



AMERICAN PUBLIC TRANSPORTATION ASSOCIATION



2017
PUBLIC TRANSPORTATION
FACT BOOK

2017 PUBLIC TRANSPORTATION FACT BOOK

68th Edition

March 2018

APTA's Vision Statement

Be the leading force in advancing public transportation.

APTA's Mission Statement

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

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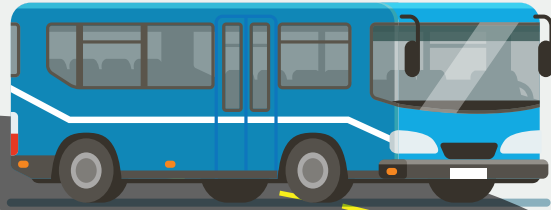
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Public Transit

Key Facts

Transit Spending in the Private Sector

1995:  **\$19.5B**
2005:  **\$27.6B**
2015:  **\$35.8B**



Creating Jobs

Each \$1B investment in public transit supports



50,000 jobs.

\$642 million
in tax revenue.

Promoting Electric Vehicles

Share of Electric/Hybrid Buses

2009:  **4.9%**

2015:  **17.3%**

Public transit usage is up 38% in the last 20 years. **Are you on board?**

Public Transit

Key Facts

Reducing Gasoline Consumption

Public transportation conserves

**4.16 billion
gallons of gas
per year.**



Lowering Carbon Emissions

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



Public transit usage is up 38% in the last 20 years. **Are you on board?**



Public Transit

Key Facts

Today, public transit in America is...

...more popular.

Total Passenger Miles Traveled









1995  **39.8 billion**
 2005  **49.7 billion**
 2015  **58.6 billion**

...more widespread.




 **1,303** Rural Public Transit Systems.
 **841** Urban Public Transit Systems.
 **4,586** Non-Profit Transit Systems.

...more accessible.

Share of Handicap-Accessible Public Transit Systems

	1993	2016
 Fixed Route Bus	51%	 99%
 Demand-Response	85%	 88%
 Light Rail	41%	 94%
 Heavy Rail	83%	 100%

...more comfortable.

 **47,000+** bicycle spaces at passenger stations.
 **7%** of buses have free Wi-Fi.
 **75%** of buses have security cameras.

Public Transit

Key Facts

...more convenient.

Total Number of Rail Systems

1995  **52**

2015   **83**

Rail ridership has increased **86%** since 1995.

...more balanced.

 **50%** of public transit trips are by bus.

 **46%** of public transit trips are by rail.

...still growing.

Since 1996

 Population growth is up **20%**.

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

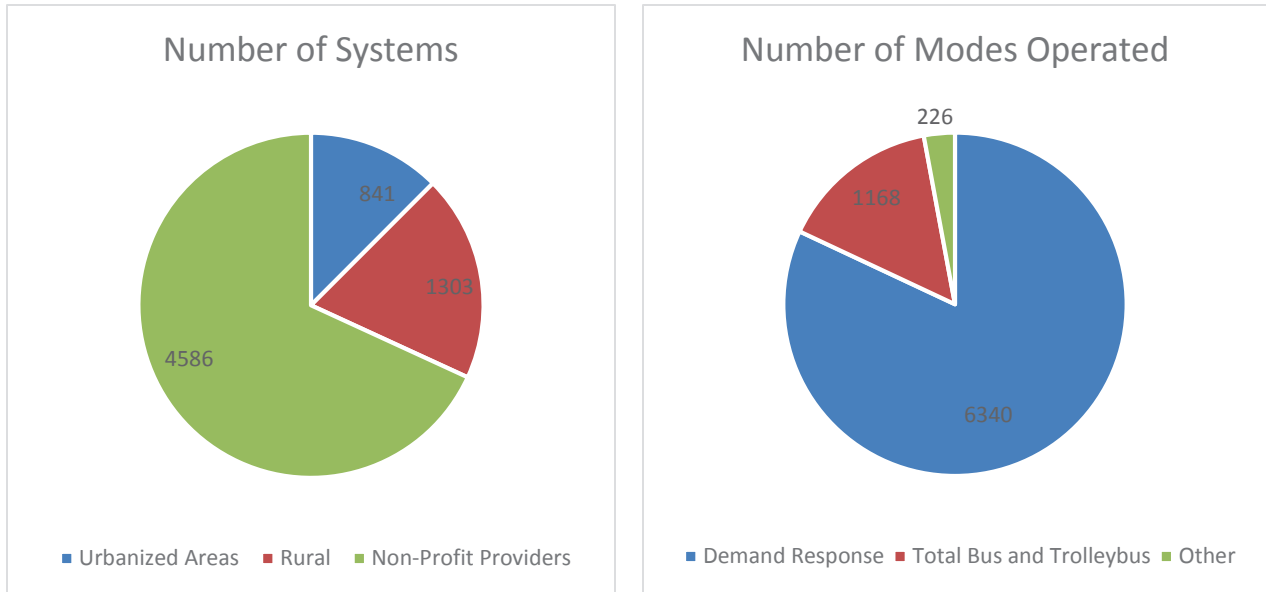


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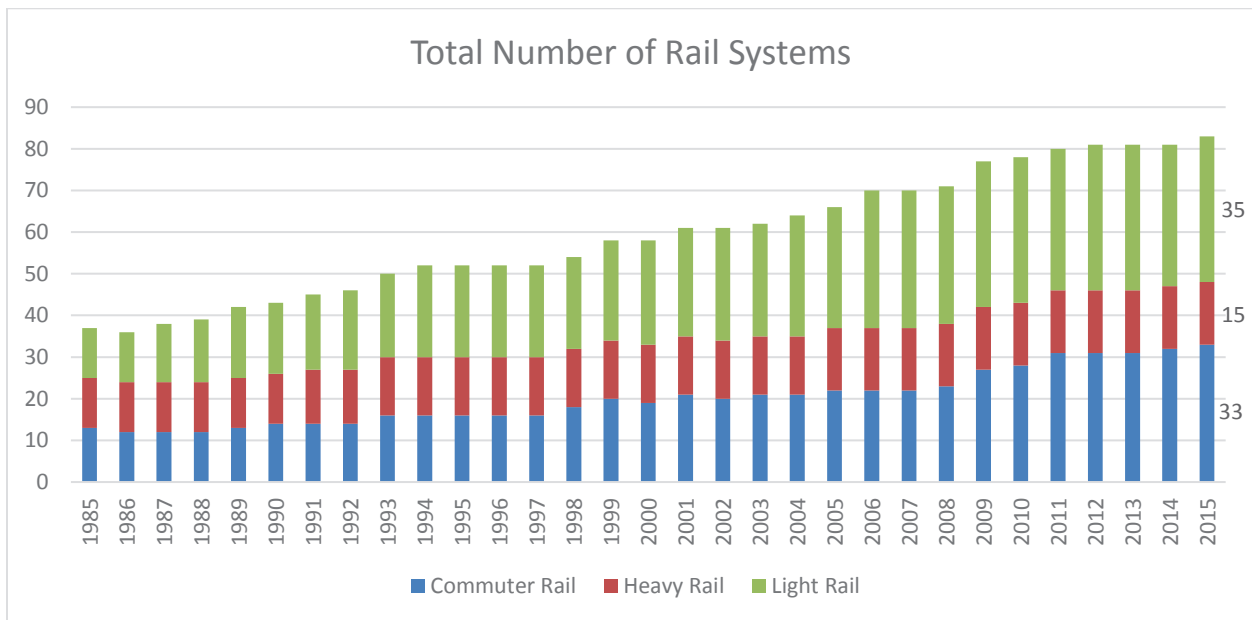
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Overview of Public Transit Systems



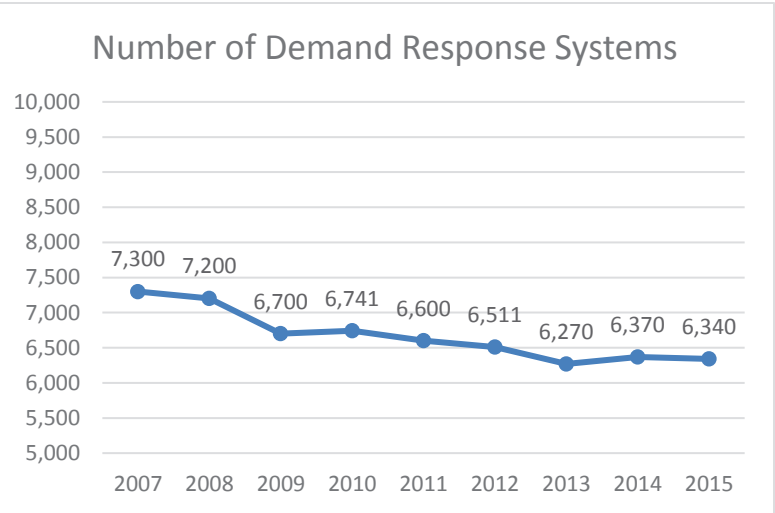
In 2015, more than 6,700 organizations provided public transportation in a variety of modes. Non-profit providers make up many of these systems, and typically operate demand-response services targeted at older Americans and persons with disabilities.¹



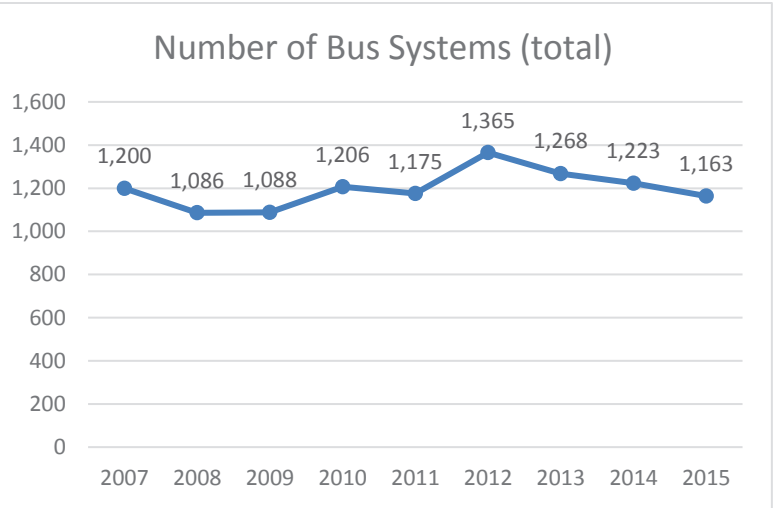
Of the 83 rail systems now operated by transit agencies, only nine rail systems have been operating since the 19th Century. The number of rail systems continued to grow with the opening of two new systems in 2015 (the Dallas streetcar and the Charlotte streetcar). Compared to 1995, there are 17 additional commuter/hybrid rail systems and 13 additional light rail/streetcar systems.

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

The number of demand response systems recorded has fallen slightly while the number of ferryboat systems has remained at 41, up 9 from 2010. The number of bus systems (including commuter and bus rapid transit) has declined for a third straight year. Bus Rapid Transit (BRT) systems continue to gain in popularity as lower cost options to providing high capacity and efficient transportation. The Federal Transit Administration defines BRT as a fixed route system operating at least 50 percent of the service on a fixed guideway. Twelve BRT systems were operating in 2015, which is double that of 2010.



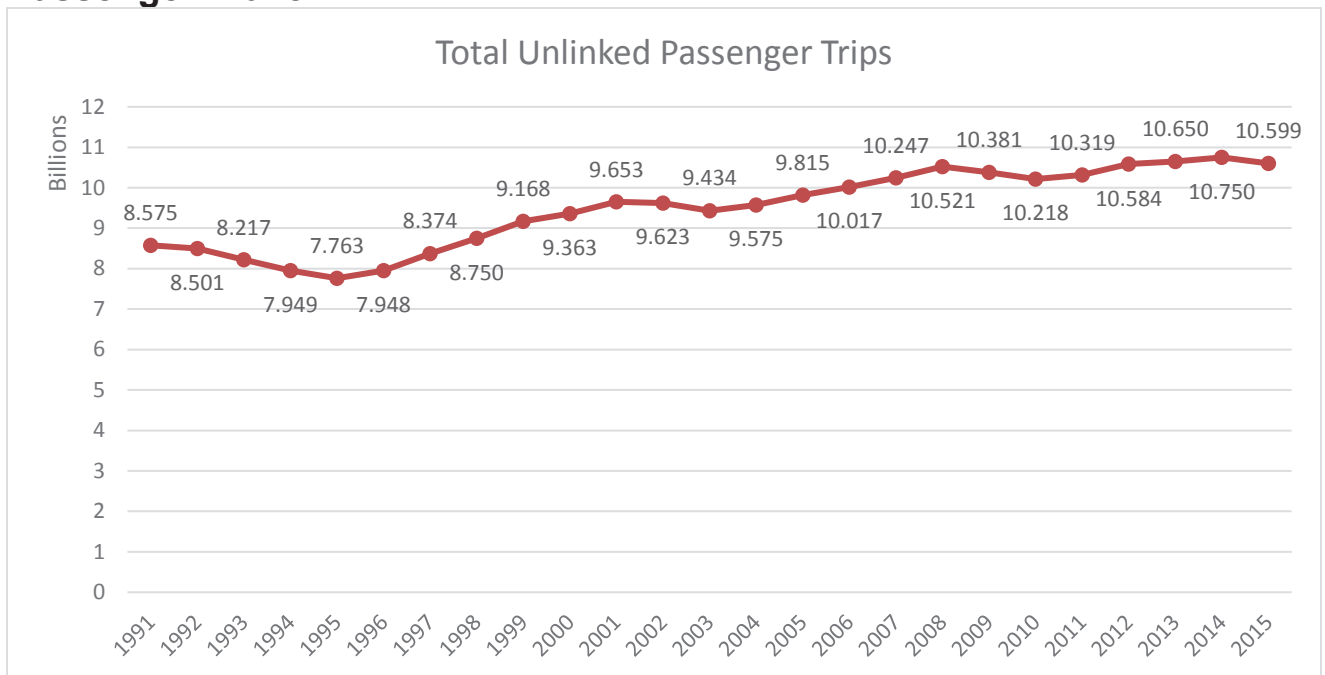
Cities like Los Angeles and Portland continue to add new lines to their rail networks, making high-quality transit available to more people. Other cities like Seattle, Salt Lake City, Phoenix, and Denver have recently built new rail systems from the ground up, dramatically increasing their ridership. From 2000 to the end of 2015, 43 new systems and 103 extensions (both rail and busway) have opened, resulting in 548 and 595 new segment miles, respectively. The table below lists all of the openings and extensions that took place in 2015.



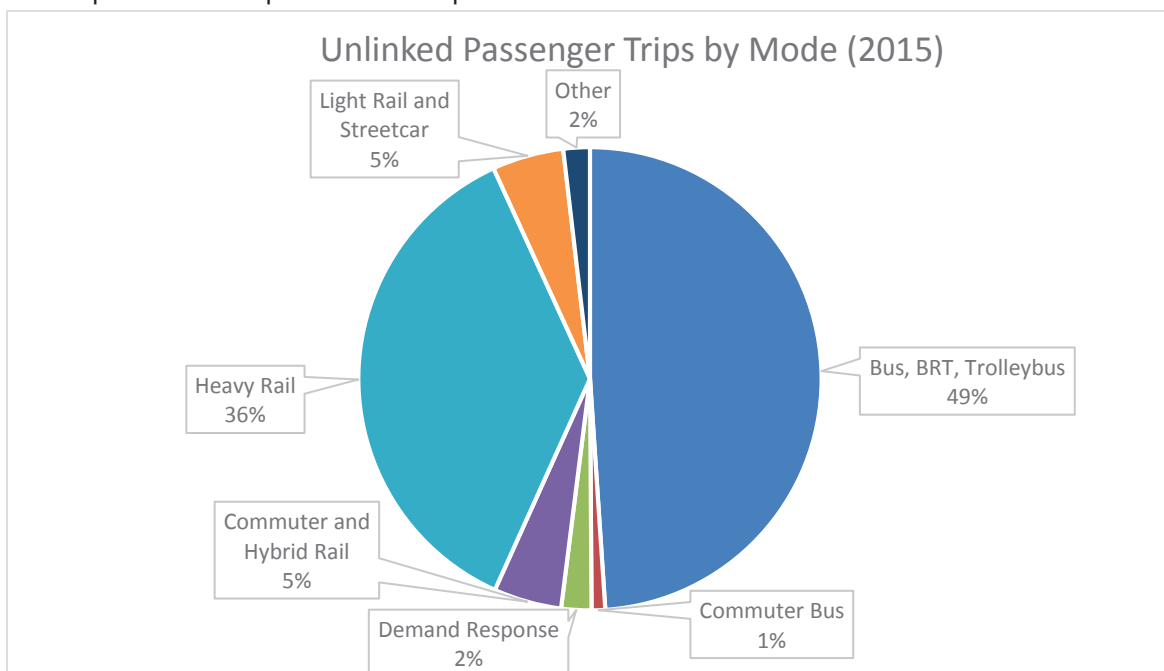
2015 Rail Openings

Urbanized Area (First City Name Only)	Organization Name	Mode	Segment Line or Route Name	Line Segment Miles	Number of Added Stations	Date Opened	New System/ Extension/Added Station
Chicago, IL	Chicago Transit Authority	HR	Green Line	---	1	2/8/2015	Added Station
Dallas, TX	Dallas Area Rapid Transit	SC	Dallas Streetcar, Oak Cliff Phase 1	1.6	4	4/13/2015	New System
Houston, TX	Metropolitan Transportation Authority of Harris County	LR	Green East End Line	3.3	3	5/23/2015	Extension
Houston, TX	Metropolitan Transportation Authority of Harris County	LR	Purple Southeast Line	6.6	10	5/23/2015	Extension
Charlotte, NC	Charlotte Area Transit System	SC	CityLYNX Gold Line	1.5	6	7/14/2015	New System
Cleveland, OH	Greater Cleveland Regional Transit Authority	HR	Red Line	---	1	8/11/2015	Added Station
Phoenix, AZ	Valley Metro	LR	Valley Metro Rail, Mesa Extension	3.1	4	8/22/2015	Extension
Sacramento, CA	Sacramento Regional Transit District	LR	Blue Line	4.3	3	8/24/2015	Extension
Portland, OR	Tri-County Metropolitan Transportation District of Oregon	LR	MAX Orange Line	7.3	10	9/12/2015	Extension
New York, NY	MTA New York City Transit	HR	No. 7 Line	1.5	1	9/13/2015	Extension
Washington, DC	Virginia Railway Express	CR	Fredericksburg Line	6.0	1	11/16/2015	Extension
Philadelphia, PA	Southeastern Pennsylvania Transportation Authority	CR	Lansdale Station	---	1	11/16/2015	Added Station

