increase in Vehicle Miles Operated per Kilowatt-Hour over the Past 30 Years

Heavy Rail 15%

Light Rail/Streetcar 50%

Receiving More Investment

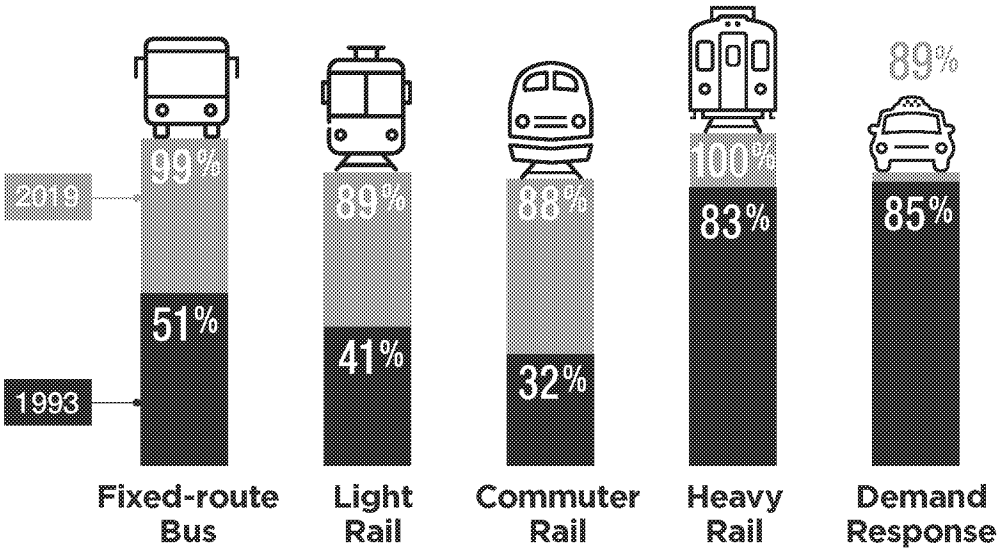
Transit Spending in the Private Sector



IN AMERICA IS...

More Accessible*

Share of **Accessible Public Transit Vehicles**



transit system accessibility is also affected by station accessibility

Leading in Clean Technology

Share of **Hybrid Electric Buses**

2009: **4.9%**

2019: **17.7%**

(According to APTA's 2019 Vehicle Database)

Lowering Carbon Emissions

73%

less CO_2 emissions by using the subway rather than a car

(According to FTA's "Public Transportation's Role in Responding to Climate Change")

Reducing Gasoline Consumption

4.16 BILLION

Gallons of Gas Saved

each year by using public transportation

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

Driving the Economy

87%

of trips on transit directly benefit the local economy

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

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

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

Creating Jobs

435K+

people directly work for public transportation agencies

Many more jobs are supported by the industry. **Each $1 billion investment in public transit supports 50,000 jobs and $642 million in tax revenue**

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

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")

National Totals for Selected Modes, Report Year 2018 (a)

Statistical Category	Bus	Commuter Bus	Demand Response	Transit Vanpool
Systems, Number of	1,187	182	6,343	109
Trips, Unlinked Passenger (Millions)	4,550.0	94.7	204.1	35.1
Miles, Passenger (Millions)	16,988.7	2,280.8	1,821.2	1,298.7
Trip Length, Average (Miles)	3.7	24.1	8.9	37.0
Miles, Vehicle Total (Millions)	2,315.6	203.8	1,701.9	229.9
Miles, Vehicle Revenue (Millions)	2,007.5	145.5	1,468.7	229.9
Hours, Vehicle Total (Millions)	183.4	8.0	114.1	6.1
Hours, Vehicle Revenue (Millions)	167.0	5.8	97.6	6.1
Speed, Vehicle in Revenue Service, Average (mph)	12.0	24.9	15.0	37.7
Fares Collected, Passengers (Millions)	4,951.7	552.1	512.7	126.6
Revenue per Unlinked Trip, Average	1.1	5.8	2.5	3.6
Expense, Operating Total (Millions)	22,416.4	1,138.8	5,880.3	172.1
Operating Expense by Object Class:				
Salaries and Wages (Millions)	8,382.2	352.1	1,179.4	28.3
Fringe Benefits (Millions)	6,570.9	245.9	723.5	18.0
Services (Millions)	1,677.0	82.5	341.9	22.0
Materials and Supplies (Millions)	2,218.0	125.8	390.0	22.4
Utilities (Millions)	251.6	9.0	50.4	2.6
Casualty and Liability (Millions)	571.2	32.3	138.5	9.4
Purchased Transportation (Millions)	2,506.7	241.7	3,002.8	65.6
Other (Millions)	238.9	49.5	53.7	3.8
Operating Expense by Function Class:				
Vehicle Operations (Millions)	11,558.8	504.4	1,604.9	25.5
Vehicle Maintenance (Millions)	3,709.1	151.9	281.6	14.6
Non-Vehicle Maintenance (Millions)	917.5	49.5	83.6	4.4
General Administration (Millions)	3,724.3	191.3	907.3	62.1
Purchased Transportation (Millions)	2,506.7	241.7	3,002.8	65.6
Expense, Capital Total (Millions)	5,045.0	189.3	559.2	38.4
Rolling Stock (Millions)	3,202.6	142.6	494.0	28.7
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,220.2	40.4	37.7	0.2
Other (Millions)	622.2	6.3	27.5	9.5
Revenue Vehicles Available for Maximum Service	65,943.0	5,369.0	70,093.0	15,956.0
Revenue Vehicles Operated at Maximum Service	52,554.0	4,254.0	57,812.0	14,001.0
Employees, Operating	192,380	10,214	108,397	955
Employees, Vehicle Operations	135,792	7,074	88,400	159
Employees, Vehicle Maintenance	31,685	1,816	7,287	142
Employees, Non-Vehicle Maintenance	6,357	352	2,097	47
Employees, General Administration	18,546	972	10,603	607
Employees, Capital	3,047	172	133	8
Diesel Fuel Consumed (Gallons, Millions)	359.1	37.6	25.3	0.0
Other Fossil Fuel Consumed (Gallons, Millions)	244.5	4.1	190.6	13.6
Electricity Consumed (kWh, Millions)	10.9	——	——	0.0

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

Total Roadway Modes	Commuter Rail	Heavy Rail	Light Rail	Streetcar	Ferryboat	Total Fixed-Guideway Modes	Total All Transit (b)
7,699	29	15	23	20	44	154	6,704
5,036.0	505.3	3,724.4	487.0	55.7	89.6	4,916.5	9,952.5
22,731.5	12,634.1	16,914.1	2,537.6	107.2	542.3	33,061.2	55,792.7
4.5	25.0	4.5	5.2	1.9	6.1	6.7	5.6
4,486.9	376.6	705.2	121.1	6.9	5.1	1,231.8	5,718.6
3,885.1	352.4	686.2	118.3	6.6	4.9	1,181.9	5,067.0
315.5	12.7	36.6	7.8	1.0	0.6	59.9	375.4
280.3	11.5	34.6	7.5	1.0	0.6	56.3	336.6
13.9	30.8	19.8	15.8	6.9	8.6	21.0	15.1
6,296.3	3,290.6	5,542.5	552.7	46.4	284.8	9,793.5	16,089.8
1.3	6.5	1.5	1.1	0.8	3.2	2.0	1.6
30,151.5	6,484.1	9,075.8	2,329.8	216.8	879.9	19,330.7	49,482.2
10,160.3	2,014.0	3,521.1	815.8	68.5	273.0	6,786.4	16,946.7
7,742.3	1,556.6	3,255.8	636.2	49.3	171.3	5,734.6	13,476.9
2,189.5	745.6	655.8	388.6	22.8	73.6	1,929.5	4,119.0
2,784.9	613.2	526.7	207.9	9.4	140.8	1,524.2	4,309.1
324.0	305.8	621.9	146.3	6.5	10.0	1,101.5	1,425.5
763.8	180.0	264.8	45.1	5.1	19.8	523.9	1,287.6
5,836.2	902.7	52.2	72.1	53.3	156.3	1,328.7	7,164.8
350.6	166.1	177.4	17.8	2.0	35.1	402.0	752.5
14,003.1	2,133.3	3,146.0	873.1	68.6	442.3	6,756.8	20,759.9
4,232.4	1,378.9	1,575.9	520.1	43.1	108.0	3,681.7	7,914.1
1,101.5	1,090.7	2,824.5	375.8	16.6	42.2	4,388.3	5,489.8
4,978.3	978.4	1,477.1	488.7	35.3	131.1	3,175.2	8,153.6
5,836.2	902.7	52.2	72.1	53.3	156.3	1,328.7	7,164.8
6,173.6	3,877.1	7,671.3	3,194.7	221.8	523.1	15,598.7	21,772.3
3,985.1	478.8	836.6	402.6	55.5	197.4	1,978.9	5,963.9
1,516.5	2,789.5	5,141.6	2,635.2	136.4	280.0	11,041.6	12,558.1
672.0	608.9	1,693.1	156.9	29.9	45.7	2,578.2	3,250.2
160,214.0	7,184.0	10,763.0	2,283.0	380.0	228.0	21,327.0	181,541.0
130,769.0	6,372.0	9,447.0	1,695.0	249.0	196.0	18,327.0	149,096.0
314,921	31,105	48,980	12,661	1,530	6,548	103,079	418,000
233,544	11,894	17,091	5,785	820	4,794	41,309	274,853
41,362	9,071	9,009	2,628	414	684	22,395	63,757
9,070	7,231	17,975	2,347	144	243	28,358	37,428
30,946	2,909	4,906	1,901	152	826	11,016	41,963
3,424	3,609	9,550	1,018	120	161	14,466	17,890
424.8	102.6	———	———	———	48.6	104.2	577.6
454.0	———	———	———	———	1.2	0.1	455.3
71.5	1,764.1	3,873.7	938.6	58.5	———	6,708.6	6,780.1

With long-term support, economic returns from public transit are $5 for every $1 invested.

Public Transit System Overview

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

In 2018, approximately 6,800 organizations provided public transportation through a variety of modes. An estimated 4,580 nonprofit providers make up the majority of these organizations. Systems operating in urbanized and rural areas receive grant money from the Federal Transit Administration (FTA) and report to the National Transit Database (NTD) as full, reduced or rural systems. Of the 2,207 NTD reporting systems, 1,279 were in rural areas and 928 were in urbanized areas ***(Figure 1)***.[1]

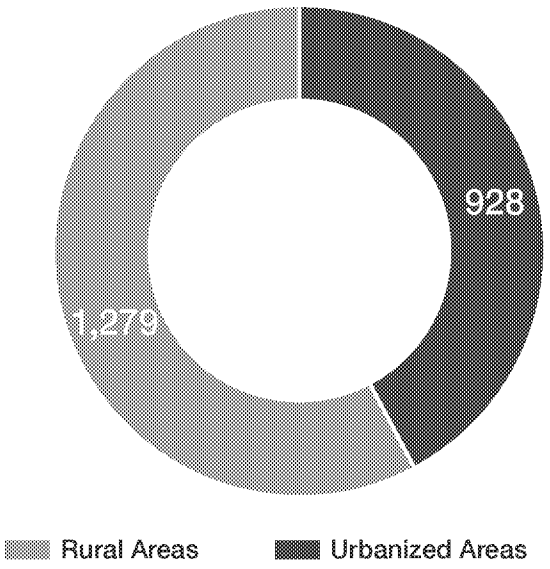
Figure 2 depicts the number of modes operated by public transit systems, with demand response being the mode most operated. Demand response services are point-to-point operations often used by people with disabilities or people unable to travel on fixed-route service. Demand response vans may also substitute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

Bus rapid transit systems offer lower-cost options for providing efficient, high-capacity transportation with features such as defined stations, traffic signal priority, and increased frequencies. The FTA defines fixed guideway BRT as operating at least 50 percent of peak service in a separate right of way, as opposed to corridor-based BRT systems, which do not. Twelve fixed guideway BRT systems were operating in 2018, double the number from 2010. In addition, there were also 1,187 bus and 182 commuter bus systems operating. A total of 44 ferryboat systems were operational in 2018, 12 more than in 2010.

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

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

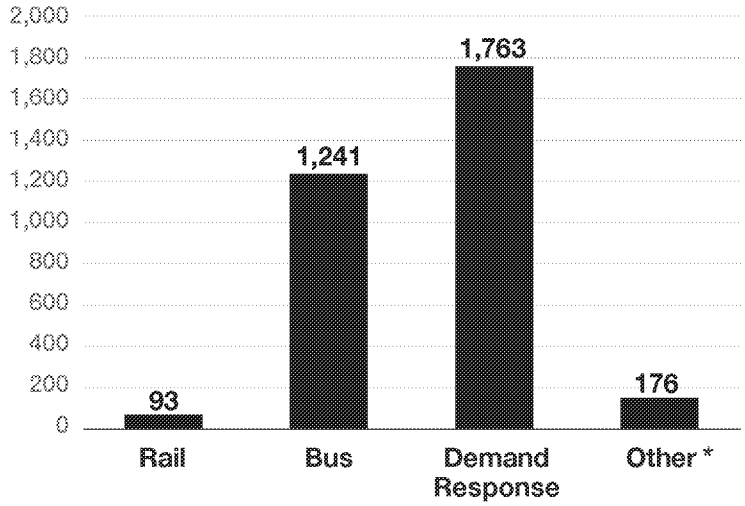
Number of NTD Reporting Transit Systems



SOURCE: NATIONAL TRANSIT DATABASE

Figure 2: The Majority of Systems Operate Demand Response Service

Number of Systems Offering a Mode of Service



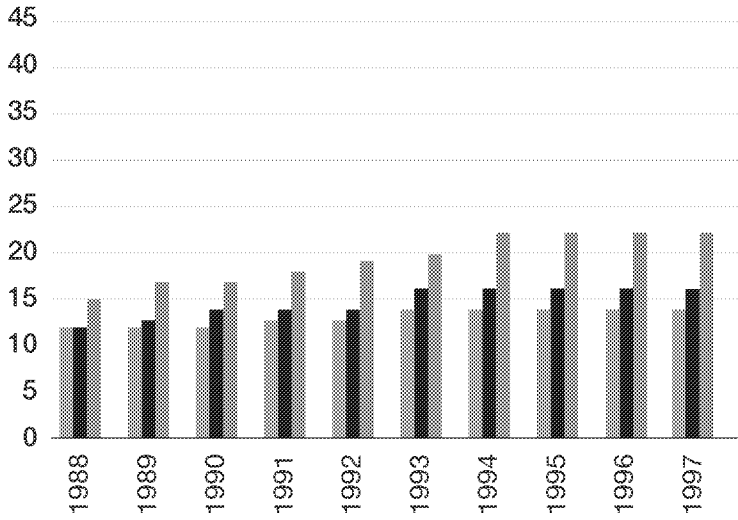
SOURCE: APTA FACT BOOK ANALYSIS

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

Figure 3 shows how the number of rail systems around the country continues to grow. Of the 93 rail systems now operated by public transit agencies, only nine have been operating since the 19th century. Compared with 1998, there were 17 additional commuter/hybrid rail systems and 21 additional light rail/streetcar systems. Heavy rail systems are often referred to as "subways" or "metros" and do not interact with traffic. Light rail and streetcars constitute "surface rail" and may operate on streets, with or without their own dedicated lanes. Finally, commuter rail services are higher-speed, higher-capacity trains with less-frequent stops. Commuter rail traditionally is used to connect people from suburban areas to city centers. Hybrid rail is a subset of commuter rail operating exclusively on freight railroad right-of-way.

Figure 3: 54 More Rail Systems Now Than

Count of Rail Systems



SOURCE: APTA FACT BOOK ANALYSIS

The number of rail systems continued to grow with the opening of five new systems in 2018 (the East Contra Costa County BART, the CT Rail Hartford Line, the Milwaukee Hop Streetcar, the Sun Metro MTD El Paso Streetcar, the Delmar Loop Trolley and the Oklahoma City Streetcar). *Figure 4* lists these new systems, along with the five new BRT systems, two rail extensions, and two BRT extensions that occurred in 2018.

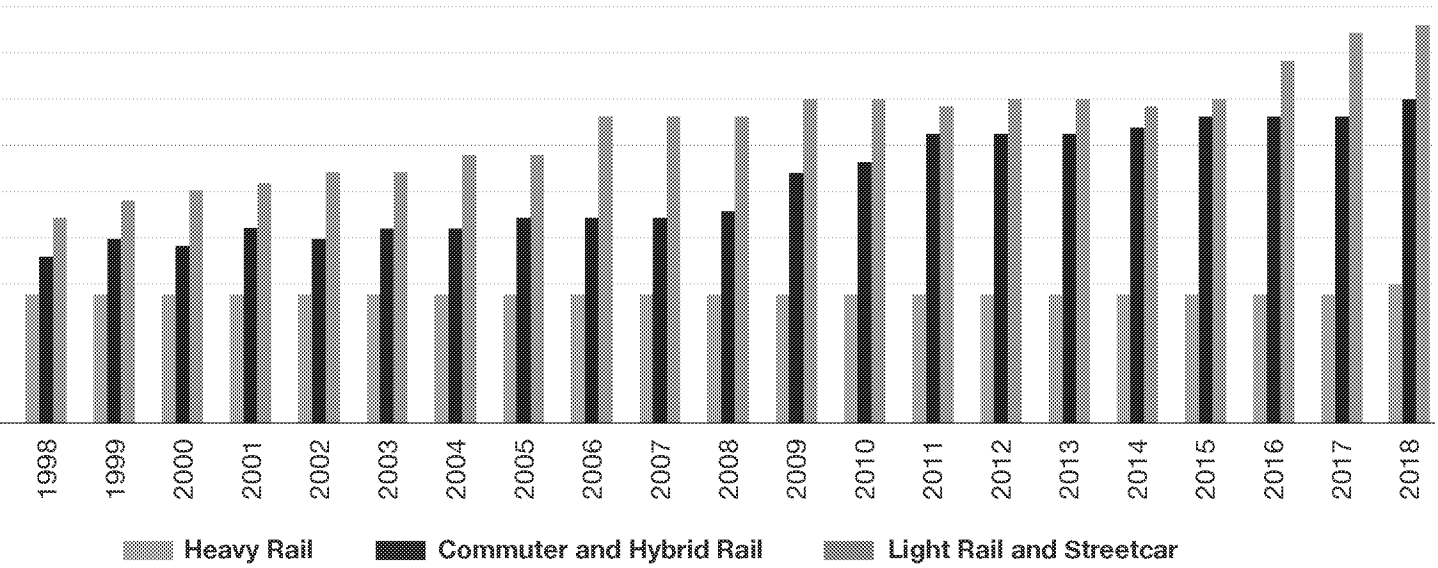
Figure 4: New Rail and BRT Infrastructure Expanding Public Transit's Reach

2018 Rail and BRT Openings

Urbanized Area	Organization	Mode
Columbus, OH	Central Ohio Transit Authority	RB
Fresno, CA	Fresno Area Express	RB
Charlotte, NC	Charlotte Area Transit System	Light Rail
Boston, MA	Massachusetts Bay Transportation Authority	RB
San Francisco, CA	San Francisco Bay Area Rapid Transit	YR
Hartford, CT	CT Rail	CR
Richmond, VA	Greater Richmond Transit Company	RB
Orlando, FL	Florida Department of Transportation	CR
Salt Lake City, UT	Utah Transit Authority	RB
San Diego, CA	San Diego Metropolitan Transit System	RB
Milwaukee, WI	City of Milwaukee	SR
El Paso, TX	Sun Metro Mass Transit Department	SR
St. Louis, MO	Loop Trolley Transportation Development District	SR
Jacksonville, FL	Jacksonville Transportation Authority	RB
Oklahoma City, OK	Oklahoma City	SR

SOURCE: APTA FACT BOOK ANALYSIS

30 Years Ago

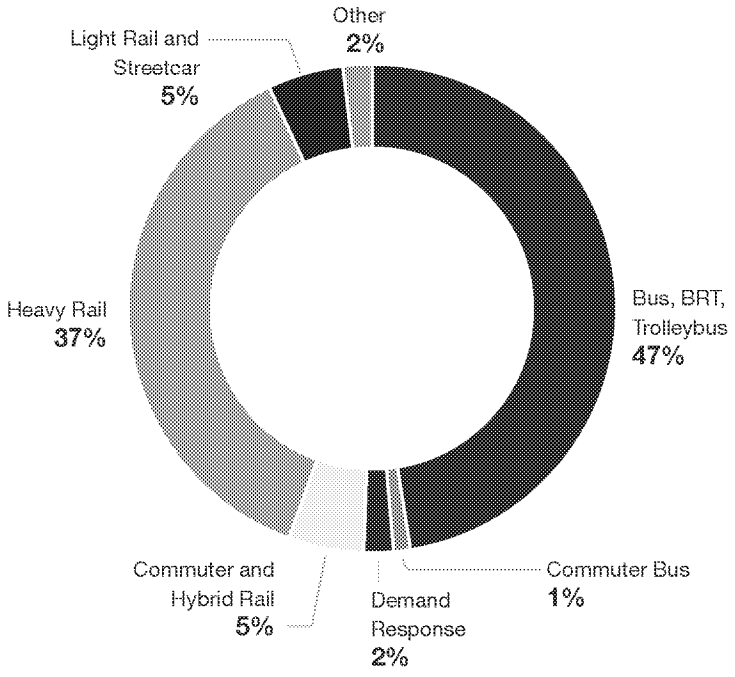


Cities such as Charlotte and Orlando continue to add to their rail networks, making high-quality transit available to more people. Other cities, including Seattle, Los Angeles and Denver, have recently made significant investments in capital expansion projects, resulting in increased rail ridership. From 2000 to the end of 2018, 64 new systems and 128 extensions (both rail and busway) opened, resulting in a total of 1,613 additional segment miles.