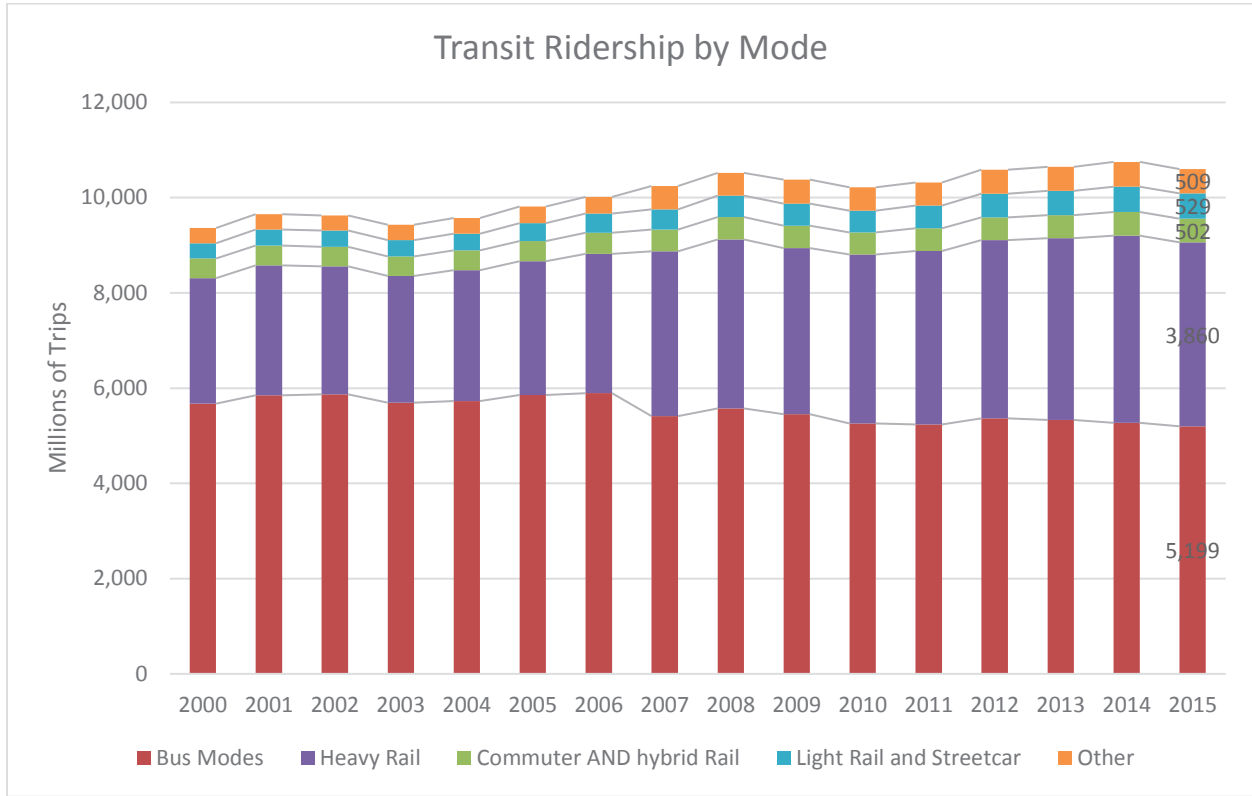
Passenger Travel



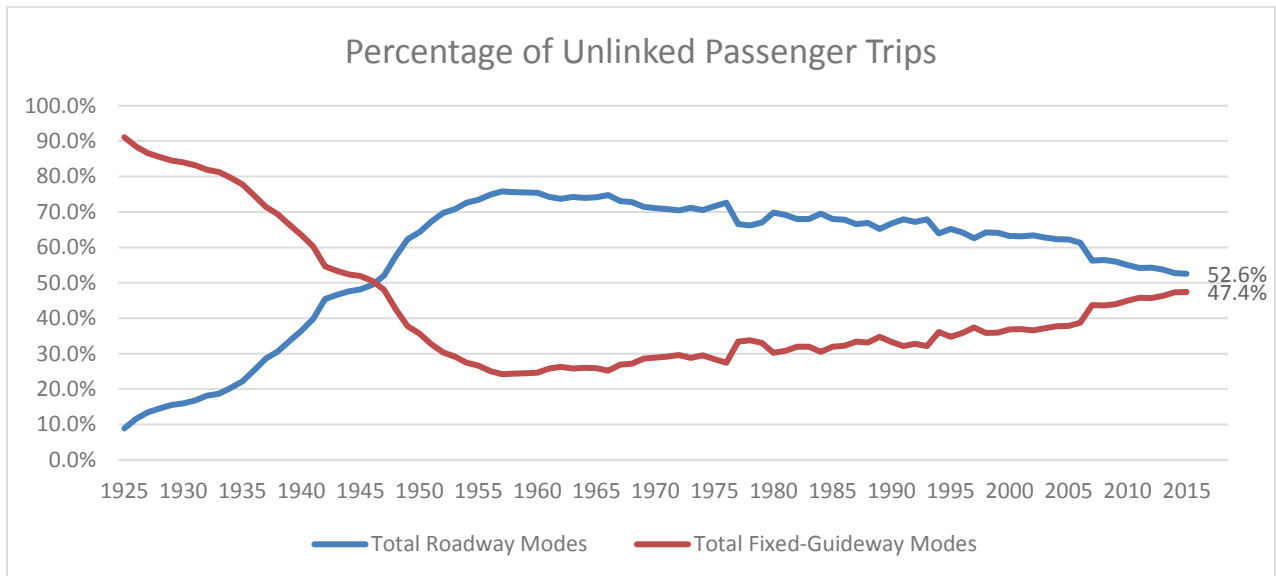
Public transportation provided 10.59 billion unlinked passenger trips in 2015, falling 1.4 percent from its recent high of 10.75 billion in 2014. Since the early 1970s, public transportation has shown long-term growth in ridership with over 44 percent more trips in 2015.



When dissecting by mode, bus ridership declined by 1.4 percent from 2014-2015, and is down 8 percent from 2000. Heavy rail ridership declined by 1.7 percent from 2014-2015 but remains 46 percent above 2000 levels. Light rail and streetcar ridership declined by less than a percent from 2014-2015 but is up 65 percent from 2000. Commuter rail ridership increased by 1 percent from 2014-2015, and is up 22 percent from 2000. Finally, while demand response ridership is down 4 percent from 2014-2015, it is more than double its 2000 ridership.

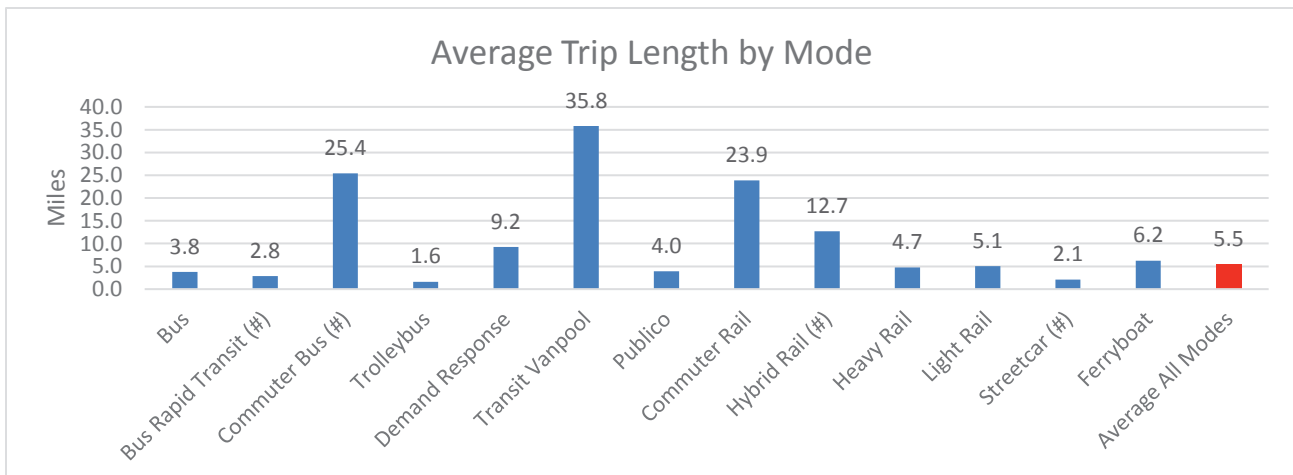
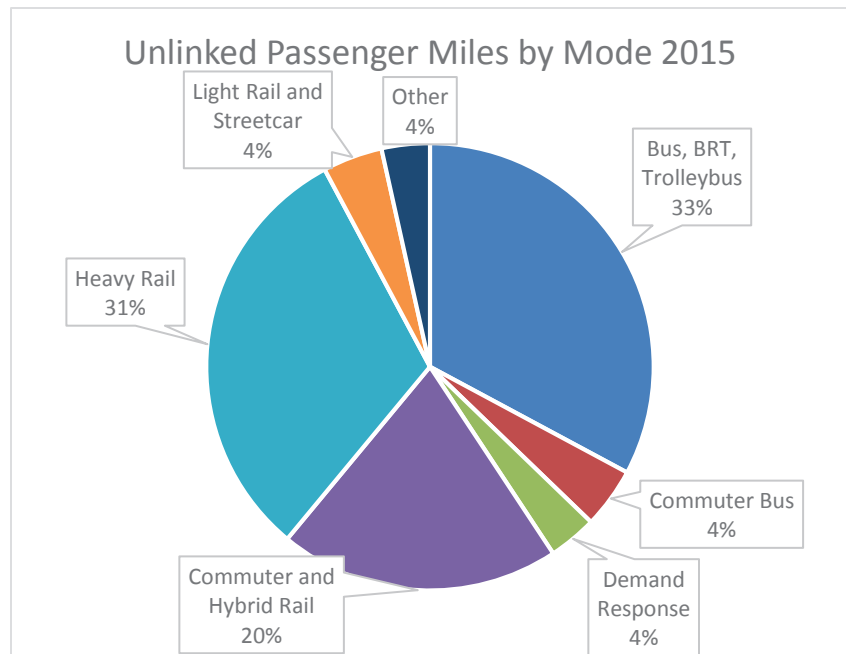


While roadway modes continue to make up a majority of the unlinked passenger trips taken, fixed-guideway modes (primarily heavy and light rail modes) are making up an increasing percentage of trips, and may soon overtake roadway modes.

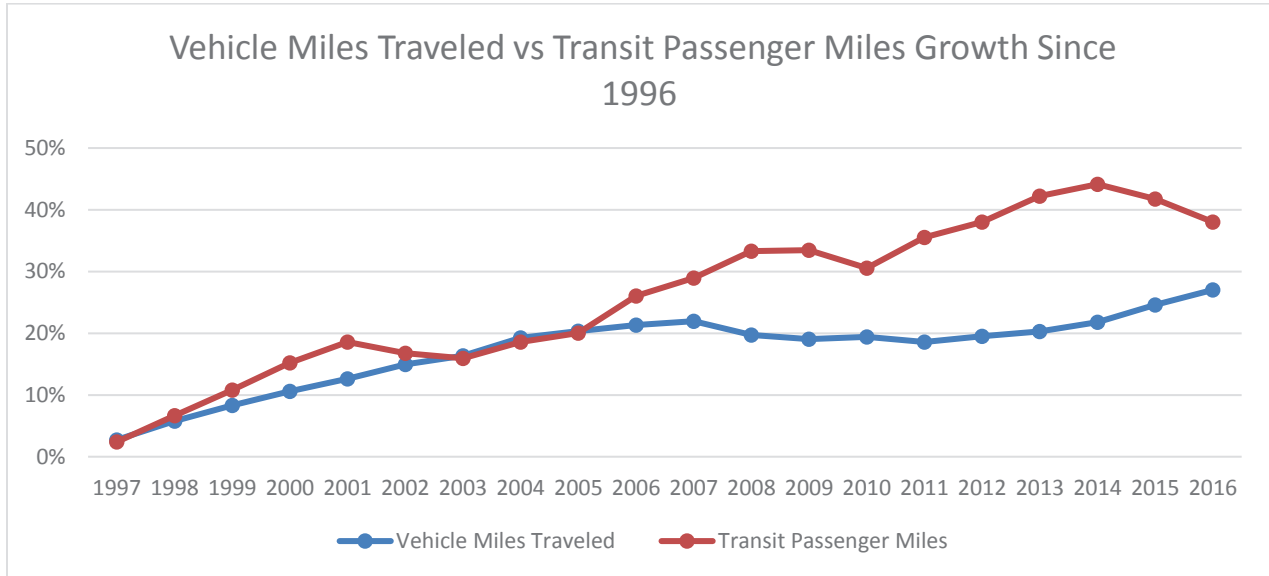




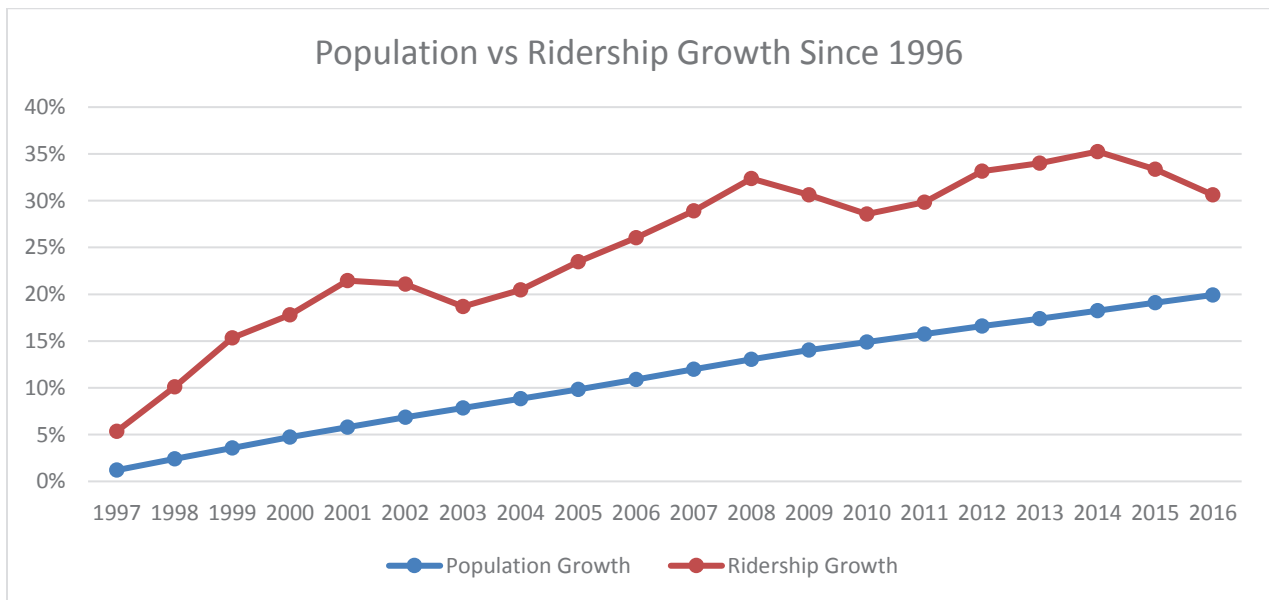
Mirroring ridership, the amount of transit passenger miles traveled declined to 58.6 billion miles in 2015, a loss of about 1 billion compared to 2014. Rail modes make up a majority of the total unlinked passenger miles taken (55 percent).



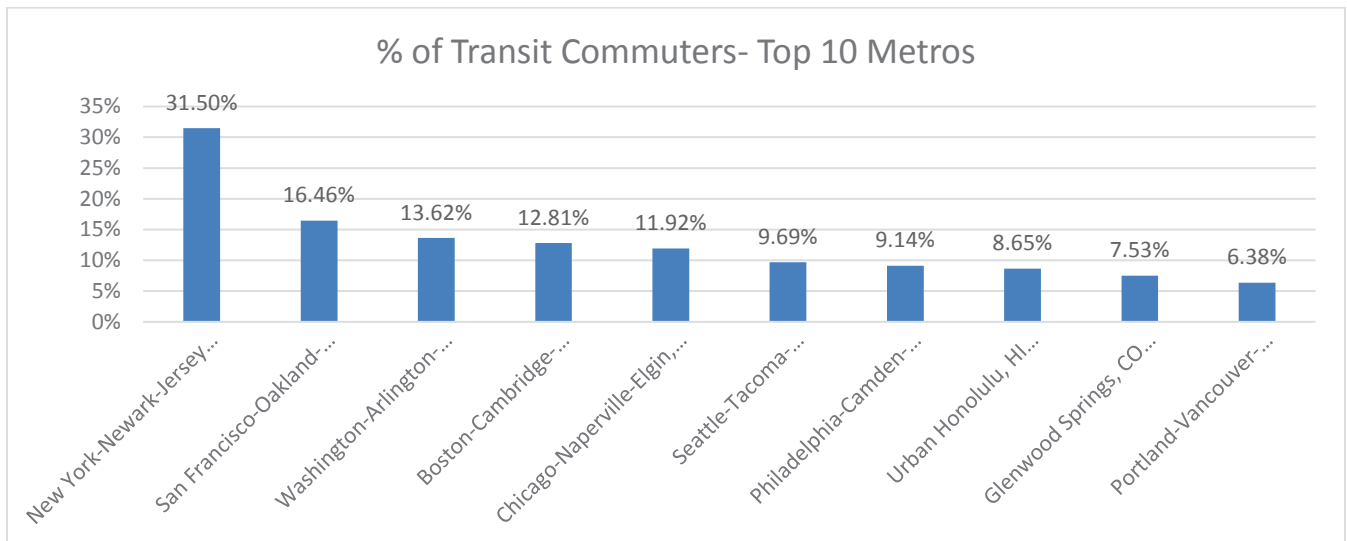
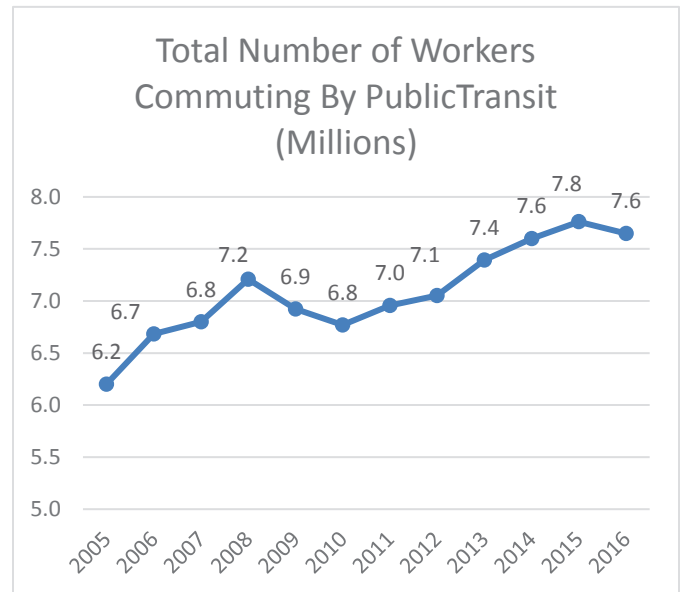
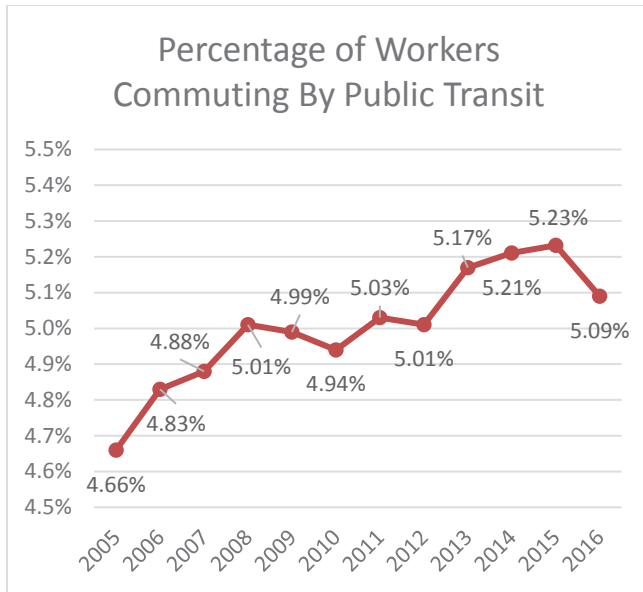
Over the past two decades, the growth of transit passenger miles has eclipsed that of vehicle miles traveled (38 percent to 27 percent). Public transit ridership growth also remains above population growth (31 percent to 20 percent).