Segment Line or Route Name	Line Segment Miles	Number of Added Stations	Date Opened	Project Type
CMAX	15.6	32	1/1/18	New System
Q Route One	15.7	52	2/19/18	New System
Blue Line Extension	9.7	11	3/16/18	Extension
Silver Line 3 Chelsea	4	4	4/21/18	Extension
East Contra Costa County BART (eBART)	10	3	5/26/18	New System
Hartford Line	62	9	6/16/18	New System
The Pulse	7.6	14	6/24/18	New System
SunRail, Phase 2 South	17.2	4	7/30/18	Extension
Utah Valley Express	10.5	18	8/13/18	New System
South Bay Rapid (initial phase)	14.5	5	9/4/18	New System
Milwaukee Hop Streetcar	2.5	14	11/2/18	New System
El Paso Streetcar	4.8	27	11/9/18	New System
Delmar Loop Trolley	2.2	10	11/15/18	New System
East Corridor BRT Red Line	18.5	13	12/3/18	Extension
Oklahoma City Streetcar	6.9	22	12/14/18	New System

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

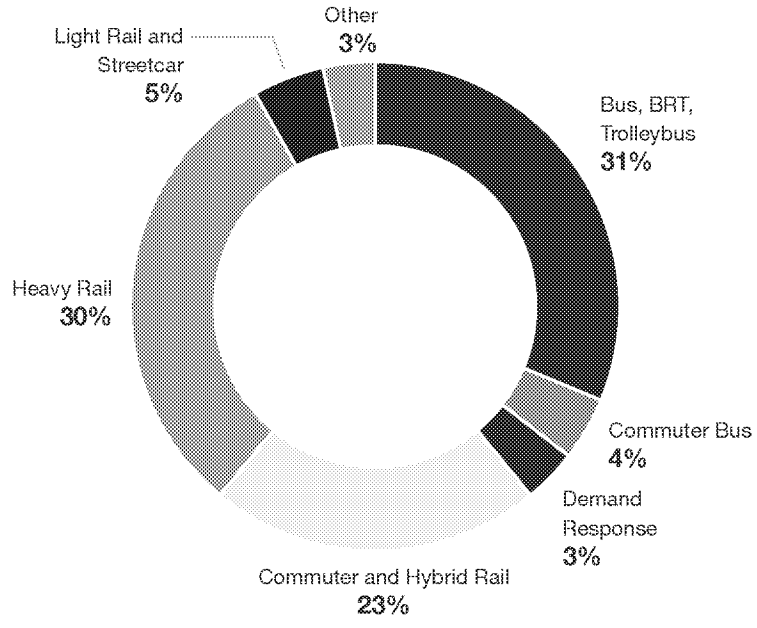
Share of Unlinked Passenger Trips by Mode, 2018



SOURCE: APTA FACT BOOK ANALYSIS

Figure 6: Rail Modes Carry Passengers for More Miles

Share of Passenger Miles by Mode, 2018



SOURCE: APTA FACT BOOK ANALYSIS

Passenger Travel

Since the early 1970s, public transportation has shown long-term growth in ridership, with approximately 37 percent more unlinked passenger trips taken in 2018. Unlinked passenger trips are an industry measure of ridership, with a trip being defined as any time a person boards a transit vehicle, including transfers. Public transportation provided 9.95 billion unlinked passenger trips in 2018 ***(Figure 7)***.

Based on NTD data on rural and various reduced reporting systems, ridership in rural areas is estimated at 125.6 million trips.[2] Different demographics of rural communities may make public transit particularly valuable to society.[3] While rural transit provided just over 1 percent of all transit trips across the country, the trips were typically critical for connecting users to needed services.

Roadway modes such as bus and demand response make up a majority of the unlinked passenger trips taken, at 50.6 percent. Fixed-guideway modes, primarily heavy and light rail, have gradually increased their percentage of trips since the 1960s, when 75 percent of passenger trips were taken on roadway modes ***(Figure 8)***. The expansion of rail systems across the country has played a role in passengers moving away from bus modes.

When dissecting by mode, bus ridership declined by 1.8 percent from 2017 to 2018, to 4.71 billion trips, and is down 15 percent from 2007.[4] Heavy rail ridership declined by 2.4 percent from 2017 to 2018, to 3.72 billion trips, but remains 42 percent above 2000 levels. Light rail and streetcar ridership decreased by 2.2 percent from 2017 to 2018, to 543 million

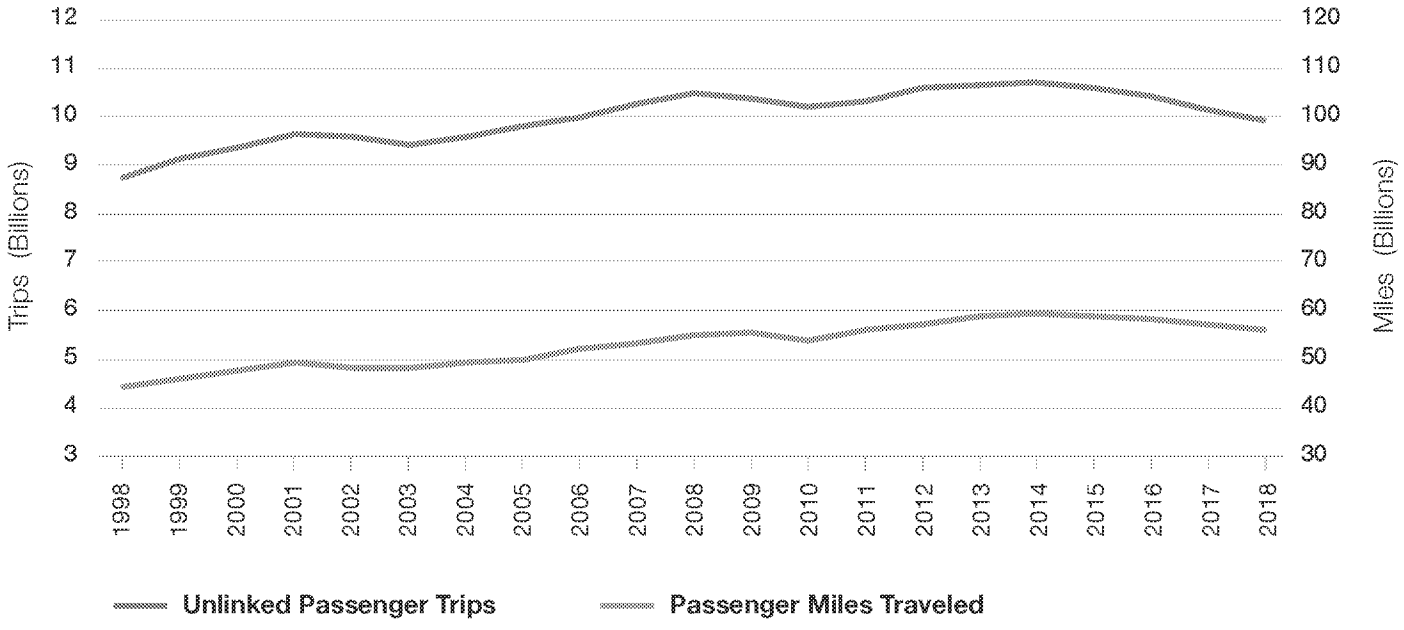
[2] Based on rural and reduced systems reporting to NTD. Actual figures may differ.

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

[4] Bus counting methodology changed after 2006.

Figure 7: Ridership and Distance Traveled on Public Transit

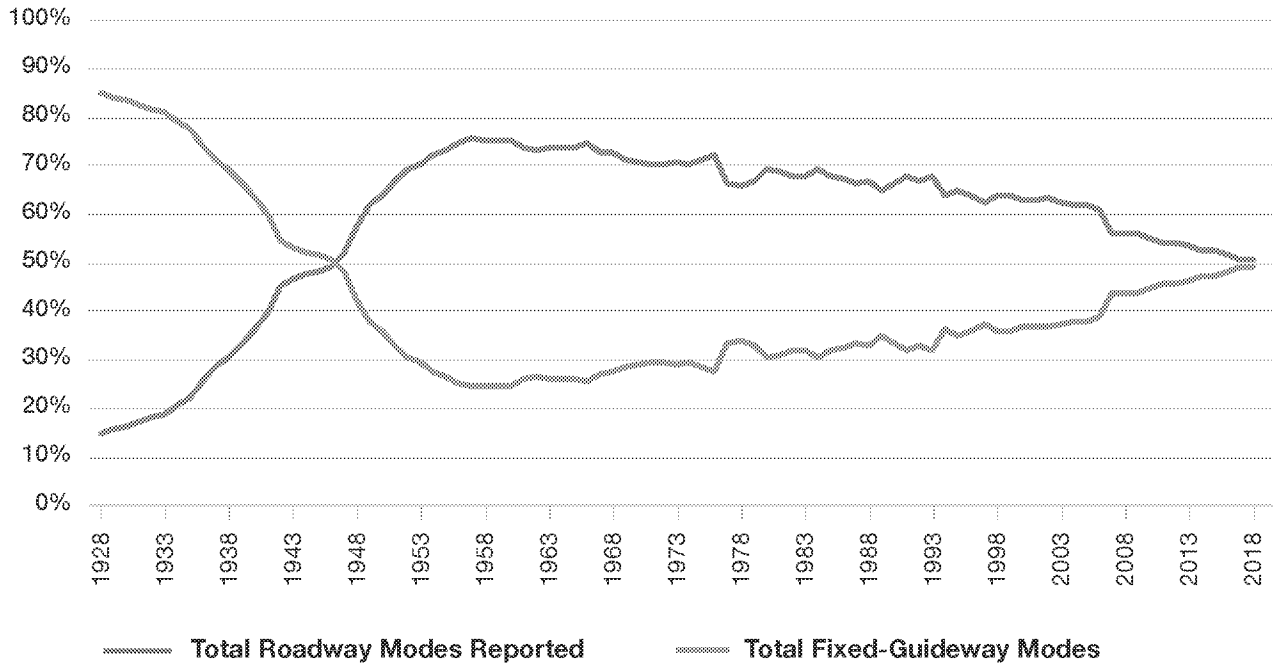
1998-2018



SOURCE: APTA FACT BOOK ANALYSIS

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

Share of Unlinked Passenger Trips



SOURCE: APTA FACT BOOK ANALYSIS

trips, though is up 70 percent from 2000. Commuter and hybrid rail ridership grew by 0.5 percent from 2017 to 2018, to 512 million trips, and is up 24 percent from 2000. Finally, demand response ridership is down 1.3 percent from 2017 to 2018, to 204 million trips.

Passenger miles are the culmination of the distances traveled by passengers on public transportation. Mirroring ridership, the number of transit passenger miles traveled declined to 55.8 billion in 2018, a 2 percent drop from 2017. Rail modes make up a majority of the total passenger miles taken (58 percent).

The average public transit trip length in 2018 was 5.6 miles. The longest average trip was taken on a vanpool at 37.0 miles, while the shortest average trip was taken on a trolleybus at 1.6 miles. The average trip length on light rail was 5.2 miles; heavy rail, 4.5 miles; bus, 3.7 miles; commuter bus, 24.1 miles; commuter rail, 25.2 miles; and streetcar, 1.9 miles.

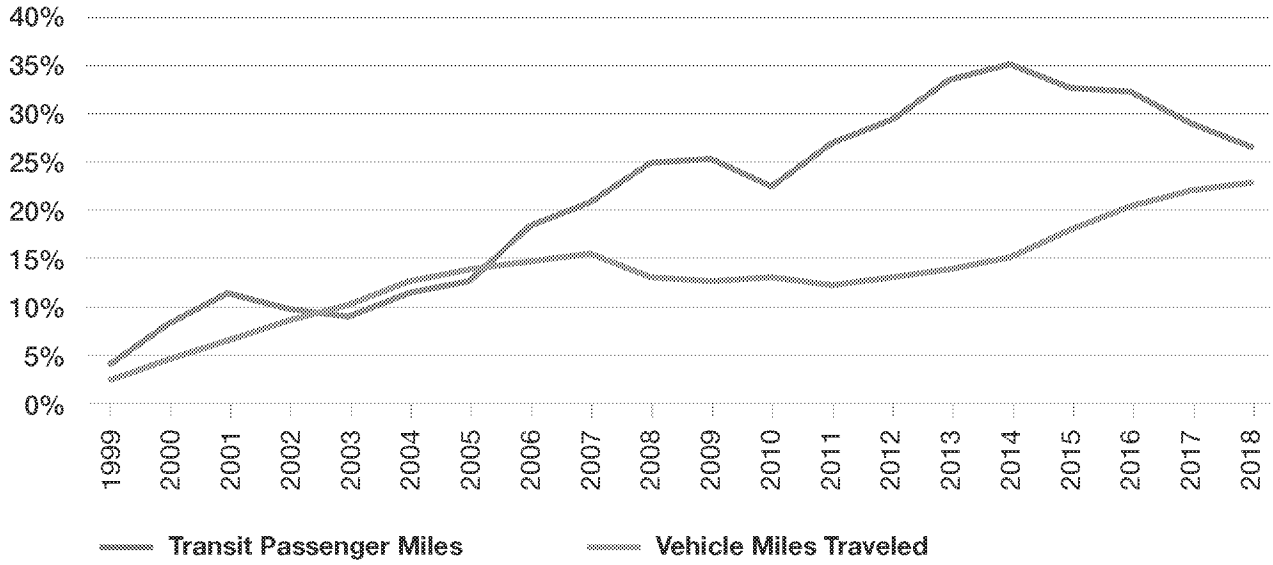
Over the past two decades, the growth of public transit passenger miles has eclipsed that of vehicle miles traveled—26 percent to 23 percent ***(Figure 9)***.[6] These metrics compare the total distance traveled by riders on public transportation and the total distance traveled by drivers on highways. The growth of public transportation ridership has fallen slightly below that of the nation's population in the last decade, 14 percent to 19 percent ***(Figure 10)***.[6] Increased automobile ownership, reduced gasoline prices, mobile ride-hailing, and flexible teleworking schedules are all likely contributors to the fluctuations in travel trends.

The importance of public transit as a means of travel to work is substantial, with over 7.6 million Americans commuting to work on transit.[7] That's equivalent to 7.6 million workers (4.9 percent) who commute by public transportation.

The top 10 metropolitan areas ranked by percentage of public transit commuters were New York City (30.9 percent); San Francisco (17.3 percent); Boston (13.2 percent); Washington, DC (13 percent); Chicago (12.1 percent); Seattle (10.7 percent); Philadelphia (9.8 percent); Bridgeport, CT (9.5 percent); Ames, IA (7.7 percent); and

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

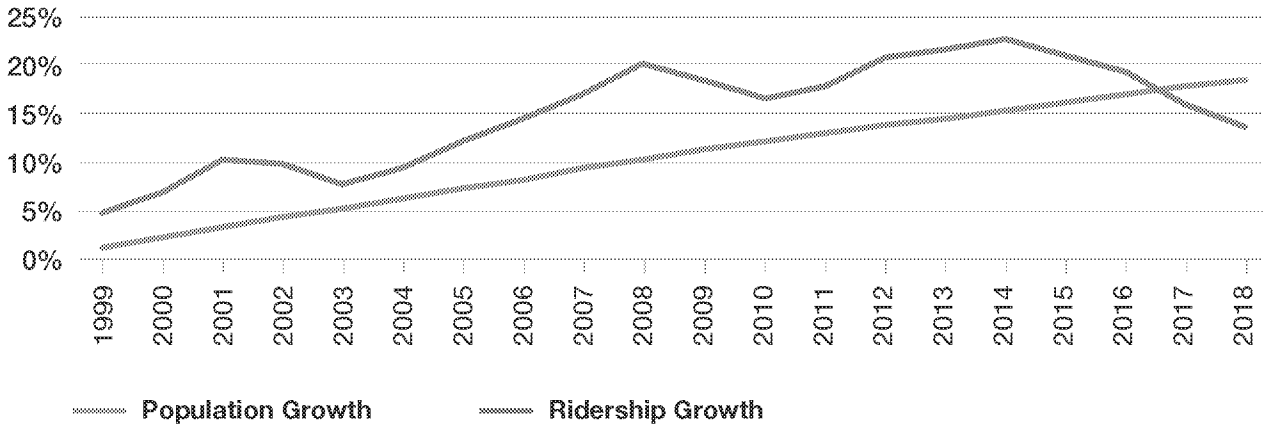
Vehicle Miles Traveled vs Transit Passenger Miles Growth Since 1999



SOURCE: APTA FACT BOOK ANALYSIS AND FHWA TRAVEL TRENDS

Figure 10: Transit Ridership Growth Fluctuates with Population Growth

Population vs Ridership Growth Since 1998



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

Bremerton, WA (7.5 percent). Since metropolitan statistical areas (MSAs) are comprised of entire counties and often include significant amounts of rural land, actual transit usage within each urban area is higher than the ACS number.