Source: Federal Highway Administration *Travel Volume Trends*



Source: United States Census Bureau

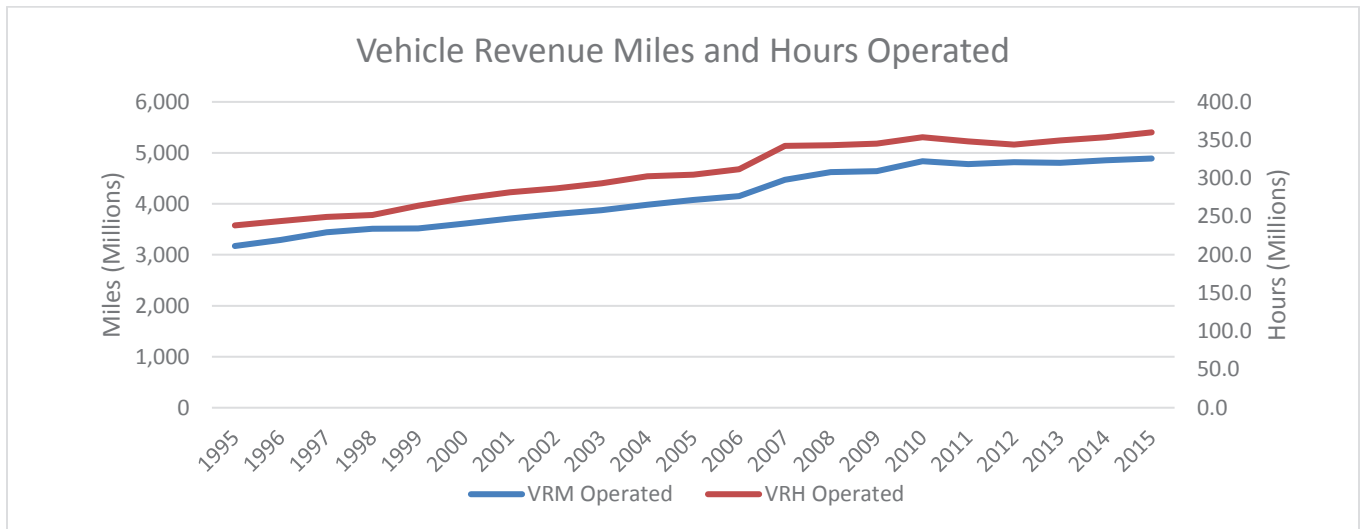


Source: 2016 American Community Survey

According to the APTA report, *Who Rides Public Transportation*², roughly one-half of transit trips are to or from work. Another 38 percent of trips involve shopping and recreational spending in the local economy. The importance of public transit as a means of travel to work has increased substantially over the past decade, even though the percentage of workers commuting by transit fell to 5.1 percent in 2016. Increased automobile ownership, reduced gasoline prices, mobile ride-hailing, and flexible teleworking schedules are all likely contributors to the recent reversal in transit commuting growth. It should be noted that metropolitan statistical areas (MSAs) are comprised of entire counties and often include significant amounts of rural land, which means the actual transit usage within each urban area is higher than the ACS number.

² <https://www.apta.com/resources/reportsandpublications/Documents/APTA-Who-Rides-Public-Transportation-2017.pdf>

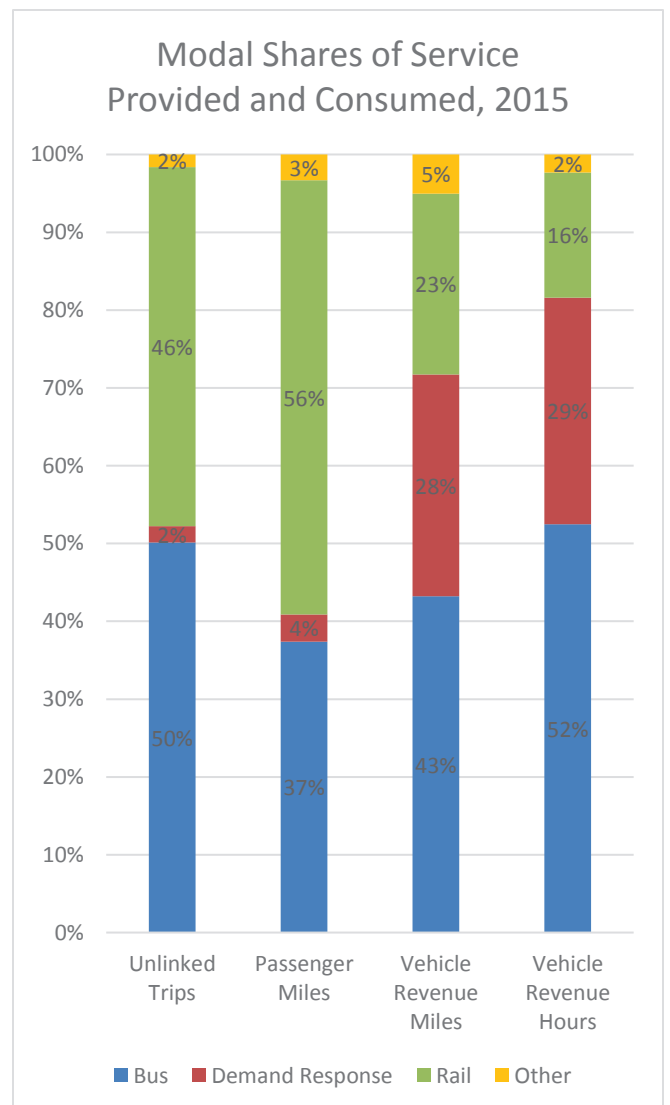
Service Provided



In 2015, public transportation in the United States provided 4.89 billion vehicle revenue miles of service; equating to 360.2 million hours of revenue service, both increases over 2014.

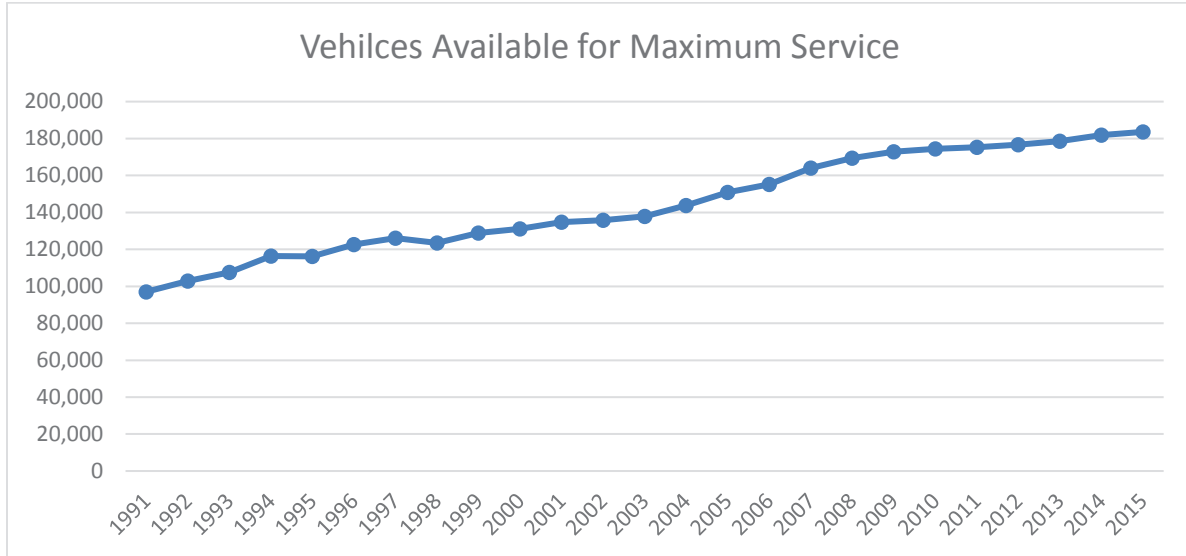
The fastest service was provided by transit vanpool and commuter rail service, both of which carry passengers on long trips, at 39.6 and 32.0 miles per hour, respectively. Heavy rail, because of a right-of-way separate from other traffic, offers fast service in higher density urban areas (operating at an average speed of 20.2 miles per hour). Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as central cities, averages 12.1 miles per hour. Other modes operate at lower speeds when they are in denser areas with more frequent stop services.

The adjacent figure compares the percentages of all public transportation service provided and consumed by modal grouping. More than one-half of vehicle revenue hours operated are provided by buses, which carry just over one-half of all passengers. Since bus passengers take shorter trips and buses operate at lower speeds compared to other modes, they carry fewer than two-fifths of all passenger miles traveled. Comparatively, rail vehicles provide only 16 percent of vehicle revenue hours of service but due to longer and higher speed trips carry 56 percent of all passenger miles traveled on transit.

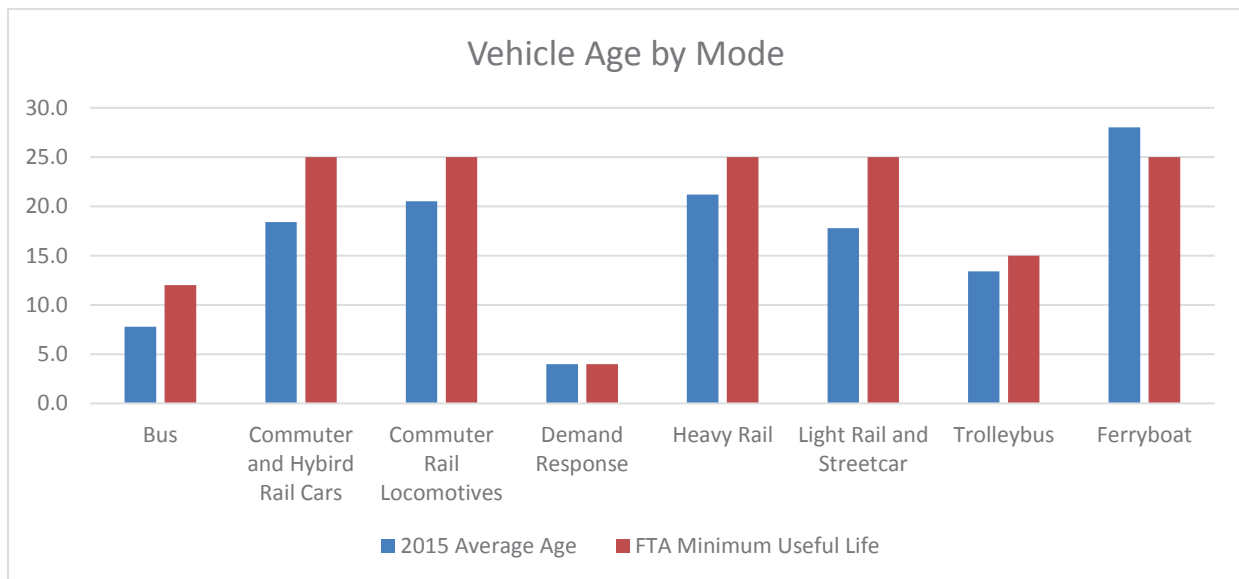


Vehicles

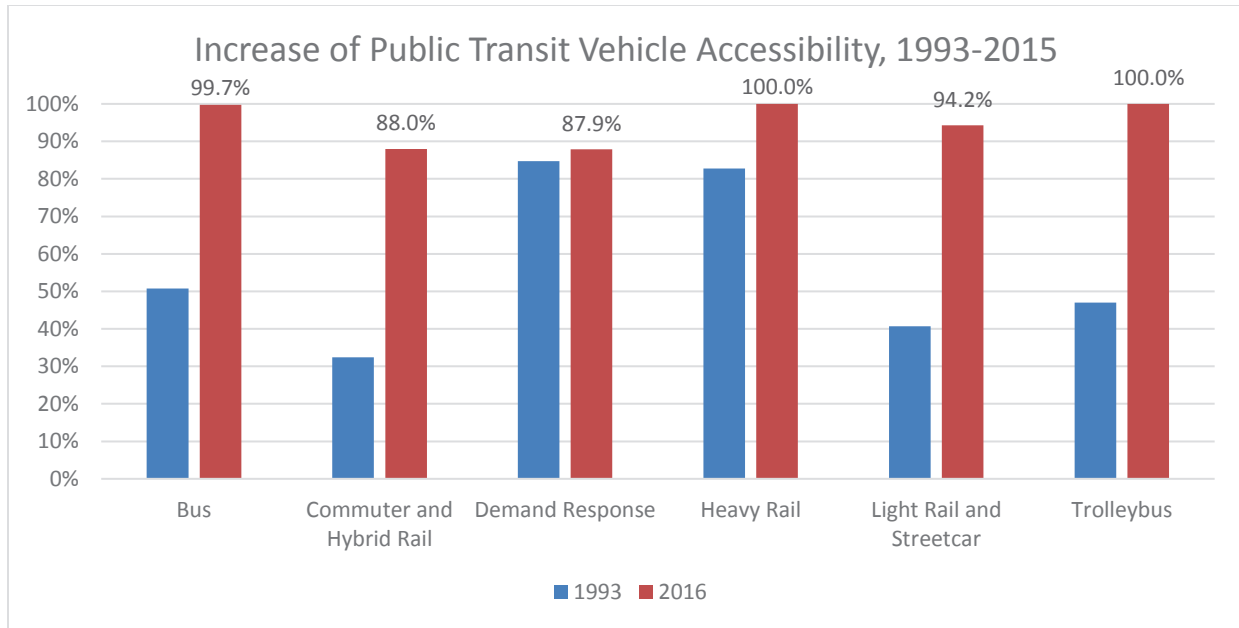
U.S. public transportation systems operated 147,186 railcars, buses, and vans in a typical peak period during 2015, out of a total of 183,601 vehicles available for service. Demand response service and bus fleets make up most vehicles available, 71,299 and 65,416 respectively. The heavy rail fleet of 10,737 vehicles is the largest in terms of rail vehicles.



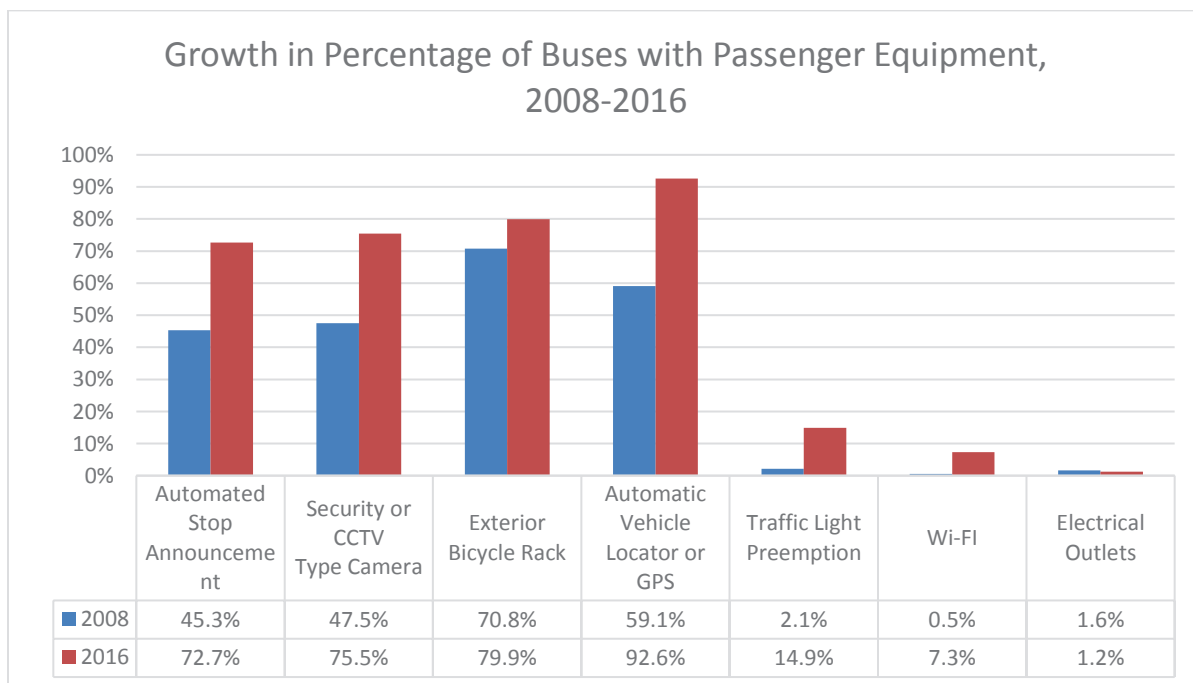
The Federal Transit Administration establishes a minimum useful life that a vehicle must exceed before federal financial assistance can be used to replace the vehicle. Many vehicles are rehabilitated, which extends their useful lives and reduces their maintenance costs.



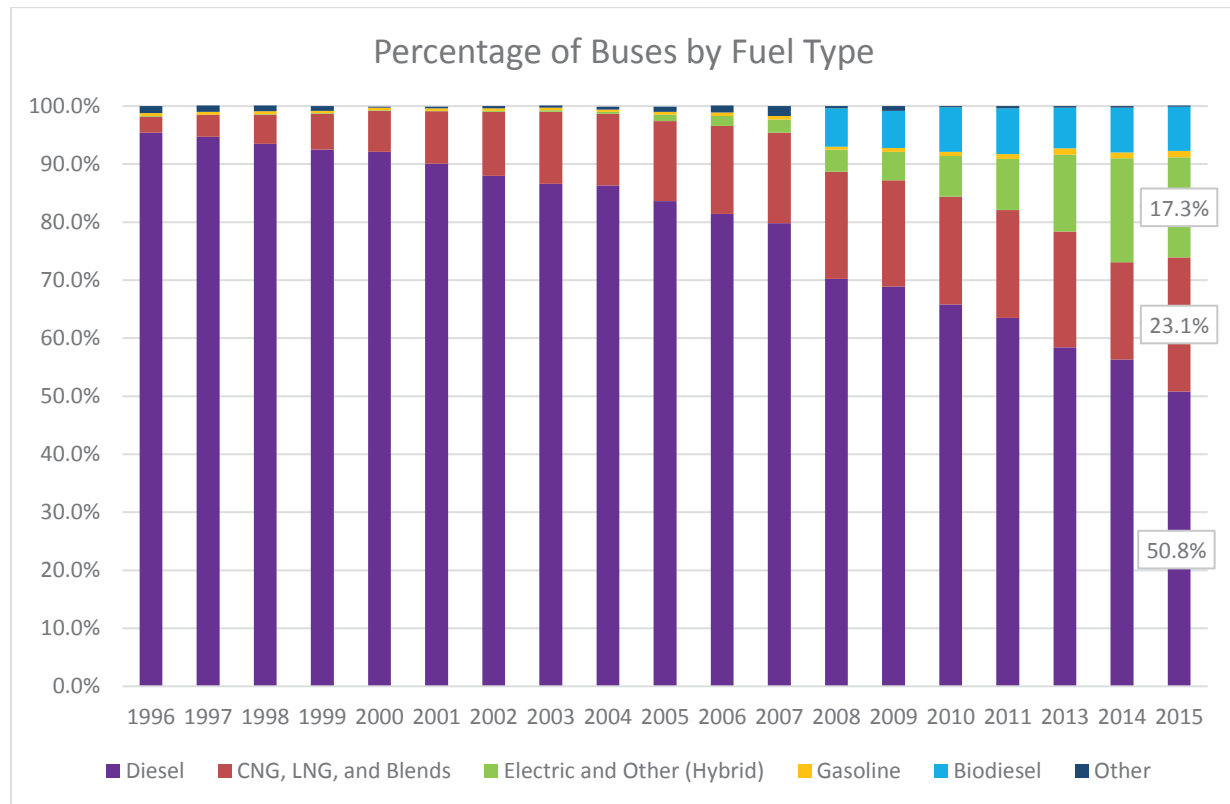
(a) Federal requirement for "Minimum Useful Life" in *FTA C 9300.1B Capital Investment Program Guidance and Application Instruction*, at www.fta.dot.gov.



As shown above, the public transit vehicle fleet has reached near total accessibility for persons using wheelchairs and those with other travel disabilities. From 1993 to 2016, the percentage of buses that are accessible increased from 60 percent to 99.7 percent. Over the same period, the accessible portion of the commuter rail fleet increased from 32 percent to 88 percent, the light rail fleet from 41 percent to 94 percent, the heavy rail fleet from 83 percent to 100 percent, and the trolleybus fleet from 47 percent to 100 percent. The accessible portion of the demand response fleet, where specific vehicles can be assigned to trips to meet a passenger's individual needs, increased from 85 percent to 88 percent.

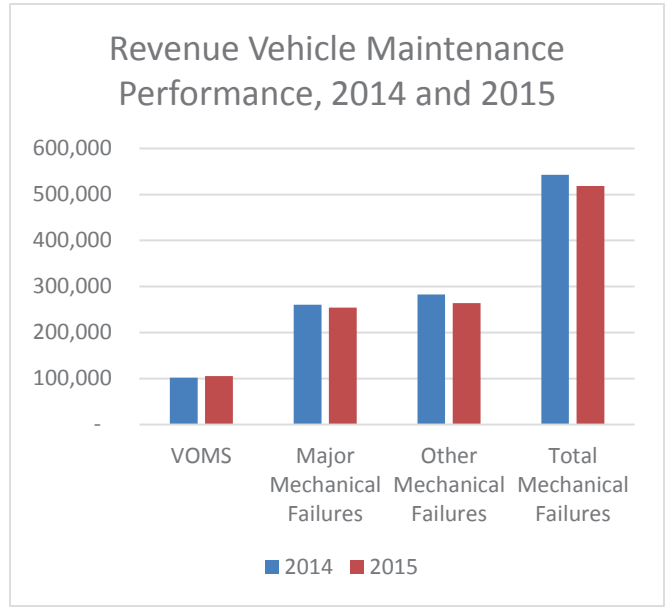
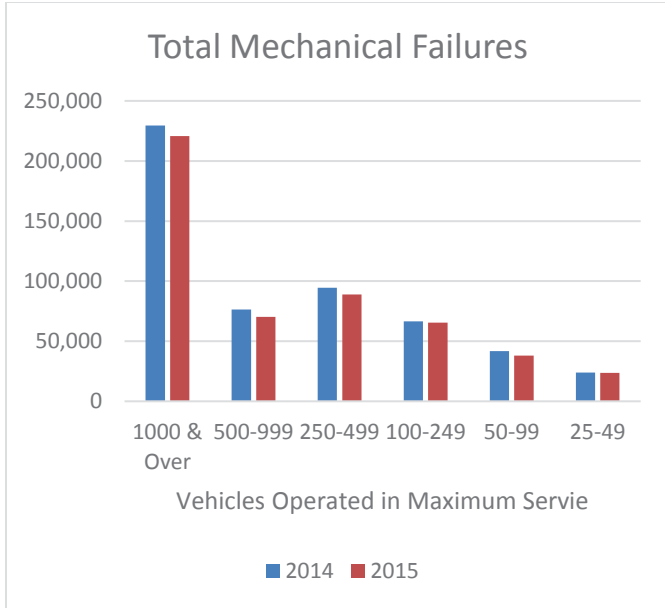


The increase in the percentage of buses with technological equipment shows a sustained effort by the public transit industry to make travel safer, easier, and more efficient for riders. A focus on security is demonstrated by the increase in buses equipped with closed circuit security cameras, which went from 47 percent to 75 percent between 2008 and 2016. Enhanced passenger amenities such as automated stop announcements and exterior bus bicycle racks increased their presence from 45 percent to 73 percent, and 71 percent to 80 percent, respectively. The growth of automatic vehicle location systems, which improve the operation of bus fleets as well as the availability of information on bus arrival times, has made public transit systems more efficient and data more accessible. Further use of technology like traffic light preemption can help better deploy transit vehicles, manage congestion, and increase system performance.



The fuel distribution of the bus fleet has evolved dramatically in the past two decades. More than 95 percent of buses were diesel powered as recently as 1995 but that percentage has declined as more environmentally friendly natural gas and hybrid buses have been introduced into the transit fleet. In 2015, almost half (50.8%) of all buses were diesel powered. Electric hybrid buses saw their market share increase from 1 percent in 2005 to over 17 percent in 2015.

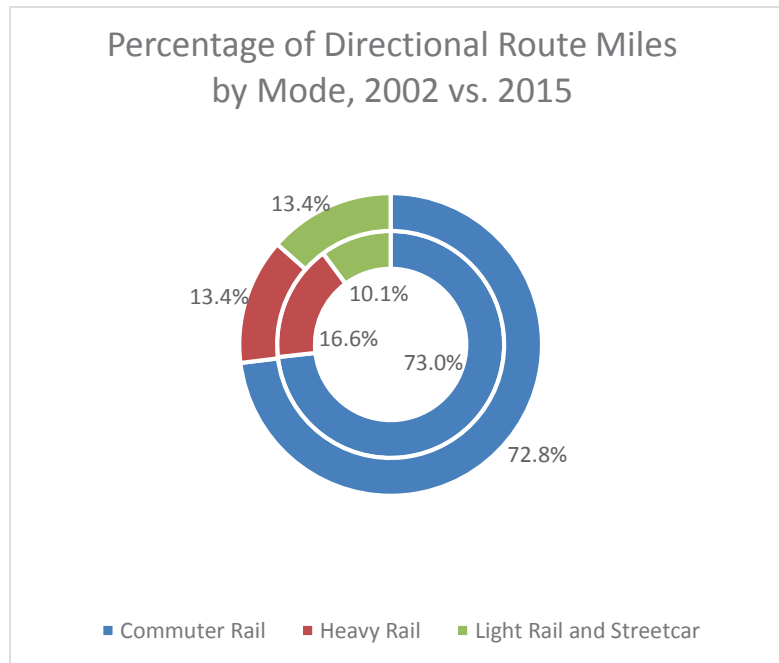
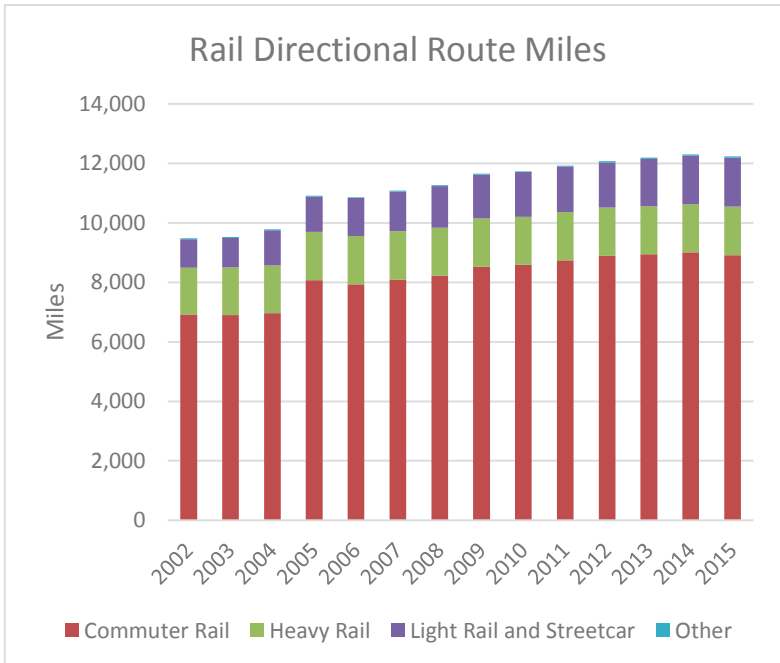
Vehicle maintenance performance improved in 2015 with the total number of mechanical failures down 4.6 percent to 518,161, while the number of vehicles operated in maximum service (VOMS) increased by 3.4 percent.

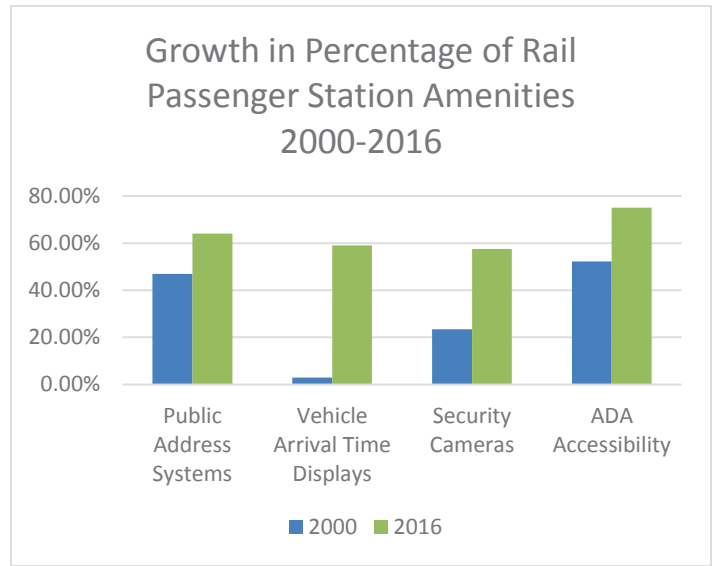
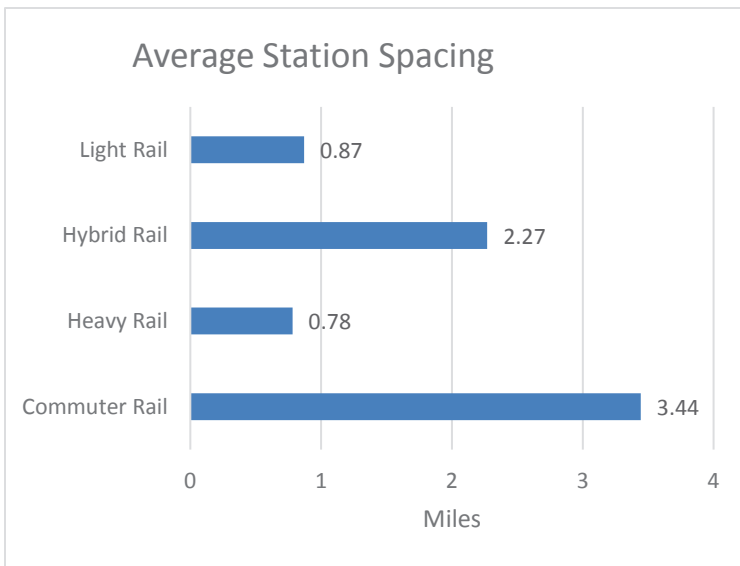


Infrastructure

Rail transit systems own track and rights-of-way, stations, administrative buildings, and maintenance facilities. Bus systems have passenger stations and stops, maintenance facilities, parking lots, administrative buildings, and dedicated roadways. Directional route miles are a National Transit Database metric that counts all the right-of-way rail vehicles operate over. If they operate in one direction, the right-of way is counted as one mile for each physical mile; if vehicles operate in both directions, the right-of-way is counted as 2 miles. Neither number of "routes" operated along a direction nor the number of tracks affect the count of directional route miles.

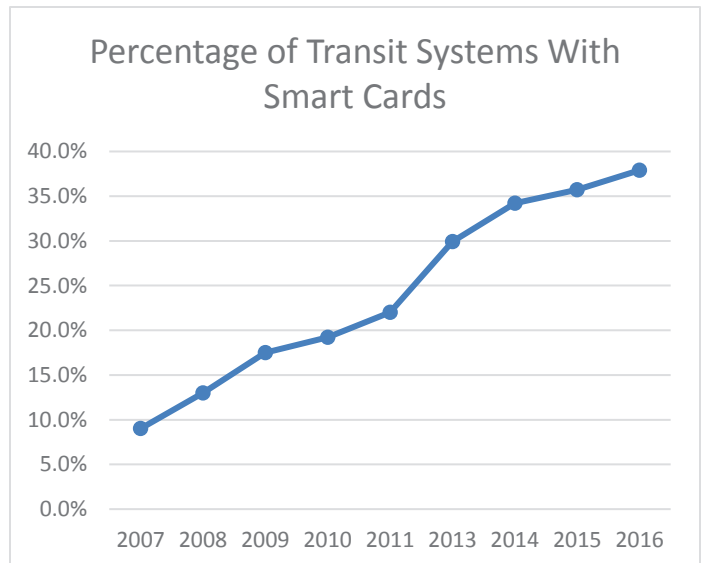
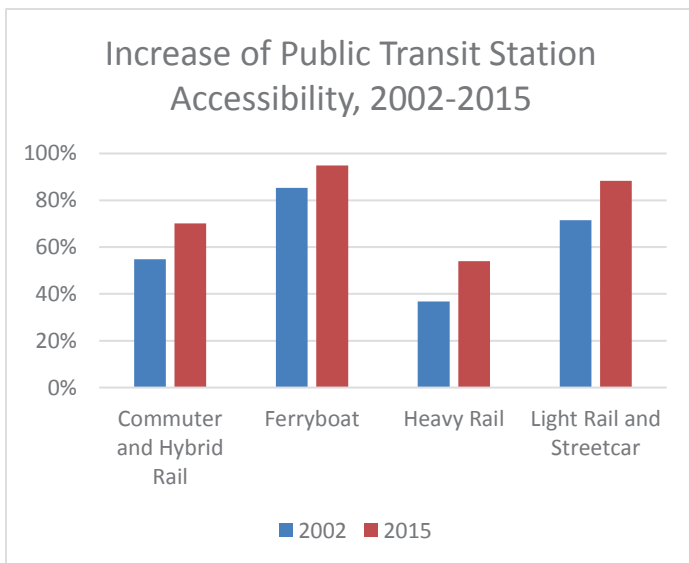
Commuter and hybrid railroads have the most route mileage (over 8,907), while heavy rail and light rail/streetcar have nearly the same route mileage (1,643). Both light rail/streetcar and commuter/hybrid rail have seen impressive gains compared to 2002 (the inner ring on the chart), when they had 960 and 6,920 directional rail miles respectively.





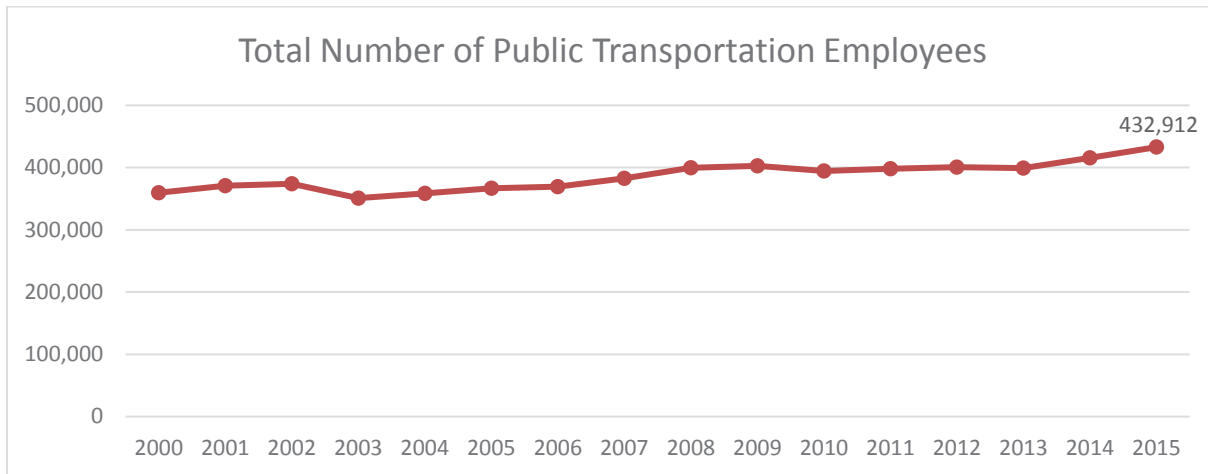
Buses (including BRT and Commuter) operate on over more than 233,000 miles of streets and roads throughout the United States. Although most bus service is operated in mixed service, it is also operated over nearly 5,000 miles of exclusive and controlled right-of-way directional route miles.

Rail makes up 62 percent of the 5,245 passenger stations in urbanized areas. The industry has been witnessing an increased prevalence of electronic devices in rail stations, resulting in better passenger information and improved passenger safety. Between 2000 and 2015, the portion of rail stations with public address systems grew from 47 percent to 64 percent, the portion of rail stations with vehicle status displays grew from 3 percent to 59 percent, and the portion of rail stations with informational video displays grew from 12 percent to 48 percent. 58 percent of rail stations now have security cameras compared to 24 percent in 2000.