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

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

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

Service Provided

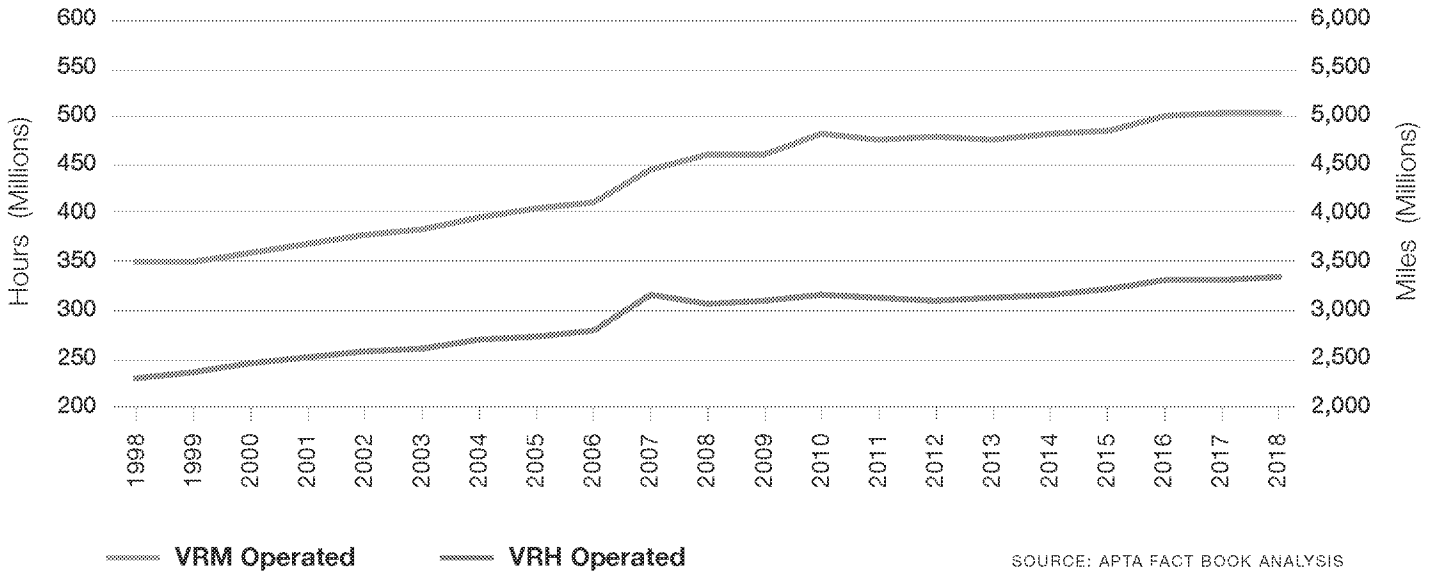
In 2018, public transportation in the United States provided 5.07 billion vehicle revenue miles of service, equating to 336.6 million hours of revenue service, both increases over 2017 ***(Figure 11)***. Vehicle revenue miles and hours are both critical service measurements and record the distance that public transportation vehicles travel while in service, and for how long they operate in service.

Figure 12 compares the percentages of all public transportation services provided and consumed by modal grouping. More than half of vehicle revenue hours operated are provided by buses, which carry just less than half of all passengers. Since bus passengers take shorter trips and buses operate at lower speeds compared with other modes, they carry fewer than two-fifths of all passenger miles traveled. In contrast, rail vehicles provide only 16 percent of vehicle revenue hours of service, but—due to their longer and higher-speed trips—account for 58 percent of all passenger miles traveled on public transit.

The highest average vehicle speed was provided by transit vanpool and commuter rail service, both of which carry passengers on long trips, at 37.7 and 30.8 miles per hour, respectively. Heavy rail, because of its right-of-way separate from other traffic, offers fast service in higher-density urban areas, operating at an average

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

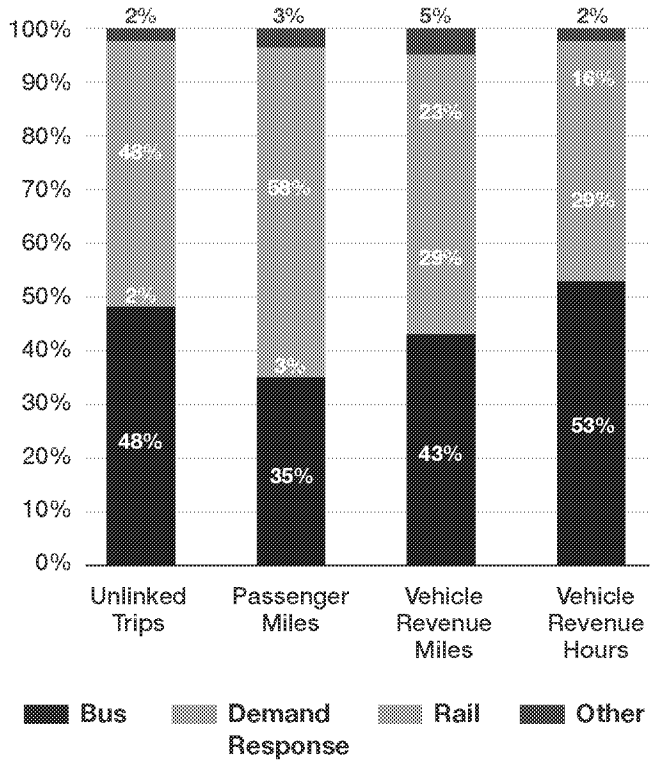
Vehicle Revenue Miles (VRM) and Hours (VRH) Operated



SOURCE: APTA FACT BOOK ANALYSIS

Figure 12: Different Modes Serve Different Purposes

Modal Shares of Service Provided and Consumed, 2018



SOURCE: APTA FACT BOOK ANALYSIS

speed of 19.8 miles per hour. Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as in central cities, averages 12 miles per hour. Other modes operate at lower speeds when they are in denser areas and stop more frequently.

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

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

Vehicles

Public transportation systems in the United States operated 149,096 railcars, buses, vans and other vehicles in a typical peak period during 2018, out of a total of 181,541 vehicles available for service ***(Figure 13)***. Demand response service and bus modes make up the majority of vehicles available, at 70,093 and 71,743, respectively. The heavy rail fleet of 10,705 vehicles is the largest among the rail modes.

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

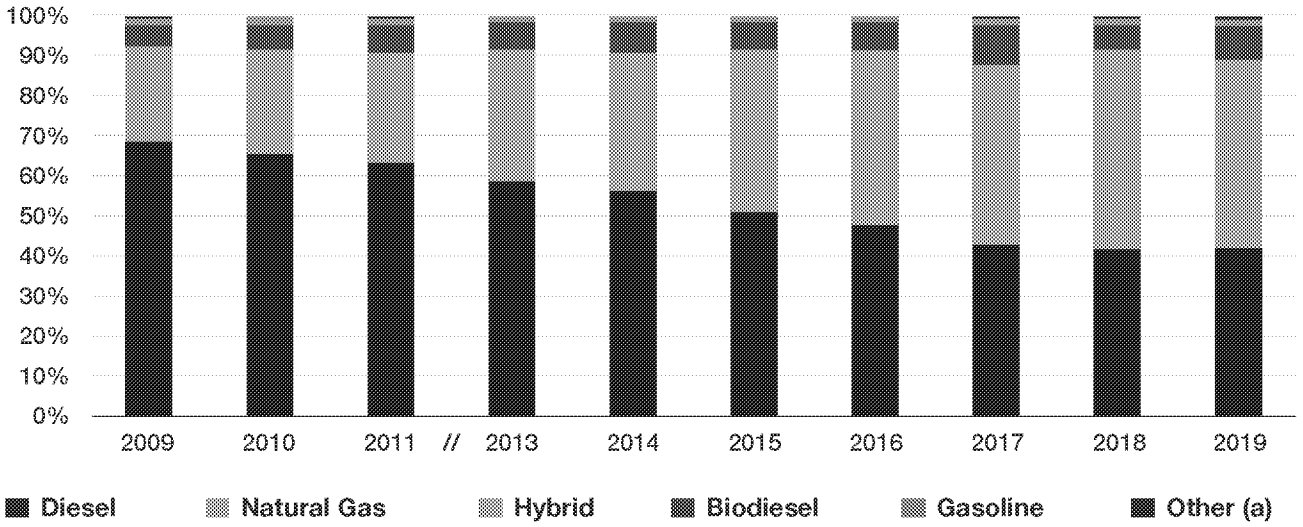
Figure 13: The Transit Vehicle Fleet On a 20-Year Upward Trend

Revenue Vehicles Available for Maximum Service

SOURCE: APTA FACT BOOK ANALYSIS

Figure 14: Buses Making Transition to Alternative Fuels

Percentage of Buses by Fuel Source

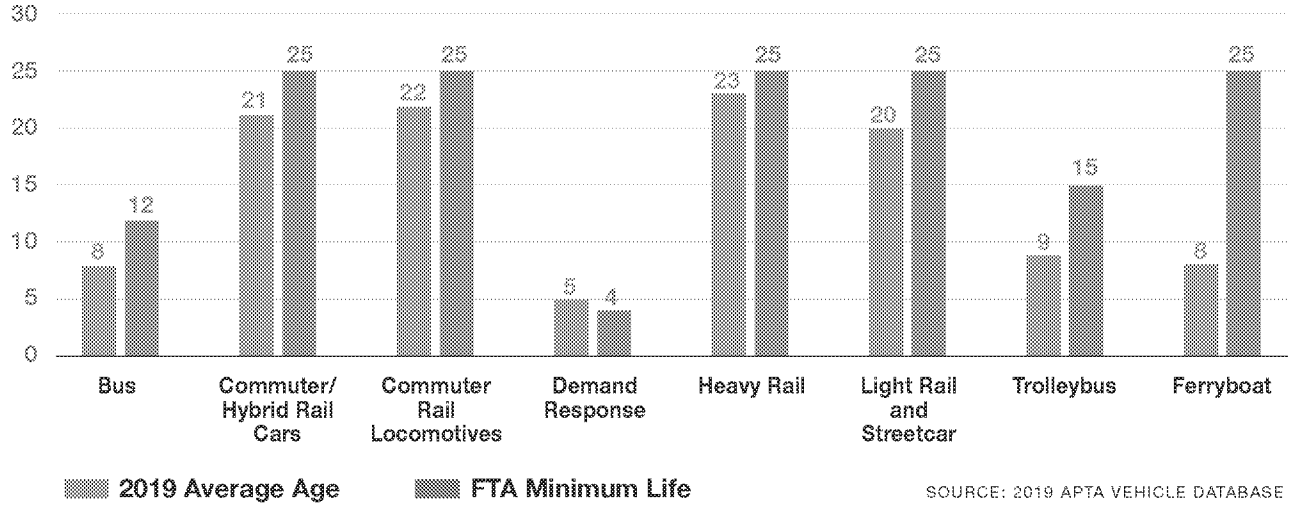


(a) Includes Battery-Electric, Hydrogen and Propane Buses

SOURCE: 2019 APTA VEHICLE DATABASE

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

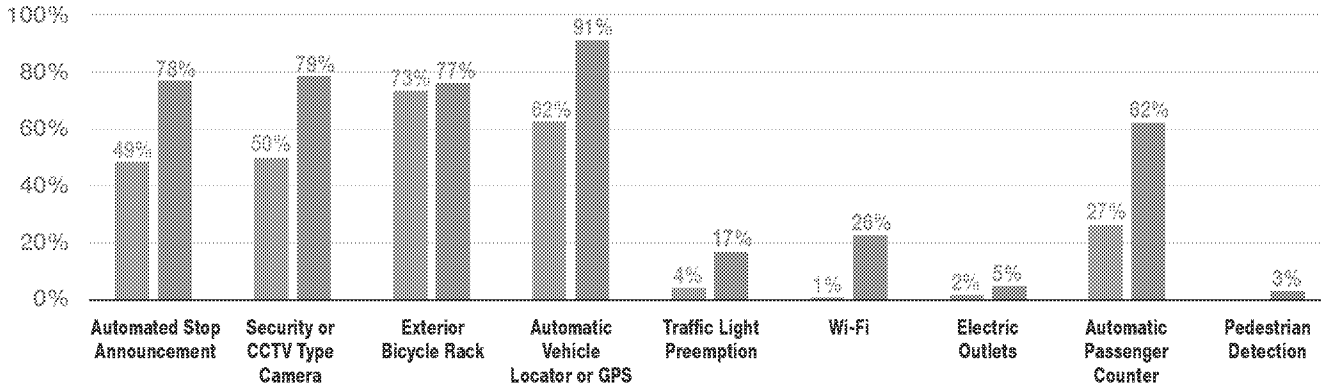
Vehicle Age by Mode



SOURCE: 2019 APTA VEHICLE DATABASE

Figure 16: Transit Buses Continue to Add Amenities and Technology

Percentage of Buses with Passenger Equipment, 2009-2019



SOURCE: 2019 APTA VEHICLE DATABASE

were diesel powered as recently as 1995, but that percentage has declined as more environmentally friendly natural gas and hybrid buses have been introduced. According to APTA's Vehicle Database, in 2019 less than half (42 percent) of all buses were diesel powered. Hybrid electric buses saw their market share increase from 1 percent in 2005 to 18 percent in 2019. The percentage of buses powered by natural gas has increased from 18 percent in 2009 to 29 percent in 2019.

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

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

20 percent of buses, 37 percent of commuter rail locomotives, 33 percent of commuter rail cars, 46 percent of heavy rail cars, 25 percent of light rail vehicles and 56 percent of demand response vehicles exceed their useful life.

The increase in the percentage of buses with technological equipment illustrates the sustained effort by the public transportation industry to make travel safer, easier and more efficient for riders ***(Figure 16)***. The industry's focus on security is seen in the increase in buses equipped with closed-circuit security cameras, which rose from 50 percent to 79 percent between 2009 and 2019. Enhanced passenger amenities such as automated stop announcements and exterior bus bicycle racks also increased, from 49 percent to 78 percent and from 73 percent to 77 percent, respectively. The growth of automatic passenger counters and vehicle location systems increase the availability of information on bus arrival times and make public transit data more accurate and accessible. Increased use of technology, such as traffic light preemption, can help better deploy transit vehicles, manage congestion and increase system performance.

APTA's Vehicle Database now includes data on autonomous features in transit vehicles, such as emergency braking, lane-keeping assist, adaptive cruise control, pedestrian detection and collision warning/mitigation. Many of these technologies are still in their infancy as it pertains to bus transit vehicles. The 2019 Vehicle Database noted 291 buses with collision warning/mitigation, lane-keeping assist, and pedestrian/bicyclist detection. APTA looks forward to monitoring the proliferation of these technologies.

As shown in ***Figure 17***, the public transit vehicle fleet has reached near total accessibility for people using wheelchairs and those with other disabilities affecting travel. From 1999 to 2019, the percentage of accessible buses increased from 77 percent to 99.8 percent. Over the same period, the accessible portion of the commuter rail fleet increased from 63 percent to 89 percent, the light rail fleet increased from 77 percent to 89 percent, and the trolleybus fleet increased from 51 percent to 100 percent.

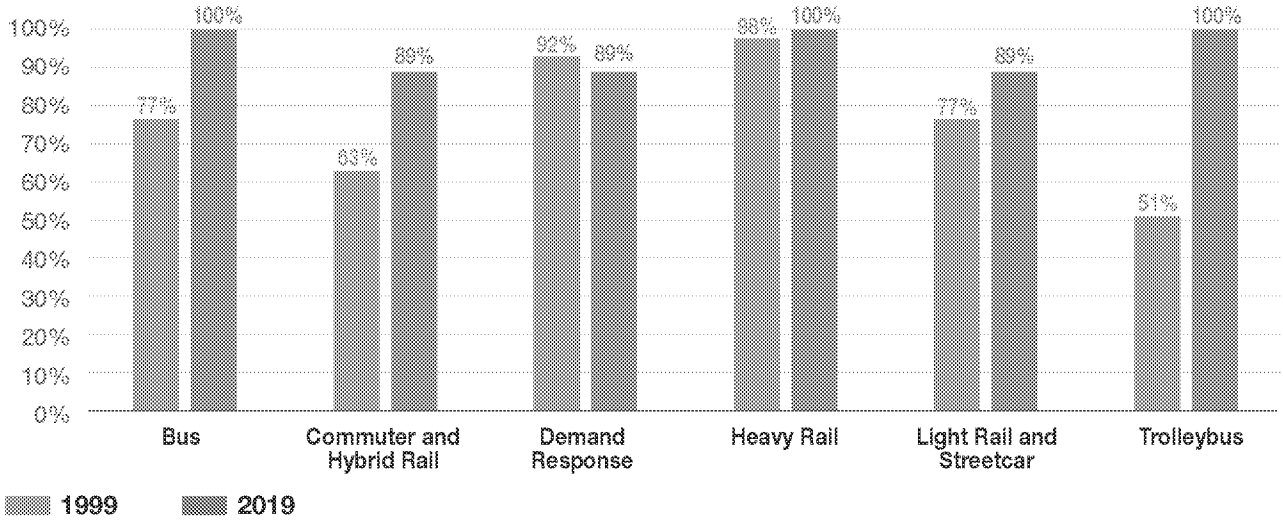
Vehicle maintenance performance remained level in 2018 with the total number of mechanical failures at 500,560, even while the number of vehicles operated in maximum service (VOMS) increased by 11 percent to 118,255.

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

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

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

Percentage of Vehicles Accessible by Mode, 1999-2019



SOURCE: 2019 APTA VEHICLE DATABASE

Infrastructure

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

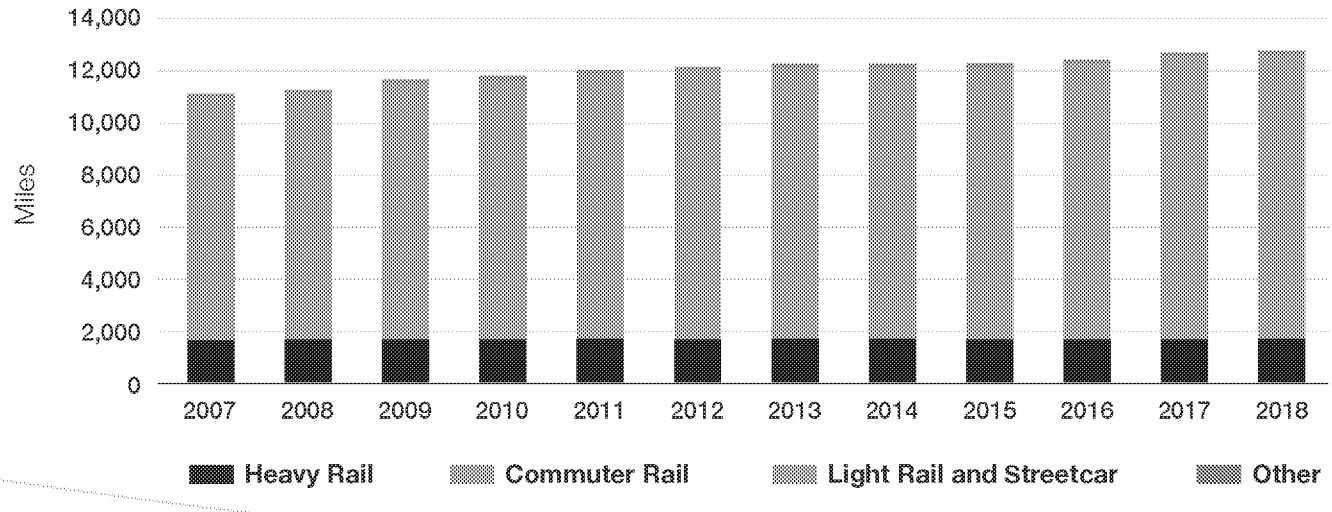
Commuter and hybrid railroads have the most route mileage (more than 9,227 miles combined), while heavy rail and light rail/streetcar have 1,666 and 1,811 miles, respectively. Light rail and streetcar modes have seen an impressive gain in the percentage of total rail directional route miles since 2008, increasing by 30 percent. Commuter and hybrid rail directional route mileage increased by 12 percent over the same time period. For rail modes, this translates into 11,465 miles of revenue service track, with a total of 6,585 grade crossings.

Buses (including BRT, trolley and commuter) operate on more than 226,000 miles of streets and roads throughout the United States. Although most bus services operate in mixed traffic, they also operate on 4,864 miles of exclusive and controlled right-of-way roadway miles. Out of this, 1,105 miles are exclusive fixed-guideway, right-of-way roadways where only transit can operate, such as busways or dedicated bus lanes. The remaining lane miles are either permanent HOV lanes, or lanes that may be transit-dedicated for certain periods and open to general traffic for others (typically during off-peak times).

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

Figure 18: Commuter and Surface Rail Service Miles Growing

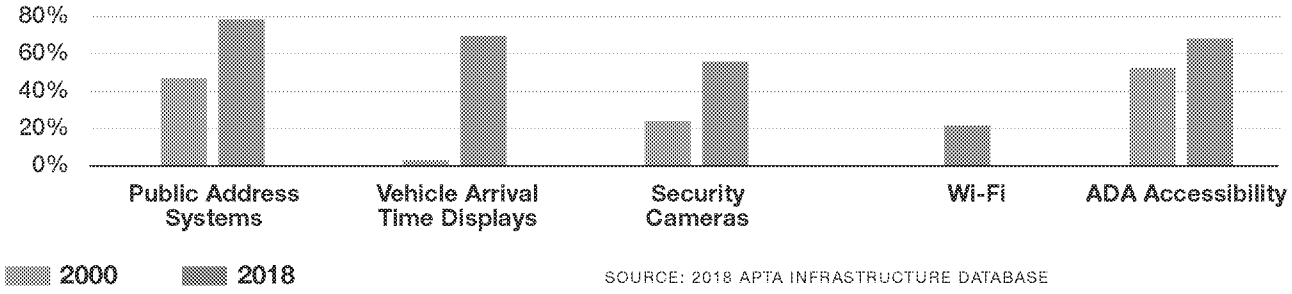
Rail Directional Route Miles



SOURCE: NATIONAL TRANSIT DATABASE

Figure 19: Rail Stations Adding Customer Amenities and Improving Access

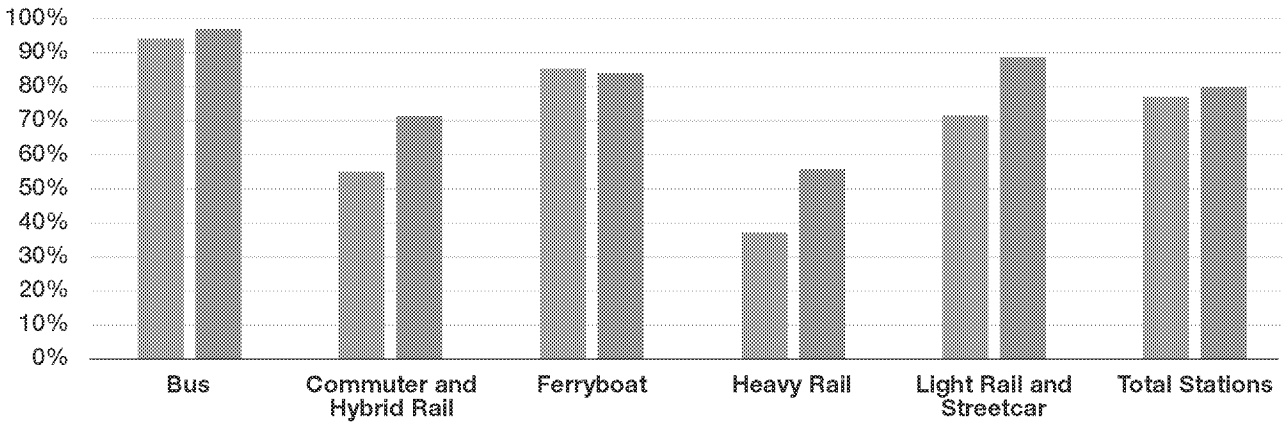
Percentage of Rail Passenger Stations with Amenities, 2000-2018



SOURCE: 2018 APTA INFRASTRUCTURE DATABASE

Figure 20: More Transit Stations Are Accessible

Public Transit Station Accessibility by Mode, 2002-2018



SOURCE: NATIONAL TRANSIT DATABASE

grown from 52 percent to 68 percent over the same time period. Figure 20 details accessibility percentages for all modes, according to the NTD.

There are 5,162 transit passenger stations across the country. A passenger station refers to a boarding area with a platform. These stations are equipped with a total of 2,827 escalators and 3,037 elevators.

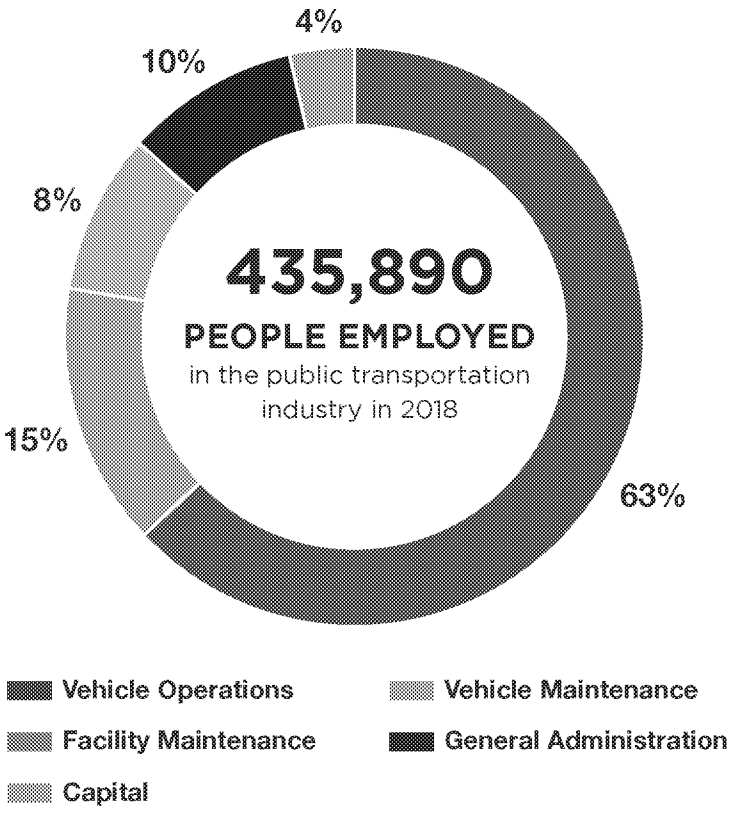
Transit payment systems are also quickly evolving. The percentage of public transit systems offering "smart cards" has jumped from 12 percent in 2009 to 48 percent in 2019. Some agencies are adopting open payment systems, which can accept contactless debit/credit cards and mobile phone payments, as well as agency smart cards. APTA's Fare Database estimates that 20 percent of public transit systems are now offering these open payment technologies.

Dependability is critical to ensuring high-quality public transit service. In 2018, 2,391 total maintenance facilities were recorded.[10] For service directly operated by transit agencies, 1,441 facilities were owned and 154 were leased. For purchased transportation service, 262 were owned by private transit providers, 264 were owned by public agencies, and 271 were leased.

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

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

Percentage of Transit Employees by Function



SOURCE: APTA FACT BOOK ANALYSIS

Employment

In 2018, the public transportation industry employed 435,890 people. Approximately 96 percent were operating employees, and less than 4 percent were capital employees. Operating employees include workers in the vehicle operations and maintenance, non-vehicle maintenance, and general administration functions. Transit agency capital employees perform specialized activities and do not include employees of vehicle manufacturers, engineering firms, building contractors or other companies with capital investment contracts from public transit agencies.

The 2018 breakdown of transit operating employees by mode remains similar to past years, with 49 percent working with all bus modes, 26 percent with demand response, 12 percent with heavy rail, 8 percent with commuter and hybrid rail, 3 percent with surface rail, and 2 percent with the remaining modes.

Direct employees were paid a total of $16.9 billion and received benefits of $13.5 billion, for a total compensation of $30.4 billion. Adjusted for inflation, this is more than the $30.1 billion level in 2017. Average operating employee compensation declined by 3.6 percent to $69,797.

Energy

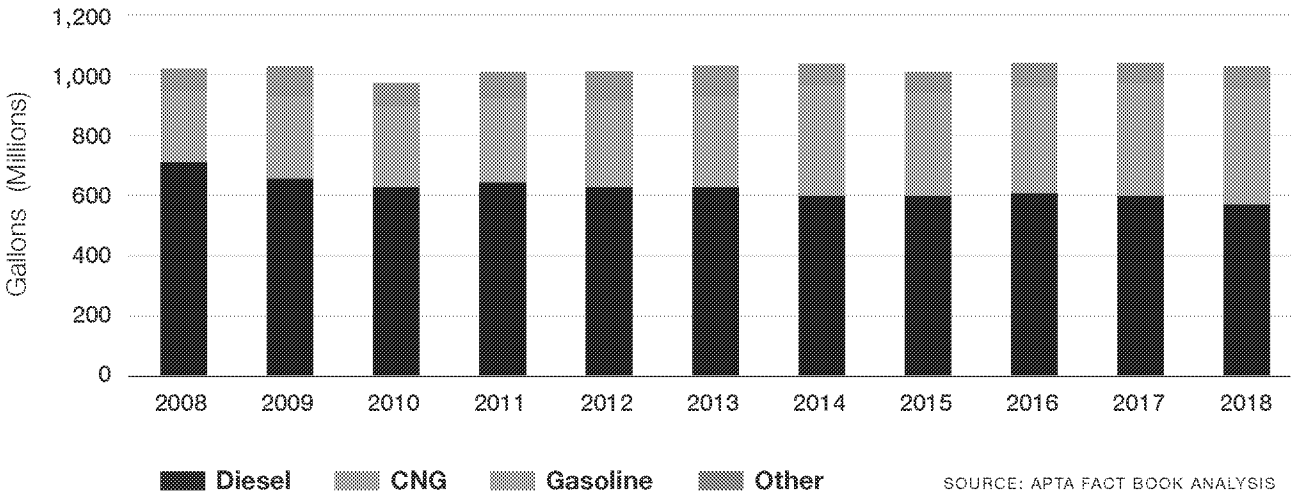
The public transit industry consumed 1.03 billion gallons of fossil fuels in 2018, a decrease of 0.7 percent from 2017 despite increases in vehicle revenue miles and vehicle revenue hours operated ***(Figure 22)***. Buses also used 10.9 million kilowatt-hours (kWh) of electric battery power, reflecting the increase in use of electric buses. While diesel remains the predominant fossil fuel, its market share has declined as cleaner fuels such as compressed natural gas (CNG) and biodiesel have gained in popularity. In 2018, public transit consumed 558 million gallons of diesel (compared to 714 million in 2008), 190 million gallons of CNG, 194 million gallons of gasoline, 52 million gallons of biodiesel, and 19 million gallons of other fossil fuels.

Public transit vehicles used a total of 6.77 billion kWh of electricity for propulsion power in 2018, up 2 percent from 2017. Of that, heavy rail modes were responsible for 3.87 billion kWh, commuter rail 1.76 billion kWh, light rail and streetcar 1 billion kWh, trolleybus 63 million kWh and other modes 74 million kWh. Advancements in technology and operations can help reduce energy use. For example, data

indicates that electrically powered transit rail cars have become more efficient. The number of vehicle miles operated for light rail vehicles and streetcars per kWh of electricity used rose 50 percent from 1988 to 2018, and the number of vehicle miles per kWh of electricity used for heavy rail vehicles increased 15 percent for the same period.

Figure 22: Fuel Consumption Remains Level

Total Fossil Fuel Consumption



SOURCE: APTA FACT BOOK ANALYSIS

Safety[11]

In 2018, there were 255 transit-related fatalities. Of these, 39 were transit passengers/occupants, 11 were transit workers/employees, and the remainder were other incidents. NTD also reported 5,133 transit collision events, 76 derailments and 1,393 security events in 2018. The sum of all transit safety events decreased by 0.2 percent from 2017 to 2018.

Public transportation is one of the safest mobility options, as there were 146 times more fatalities on highways (36,560) than on transit in 2018. APTA's 2016 "The Hidden Traffic Safety Solution: Public Transportation"[12] discusses the many benefits that transit offers for public safety.

One safety priority for commuter rail public transportation systems has been the transition to positive train control (PTC). PTC is complex signaling and communications technology designed to make rail operations even safer. PTC uses a series of sensors and integrated monitoring systems that track key movement on trains and conditions on rail tracks in real time to identify potentially hazardous situations. If an unsafe speed situation arises, PTC will automatically trigger a train's braking system to slow it and prevent an accident, such as a train-to-train collision. All commuter rail systems have successfully met the 2018 PTC congressional milestones and are 100 percent committed to meeting the December 2020 deadline for full PTC implementation. Full implementation of PTC for publicly funded commuter railroads is estimated to be a more than $4 billion investment.

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

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

Capital and Operating Funding

Public transportation operations are funded by passenger fares; public transit agency earnings; and financial assistance from state, local and federal governments. Capital investment is reported only as government funds in the NTD. Adjusted for inflation, 2018 total transit funding increased by 1.8 percent to $74.24 billion ***(Figure 23)***.

Revenue generated from passenger fares varies across transit modes. The highest level of average revenue per unlinked passenger trip was generated by commuter rail ($6.46) and commuter bus ($5.83), the modes that represent the longer trip lengths for passengers. Bus and light rail had passenger fare revenues per unlinked trip of $1.09 and $1.13, respectively. Heavy rail had an average fare per trip of $1.49. Among all modes, the average passenger fare per unlinked trip was $1.62. Overall passenger fare revenue declined by 0.8 percent in 2018 to $16.09 billion ***(Figure 24)***.

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

Figure 23: Total Funding For Public Transit

Transit Funding (In 2018 dollars)

SOURCE: APTA FACT BOOK ANALYSIS

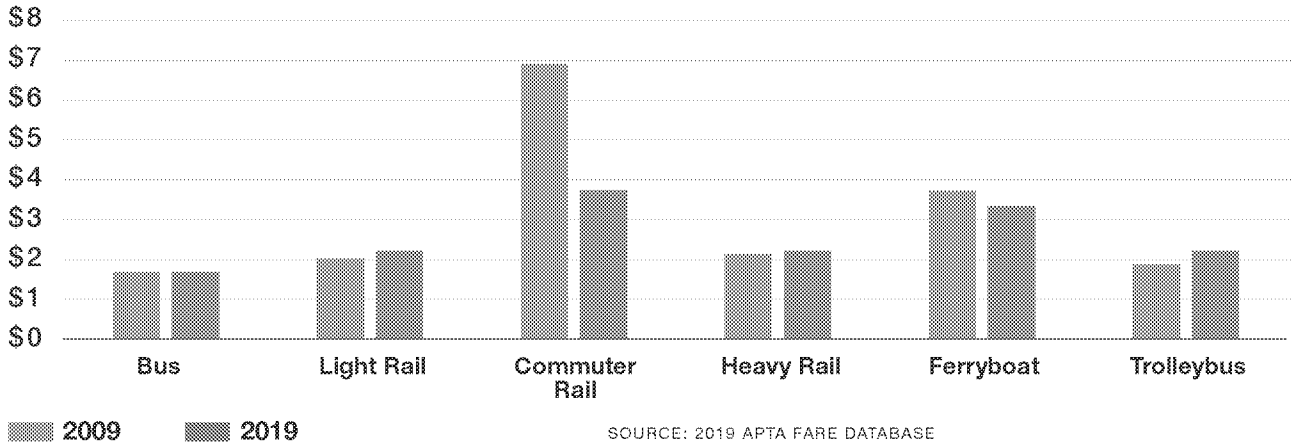
Figure 24: Passenger Fare Revenue Flattening with Ridership Decline

Passenger Fare Revenue, 1988-2018 (In 2018 Dollars)

SOURCE: APTA FACT BOOK ANALYSIS

Figure 25: Revenue Generated from Passenger Fares Varies Across Modes

Average Base Fare Comparison, 2009 and 2019 (In 2019 Dollars)



SOURCE: 2019 APTA FARE DATABASE

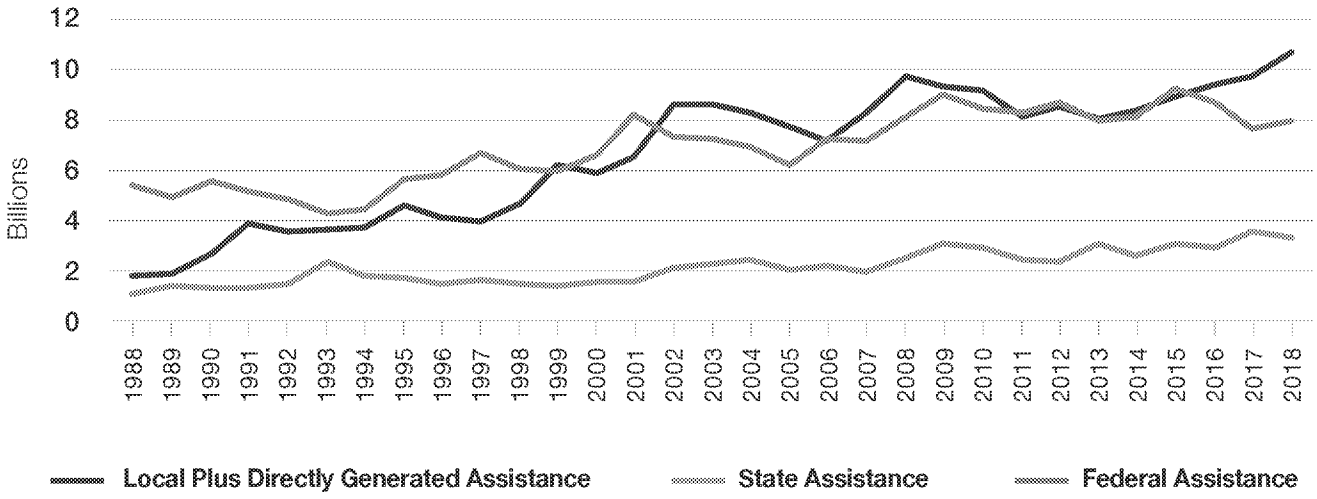
refer to the minimum adult fare for a single trip on a regular service.

Figure 26 shows how capital funding sources have changed since 1988. Federal capital funds increased by 4.1 percent from 2017 to 2018 to $7.95 billion. State capital assistance (funding from state governments) decreased by 3.7 percent to $3.32 billion. Directly generated and local capital assistance increased by 12.7 percent from 2017 to 2018 to $10.69 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 36 percent of capital funds, compared with only 9 percent of operating funds. State assistance made up 15 percent of capital funding in 2018, while local and directly generated assistance made up 49 percent of funding.

Figure 26: Local Communities Have Largest Share of Capital Investment

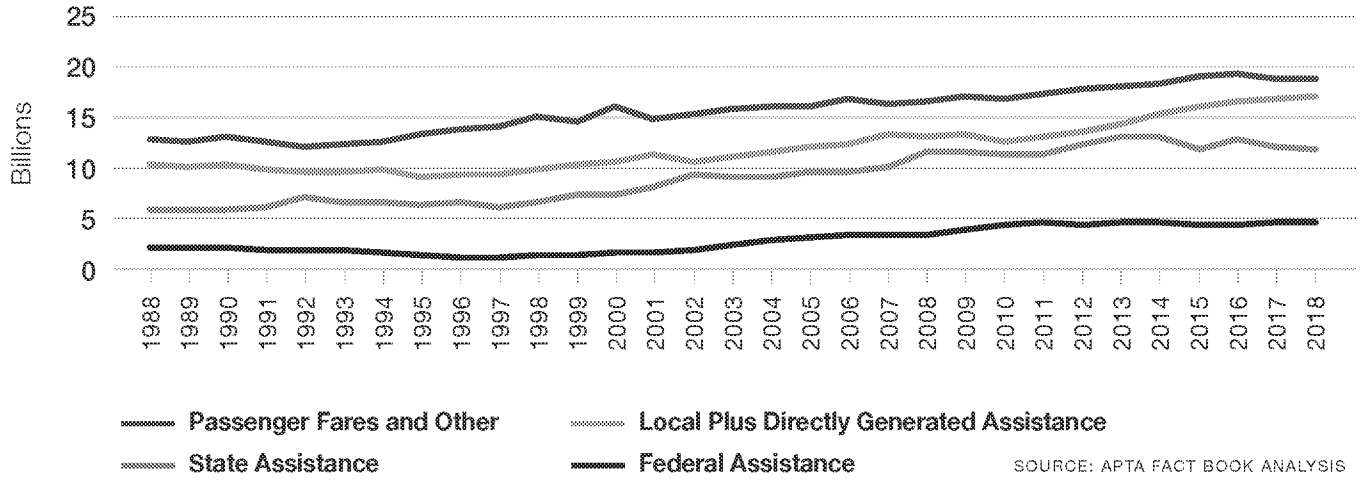
Capital Funding by Source (In 2018 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 27: Transit Users Remain Largest Source For Operating Funding

Operating Funding by Source (In 2018 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Operating funding from all sources increased from 2000 through 2018 ***(Figure 27)***. The majority of revenue for operations is derived from passenger fares (36 percent), along with state and local financial assistance (23 percent and 33 percent respectively). Passenger fares and other agency revenue fell by 0.3 percent from 2017 to 2018, to $18.8 billion. Local and directly generated assistance increased by 1.8 percent to $17.1 billion, while state assistance fell by 0.7 percent to $11.9 billion. Finally, from 2017 to 2018, federal operating funding grew by 1.8 percent to $4.5 billion.