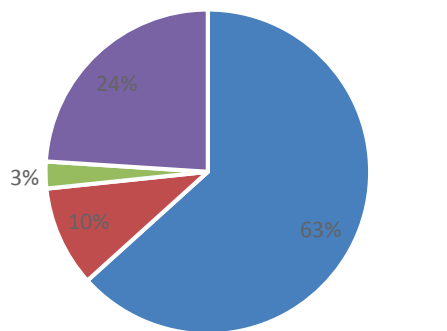
Dependability is a basic characteristic of quality public transit service. In 2015, **1,777** maintenance facilities were recorded, which is about **300** more than in 2005.

Employment



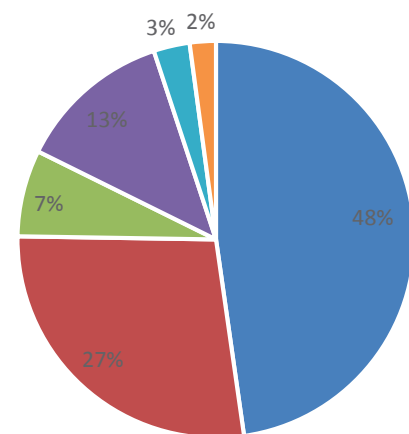
Out of the 433,000 total employees in public transit, more than 97 percent are operating employees and less than 3 percent are capital employees. Operating employees include workers in the vehicle operations, vehicle maintenance, non-vehicle maintenance, and general administration functions. Transit agency capital employees perform specialized activities for agencies and do not include employees of vehicle manufacturers, engineering firms, building contractors, or other companies with capital investment contracts from public transit agencies. Direct transit employees were paid a total of \$15.4 billion and received benefits of \$11.7 billion, for a total compensation of \$27.9 billion. Average employee compensation fell to \$64,458.

Number of Employees by Function



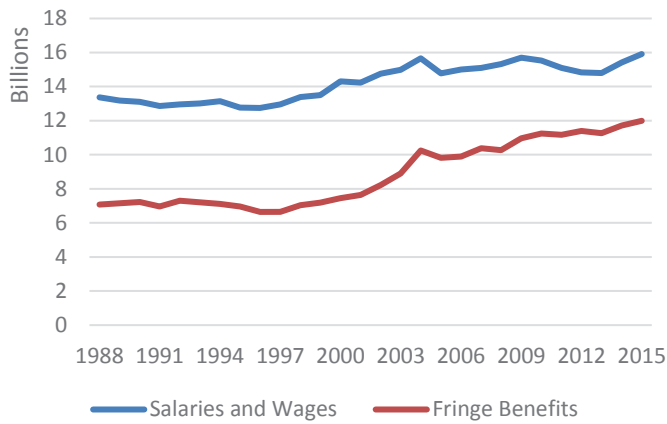
- Vehicle Operations
- General Administration
- Capital
- Vehicle Maintenance

Number of Employees by Transit Mode

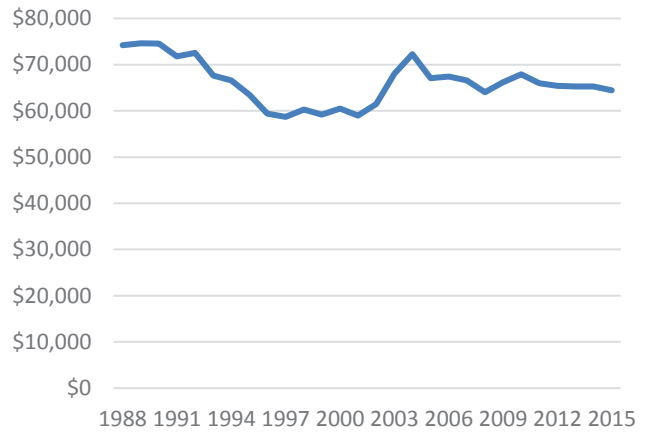


- Total Bus
- Demand Response
- Heavy Rail
- Surface Rail
- Regional Rail
- Other

Transit Employee Compensation, 1988-2015 (In 2015 Dollars)



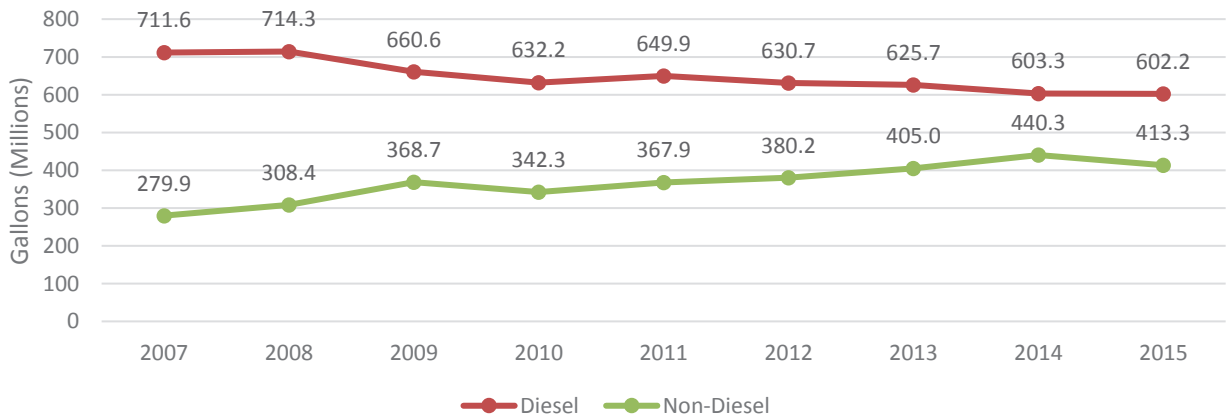
Average Employee Compensation (In 2015 Dollars)

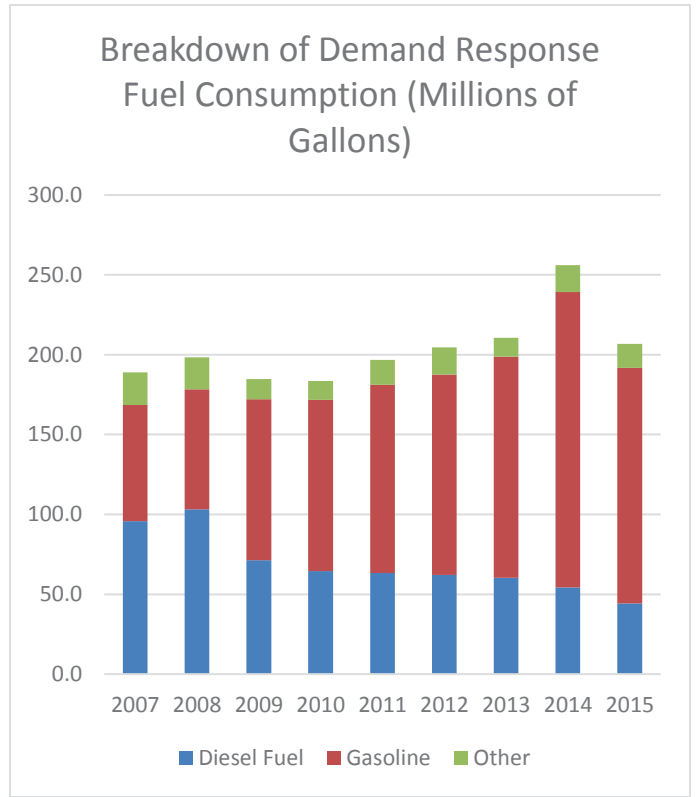
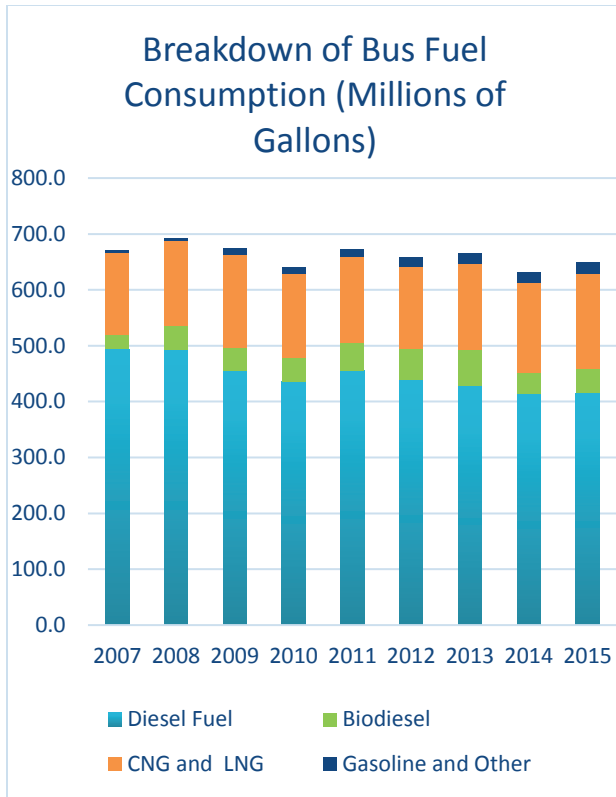


Energy and Environment

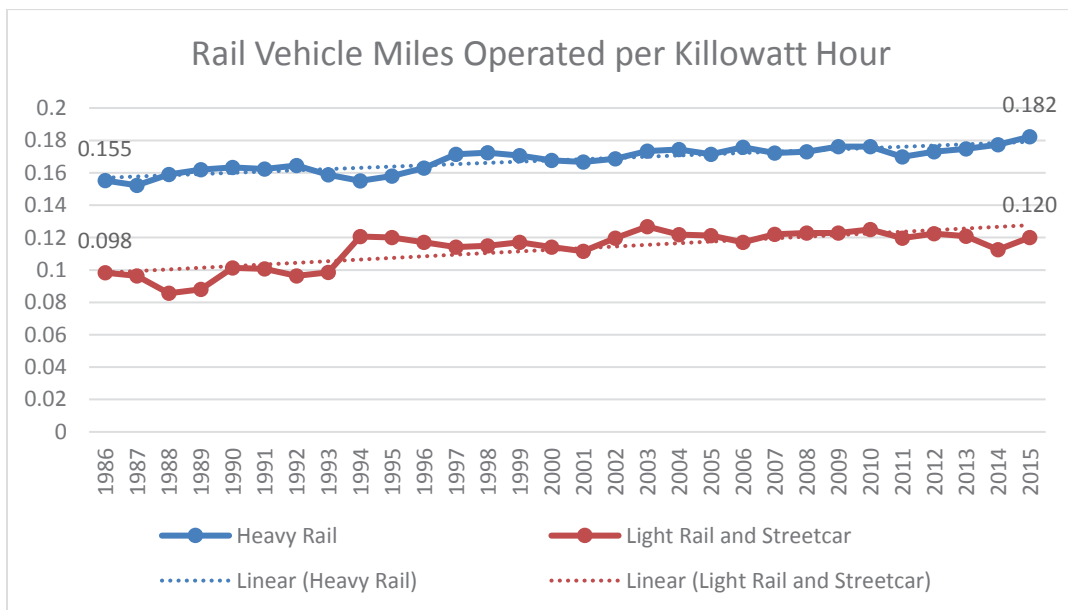
Public transit vehicles used a total of 6.69 billion kilowatt hours of electricity for propulsion power in 2015 and 1,015 million gallons of fossil fuels. While diesel remains the predominant fossil fuel, its market share has been declining as cleaner fuels such as liquefied natural gas (LNG), compressed natural gas (CNG), and biodiesel have gained in popularity. Total fossil fuel consumption fell by over 28 million gallons from 2014 to 2015 amongst increases in vehicle revenue miles and vehicle revenue hours, indicating improvements in efficiency.

Transit Fossil Fuel Consumption

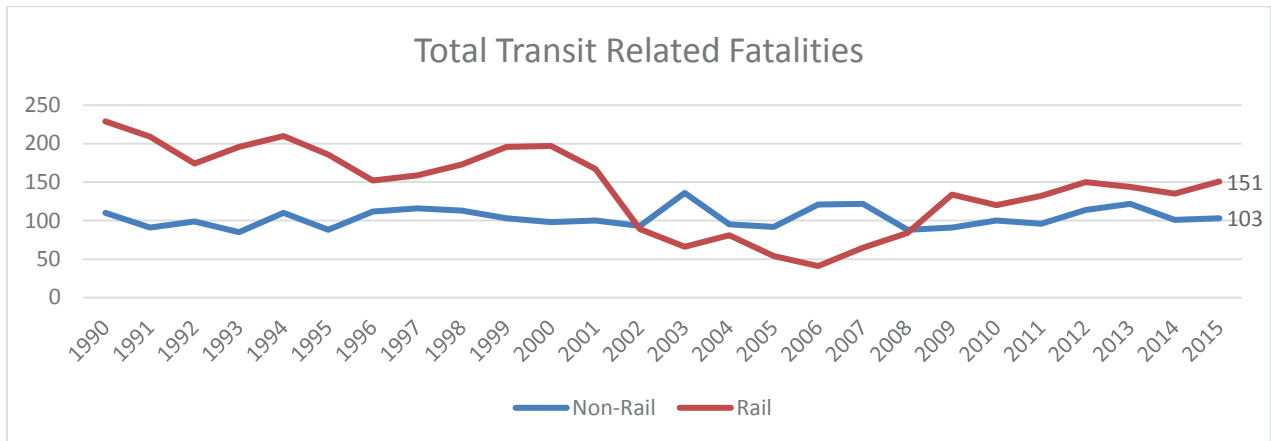




Advancements in transit technology and operations can also reduce transit energy use. The figure below shows the long-term trend in increasing efficiency of electrically powered transit rail cars. The number of vehicle miles operated for light rail vehicles and streetcars per kilowatt hour of electricity used rose 22 percent and the number of vehicle miles per kilowatt hour of electricity used for heavy rail vehicles increased 17 percent, from 1986 to 2015.



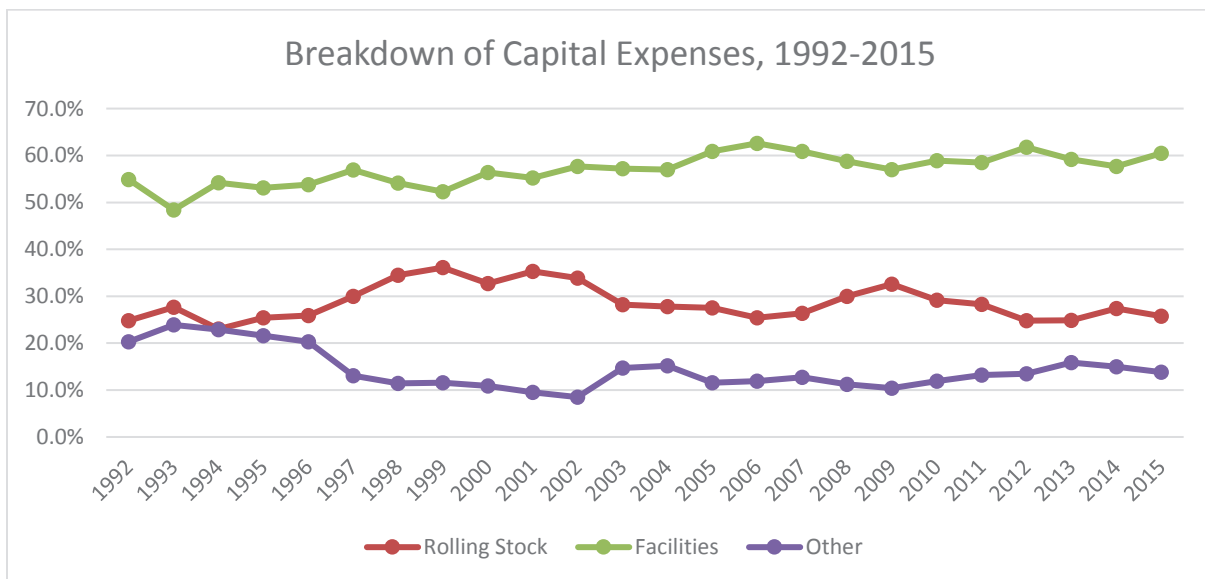
Safety



In 2015 there were a total of 254 transit related fatalities. Rail fatalities increased slightly with 16 more fatalities than in 2014. This is likely due to the expansion of light rail across the country in the last decade.

Still, public transit remains one of the safest mobility options, as there were nearly 70 times (17,604) more highway passenger car and motorcycle fatalities than transit fatalities in 2015. APTA's 2016, *The Hidden Traffic Safety Solution: Public Transportation*³, discusses the many benefits that transit offers for public safety.