Figure 28: Capital Expenses by Mode, 2018

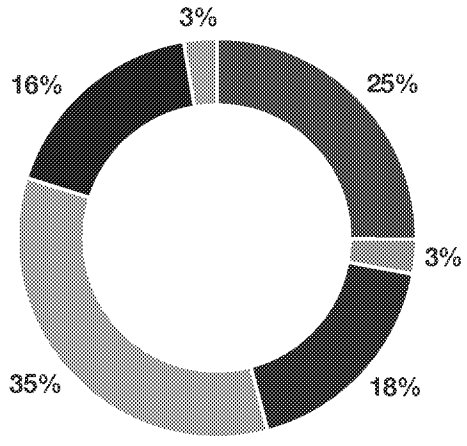
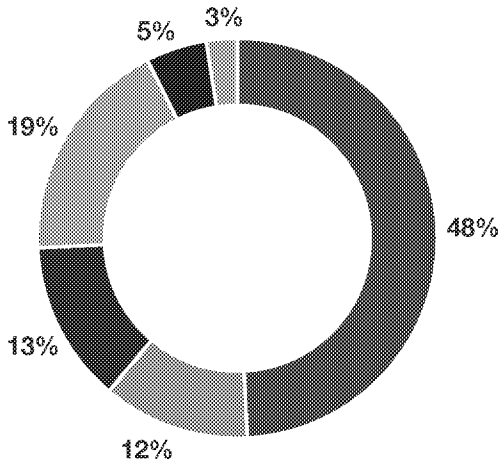


Figure 29: Operating Expenses by Mode, 2018



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

SOURCES: APTA FACT BOOK ANALYSIS

Capital and Operating Expenses

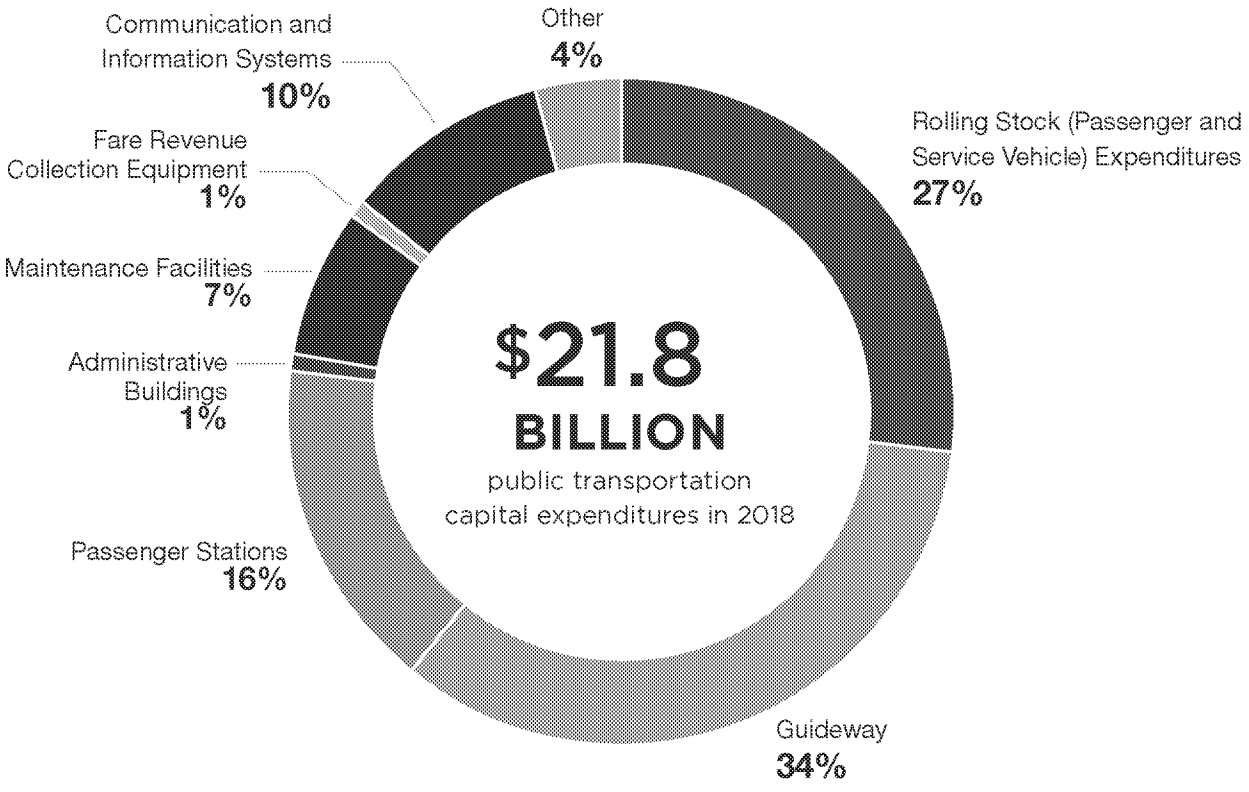
In 2018, total public transportation expenditures were $71.3 billion, with $49.5 billion (31 percent) spent on operations and $21.8 billion (69 percent) on capital investments. When broken out by mode, the bus modes make up the largest amount of operating expenses at $23.8 billion, followed by heavy rail at $9.1 billion, commuter and hybrid rail at $6.6 billion, and demand response at $5.9 billion. Heavy rail had the largest amount of capital expenditures at $7.7 billion, followed by bus modes at $5.5 billion, commuter and hybrid rail at $4.0 billion and surface rail at $3.4 billion.

Of 2018 capital expenditures, 58 percent ($12.6 billion) went to facilities, 27 percent ($6.0 billion) to rolling stock and 15 percent ($3.3 billion) to other capital investments. ***Figure 30*** shows this breakdown by capital expenditure subcategory.

Of 2018 operating expenditures, 42 percent went to vehicle operations ($20.8 billion), 17 percent to general administration ($8.2 billion), 16 percent to vehicle maintenance ($7.9 billion), 15 percent to purchased transportation ($7.2 billion) and 11 percent to non-vehicle maintenance ($5.5 billion).

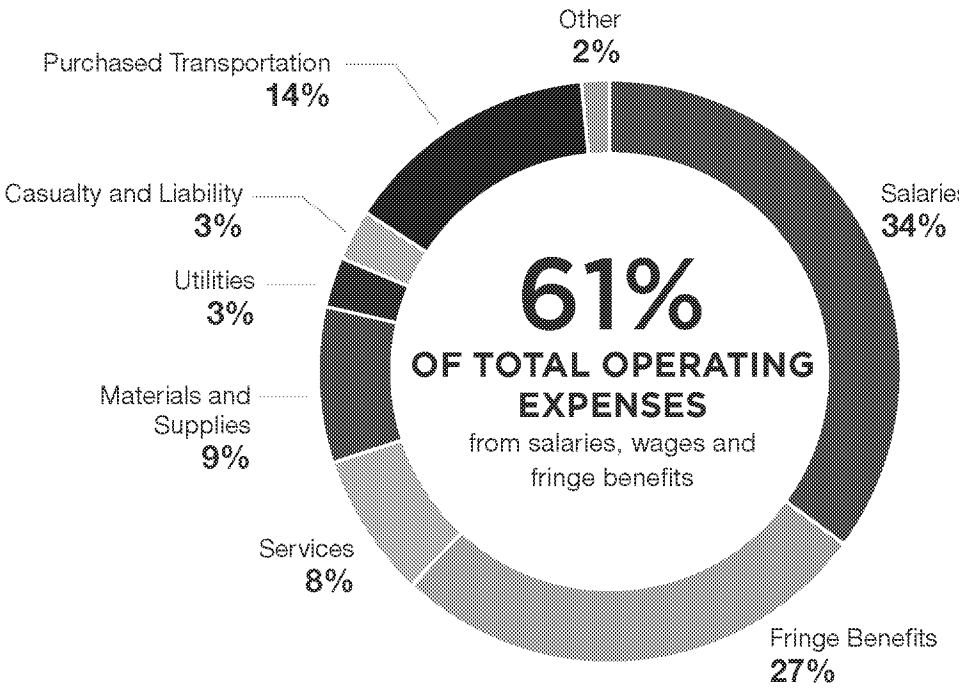
Operating expenditures are measured by function (the type of activity performed, as already listed) and by object (labor expenses and the type of goods or services purchased).

Figure 30: Capital Expenditures by Type, 2018



SOURCE: APTA FACT BOOK ANALYSIS

Figure 31: Total Operating Expenses by Object Category, 2018



SOURCES: APTA FACT BOOK ANALYSIS

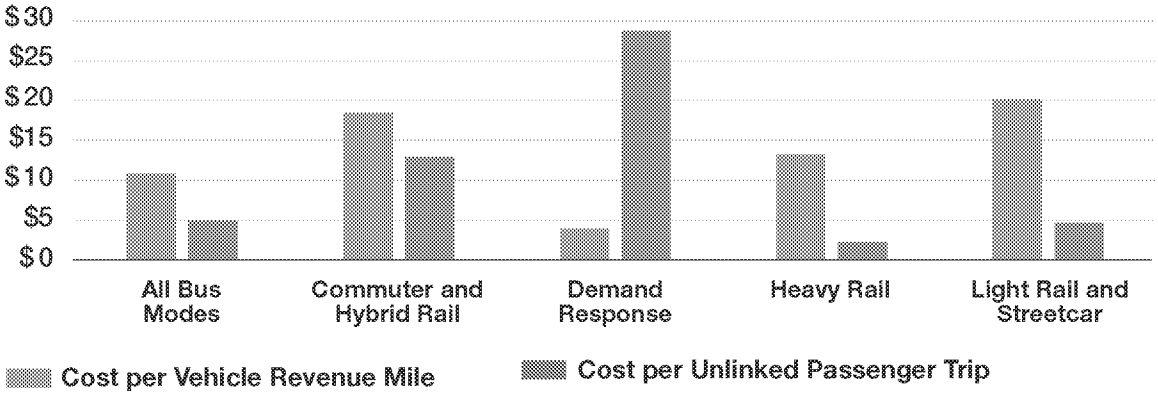
DEMAND RESPONSE: *Point-to-point operations commonly used by people with disabilities or people unable to travel on fixed-route service. Demand response vans may also substitute for fixed-route service at off-peak times (such as late at night).*

Salaries, wages and fringe benefits for employees of public transit agencies account for more than 60 percent of total operating expenses. Operating expenses by object class are shown in *Figure 31*.

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

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

Comparative Operating Cost Among Modes, 2018



SOURCE: APTA FACT BOOK ANALYSIS

Transit Spending and Contracting in the Private Sector

Nearly all public transit services are provided by or contracted for by public agencies. A large portion of the funds expended by those agencies, however, is spent in the private sector ***(Figure 33)***. In 2018, expenditures in the private sector were estimated at $39.4 billion (55 percent of all transit expenditures), a 4 percent increase from $37.8 billion in 2017 (inflation-adjusted). All capital expenditures are estimated to be for goods and services provided by the private sector, as well as operating expenditures for services, materials and supplies. This includes motor fuel, utilities (including propulsion power for electrically powered vehicles), a portion of casualty and liability costs and a portion of purchased transportation costs.

A significant number of public transit services are contracted for operation (formally known as purchased transportation)—approximately 29 percent in 2018.[13] The percentage of service provided by contractors for different modes is shown in ***Figure 34***. Measured by vehicle revenue hours, about 76 percent of demand response service was provided by contractors, along with 55 percent of vanpool service, 32 percent of commuter bus service, 19 percent of bus service and 6 percent of rail service. The percentage of bus service contracted for operation has increased marginally over the past decade, from 14 percent to 19 percent. Most notable is the vanpool mode, which has seen its share of contracted revenue hours increase from 35 percent in 2008 to 55 percent in 2018.

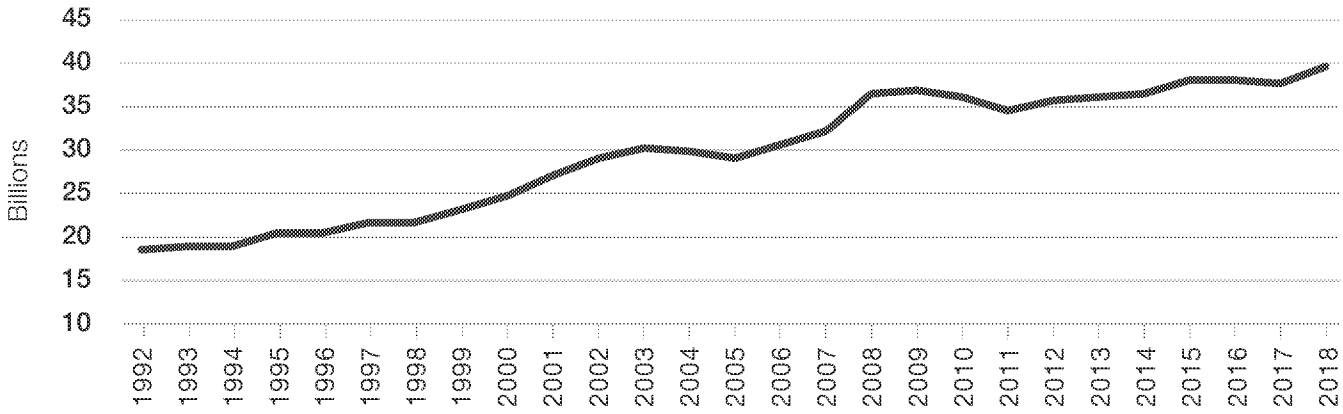
Most of the vehicles operated by contractors were provided by public transit agencies, with approximately 90 percent of all contractor-operated buses owned by transit agencies. About 61 percent of the vehicles used by contractors in demand response service were owned by public transit agencies, compared with just 11 percent for vanpool.

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

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

Figure 33: Public Transit Expenditures Flow to Private Sector

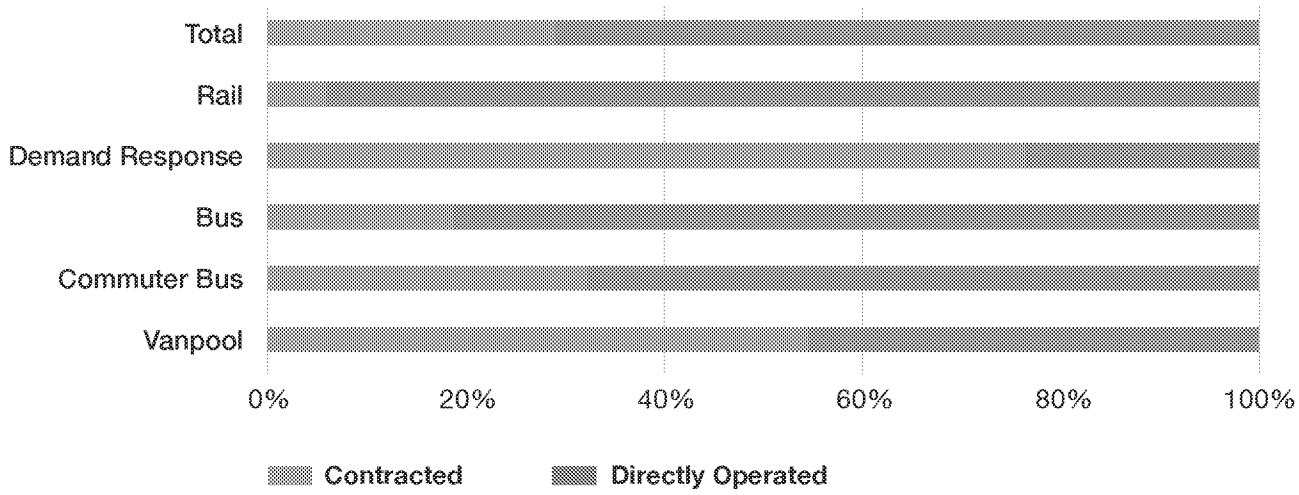
Estimated Transit Expenditures in the Private Sector (In 2018 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

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

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



SOURCE: APTA FACT BOOK ANALYSIS

Canadian Summary[14]

[14] Source: Canadian Urban Transit Association.

Passenger Travel

Information from 104 urban Canadian public transit systems reveals that passenger boardings (equivalent to U.S. unlinked passenger trips) in 2018 increased by 2.5 percent to 3.23 billion trips ***(Figure 35)***. The Canadian Urban Transit Association (CUTA) notes that ridership increases have been attributed to expanded service hours and frequency, a growing student population and economic growth in metropolitan areas. With a population of 37.06 million that year, Canada's 87 public transit trips per capita exceeds the United States' 30 public transit trips per capita. According to CUTA, 70 percent of public transit trips were taken in the metropolitan Toronto, Montreal and Vancouver regions.

Figure 35: Ridership on Upward Trend

Canadian Passenger Boardings

SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Service Provided

Accompanying this ridership increase was a 3.5 percent rise in total vehicle miles operated, compared with a 0.4 percent increase in the United States ***(Figure 36)***. Total vehicle miles operated is the distance traveled by vehicles, including both revenue and "deadhead" miles.

Public transportation in Canada is also composed of specialized transit services, whose data is not included in the statistics above. Canadian specialized transit services are essentially demand response services for people who are unable to climb steps or walk long distances. According to CUTA, 333,868 registrants took more than 23.2 million passenger trips, which is 7.4 percent more than 2017 levels—which is another record. The 112 systems reporting tallied 60.3 million total vehicle miles in 2018.

Vehicles

The average standard bus age in 2018 was approximately 8.5 years, with bus fleet accessibility at 98.8. The average streetcar age was 23.6 years, the average light rail age was 21.4 years, and the average heavy rail age was 18.5 years. A total of 21,072 revenue vehicles were recorded across modes in 2018.

Employees

The number of Canadian transit employees in 2018 was 57,420, of which 51 percent were vehicle operators and 15 percent worked in vehicle maintenance, 15 percent in general administration, 10 percent in non-vehicle maintenance, and 9 percent in transportation operations.

Figure 36: Long-Term Growth in Service

Total Canadian Vehicle Miles

SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Amtrak Summary[15]

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

Passenger Travel

In fiscal year (FY) 2019, Amtrak continued to build on the progress it has made over the past decade. FY 2019 ridership increased by 2.5 percent (to 32.5 million trips) over FY 2018. This was caused in part by ridership on the Northeast Corridor, which increased by 3.3 percent to 12.5 million trips. Ridership on state-supported routes increased by 2.4 percent to 15.4 million trips, and ridership on long-distance routes increased by 0.9 percent to 4.5 million trips.

Funding

In FY 2019, Amtrak increased total revenues by 3.6 percent to $3.3 billion and increased its operating earnings by $141 million, or 83 percent over FY 2018. It received $1.94 billion in federal appropriations in FY 2019.

Capital Investments

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

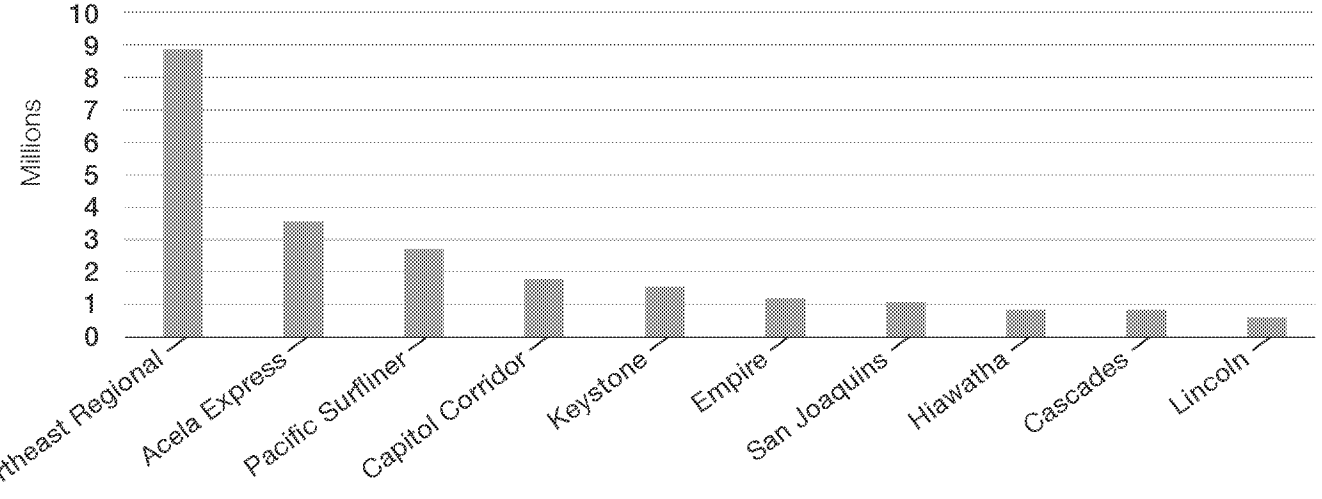
[15] Sources: https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/financial/Management-Discussion-Analysis-Audited-Financial-Statements-FY18-Amtrak.pdf

https://transportation.house.gov/imo/media/doc/Anderson%20Testimony2.pdf

http://media.amtrak.com/wp-content/uploads/2019/11/FY19-Year-End-Ridership.pdf

Figure 37: Northeast Corridor Routes are Amtrak's Most Popular

Top 10 Amtrak Routes by Ridership



SOURCE: AMTRAK FY18 RIDERSHIP AND REVENUE

Modal Rankings, Report Year 2018

For complete size ranking lists of all transit agencies and urbanized areas reported in the Federal Transit Administration 2018 National Transit Database, see the ***2020 Public Transportation Fact Book***, Appendix B: Operating Statistics and Rankings at **www.apta.com**. These rankings include only public transit agencies that reported in the Federal Transit Administration FY 2018 National Transit Database.

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2017	2018	2017	2018
MTA New York City Transit (NYCT)	New York, NY	3,440,643.4	3,368,102.6	12,401,537.4	11,721,684.8
Chicago Transit Authority (CTA)	Chicago, IL	479,435.2	468,068.0	1,972,073.6	1,992,826.7
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	407,153.7	394,361.7	2,088,280.0	2,014,910.7
Massachusetts Bay Transp. Auth. (MBTA)	Boston, MA	382,676.3	372,398.8	1,749,308.4	1,717,994.3
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	352,545.9	351,299.0	1,718,051.8	1,706,705.1
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	324,750.2	319,425.5	1,391,698.8	1,330,519.5
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	269,089.0	264,671.5	3,383,062.6	3,402,633.6
San Francisco Municipal Railway (Muni)	San Francisco, CA	226,262.0	225,056.2	471,529.6	445,233.9
MTA Bus Company (MTABUS)	New York, NY	122,214.3	137,618.5	347,110.0	381,346.4
King County DOT (King County Metro)	Seattle, WA	127,954.2	129,054.2	600,556.3	621,896.0
San Francisco Bay Area Rapid Transit District (BART)	Oakland, CA	132,802.1	129,044.3	1,812,089.8	1,789,223.2
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	126,428.7	120,162.9	729,390.1	705,533.2
MTA Long Island Rail Road (MTA LIRR)	Jamaica, NY	103,630.4	105,538.1	2,996,872.2	3,405,961.9
Denver Regional Transportation District (RTD)	Denver, CO	98,077.5	104,708.5	607,643.4	612,310.5
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	99,045.3	97,033.3	511,087.7	427,106.1
Maryland Transit Administration (MTA)	Baltimore, MD	103,571.4	96,231.8	836,993.0	730,432.1
Metro-North Commuter Railroad Co. (MTA-MNCR)	New York, NY	86,949.3	92,437.5	2,272,129.4	2,155,676.3
Port Authority Trans-Hudson Corp. (PATH)	Jersey City, NJ	94,198.9	91,036.2	394,079.5	448,342.7
Metro. Transit Authority of Harris County (METRO)	Houston, TX	88,129.1	90,300.5	566,357.0	562,857.9
San Diego Metropolitan Transit System (MTS)	San Diego, CA	88,194.8	85,429.2	416,630.0	413,586.2
Miami-Dade Transit (MDT)	Miami, FL	89,465.2	81,940.2	553,692.4	512,070.5
Metro Transit	Minneapolis, MN	81,927.4	80,653.4	359,406.1	379,748.7
Northeast Illinois Reg. Commuter Rail Corp. (Metra)	Chicago, IL	70,592.2	68,446.2	1,577,342.9	1,518,703.4
Reg. Transp. Comm. of Southern Nevada (RTC)	Las Vegas, NV	65,535.0	65,765.9	259,457.8	258,916.9
City and County of Honolulu DOT Services (DTS)	Honolulu, HI	66,560.0	65,520.8	332,927.4	326,626.5
Port Authority of Allegheny County	Pittsburgh, PA	63,230.6	63,463.9	266,556.7	267,132.1
Dallas Area Rapid Transit (DART)	Dallas, TX	65,583.0	62,438.8	432,887.9	426,923.1
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	53,416.0	52,789.9	210,591.5	207,299.1
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	46,795.7	48,188.7	520,035.5	534,218.2
Utah Transit Authority (UTA)	Salt Lake City, UT	45,078.9	44,176.3	364,859.2	358,146.7
Orange County Transportation Auth. (OCTA)	Orange, CA	42,863.5	42,201.9	206,235.6	214,680.8
VIA Metropolitan Transit (VIA)	San Antonio, TX	37,233.7	39,910.8	188,007.6	183,337.5
City of Phoenix Public Transit Dept. (Valley Metro)	Phoenix, AZ	39,314.7	37,790.7	149,950.3	135,945.1
Bi-State Development Agency (Metro)	St. Louis, MO	40,978.3	37,757.8	250,339.1	224,965.5
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	39,137.6	37,511.2	205,543.8	191,785.8
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	39,562.8	35,150.7	178,748.1	164,600.1
Milwaukee County Transit System (MCTS)	Milwaukee, WI	35,053.1	30,884.6	123,823.4	109,817.3
Pace - Suburban Bus Division (PACE)	Arlington Heights, IL	31,370.5	30,207.9	224,467.1	212,134.2
Capital Metropolitan Transp. Auth. (CMTA)	Austin, TX	29,779.4	29,491.3	158,801.7	163,899.4
Broward County Transit Division (BCT)	Plantation, FL	29,764.4	28,641.7	153,557.3	146,623.0
Westchester County Bee-Line System	Mount Vernon, NY	28,964.0	27,704.0	127,646.3	122,155.7
Niagara Frontier Transp. Auth. (NFT Metro)	Buffalo, NY	26,501.6	25,158.9	89,296.1	87,339.3
Central Florida Regional Transp. Authority (LYNX)	Orlando, FL	26,031.0	25,117.9	156,256.6	153,806.1
New York City Department of Transportation	New York, NY	24,476.5	25,002.7	142,016.0	144,028.7
Washington State Ferries	Seattle, WA	24,239.9	24,566.4	192,462.7	193,091.1
City of Detroit Department of Transportation	Detroit, MI	24,894.1	23,827.2	124,836.7	100,829.6
Long Beach Transit (LBT)	Long Beach, CA	25,263.3	23,820.7	81,592.5	74,007.2
Nassau Inter County Express (NICE)	Garden City, NY	25,593.4	23,312.5	145,733.3	129,519.0
Charlotte Area Transit System (CATS)	Charlotte, NC	24,985.3	22,516.6	119,582.0	116,204.4
Ride-On Montgomery County Transit	Rockville, MD	22,984.2	21,594.0	86,244.3	81,258.5

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

URBANIZED AREA	POPULATION (2010 CENSUS)	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2017	2018	2017	2018
New York-Newark, NY-NJ-CT	18,351,295	4,176,848.1	4,114,906.5	21,782,541.9	21,504,782.7
Chicago, IL-IN	8,608,208	588,902.3	574,216.1	3,902,384.4	3,844,797.9
Los Angeles-Long Beach-Anaheim, CA	12,150,996	578,158.7	558,777.3	3,078,963.4	3,017,052.8
Washington, DC-VA-MD	4,586,770	420,059.5	416,811.1	2,526,235.1	2,442,113.9
San Francisco-Oakland, CA	3,281,212	414,919.9	410,827.9	2,502,566.3	2,476,594.5
Boston, MA-NH-RI	4,181,019	392,621.9	382,209.6	1,808,983.8	1,778,238.5
Philadelphia, PA-NJ-DE-MD	5,441,567	366,970.1	360,559.3	1,780,653.9	1,710,168.7
Seattle, WA	3,059,393	215,973.7	218,896.7	1,453,239.1	1,490,335.4
Atlanta, GA	4,515,419	133,276.7	127,165.4	825,756.4	816,548.7
Miami, FL	5,502,379	136,055.1	127,129.0	906,553.7	841,741.4
Portland, OR-WA	1,849,898	112,465.7	110,720.2	553,052.0	470,722.8
San Diego, CA	2,956,746	100,582.4	97,166.0	604,459.3	591,647.3
Denver-Aurora, CO	2,374,203	89,321.1	95,326.3	570,397.1	574,138.8
Minneapolis-St. Paul, MN-WI	2,650,890	95,332.0	93,910.8	462,219.8	479,647.0
Baltimore, MD	2,203,663	98,683.6	91,279.6	509,560.9	468,589.7
Houston, TX	4,944,332	88,906.6	91,017.2	572,053.8	568,658.7
Phoenix-Mesa, AZ	3,629,114	72,864.6	70,353.4	379,275.0	360,950.4
Dallas-Fort Worth-Arlington, TX	5,121,892	73,663.9	69,211.6	464,465.6	457,374.6
Las Vegas-Henderson, NV	1,886,011	70,351.1	65,765.9	269,228.1	258,916.9
Pittsburgh, PA	1,733,853	65,205.5	65,361.4	292,433.8	292,605.6
Urban Honolulu, HI	802,459	65,833.2	64,802.1	329,033.2	322,765.6
San Jose, CA	1,664,496	45,805.5	44,136.7	347,051.4	334,807.5
San Antonio, TX	1,758,210	37,242.8	39,919.6	188,115.8	183,429.6
St. Louis, MO-IL	2,150,706	43,146.4	39,734.4	268,553.8	242,605.2
Detroit, MI	3,734,090	37,080.6	36,130.5	228,318.3	207,528.9
Cleveland, OH	1,780,673	40,429.0	36,027.2	187,364.1	173,165.7
Concord, CA	615,968	35,590.2	33,784.6	450,544.7	433,208.9
Milwaukee, WI	1,376,476	36,424.1	32,363.2	136,403.5	121,584.9
Salt Lake City-West Valley City, UT	1,021,243	33,396.9	31,652.9	217,310.7	202,668.4
Austin, TX	1,362,416	29,800.4	29,558.4	158,801.7	163,899.4
Buffalo, NY	935,906	26,485.7	25,144.1	89,244.1	87,288.0
Tampa-St. Petersburg, FL	2,441,770	26,557.3	24,988.6	133,088.5	140,969.9
Sacramento, CA	1,723,634	24,638.4	23,685.8	132,156.9	130,597.9
Charlotte, NC-SC	1,249,442	25,506.4	23,084.6	122,693.3	119,556.9
New Orleans, LA	899,703	22,590.5	21,669.3	70,300.6	66,849.3
Orlando, FL	1,510,516	20,458.1	20,368.5	126,517.7	129,143.2
Columbus, OH	1,368,035	18,857.0	19,357.3	76,307.0	80,416.4
San Juan, PR	2,148,346	28,691.4	18,950.3	120,007.8	81,827.9
Cincinnati, OH-KY-IN	1,624,827	19,101.6	18,323.7	109,289.4	109,922.9
Providence, RI-MA	1,190,956	18,181.4	18,296.2	83,637.1	83,118.6
Hartford, CT	924,859	16,960.2	17,662.1	106,527.4	116,625.8
Bridgeport-Stamford, CT-NY	923,311	17,522.9	17,527.7	210,304.1	201,468.7
Riverside-San Bernardino, CA	1,932,666	17,583.9	17,243.1	131,620.6	140,421.9
Tucson, AZ	843,168	17,979.3	16,767.0	87,849.1	82,384.0
Albany-Schenectady, NY	594,962	16,773.1	16,355.9	65,489.7	72,098.8
Kansas City, MO-KS	1,519,417	16,587.7	16,003.4	62,921.5	60,363.8
Atlantic City, NJ	248,402	14,924.5	15,514.9	128,542.9	131,426.3
New Haven, CT	562,839	15,080.8	15,188.0	218,657.8	208,527.3
Rochester, NY	720,572	15,815.6	14,945.1	55,277.7	51,678.3
Ann Arbor, MI	306,022	14,477.3	14,872.7	52,988.5	52,206.6

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

URBANIZED AREA	POPULATION (2010 CENSUS)	2018 UNLINKED PASSENGER TRIPS (THOUSANDS)	RIDERSHIP PER CAPITA
New York-Newark, NY-NJ-CT	18,351,295	4,176,848.1	227.6
San Francisco-Oakland, CA	3,281,212	414,919.9	126.5
Ames, IA	60,438	6,658.0	110.2
Boston, MA-NH-RI	4,181,019	392,621.9	93.9
Washington, DC-VA-MD	4,586,770	420,059.5	91.6
Champaign, IL	145,361	12,106.7	83.3
Urban Honolulu, HI	802,459	65,833.2	82.0
State College, PA	87,454	7,097.0	81.2
Seattle, WA	3,059,393	215,973.7	70.6
Chicago, IL-IN	8,608,208	588,902.3	68.4
Boulder, CO	114,591	7,768.6	67.8
Philadelphia, PA-NJ-DE-MD	5,441,567	366,970.1	67.4
Ithaca, NY	53,661	3,265.2	60.8
Portland, OR-WA	1,849,898	112,465.7	60.8
Atlantic City, NJ	248,402	14,924.5	60.1
Concord, CA	615,968	35,590.2	57.8
Iowa City, IA	106,621	6,135.3	57.5
Davis, CA	72,794	4,115.6	56.5
Athens-Clarke County, GA	128,754	7,179.5	55.8
San Marcos, TX	52,826	2,861.9	54.2
Gainesville, FL	187,781	9,270.9	49.4
Los Angeles-Long Beach-Anaheim, CA	12,150,996	578,158.7	47.6
Ann Arbor, MI	306,022	14,477.3	47.3
Blacksburg, VA	88,542	4,115.4	46.5
Waterbury, CT	194,535	8,971.5	46.1
Baltimore, MD	2,203,663	98,683.6	44.8
Eugene, OR	247,421	10,689.1	43.2
Danbury, CT-NY	168,136	7,262.9	43.2
Morgantown, WV	70,350	3,019.8	42.9
Bellingham, WA	114,473	4,871.0	42.6
Durham, NC	347,602	13,805.9	39.7
Lawrence, KS	88,053	3,445.6	39.1
Harrisonburg, VA	66,784	2,572.9	38.5
Denver-Aurora, CO	2,374,203	89,321.1	37.6
Pittsburgh, PA	1,733,853	65,205.5	37.6
Las Vegas-Henderson, NV	1,886,011	70,351.1	37.3
Minneapolis-St. Paul, MN-WI	2,650,890	95,332.0	36.0
Trenton, NJ	296,668	10,097.6	34.0
San Diego, CA	2,956,746	100,582.4	34.0
Santa Barbara, CA	195,861	6,593.6	33.7
Lansing, MI	313,532	10,298.0	32.8
Madison, WI	401,661	13,137.9	32.7
Salt Lake City-West Valley City, UT	1,021,243	33,396.9	32.7
Kahului, HI	55,934	1,810.9	32.4
Bloomington, IN	108,657	3,338.4	30.7
Lafayette, IN	147,725	4,522.3	30.6
Williamsburg, VA	75,689	2,261.4	29.9
Atlanta, GA	4,515,419	133,276.7	29.5
Flagstaff, AZ	71,957	2,104.7	29.2
Buffalo, NY	935,906	26,485.7	28.3

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

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

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2017	2018	2017	2018
MTA New York City Transit (NYCT)	New York, NY	691,273.0	691,981.4	1,450,951.3	1,472,423.0
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	282,451.0	273,625.4	1,146,791.8	1,111,245.2
Chicago Transit Authority (CTA)	Chicago, IL	249,231.2	242,173.0	613,043.9	591,323.7
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	163,236.1	161,535.2	532,244.2	455,641.2
New Jersey Transit Corporation (NJ Transit)	Newark, NJ	154,452.2	151,640.6	1,156,155.8	1,107,572.4
MTA Bus Company (MTABUS)	New York, NY	122,214.3	137,618.5	347,110.0	381,346.4
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	123,124.4	119,681.1	369,020.8	366,498.8
San Francisco Municipal Railway (Muni)	San Francisco, CA	107,795.8	111,809.1	231,620.6	220,051.9
King County DOT – Metro Transit	Seattle, WA	102,013.1	104,261.6	483,528.7	505,978.8
Massachusetts Bay Transp. Authority (MBTA)	Boston, MA	106,326.1	102,691.3	276,815.5	265,337.8
Denver Regional Transportation District (RTD)	Denver, CO	65,266.3	70,540.5	328,144.9	319,383.0
Reg. Transp. Comm. of Southern Nevada (RTC)	Las Vegas, NV	62,939.6	64,425.7	231,676.5	244,372.8
City and County of Honolulu DOT Services (DTS)	Honolulu, HI	65,276.0	64,119.6	319,106.8	311,654.9
Maryland Transit Administration (MTA)	Baltimore, MD	69,934.3	63,797.5	270,836.9	239,277.8
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	58,050.8	59,555.0	285,574.1	279,810.1
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	57,837.8	56,690.1	282,061.3	203,723.8
Metro Transit	Minneapolis, MN	57,322.6	54,910.5	237,929.5	260,030.3
Metropolitan Atlanta Rapid Transit Auth. (MARTA)	Atlanta, GA	57,460.3	54,354.7	251,234.9	245,601.2
Port Authority of Allegheny County	Pittsburgh, PA	53,389.3	53,733.6	224,980.6	225,092.2
Miami-Dade Transit (MDT)	Miami, FL	58,038.0	51,469.8	358,068.4	315,222.5
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	50,161.2	49,473.4	167,114.7	164,833.3
San Diego Metropolitan Transit System (MTS)	San Diego, CA	49,632.2	47,554.2	192,013.8	185,314.8
Orange County Transportation Authority (OCTA)	Orange, CA	39,686.1	39,056.0	139,011.1	149,448.8
VIA Metropolitan Transit (VIA)	San Antonio, TX	35,623.8	38,312.7	149,949.7	144,598.0
City of Phoenix Public Transit Dept. (Valley Metro)	Phoenix, AZ	38,998.4	37,451.6	146,904.6	132,678.7
Milwaukee County Transit System (MCTS)	Milwaukee, WI	34,606.0	30,429.8	120,815.7	106,718.1
Dallas Area Rapid Transit (DART)	Dallas, TX	31,951.2	30,011.0	117,278.6	125,148.1
Santa Clara Valley Transportation Auth. (VTA)	San Jose, CA	29,464.1	28,473.3	152,012.7	138,466.8
Broward County Transit Division (BCT)	Plantation, FL	28,980.5	27,796.3	144,419.7	136,768.3
Pace - Suburban Bus Division (PACE)	Arlington Heights, IL	28,804.7	27,673.4	184,751.6	171,090.1
Westchester County Bee-Line System	Mount Vernon, NY	28,639.8	27,373.0	124,225.1	118,800.2
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	27,297.1	26,879.3	115,795.8	116,078.1
Long Beach Transit (LBT)	Long Beach, CA	25,220.5	23,781.7	81,388.8	73,821.4
Bi-State Development Agency (Metro)	St. Louis, MO	25,529.3	23,653.9	136,569.6	125,714.4
City of Detroit DOT (DDOT)	Detroit, MI	24,593.6	23,495.0	121,436.5	97,496.7
Central Florida Regional Transp. Authority (LYNX)	Orlando, FL	23,785.9	23,239.1	131,719.5	133,174.8
Nassau Inter County Express (NICE)	Garden City, NY	25,244.2	22,980.4	142,962.1	126,842.0
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	26,711.9	22,866.5	112,204.0	97,776.0
Ride-On Montgomery County Transit	Rockville, MD	22,984.2	21,594.0	86,244.3	81,258.5
Niagara Frontier Transportation Authority (NFTA)	Buffalo, NY	21,602.5	20,435.0	75,092.4	73,140.2
Utah Transit Authority (UTA)	Salt Lake City, UT	19,196.3	19,061.4	86,462.3	79,344.4
Central Ohio Transit Authority (COTA)	Columbus, OH	18,401.5	18,913.8	68,304.6	73,617.3
City of Los Angeles DOT (LADOT)	Los Angeles, CA	18,128.0	16,772.8	28,046.8	30,243.8
Rhode Island Public Transit Authority (RIPTA)	Providence, RI	16,239.1	16,339.1	72,630.0	71,202.5
Capital District Transportation Authority (CDTA)	Albany, NY	16,270.3	15,856.7	55,602.6	54,040.5
City of Tucson	Tucson, AZ	16,388.3	15,205.4	78,573.0	74,155.1
Charlotte Area Transit System (CATS)	Charlotte, NC	18,402.3	15,069.6	74,532.1	64,906.6
RTS - Monroe County	Rochester, NY	15,774.7	14,873.6	54,326.0	50,345.8
Regional Public Transportation Authority (RPTA)	Phoenix, AZ	14,787.1	14,730.2	72,308.9	65,696.9
CT Transit- Hartford	Hartford, CT	13,945.5	14,650.2	83,696.8	95,151.4