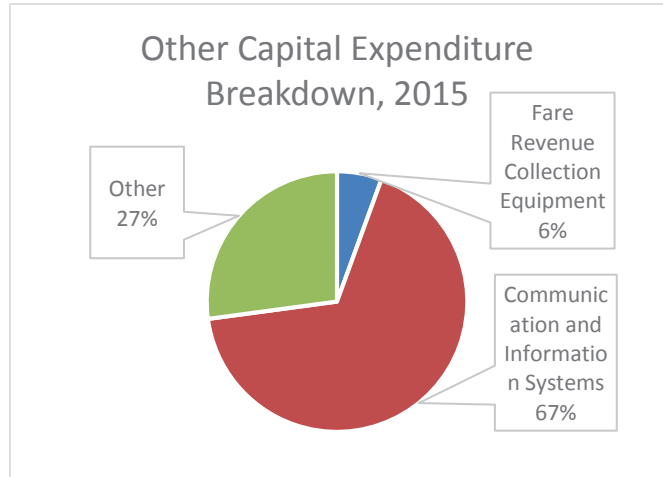
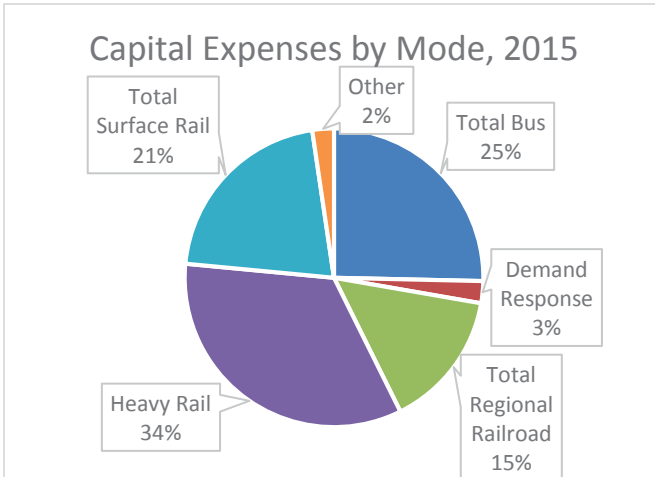
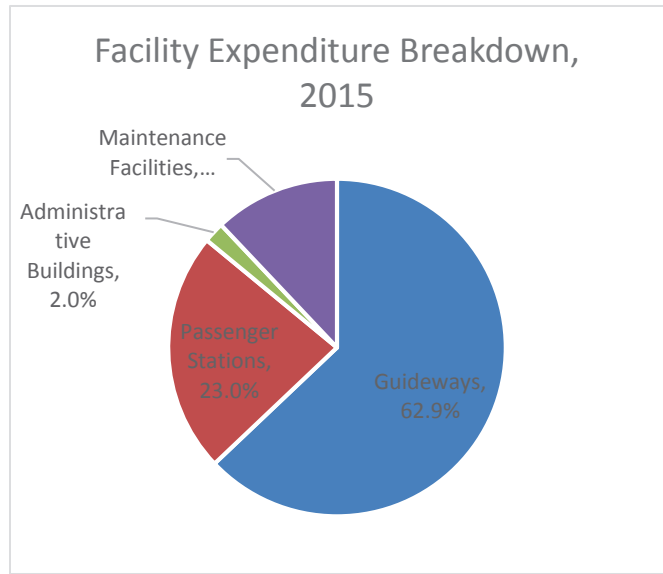
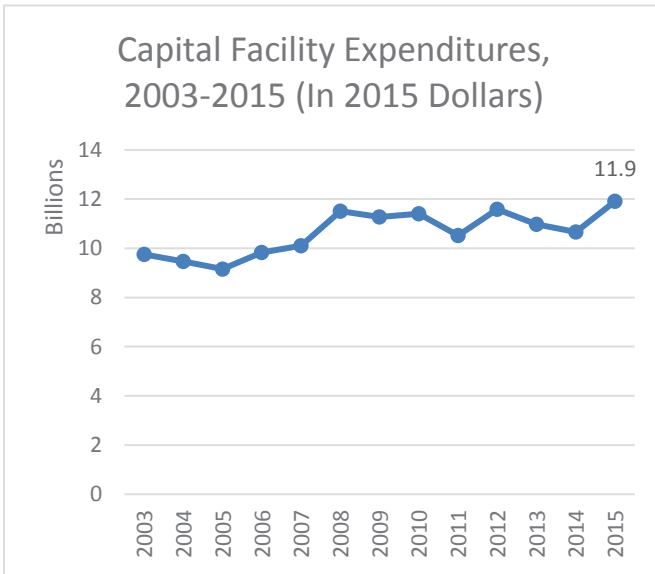
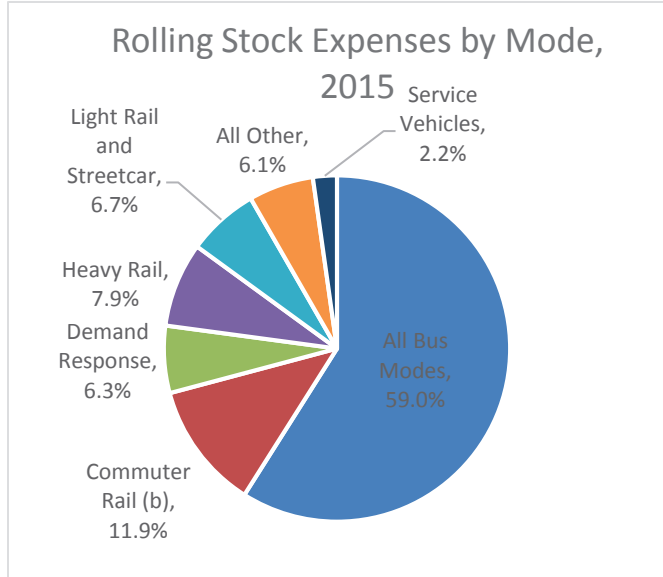
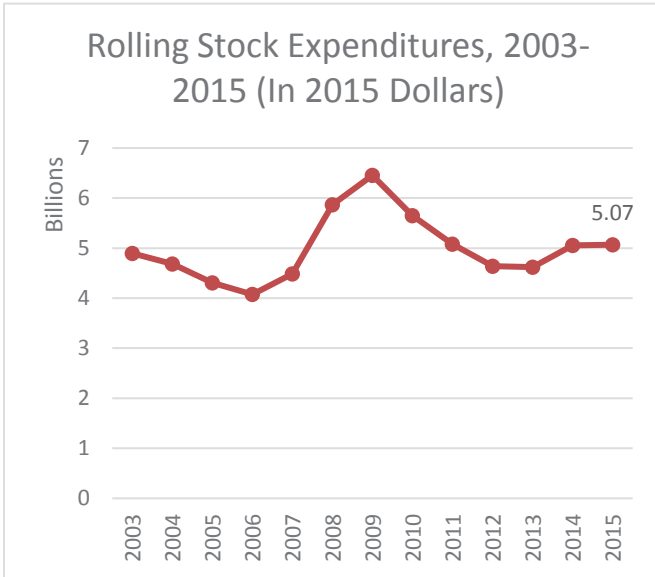
Capital and Operating Expenses



In 2015, total public transportation expenditures were \$65.05 billion, with \$45.3 billion spent on operations and \$19.7 billion spent on capital investments. Heavy rail investments are the largest modal capital expenditures, at \$6.6 billion, followed by bus capital investments, at \$5.0 billion. The largest type of capital

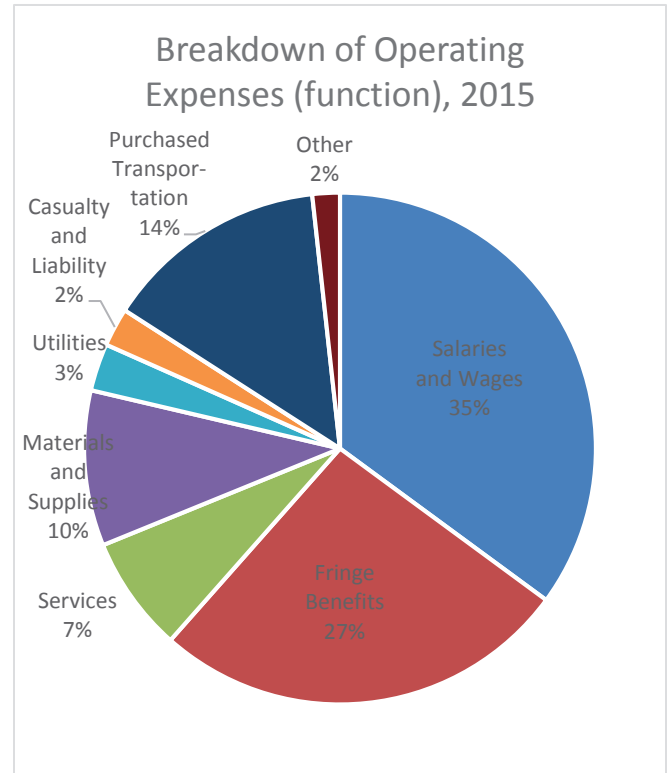
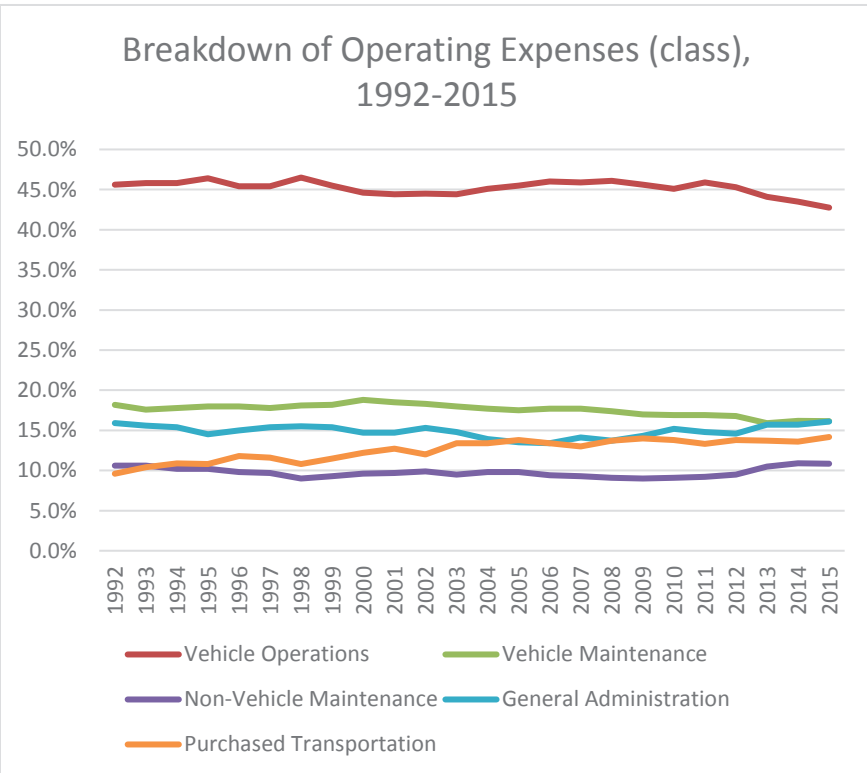
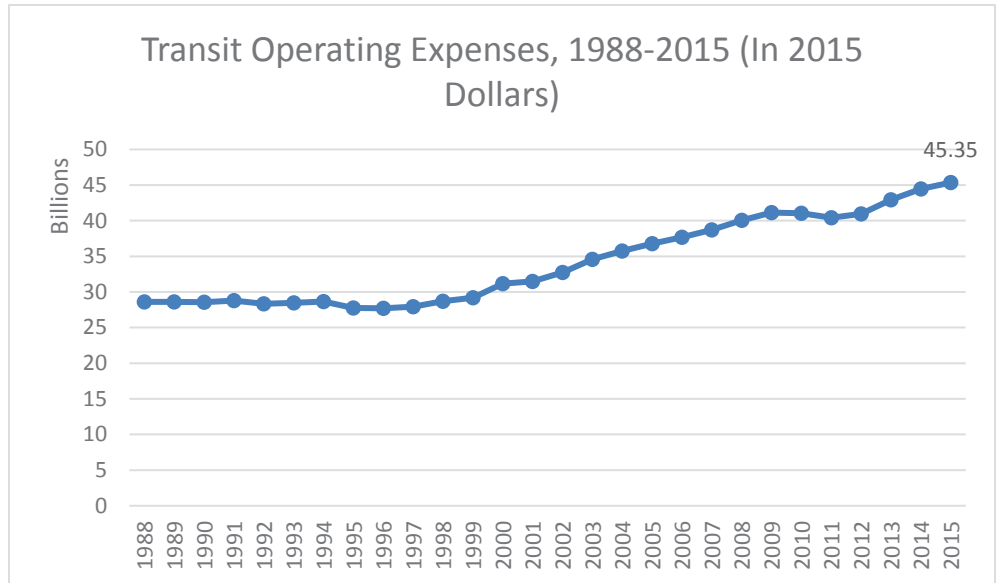
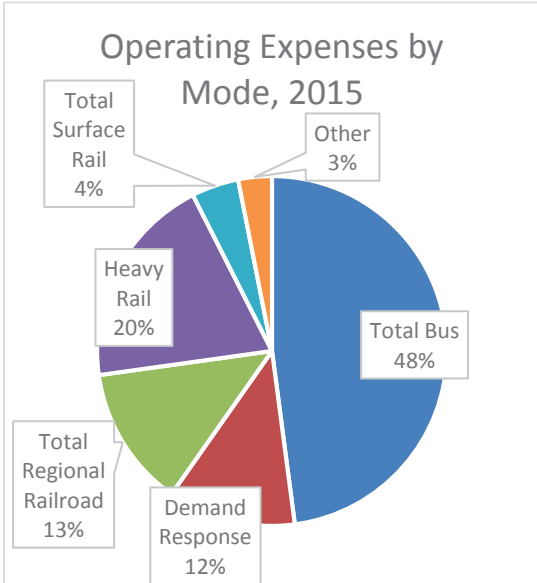
³ <https://www.apta.com/resources/reportsandpublications/Documents/APTA-Hidden-Traffic-Safety-Solution-Public-Transportation.pdf>

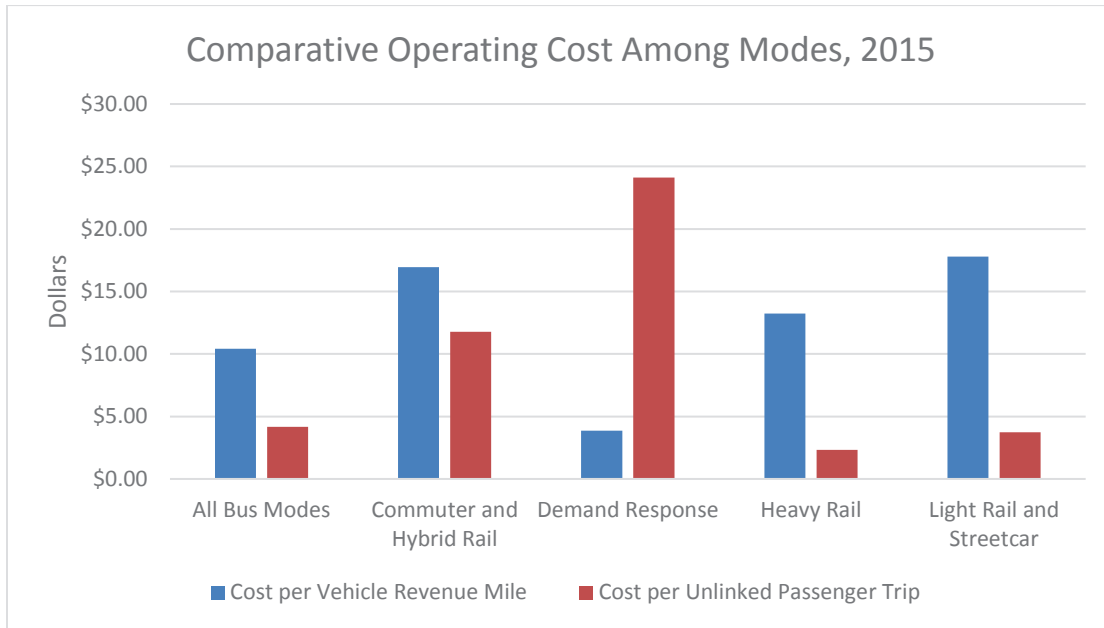
investment was for guideways, at \$7.5 billion, followed by passenger vehicles, at \$5.0 billion. The following graphics elaborate on capital expenditures by mode and type.



CAPITAL AND OPERATING EXPENSES

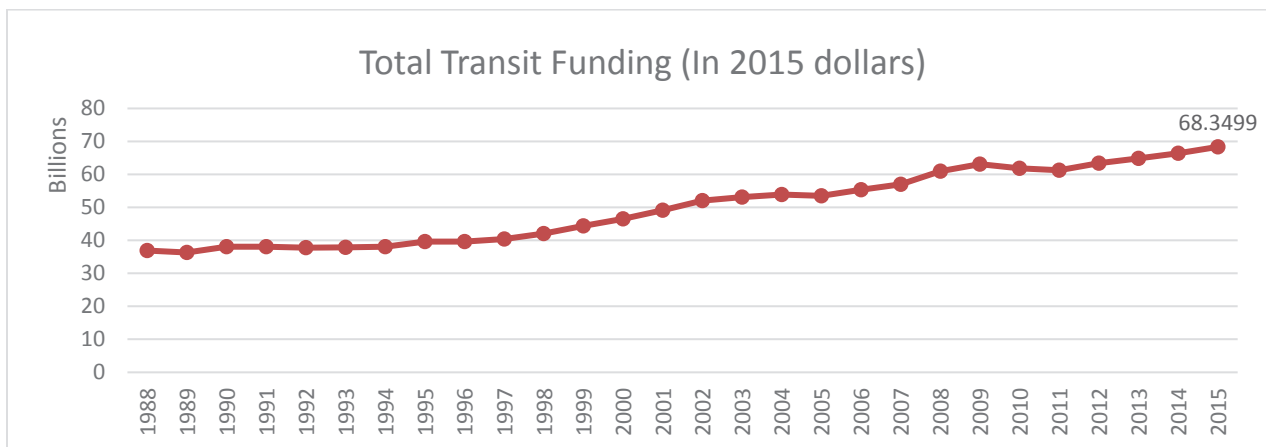
Operating expenses are measured by function (the type of activity performed) and by object (labor expenses and the type of goods or services purchased). Among the five functions operating funds are applied to, operations accounts for almost half of expenses, followed by vehicle maintenance, general administration, purchased transportation, and non-vehicle maintenance. Salaries, wages and fringe benefits for employees of public transit agencies account for almost two-thirds of operating expenses. Operating expenses by function and object class by mode are shown below.





The figure above shows the variability when comparing operating costs based on different metrics. When measured by cost per vehicle mile, commuter rail and light rail service are the most expensive because they are large, high capacity vehicles, much larger than buses or demand response vehicles. When measured by cost per unlinked passenger trip, heavy rail is the least expensive because of the large capacity of the vehicles. Demand response trips are more expensive per trip because their vehicles carry fewer passengers.

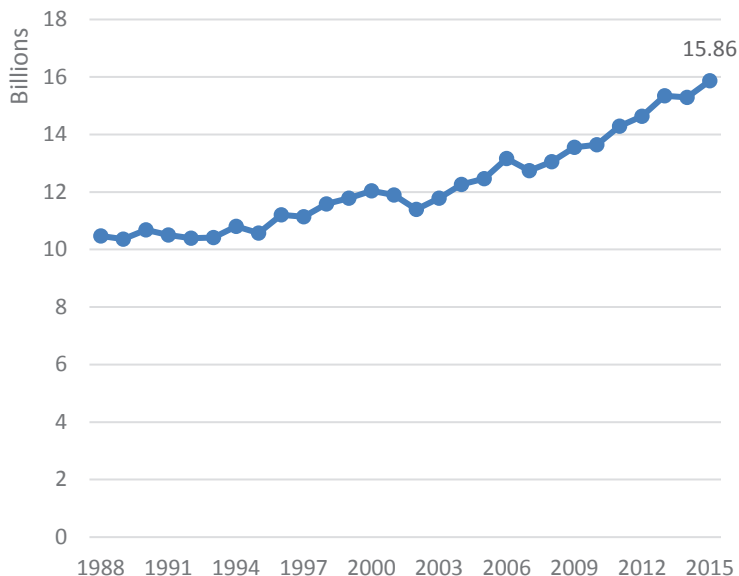
Capital and Operating Funding



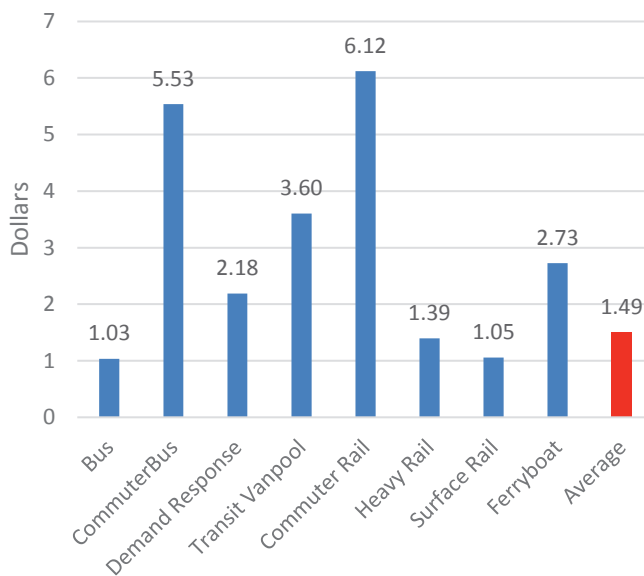
Public transportation operations are funded by passenger fares, public transit agency earnings, and financial assistance from state, local and federal governments. Capital investment is reported only as government funds in the National Transit Database.

CAPITAL AND OPERATING FUNDING

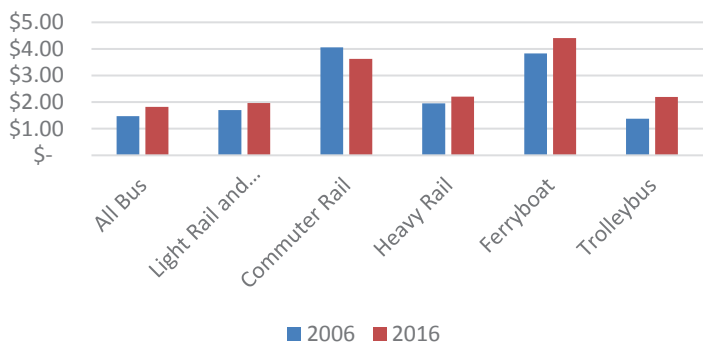
Passenger Fare Revenue, 1988-2015 (In 2015 Dollars)



Passenger Fare Revenue per Unlinked Passenger Trip, 2015



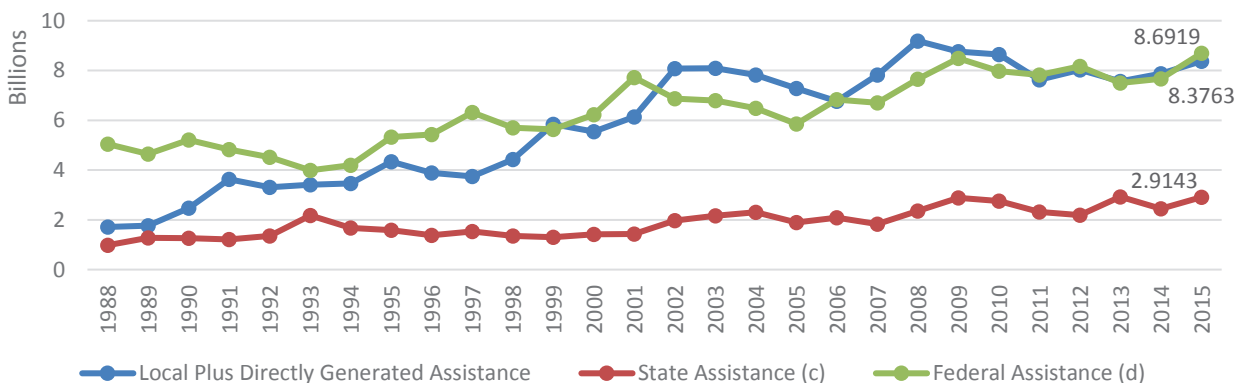
Average Base Fare Comparison, 2006 and 2016 (In 2016 Dollars)



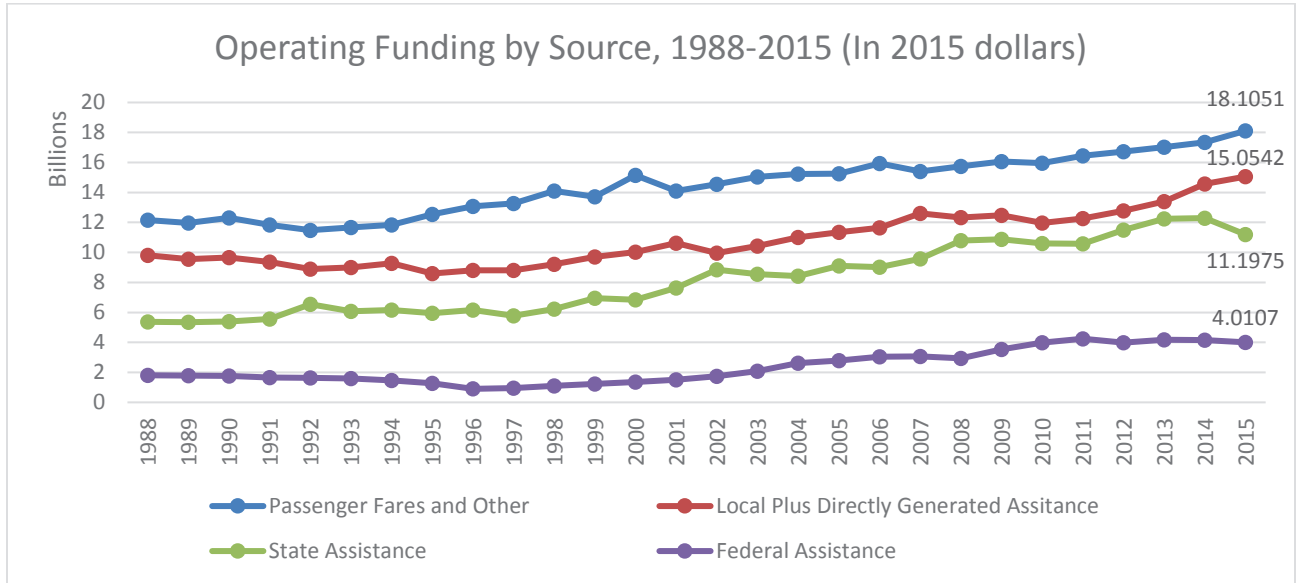
Revenue generated from passenger fares varies across transit modes. The highest level of average revenue per unlinked passenger trip is generated by commuter rail, the mode that represents the longest trip length for passengers. Fare policies vary across agencies, but in general, passenger fares are lower for bus trips and relatively similar for light rail and heavy rail. In 2015, passenger fare revenue was 3.7 percent above 2014 revenues.

The figures below report the change in funding sources for capital and operations since 1988. Federal capital funds increased by 40 percent over the last 15 years while state capital funding has doubled. Directly generated and local capital assistance has increased by 51 percent since 2000.

Capital Funding by Source, 1988-2015 (In 2015 dollars)

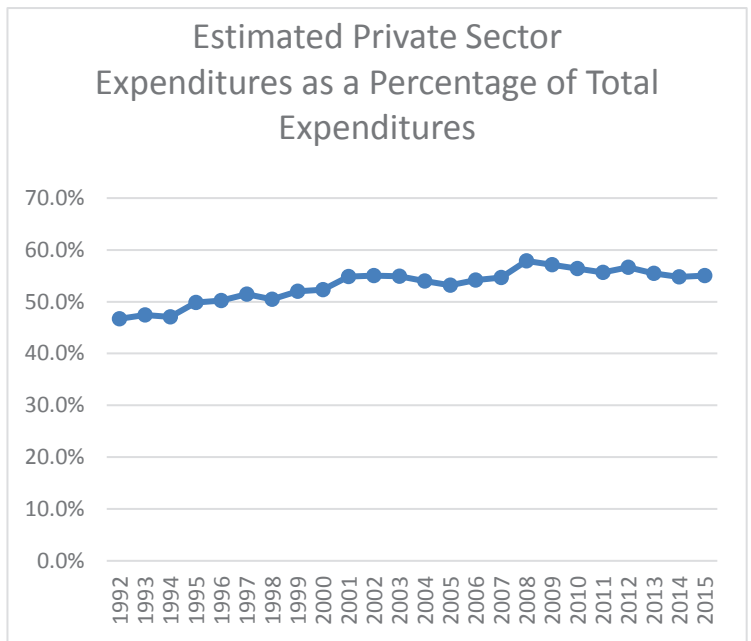
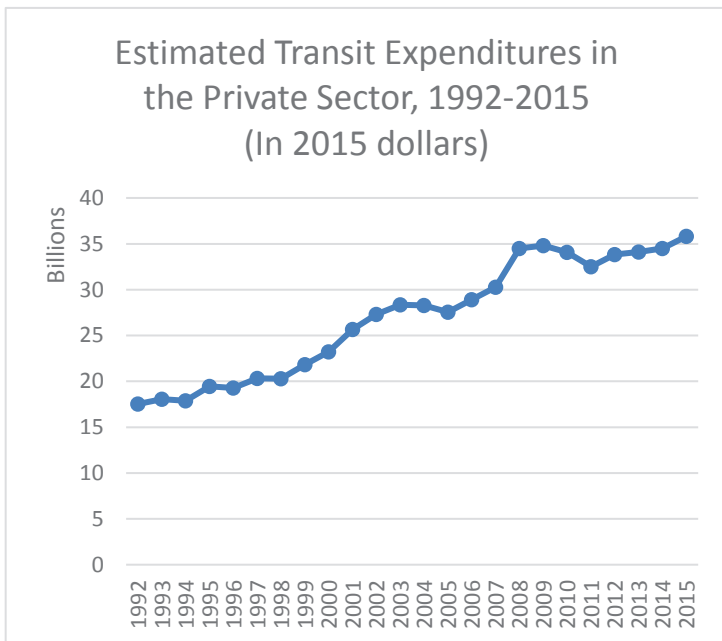


CAPITAL AND OPERATING FUNDING/ TRANSIT SPENDING IN THE PRIVATE SECTOR

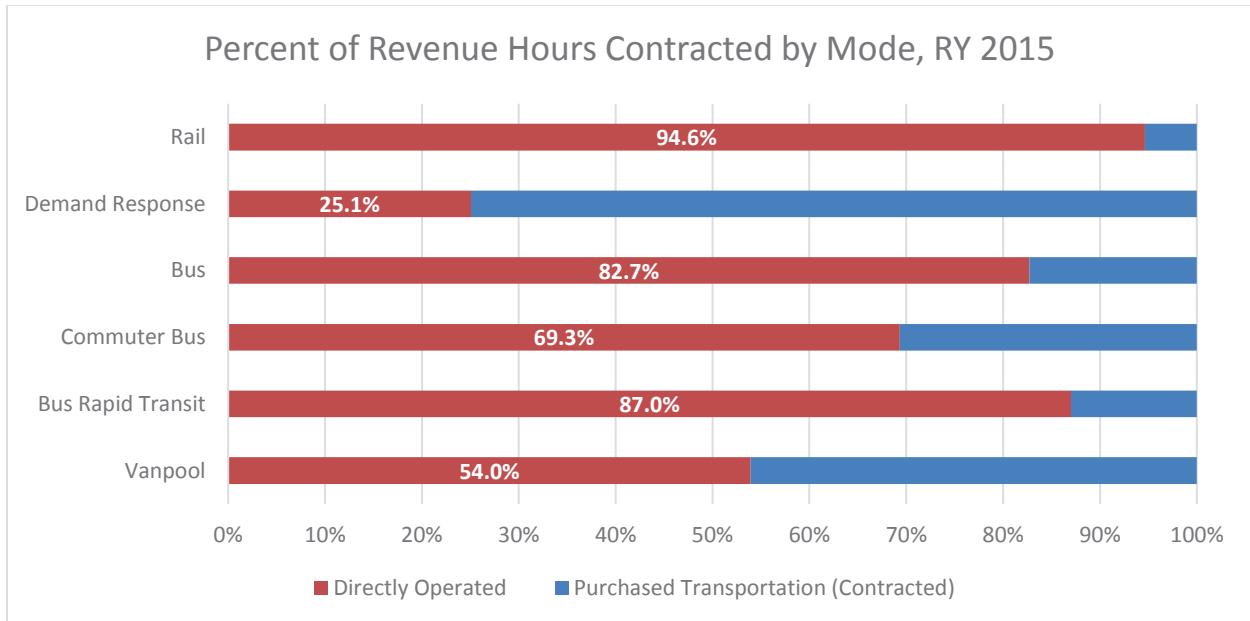


Operating funding from all sources increased from 2000 through 2015. The majority of revenue for operations is derived from passenger fares, along with state and local financial assistance. Passenger fares and other agency earnings account for 37 percent of operating revenues. Directly generated government funds (where the transit agency functions like a local government) and local and state government assistance combine for 54 percent of all operating funding. The federal role is more significant for the capital program, providing 43 percent of capital funds compared to only 8 percent of operating funds. State and federal assistance were 14.6 and 43.5 percent of capital funding respectively. Local assistance was around 21 percent of capital funding in 2015.

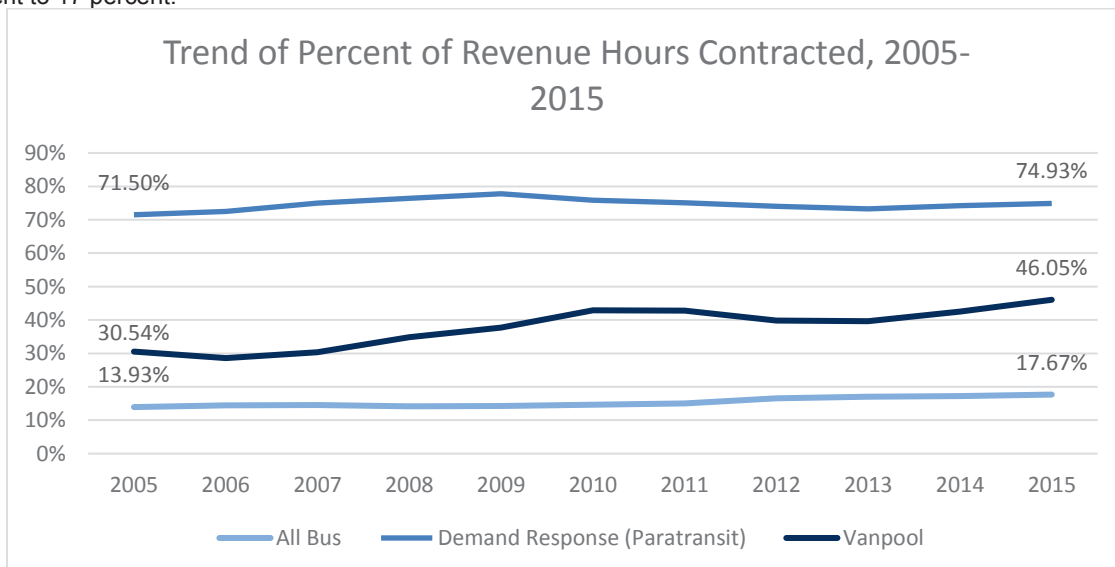
Transit Spending and Contracting in the Private Sector



Nearly all transit service is provided by or contracted for by public agencies. A large portion of the funds expended by those public agencies, however, is spent in the private sector of the economy. In 2015, expenditures in the private sector were estimated to be \$35.8 billion (55 percent of all transit expenditures), an increase from the \$34.5 billion in 2014. All capital expenditures are estimated to be for goods and services provided by the private sector, as well as operating expenditures for services, materials and supplies including motor fuel, utilities including propulsion power for electrically powered transit vehicles, a portion of casualty and liability costs, and a portion of purchased transportation costs.



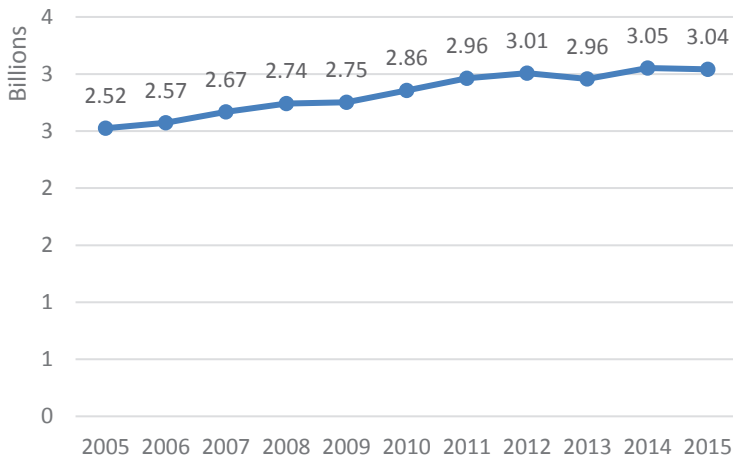
A significant amount of public transit service is contracted for operation, approximately 28 percent in FY 2015. The percentage of service provided by contractors for different modes is shown in the figure above. Roughly, 75 percent of demand response service, measured by vehicle revenue hours, is provided by contractors, 46 percent of vanpool service, 30 percent of commuter bus service, 17 percent of bus service, 13 percent of bus rapid transit service, and 5 percent of rail service. Most of the vehicles operated by contractors, however, are provided by the public transit agency, approximately 93 percent of all types of bus service operated by contractors is with vehicles owned by the transit agency and about 80 percent of the vehicles used by contractors in demand response service are owned by the transit agencies. The percentage of service which is contracted for operation has increased over the past 10 years, demand response from 71 percent to 75 percent, vanpool from 30 percent to 46 percent, and all types of bus service from 14 percent to 17 percent.



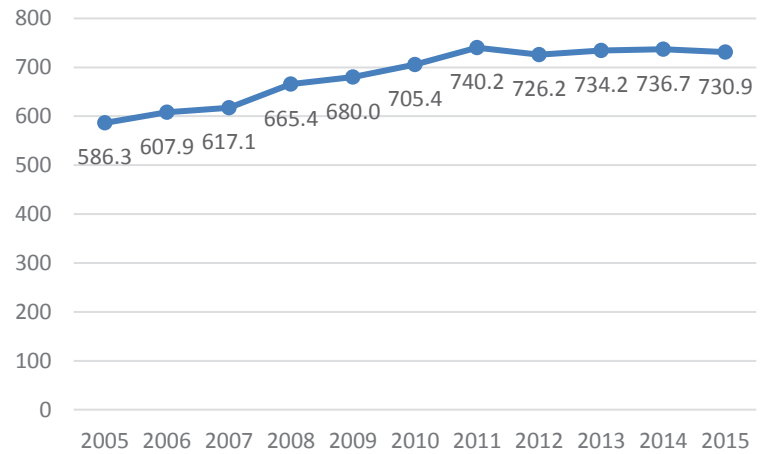
Canadian Summary Data

Source: Canadian Urban Transit Association

Canadian Passenger Boardings



Canadian Total Vehicle Miles

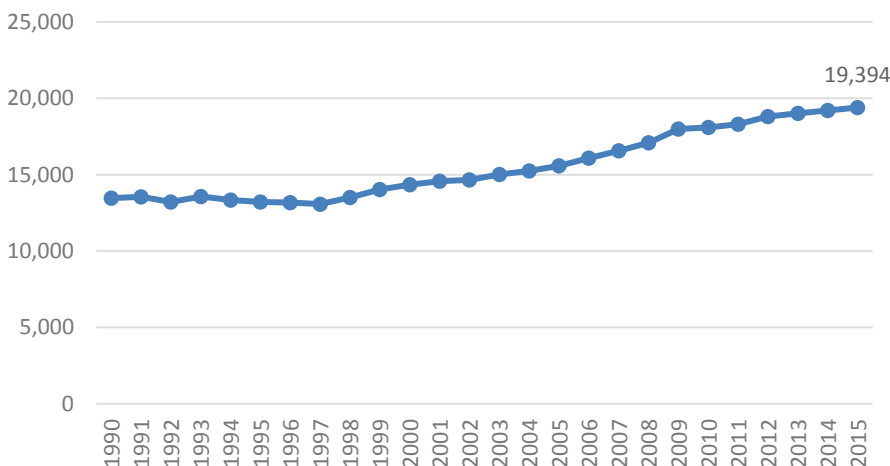


With 105 systems reporting, Canadian ridership in 2015 fell by 0.3 percent to 3.04 billion trips. Accompanying this was a 0.8 percent drop in total vehicle miles (compared to a 0.8 increase in the U.S.). Bus vehicles made up the majority of boardings (62%), with heavy rail and light rail following (23.8 and 8.4 percent, respectively).