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

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2017	2018	2017	2018
MTA New York City Transit (NYCT)	New York, NY	31,656.4	30,275.8	58,472.4	56,084.9
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	10,538.1	10,540.6	19,893.7	19,967.6
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	7,548.1	7,168.5	49,520.7	47,544.3
Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	4,219.8	3,764.3	10,429.8	10,019.7
Lane Transit District (LTD)	Eugene, OR	2,716.9	3,496.3	7,476.6	9,115.9
Connecticut Department of Transportation (CTTransit)	Hartford, CT	1,485.6	1,556.7	7,856.9	8,117.3
Transfort	Fort Collins, CO	1,472.3	1,468.0	3,711.6	3,703.5
Kansas City Area Transportation Authority (KCATA)	Kansas City, MO	1,240.9	1,160.2	3,308.9	3,193.5
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	1,208.9	1,038.3	2,627.7	768.4
Roaring Fork Transportation Authority (RFTA) (b)	Non-UZA	897.6	920.3	N/A	N/A
Interurban Transit Partnership (The Rapid)	Grand Rapids, MI	817.5	847.0	2,509.7	2,561.4
Greater Richmond Transit Company (GRTC)	Richmond, VA	N/A	57.0	N/A	151.7

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

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2017	2018	2017	2018
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	18,374.8	18,189.3	256,761.9	256,464.9
MTA New York City Transit (NYCT)	New York, NY	12,387.0	12,403.4	155,687.5	158,586.8
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	7,882.6	7,864.8	149,172.2	149,668.4
Hudson Transit Lines, Inc.(Short Line)	New York, NY	4,391.7	4,310.0	199,921.5	196,203.4
Maryland Transit Administration (MTA)	Baltimore, MD	3,869.9	3,819.8	171,683.9	109,737.2
Academy Lines, Inc.	New York, NY	3,381.4	3,281.9	162,048.0	151,141.1
Snohomish County PTBA Corp. (Community Transit)	Seattle, WA	2,889.8	2,994.0	51,583.7	53,097.2
Alameda-Contra Costa Transit District (AC Transit)	San Francisco, CA	2,526.1	2,545.7	35,848.0	35,370.1
Suburban Transit Corp. (Coach USA)	New York, NY	2,712.2	2,469.2	102,392.0	93,829.0
Rockland Coaches, Inc.	New York, NY	2,193.2	1,996.8	49,939.3	50,090.6
DeCamp Bus Lines	New York, NY	1,938.6	1,843.5	31,766.5	30,997.0
Georgia State Road and Tollway Authority (SRTA)	Atlanta, GA	1,626.3	1,687.0	40,800.2	45,122.1
Lakeland Bus Lines, Inc.	New York, NY	1,693.8	1,624.1	57,486.0	52,870.2
Potomac and Rappahannock Transp. Comm. (PRTC)	Washington, DC	1,527.7	1,458.9	38,055.4	36,340.4
City of Los Angeles Dept. of Transportation (LADOT)	Los Angeles, CA	1,337.8	1,355.1	22,747.7	23,707.6
Loudoun County Commuter Bus Service (LC Transit)	Washington, DC	1,036.7	1,305.8	36,368.5	39,227.7
Trans-Bridge Lines, Inc.	New York, NY	1,114.7	1,120.0	79,838.7	79,839.5
Charlotte Area Transit System (CATS)	Charlotte, NC	950.5	895.8	12,649.8	12,851.0
Hampton Jitney, Inc.	New York, NY	809.0	795.4	74,329.4	73,791.8
Jalbert Leasing, Inc. dba C&J	Portsmouth, NH	746.2	773.5	—	—
Solano County Transit (SolTrans)	Vallejo, CA	677.7	666.3	9,338.6	9,186.8
Ventura Intercity Service Transit Authority (VISTA)	Oxnard, CA	722.8	640.1	14,703.5	13,549.6
Monsey New Square Trails Corporation	New York, NY	628.8	615.9	25,127.7	25,869.9
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	527.4	613.9	7,701.9	10,387.8
Boston Express Bus, Inc. (BX)	Boston, MA	596.3	609.4	—	—
Olympia Trails Bus Company, Inc.	Elizabeth, NJ	634.1	571.1	—	—
Utah Transit Authority (UTA)	Salt Lake City, UT	553.6	563.6	12,565.0	12,395.9
The Woodlands Township	The Woodlands, TX	561.3	542.5	20,711.3	20,019.5
Adirondack Transit Lines, Inc,	New York, NY	632.4	527.8	41,243.1	41,046.2
New York City Department of Transportation	New York, NY	554.7	506.9	17,622.4	16,650.3

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

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2017	2018	2017	2018
MTA New York City Transit (NYCT)	New York, NY	5,789.4	5,086.0	52,578.5	45,491.0
Pace-Suburban Bus Division, ADA Para Services (PACE)	Chicago, IL	3,971.2	3,847.0	38,170.0	36,963.2
Metro Mobility	Minneapolis, MN	2,176.8	2,297.7	25,160.6	26,103.5
Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	2,212.2	2,261.1	20,352.1	23,930.2
Access Services (AS)	Los Angeles, CA	2,459.8	2,227.2	28,224.5	25,915.4
Maryland Transit Administration (MTA)	Baltimore, MD	2,052.9	2,142.0	20,329.2	20,191.1
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,985.1	1,955.6	17,077.0	15,540.4
Metropolitan Transit Auth. of Harris County, Texas (METRO)	Houston, TX	1,669.7	1,774.5	18,532.7	19,003.3
Miami-Dade Transit (MDT)	Miami, FL	1,633.2	1,743.0	21,038.2	22,663.5
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	1,610.1	1,635.8	9,898.4	10,131.6
Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	1,704.5	1,554.6	12,173.4	11,119.0
Orange County Transportation Authority (OCTA)	Orange, CA	1,475.9	1,490.2	16,656.2	16,572.0
Port Authority of Allegheny County	Pittsburgh, PA	1,486.8	1,464.3	11,791.6	11,707.0
Regional Transportation Commission of Southern Nevada (RTC)	Las Vegas, NV	1,305.2	1,340.2	14,283.3	14,544.0
Denver Regional Transportation District (RTD)	Denver, CO	1,215.5	1,226.3	10,585.9	10,744.5
City and County of Honolulu Dept. of Transp. Services (DTS)	Urban Honolulu, HI	1,086.1	1,162.6	12,330.3	12,801.4
VIA Metropolitan Transit (VIA)	San Antonio, TX	1,109.4	1,069.6	13,437.1	12,999.8
Board of County Comm., Palm Beach County (PalmTran)	Fort Lauderdale, FL	860.0	999.3	11,816.3	12,609.5
Pace - Suburban Bus Division (PACE)	Chicago, IL	954.6	929.6	6,680.0	6,213.0
Delaware Transit Corporation (DTC)	Wilmington, DE	953.2	926.9	11,765.1	11,674.7
Tri-County Metropolitan Transp. District of Oregon (TriMet)	Portland, OR	889.6	899.0	8,163.9	8,306.8
King County DOT- Metro Transit Div. (King County Metro)	Seattle, WA	854.2	883.3	8,550.3	8,840.5
Broward County Transit Division (BCT)	Miami, FL	783.9	845.4	9,137.7	9,854.7
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	728.6	770.8	7,628.9	7,095.7
Suffolk County Dept. of Public Works -- Transp. Division (ST)	New York, NY	699.6	723.5	9,077.7	9,390.7
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	687.5	721.6	9,343.8	10,036.2
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	670.7	675.6	5,548.1	5,591.4
Central Pennsylvania Transportation Authority (rabbittransit)	York, PA	567.3	638.3	7,114.5	8,275.5
Blue Water Area Transp. Comm. (Blue Water Area Transit)	Port Huron, MI	630.4	634.7	5,336.6	5,375.1
San Diego Metropolitan Transit System (MTS)	San Diego, CA	636.4	596.7	6,606.0	6,977.5
Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	593.7	587.2	4,892.5	4,402.1
City of Tucson (COT)	Tucson, AZ	569.6	557.3	4,480.5	4,211.8
Bi-State Development Agency (Metro)	St. Louis, MO	550.7	553.4	5,941.4	6,305.6
Mass Transportation Authority (MTA)	Flint, MI	529.4	537.7	5,122.8	5,093.3
South Central Transit Authority	Lancaster, PA	526.6	508.5	5,450.0	5,219.0
Capital Area Transportation Authority (CATA)	Lansing, MI	501.3	499.5	3,503.2	3,815.4
Greater Hartford Transit District (GHTD)	Hartford, CT	503.8	499.2	4,446.5	4,439.2
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	582.9	480.0	8,676.6	7,127.3
Spokane Transit Authority (STA)	Spokane, WA	476.8	475.3	4,285.7	4,242.5
Cape Cod Regional Transit Authority (CCRTA)	Barnstable Town, MA	489.7	457.1	3,659.7	3,451.9
Salem Area Mass Transit District (Cherriots)	Salem, OR	567.2	455.8	4,982.8	3,357.5
Milwaukee County Transit System (MCTS)	Milwaukee, WI	447.1	454.9	3,007.7	3,099.2
San Francisco Municipal Railway (Muni)	San Francisco, CA	475.8	445.7	2,935.5	2,776.6
Brevard Board of County Commissioners	Cocoa, FL	320.7	423.2	3,786.3	3,289.4
Suburban Mobility Authority for Regional Transp. (SMART)	Detroit, MI	412.4	404.4	3,106.8	3,072.0
Riverside Transit Agency (RTA)	Riverside, CA	415.3	403.1	4,682.9	3,855.1
Lehigh and Northampton Transportation Authority (LANTA)	Allentown, PA	482.5	394.9	5,648.5	4,263.7
Utah Transit Authority (UTA)	Salt Lake City, UT	387.0	394.8	4,230.6	4,567.7
Ben Franklin Transit	Richland, WA	366.7	391.8	2,771.8	2,932.9
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	433.8	385.7	4,443.2	4,521.2

(a) Excludes Demand Response Taxi Service

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2017	2018	2017	2018
King County Department of Transp. (King County Metro)	Seattle, WA	3,626.4	3,464.7	65,856.7	65,559.8
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	3,756.8	3,428.2	168,255.7	151,003.9
California Vanpool Authority (CalVans)	Hanford, CA	2,601.0	3,173.8	109,970.3	126,496.0
Metropolitan Transit Auth. of Harris County, Texas (METRO)	Houston, TX	1,961.9	1,877.3	59,209.8	58,131.6
San Diego Association of Governments (SANDAG)	San Diego, CA	1,898.0	1,740.5	92,438.2	85,606.0
Pace - Suburban Bus Division (PACE)	Chicago, IL	1,518.1	1,507.7	32,447.2	34,117.2
Potomac and Rappahannock Transp. Commission (PRTC)	Washington, DC	1,292.0	1,357.1	59,138.7	62,206.1
Orange County Transportation Authority (OCTA)	Orange, CA	1,297.1	1,281.7	44,765.7	43,993.9
Utah Transit Authority (UTA)	Salt Lake City, UT	1,264.4	1,174.7	46,756.7	43,052.6
Regional Public Transportation Authority	Phoenix, AZ	1,164.0	1,035.5	39,927.4	41,156.7
Enterprise Rideshare - Michigan	Detroit, MI	1,176.7	902.7	53,567.3	35,633.5
Snohomish County PTBA (Community Transit)	Seattle, WA	861.4	869.4	21,261.4	20,155.1
Pierce County Transp. Benefit Area Auth. (Pierce Transit)	Lakewood, WA	810.4	783.6	22,680.6	22,201.6
Enterprise Rideshare – Atlanta	Atlanta, GA	225.3	731.2	11,949.5	28,992.3
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	727.0	677.6	27,415.3	25,137.9
Ben Franklin Transit (BFT)	Richland, WA	643.2	646.2	21,608.2	21,326.4
Victor Valley Transit Authority (VVTA)	Victorville, CA	577.8	607.6	28,151.8	29,205.6
VIA Metropolitan Transit (VIA)	San Antonio, TX	500.5	522.3	24,620.8	25,693.7
Intercity Transit (I.T.)	Olympia, WA	550.2	520.8	19,953.7	18,914.3
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	459.6	511.3	16,720.9	19,572.5
Miami-Dade Transit (MDT)	Miami, FL	529.8	484.5	14,387.9	15,412.5
Dallas Area Rapid Transit (DART)	Dallas, TX	514.9	483.2	19,495.8	18,572.9
Greater Richmond Transit Company (GRTC Transit System)	Richmond, VA	380.6	398.0	30,853.7	29,291.2
Regional Transportation Commission of Washoe County	Reno, NV	299.2	363.8	13,569.1	14,602.3
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	448.8	360.5	13,155.2	12,735.5
Piedmont Authority for Regional Transportation (PART)	Greensboro, NC	260.8	242.4	13,192.7	13,705.4
Des Moines Area Regional Transit Authority	Des Moines, IA	195.7	235.7	7,763.6	9,037.1
Ann Arbor Area Transportation Authority	Ann Arbor, MI	-----	234.4	-----	7,463.8
Tampa Bay Area Regional Transit Authority	Tampa, FL	192.1	223.6	6,222.9	7,290.6
Fort Worth – vRide, Inc.	Arlington, TX	229.9	210.2	10,760.8	8,850.6

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2017	2018	2017	2018
San Francisco Municipal Railway (Muni)	San Francisco, CA	53,301.3	49,199.8	79,086.7	67,071.9
King County Department of Transp. (King County Metro)	Seattle, WA	19,339.1	17,950.7	36,445.2	34,367.5
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	6,171.0	5,085.0	12,105.3	10,309.8
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,988.8	2,570.3	4,559.7	5,976.5
Greater Dayton Regional Transit Authority (RTA)	Dayton, OH	1,932.8	2,084.1	8,019.5	8,556.5

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)		RIDERSHIP PER MILE OF TRACK
		2017	2018	2017	2018	
COMMUTER RAIL AGENCIES						
MTA Long Island Rail Road (MTA LIRR)	New York, NY	103,630.4	105,538.1	2,996,872.2	3,405,961.9	210,277.1
MTA Metro-North Commuter Railroad (MTA-MNCR)	New York, NY	86,362.5	91,873.4	2,270,934.4	2,154,521.2	121,045.3
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	88,578.3	87,059.4	2,077,067.5	2,148,639.4	97,698.8
Northeast Illinois Reg. Commuter Railroad Corp. (Metra)	Chicago, IL	70,592.2	68,446.2	1,577,342.9	1,518,703.4	62,280.5
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	33,949.6	32,859.7	697,665.0	680,949.7	45,305.0
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	33,209.5	32,246.0	426,163.6	436,335.0	67,857.7
Peninsula Corr. Joint Powers Board, Caltrain	San Carlos, CA	18,648.9	18,504.9	406,014.9	409,333.7	152,806.6
Southern California Regional Rail Authority (Metrolink)	Los Angeles, CA	14,396.2	14,190.9	419,663.4	438,553.7	30,623.4
Maryland Transit Administration (MTA)	Baltimore, MD	9,215.1	9,326.7	272,481.9	275,491.5	19,414.4
Denver Regional Transportation District	Denver, CO	6,950.3	7,619.6	93,501.8	101,771.6	117,224.4
Utah Transit Authority (UTA)	Salt Lake City, UT	4,854.1	5,082.2	122,258.0	129,673.5	49,341.4
Virginia Railway Express (VRE)	Alexandria, VA	4,676.1	4,631.9	143,468.9	141,566.8	24,442.8
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	4,445.6	4,631.5	111,028.3	115,664.1	29,276.4
South Florida Regional Transportation Auth. (Tri-Rail)	Pompano Beach, FL	4,261.1	4,325.9	118,514.3	120,912.1	30,614.7
Northern Indiana Commuter Transp. District (NICTD)	Chesterton, IN	3,455.8	3,400.2	112,953.8	110,846.7	26,773.2
Dallas Area Rapid Transit (DART)	Dallas, TX	2,098.0	2,038.9	41,313.6	39,672.8	43,381.9
Pennsylvania Department of Transportation (PennDOT)	Philadelphia, PA	1,539.2	1,497.9	133,551.1	129,876.4	—
North County Transit District (NCTD)	Oceanside, CA	1,454.9	1,433.1	38,461.1	37,902.7	16,048.4
Altamont Corridor Express (ACE)	Stockton, CA	1,299.7	1,399.0	55,703.2	61,400.7	9,824.1
Central Florida Commuter Rail (SunRail)	Orlando, FL	901.2	831.5	12,850.0	12,044.6	13,389.0
Metro Transit	Minneapolis, MN	793.8	787.3	19,441.5	19,441.5	20,450.1
Rio Metro Regional Transit District (RMRTD)	Albuquerque, NM	835.6	787.1	38,021.6	36,154.2	7,839.8
Connecticut Department of Transportation (CDOT)	Hartford, CT	800.4	720.8	19,960.6	18,251.3	—
Sonoma-Marin Area Rail Transit District (SMART)	Santa Rosa, CA	—	636.0	—	16,174.2	12,980.2
Northern New England Passenger Rail Auth. (NNEPRA)	Portland, ME	511.4	551.0	40,742.7	45,119.3	2,825.8
Regional Transportation Authority (RTA)	Nashville, TN	294.4	303.0	4,693.0	4,928.9	9,711.6
Alaska Railroad Corporation (ARRC)	Anchorage, AK	192.3	199.7	23,455.3	24,178.1	—
HYBRID RAIL AGENCIES						
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	2,713.2	2,700.6	39,719.8	38,740.5	48,572.8
North County Transit District (NCTD)	Oceanside, CA	2,549.1	2,532.7	21,868.2	21,730.5	77,217.4
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	824.7	811.2	13,035.0	12,269.5	12,596.9
Denton County Transportation Authority (DCTA)	Lewisville, TX	505.0	419.3	7,298.6	5,901.0	16,574.5
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	448.5	414.3	3,801.3	3,534.7	21,576.7
San Francisco Bay Area Rapid (BART)	San Francisco, CA	—	207.6	—	1,463.9	12,139.2

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

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)		RIDERSHIP PER MILE OF TRACK
		2017	2018	2017	2018	
MTA New York City Transit (NYCT)	New York, NY	2,699,537.6	2,628,355.9	10,683,847.8	9,989,099.1	4,126,147.3
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	227,053.0	229,233.3	1,326,262.7	1,314,002.6	978,792.7
Chicago Transit Authority (CTA)	Chicago, IL	230,204.0	225,895.0	1,359,029.7	1,401,503.0	1,006,213.6
Massachusetts Bay Transportation Auth. (MBTA)	Boston, MA	164,102.7	163,515.2	557,734.9	576,501.0	2,137,453.2
San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	131,810.2	127,874.5	1,808,935.7	1,784,699.3	581,512.1
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	93,879.9	94,005.1	344,859.7	359,405.1	1,059,809.6
Port Authority Trans-Hudson Corporation (PATH)	New York, NY	92,930.4	89,664.4	390,795.2	444,870.3	1,848,750.4
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	68,280.9	65,086.6	468,811.4	449,895.8	627,643.5
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	45,632.9	43,752.3	228,179.5	210,105.5	1,375,858.1
Miami-Dade Transit (MDT)	Miami, FL	19,984.7	19,150.3	151,178.9	139,494.7	376,974.6
Port Authority Transit Corporation (PATCO)	Philadelphia, PA	10,839.1	10,789.4	96,952.2	96,375.0	326,950.7
Maryland Transit Administration (MTA)	Baltimore, MD	10,452.8	8,917.0	49,581.7	36,790.5	298,226.5
Staten Island Rapid Transit Operating Auth. (SIRTOA)	New York, NY	8,251.1	8,129.7	51,461.3	50,703.8	283,263.4
Greater Cleveland Reg. Transit Authority (GCRTA)	Cleveland, OH	5,904.8	6,273.4	37,907.6	42,165.7	165,088.9
Alternativa de Transporte Integrado -ATI (PRHTA)	San Juan, PR	7,411.8	3,800.4	35,511.6	18,488.8	184,486.9

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)		RIDERSHIP PER MILE OF TRACK
		2017	2018	2017	2018	
LIGHT RAIL AGENCIES						
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	67,764.9	66,387.2	495,532.4	495,011.7	386,646.5
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	62,296.4	56,768.8	158,992.4	141,734.6	1,108,766.3
San Francisco Municipal Railway (Muni)	San Francisco, CA	50,993.2	49,833.6	139,398.2	136,717.1	803,767.6
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	39,741.4	38,919.8	215,622.7	210,180.6	324,331.9
San Diego Metropolitan Transit System (MTS)	San Diego, CA	37,638.9	36,995.2	210,971.1	214,376.5	355,723.1
Dallas Area Rapid Transit (DART)	Dallas, TX	29,993.8	28,873.2	243,220.2	232,288.8	152,687.7
Denver Regional Transportation District (RTD)	Denver, CO	24,645.5	25,322.1	175,410.9	180,411.5	240,704.0
Metro Transit	Minneapolis, MN	23,811.0	24,955.6	102,035.2	100,276.9	548,475.1
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	23,002.3	24,470.3	151,386.3	161,293.4	586,816.9
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	21,008.3	20,957.5	72,805.7	72,411.9	476,307.5
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	18,319.4	18,980.3	51,261.2	53,625.0	384,995.0
Utah Transit Authority (UTA)	Salt Lake City, UT	18,823.6	17,899.7	92,586.6	89,112.6	194,562.1
Valley Metro Rail, Inc.	Phoenix-Mesa, AZ	16,511.8	15,786.9	113,077.7	113,208.5	303,594.4
Bi-State Development Agency (Metro)	St. Louis, MO	14,898.3	13,550.4	107,828.2	92,945.5	147,930.6
Sacramento Regional Transit District (SacRT)	Sacramento, CA	11,442.5	10,372.7	68,759.5	65,530.8	125,122.9
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	9,132.1	8,507.1	47,937.3	46,981.1	106,338.7
Port Authority of Allegheny County	Pittsburgh, PA	7,759.2	7,655.5	29,714.9	30,261.6	158,828.6
Maryland Transit Administration (MTA)	Baltimore, MD	7,345.4	7,416.5	48,343.2	44,778.2	131,033.6
Charlotte Area Transit System (CATS)	Charlotte, NC	4,770.9	5,789.0	22,711.9	29,839.0	154,785.1
Niagara Frontier Transportation Authority (NFT Metro)	Buffalo, NY	4,695.6	4,518.3	12,421.9	12,128.7	352,991.0
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	2,114.8	1,638.2	12,790.0	9,580.1	63,991.0
Transportation Dist. Comm. of Hampton Roads (HRT)	Virginia Beach, VA	1,405.3	1,417.4	5,005.5	4,932.5	97,748.3
STREETCAR AGENCIES						
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	26,549.3	24,999.6	64,152.7	57,709.4	298,325.2
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	8,097.7	7,747.5	15,599.4	15,572.5	227,867.4
San Francisco Municipal Railway (Muni)	San Francisco, CA	7,471.9	7,475.8	10,674.1	10,735.4	588,643.7
City of Portland (PBOT)	Portland, OR	4,710.9	4,879.7	9,820.0	10,171.6	396,720.2
Kansas City, City of Missouri	Kansas City, MO	1,983.1	2,017.1	2,979.4	2,622.2	517,202.8
King County Dept. of Transp. (King County Metro)	Seattle, WA	1,417.5	1,685.7	1,556.6	1,856.3	213,375.7
M-1 Rail	Detroit, MI	719.6	1,192.1	1,140.5	1,812.0	175,310.3
Progressive Transportation Services Admin. (DDOT)	Washington, DC	1,121.3	1,171.5	829.7	977.7	209,201.3
City of Tucson (COT)	Tucson, AZ	900.5	899.9	1,467.9	1,484.8	118,401.8
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	973.0	897.6	859.0	795.9	359,056.8
McKinney Avenue Transit Authority	Dallas TX	613.5	519.0	816.3	664.3	133,077.2
Southwest Ohio Regional Transit Authority (SORTA)	Cincinnati, OH	578.2	485.7	827.9	799.2	134,916.7
Hillsborough Area Regional Transit Authority (HART)	Tampa, FL	280.6	424.3	497.4	690.1	121,229.1
City of Atlanta- Dept. of Public Works (COA DPW)	Atlanta, GA	401.2	388.0	379.2	364.7	86,217.3
Charlotte Area Transit System (CATS)	Charlotte, NC	439.2	371.6	371.0	305.8	148,634.0
City of Milwaukee	Milwaukee, WI	-----	156.7	-----	160.9	58,030.7
Dallas Area Rapid Transit (DART)	Dallas, TX	155.9	148.8	243.8	223.4	49,609.3
Memphis Area Transit Authority (MATA)	Memphis, TN	----	109.2	----	89.6	10,923.9
Rock Region METRO	Little Rock, AR	95.1	42.9	244.9	110.5	13,003.6
Kenosha Transit (KT)	Kenosha, WI	45.1	39.6	50.534	65.3	23,275.9

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2017	2018	2017	2018
Washington State Ferries (WSF)	Seattle, WA	24,239.9	24,566.4	192,462.7	193,091.1
New York City Department of Transportation (NYCDOT)	New York, NY	23,921.9	24,495.8	124,393.6	127,378.4
Port Imperial Ferry Corporation dba NY Waterway	New York, NY	4,586.1	4,651.3	19,257.5	19,797.3
New York City Economic Development Corporation	New York, NY	1,819.1	4,101.9	7,350.1	22,278.3
Martha's Vineyard and Nantucket Steamship Authority	Barnstable Town, MA	3,058.8	3,055.3	37,235.3	37,183.6
San Francisco Bay Area Water Emergency Transp. Auth.	San Francisco, CA	2,609.4	2,844.4	39,179.5	42,864.3
Golden Gate Bridge, Hwy and Transp. District (GGBHTD)	San Francisco, CA	2,523.1	2,578.1	27,369.7	27,534.4
BillyBey Ferry Company, LLC	New York, NY	1,794.3	1,914.7	3,136.7	3,728.2
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,489.5	1,497.3	16,570.1	11,986.6
Port Authority Trans-Hudson Corporation (PATH)	New York, NY	1,268.4	1,371.8	3,284.4	3,472.3
Puerto Rico Maritime Transport Authority	San Juan, PR	—	1,249.5	—	11,287.5
Casco Bay Island Transit District (CBITD)	Portland, ME	1,086.4	1,111.1	3,896.4	4,018.9
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	1,071.1	1,054.3	535.6	527.1
Kitsap Transit	Bremerton, WA	618.0	854.7	2,610.7	5,513.5
Chatham Area Transit Authority (CAT)	Savannah, GA	665.2	853.8	252.8	324.4
Plaquemines Parish Government (PPG)	Belle Chasse, LA	856.6	712.8	428.3	356.4
King County Ferry District (KCFD)	Seattle, WA	600.0	664.4	2,992.1	3,323.9
Pierce County Ferry Operations	Lakewood, WA	436.3	443.0	1,727.7	1,754.3
Jacksonville Transportation Authority (JTA)	Jacksonville, FL	442.0	438.0	198.9	197.1
Chicago Water Taxi (Wendella)	Chicago, IL	400.9	403.0	633.1	743.3
Transportation District Comm. of Hampton Roads (HRT)	Virginia Beach, VA	296.0	327.7	213.4	235.2
Baltimore City Department of Transportation	Baltimore, MD	360.6	326.1	166.2	142.8
MTA: Metro-North Commuter Railroad (MTA-MNCR)	New York, NY	188.8	164.5	767.2	676.1
City of Fort Lauderdale	Fort Lauderdale, FL	60.8	46.5	17.5	13.4
Rock Island County Met. Mass Transit District (MetroLink)	Davenport, IA-IL	43.6	44.6	223.6	254.2
Rhode Island Department of Transportation	Providence, RI	42.8	41.9	1,104.2	1,080.2
Central Oklahoma Transp. and Parking Auth. (COTPA)	Oklahoma City, OK	13.4	8.9	30.3	21.1

(a) Table does not include rural ferryboat reporters

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2017	2018	2017	2018
CABLE CAR / AERIAL TRAMWAY / INCLINED PLANE					
San Francisco Municipal Railway (Muni)	San Francisco, CA	6,224.1	6,292.3	7,814.5	7,881.0
Town of Mountain Village (a)	Mountain Village, CO	2,813.3	3,026.1	-----	-----
City of Portland (PBOT)	Portland, OR	2,159.5	2,068.0	1,382.1	1,323.5
Port Authority of Allegheny County	Pittsburgh, PA	595.3	610.4	69.6	71.3
Chattanooga Area Regional Transp. Authority (CARTA)	Chattanooga, TN	481.8	489.5	481.8	489.5
Cambria County Transit Authority (CamTran)	Johnstown, PA	63.8	51.5	10.8	8.8
MONORAIL AND AUTOMATED GUIDEWAY TRANSIT					
Miami-Dade Transit (MDT)	Miami, FL	9,463.4	8,802.5	8,834.4	8,038.9
City of Seattle - Seattle Center Monorail Transit	Seattle, WA	2,129.5	2,021.8	1,916.5	1,819.6
West Virginia University, Morgantown PRT	Morgantown, WV	2,064.0	1,961.7	3,812.9	3,623.8
Detroit Transportation Corp. (Detroit People Mover)	Detroit, MI	2,212.7	1,952.5	2,958.3	2,694.5
San Francisco Bay Area Rapid Transit District (BART)	Oakland, CA	991.9	962.3	3,154.1	3,060.0
Jacksonville Transportation Authority (JTA)	Jacksonville, FL	1,053.6	844.3	748.1	802.1

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

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

STATE	TRANSIT AGENCY NAME	UNLINKED PASSENGER TRIPS (a)	
		2017	2018
	RURAL BUS AGENCIES		
TN	Pigeon Forge Fun Time Trolleys	2,809,975	2,967,737
MD	Mayor and City Council Town of Ocean City	2,554,385	2,423,665
CO	Roaring Fork Transportation Authority	2,674,980	2,413,419
UT	Park City Municipal Corporation	2,048,480	2,313,740
NC	AppalCart	1,750,267	1,782,035
CO	Summit County	1,713,967	1,649,328
WA	Pullman Transit	1,348,276	1,361,962
MS	City of Oxford	1,273,045	1,353,860
MA	Martha's Vineyard Transit Authority	1,358,867	1,347,337
CO	Town of Breckenridge	1,009,179	1,174,127
IL	City of Macomb	1,350,789	1,081,141
CO	Steamboat Springs, City of	1,134,565	1,062,531
CO	Eagle County Regional Transportation Authority	985,965	1,058,885
WY	Southern Teton Area Rapid Transit	1,038,751	1,058,371
AK	City and Borough of Juneau	1,008,978	1,032,304
CA	Eastern Sierra Transit Authority	1,133,869	1,005,122
WA	Grays Harbor Transit	732,681	782,115
VT	Advance Transit, Inc. NH	885,092	734,387
WA	Clallam Transit System	705,249	710,987
TN	City of Gatlinburg	820,794	698,439
CO	Mountain Express	71,919	690,774
HI	County of Kaua'i - Transportation Agency	714,920	685,474
NY	City of Oneonta	688,180	663,595
FL	City of Key West Department of Transportation	309,178	619,261
MS	SMART Starkville-MSU Area Rapid Transit	644,452	611,905
WY	University of Wyoming	597,919	591,630
ME	Downeast Transportation, Inc.	585,438	591,217
WA	Island Transit	568,682	577,139
CO	Town of Snowmass Village	434,015	531,940
OK	OSU-Stillwater Community Transit	539,226	526,225
VT	Marble Valley Regional Transit District	509,962	507,110
OH	Athens Transit	436,109	506,300
ID	Mountain Rides Transportation Authority	492,991	499,068
CO	City of Winter Park	453,821	482,244
PA	New Castle Area Transit Authority	460,123	465,289
	RURAL COMMUTER BUS AGENCIES		
CO	Roaring Fork Transportation Authority	1,672,474	1,615,266
HI	County of Hawaii Mass Transit Agency	766,472	742,250
CA	Humboldt Transit Authority	546,561	499,234
TX	El Paso County	186,627	199,194
SC	Lowcountry Regional Transportation Authority	192,696	197,285
CO	Gunnison Valley Transportation Authority	174,839	180,996
OR	Yamhill County	177,216	155,164
VT	Marble Valley Regional Transit District	134,193	129,323
AZ	Navajo Nation	149,429	129,000
TX	Capital Area Rural Transportation System	140,955	111,958
OR	City of Sandy	105,976	110,830
PA	New Castle Area Transit Authority	117,430	110,370
OR	Columbia County	68,062	73,702
OR	South Clackamas Transportation District	74,143	67,028
OR	Clackamas County Social Services	61,525	60,414

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

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

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

STATE	TRANSIT AGENCY NAME	UNLINKED PASSENGER TRIPS (a)	
		2017	2018
	RURAL DEMAND RESPONSE AGENCIES		
MO	OATS, Inc.	1,485,288	1,551,311
KY	Rural Transit Enterprises Coordinated, Inc.	649,105	630,313
OK	KI BOIS Community Action Foundation, Inc.	619,994	611,157
AL	West Alabama Rural Public Transportation	592,838	569,681
IL	South Central Illinois Mass Transit District	421,666	437,500
AR	Central Arkansas Development Council	414,748	422,843
MI	Huron Transit Corporation	401,487	405,067
MI	Isabella County Transportation Commission	380,489	371,190
IA	North Iowa Area Council of Governments	351,586	354,905
IA	Southwest Iowa Planning Council /SW Iowa Transit	355,966	324,786
MO	Southeast Missouri Transportation, Inc.	300,947	314,096
SD	CCTS d/b/a River Cities Trans	379,468	300,087
TX	Panhandle Community Services	311,128	298,698
CA	Fresno County Rural Transit Agency	296,490	283,304
TX	Rural Economic Assistance League, Inc.	271,244	271,842
MN	Trailblazer Joint Powers Board	250,596	254,488
IA	Heart of Iowa Regional Transit Agency	297,560	253,217
GA	Southwest Georgia RC	267,804	250,015
IA	East Central Iowa Council of Governments	258,736	247,878
MI	Yates Township Transportation System	178,451	234,820
KY	Bluegrass Community Action Agency	228,050	233,327
MN	Arrowhead Economic Opportunity Agency, Inc.	193,299	232,795
MN	United Community Action Partnership, Inc.	110,309	222,735
IA	Regional Transit Authority/RIDES	227,857	220,603
AR	Area Agency on Aging of Southeast Arkansas	227,868	214,678
FL	Good Wheels, Inc.	276,155	214,535
ME	Penquis Community Action Program	234,922	209,896
MN	Central Community Transit	191,940	198,576
IN	Southern Indiana Development Commission Ride Solution	221,182	190,467
TN	Northwest Tennessee Human Resource Agency	190,547	190,294
TN	South Central Tennessee Development District	217,700	188,159
OK	Community Action Development Corporation	197,498	185,771
KY	Pennyrile Allied Community Services, Inc.	176,823	185,067
OH	Knox Area Transit	284,611	181,317
MI	Ludington Mass Transportation Authority	178,167	180,613
	RURAL COMMUTER BUS AGENCIES		
TX	El Paso County	184,757	185,687
WA	Island Transit	182,128	158,741
WA	Clallam Transit System	88,767	78,200
WA	Grays Harbor Transit	104,120	76,420
FL	VPSI- Clermont	74,924	60,313
WA	Grant County Transportation Authority	37,429	37,169
ID	Mountain Rides Transportation Authority	40,594	36,967
MT	Missoula Ravalli Transportation Management Association	33,061	32,000
WA	Mason County Transportation Authority	25,743	19,855
FL	Big Bend Transit	21,799	16,829
CO	Town of Mountain Village	14,887	15,053
WA	Spokane Tribe of Indians	9,281	9,960
WA	Columbia County Public Transportation	10,621	9,359
WA	Okanogan Transit	7,054	9,042
PA	Area Transportation Authority of North Central PA	8,629	8,519

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

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

APTA and the Fact Book

Fact Book Methodology

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Additional Fact Book Resources Published on APTA Website

Fact Book Methodology

The *2020 Public Transportation Fact Book* includes only data for public transportation service available to the general public. With some exceptions, it does not include taxicab, unregulated jitney, school bus, sightseeing service, intercity bus, charter bus, military transportation, long-distance rail, services not available to the general public (e.g., governmental and corporate shuttles), or special application systems (e.g., amusement parks or airport systems not connected to the greater transit network).

The procedure for estimating total data in this *2020 Public Transportation Fact Book,* and prior issues of the Fact Book, is to expand available data by standard statistical methods to estimate U.S. national totals. Base data are taken from the Federal Transit Administration's National Transit Database (NTD) for 2018, which was released in December 2019. To account for public transit services not reported to the NTD, APTA expands NTD data by mode in stratified categories of similar systems based on population and other characteristics according to vehicles operated. All procedures are adapted to minimize the maximum possible error, a standard statistical procedure. These data are supplemented by sample data from other sources, including APTA's "2019 Public Transportation Vehicle Database and 2019 Infrastructure Database," which are based on surveys of APTA transit system members. All aggregate data are for the United States only. Data for the section on Canada are provided by the Canadian Urban Transit Association.

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

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

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

APTA and the History of the Fact Book

APTA is a nonprofit international association of more than 1,500 public and private sector organizations, which represents a $74 billion industry that directly employs 430,000 people and supports millions of private sector jobs. APTA members are engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes: transit systems; planning, design, construction and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products.

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

Additional Fact Book Resources Published on APTA Website

The 70 previous Fact Book editions, as well as the following resources, can be accessed at apta.com/factbook.

Glossaries and Compendiums

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

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

Appendix A: Historical Tables

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

- **2020 Fact Book Appendix A: Historical Tables**
- **2020 Appendix A tables in Excel format**

Appendix B: Transit Agency and Urbanized Area Operating Statistics

Appendix B presents six operating statistics for 2018 for each public transit agency in urbanized areas (UZAs) in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed and ranked for UZAs, both for all modes totaled and for individual modes. These lists allow a simple method to determine comparably sized transit agencies. Agencies operating in rural areas are ranked according to four operating statistics by agency totals and by mode for each agency. Data for Appendix B are taken from the Federal Transit Administration's National Transit Database (NTD) and include only agencies reporting to the NTD.

- **2020 Appendix B tables in Excel format**

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

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

- **Appendix C tables in Excel format**

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Cover photo courtesy of Los Angeles Metropolitan Transportation Authority

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