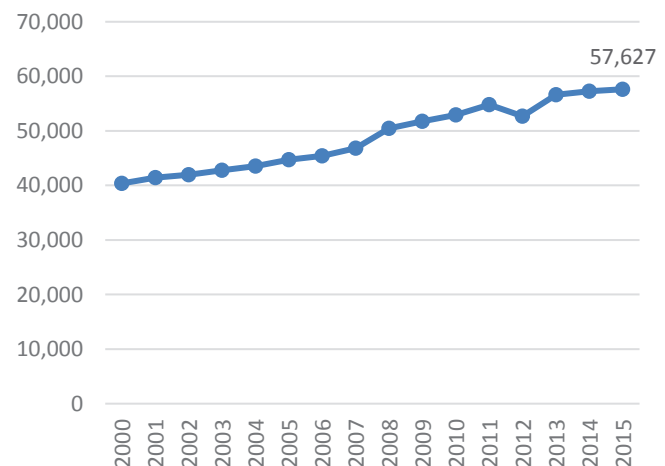
Out of a total of 57,627 employees, 53 percent were vehicle operators, 15 percent worked in vehicle maintenance, 13 percent worked in general administration, 10 percent worked in non-vehicle maintenance, and 9 percent worked in transportation operations.

The average standard bus age increased from 8.0 years to 8.4 years and bus fleet accessibility rose by one percentage point to 98.5 percent in 2015.

Canadian Transit Revenue Vehicles, 1990-2015



Canadian Transit Employees



Amtrak Summary

Sources: Management Discussion and Analysis of Financial Condition and Results of Operations and Consolidated Financial Statements with Report of Independent Auditors - Fiscal Year 2016, FY2016 National Fact Sheet, Amtrak FY2016 Ridership and Revenue

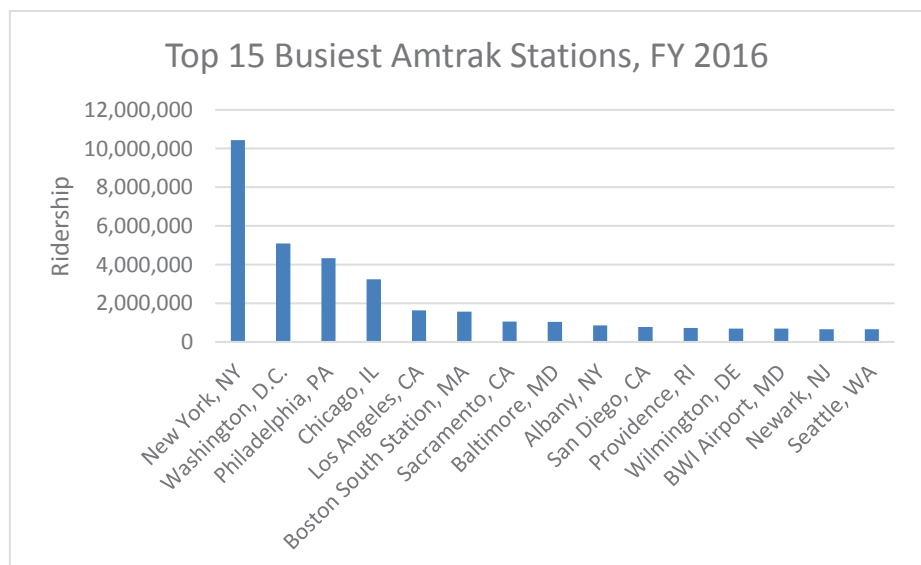
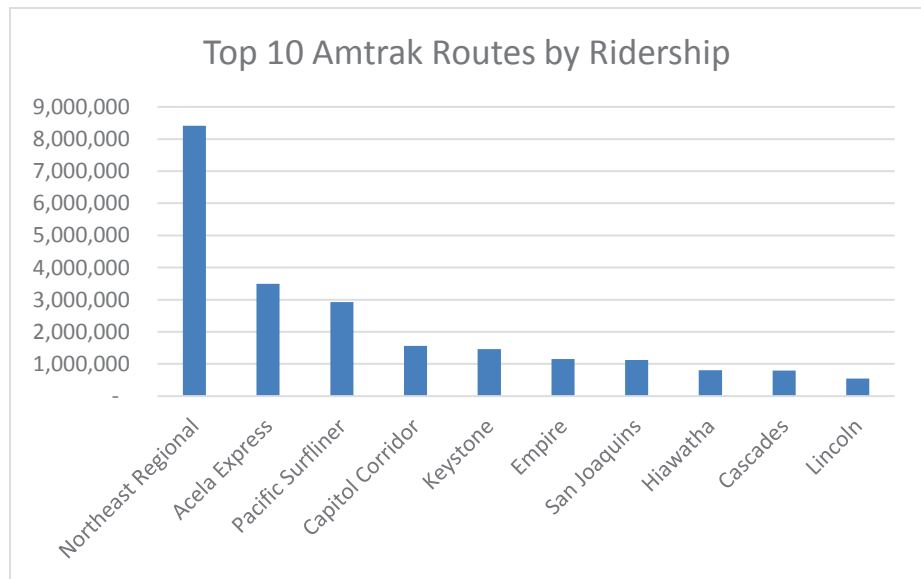
(https://media.amtrak.com/wp-content/uploads/2015/10/Amtrak-FY16-Ridership-and-Revenue-Fact-Sheet-4_17_17-mm-edits.pdf)

Intercity passenger rail remains a critical resource for local economies and a valuable part of the transportation network. Amtrak operates over 21,300 route miles and has more than 500 stations.

Amtrak’s 2016 fiscal year ridership increased by 1.3 percent over FY2015 ridership to 31.3 million. This resulted in nearly \$30 million in increased revenues. It also managed to reduce operating expenses by \$71.3 million to \$4.26 billion, due in part to reduced fuel and power costs, better contract program management, and reduced postretirement plan expenses. In FY2016, Amtrak received \$1.4 billion in federal appropriations, \$300 million in state capital payments, \$93.2 million from the American Recovery and Reinvestment Act of 2009 High Speed Intercity Passenger Rail Program to total \$1.8 billion in total cash inflows. Amtrak has more than 20,000 employees.

Ridership on the Northeast Corridor increased by 1.7 percent to 11.91 million trips, ridership on state supported routes increased by 0.2 percent to 14.71 million trips, and ridership on long distance routes increased by 3.7 percent to 4.65 million trips. There are 29 state-supported routes, and 15 long-distance routes.

Amtrak’s current investments include new trainsets for the Acela line, implementing Positive Train Control (PTC), and station improvements at Washington, D.C. and New York City, and many others across the nation.



Tabular Data and Modal Rankings, Report Year 2015

For complete size ranking lists of all transit agencies and urbanized areas reported in the Federal Transit Administration 2015 National Transit Database see the 2017 Public Transportation Fact Book, Appendix B: Operating Statistics and Rankings at www.apta.com. These rankings only include transit agencies that report in the Federal Transit Administration FY 2015 National Transit Database.

Table 1: National Totals for Selected Modes (a)

Statistical Category	Bus	Demand Response	Transit Vanpool	Commuter Rail	Heavy Rail	Light Rail	Ferry-boat	Total All Transit (b)
Systems, Number of	1,107	6,340	101	28	15	22	41	6,752
Trips, Unlinked Passenger (Millions)	5,042.1	222.7	38.0	495.3	3,860.1	478.7	83.7	10,598.7
Miles, Passenger (Millions)	18,952.5	2,056.3	1,360.4	11,812.7	18,283.0	2,427.4	522.6	58,646.0
Trip Length, Average (Miles)	3.8	9.2	35.8	23.9	4.7	5.1	6.2	5.5
Miles, Vehicle Total (Millions)	2,224.9	1,617.0	232.0	373.7	695.5	107.7	4.4	5,509.5
Miles, Vehicle Revenue (Millions)	1,928.7	1,393.3	232.0	346.1	675.9	105.6	4.3	4,889.6
Hours, Vehicle Total (Millions)	175.6	109.2	5.9	12.0	35.7	6.9	0.5	360.2
Hours, Vehicle Revenue (Millions)	159.6	94.1	5.9	10.8	33.5	6.7	0.5	323.1
Speed, Vehicle in Revenue Service, Average (mph)	12.1	14.8	39.6	32.0	20.2	15.8	8.5	15.1
Fares Collected, Passengers (Millions)	5,208.5	486.7	136.8	3,030.7	5,399.7	511.7	228.3	15,866.4
Revenue per Unlinked Trip, Average	1.0	2.2	3.6	6.1	1.4	1.1	2.7	1.5
Expense, Operating Total (Millions)	20,528.3	5,368.4	167.5	5,828.1	8,950.2	1,832.5	740.1	45,353.4
Operating Expense by Object Class:								
Salaries and Wages (Millions)	7,829.3	1,051.1	22.8	1,773.0	3,676.4	665.4	264.7	15,912.5
Fringe Benefits (Millions)	5,741.3	582.9	11.8	1,378.2	3,280.2	453.6	106.4	11,992.4
Services (Millions)	1,370.4	294.5	15.7	634.9	478.5	293.1	68.3	3,316.1
Materials and Supplies (Millions)	2,420.0	355.3	26.0	645.7	501.0	152.7	152.9	4,455.9
Utilities (Millions)	244.0	41.6	2.0	305.4	591.3	130.6	8.6	1,357.5
Casualty and Liability (Millions)	484.7	122.6	10.5	157.9	203.6	41.2	24.7	1,103.0
Purchased Transportation (Millions)	2,136.5	2,859.7	71.9	798.6	54.8	68.7	86.4	6,427.4
Other (Millions)	302.0	60.8	6.6	134.5	164.4	27.3	28.2	788.5
Operating Expense by Function Class:								
Vehicle Operations (Millions)	10,641.6	1,366.6	29.3	1,980.2	3,468.3	673.8	389.8	19,388.4
Vehicle Maintenance (Millions)	3,596.8	331.4	12.1	1,212.7	1,387.4	374.3	107.2	7,324.4
Non-vehicle Maintenance (Millions)	911.4	71.5	2.0	949.2	2,462.8	331.4	40.8	4,912.9
General Administration (Millions)	3,242.0	739.3	52.2	887.5	1,576.9	384.3	115.9	7,300.3
Purchased Transportation (Millions)	2,136.5	2,859.7	71.9	798.6	54.8	68.7	86.4	6,427.4
Expense, Capital Total (Millions)	4,590.1	469.6	26.8	2,931.8	6,663.9	3,868.6	291.7	19,696.2
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,230.7	74.2	0.4	1,831.2	4,952.6	3,318.4	119.2	11,909.9
Rolling Stock (Millions)	2,813.1	319.1	25.5	612.3	445.4	312.4	169.3	5,068.7
Other (Millions)	546.3	76.3	0.9	488.3	1,265.8	237.8	3.2	2,717.7
Revenue Vehicles Available for Maximum Service	65,416	71,299	15,637	7,216	10,737	2,083	201	183,601
Revenue Vehicles Operated at Maximum Service	51,961	56,979	13,487	6,372	9,428	1,530	168	147,186
Employees, Operating	190,491	115,923	650	29,554	53,165	11,384	4,786	421,336
Employees, Vehicle Operations	132,076	91,983	100	10,953	20,387	5,242	3,487	274,071
Employees, Vehicle Maintenance	32,989	8,729	66	8,751	9,570	2,339	573	65,998
Employees, Non-Vehicle Maintenance	7,064	2,484	21	7,059	17,559	2,484	174	37,813
Employees, General Administration	18,361	12,727	463	2,791	5,648	1,318	551	43,454
Employees, Capital	2,530	216	4	2,064	5,301	1,135	101	11,576
Diesel Fuel Consumed (Gallons, Millions)	373.6	44.4	-	97.4	-	-	43.7	602.2
Other Fossil Fuel Consumed (Gallons, Millions)	227.9	162.4	14.6	1.1	-	-	0.8	413.3
Electricity Consumed (kWh, Millions)	3.5	-	0.1	1,791.9	3,815.6	897.6	-	6,690.4

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

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

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2014	2015	2014	2015
MTA New York City Transit (NYCT)	New York, NY	3,545,170.6	3,445,544.7	12,994,407.2	12,679,232.3
Chicago Transit Authority (CTA)	Chicago, IL	514,216.8	515,964.8	2,130,681.1	2,147,039.8
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	479,654.3	457,356.0	2,339,176.8	2,253,459.7
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	411,323.8	406,647.7	1,968,724.5	2,032,392.6
Massachusetts Bay Transp. Auth. (MBTA)	Boston, MA	409,248.4	405,950.9	1,847,714.9	1,775,931.1
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	347,177.5	344,297.3	1,546,679.2	1,530,275.1
New Jersey Transit Corp. (NJ TRANSIT)	Newark, NJ	270,958.0	276,498.4	3,432,327.0	3,401,950.3
San Francisco Municipal Railway (MUNI)	San Francisco, CA	228,748.5	220,119.3	488,371.7	464,626.5
Metro. Atlanta Rapid Transit Auth. (MARTA)	Atlanta, GA	129,123.3	136,029.2	685,469.2	738,032.0
San Francisco Bay Area Rapid Transit District (BART)	Oakland, CA	125,784.2	135,240.6	1,655,369.3	1,793,223.8
King County DOT (King County Metro)	Seattle, WA	125,340.4	126,268.5	611,738.5	618,636.7
MTA Bus Company (MTABUS)	New York, NY	125,581.2	125,399.5	349,659.7	370,989.5
Maryland Transit Administration (MTA)	Baltimore, MD	113,995.7	116,219.9	794,420.4	849,061.4
Miami-Dade Transit (MDT)	Miami, FL	110,771.0	106,257.0	640,050.0	629,554.8
Denver Regional Transp. District (RTD)	Denver, CO	104,291.4	102,250.7	597,776.7	585,200.8
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	99,493.6	101,381.0	516,666.0	508,129.9
MTA Long Island Rail Road (MTA LIRR)	Jamaica, NY	97,869.6	98,699.5	1,917,248.1	2,220,654.6
San Diego Metro. Transit System (MTS)	San Diego, CA	91,869.9	94,920.0	423,809.9	436,511.1
Port Authority Trans-Hudson Corp. (PATH)	Jersey City, NJ	84,168.2	86,652.2	352,950.5	363,965.2
Metro-North Commuter Railroad Comp. (MTA-MNCR)	New York, NY	84,976.5	86,299.5	2,588,848.4	2,340,179.8
Metro. Transit Auth. of Harris County (Metro)	Houston, TX	85,369.6	86,089.2	606,140.3	573,489.8
Metro Transit	Minneapolis, MN	84,535.5	85,832.2	374,842.3	368,643.9
Northeast Illinois Reg. Commuter Rail Corp. (Metra)	Chicago, IL	74,382.1	72,631.2	1,668,440.9	1,623,729.3
City and County of Honolulu DOT Services (DTS)	Honolulu, HI	67,449.2	70,501.8	374,196.1	355,158.2
Dallas Area Rapid Transit (DART)	Dallas, TX	70,863.3	69,844.8	483,808.0	464,093.3
Reg. Transp. Comm. of Southern Nevada (RTC)	Las Vegas, NV	60,964.7	66,856.9	231,188.9	257,393.1
Port Authority of Allegheny County	Pittsburgh, PA	63,650.3	65,202.5	285,039.9	271,752.7
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	56,765.0	56,020.7	221,383.4	222,447.9
Orange County Transportation Auth. (OCTA)	Orange, CA	51,783.4	50,023.2	250,759.5	235,698.3
The Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	49,245.9	47,021.5	223,146.2	218,526.4
Utah Transit Authority (UTA)	Salt Lake City, UT	46,279.4	46,721.6	375,286.1	389,557.0
Bi-State Development Agency (METRO)	St. Louis, MO	48,133.4	46,640.8	311,089.2	290,081.9
Santa Clara Valley Transp. Auth. (VTA)	San Jose, CA	44,539.3	45,102.7	244,745.7	244,553.7
Milwaukee County Transit System (MCTS)	Milwaukee, WI	41,493.4	39,756.0	145,312.9	137,197.3
VIA Metropolitan Transit (VIA)	San Antonio, TX	44,012.7	39,570.1	208,722.5	196,255.6
City of Phoenix Public Transit Dept. (Valley Metro)	Phoenix, AZ	40,850.1	38,684.6	149,374.8	143,289.8
Broward County Transit Division (BCT)	Plantation, FL	38,785.7	37,809.2	176,490.4	173,667.9
Capital Metropolitan Transp. Auth. (CMTA)	Austin, TX	34,178.5	34,700.3	167,669.1	183,570.7
Central Puget Sound Reg. Transit Auth. (ST)	Seattle, WA	32,942.6	34,668.3	424,593.5	447,734.7
Pace - Suburban Bus Division (PACE)	Arlington Heights, IL	34,793.9	33,116.8	258,667.8	251,194.2
Westchester County Bee-Line System	Mount Vernon, NY	31,683.0	30,177.4	156,551.8	149,353.1
Central Florida Reg. Transp. Auth. (LYNX)	Orlando, FL	30,141.2	29,377.1	178,129.6	169,531.6
Long Beach Transit (LBT)	Long Beach, CA	28,532.6	28,117.3	89,548.1	89,350.6
Nassau Inter County Express (NICE)	Garden City, NY	28,744.2	27,535.5	137,589.5	154,080.1
Charlotte Area Transit System (CATS)	Charlotte, NC	29,438.4	27,165.9	157,661.6	148,900.3
Niagara Frontier Transp. Auth. (NFT Metro)	Buffalo, NY	26,402.9	26,301.3	96,934.7	91,195.2
Ride-On Montgomery County Transit	Rockville, MD	26,391.6	25,972.3	99,302.5	99,160.7
Puerto Rico Highway and Transp. Auth. (PRHTA)	San Juan, PR	27,881.9	25,796.4	110,546.7	101,942.1
Sacramento Regional Transit District	Sacramento, CA	26,376.0	25,768.5	127,732.7	120,190.6
City of Detroit DOT (DDOT)	Detroit, MI	25,405.1	24,183.9	117,571.2	98,630.4

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

Urbanized Area	Population (2010 Census)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2014	2015	2014	2015
New York-Newark, NY-NJ-CT	18,351,295	4,358,276.9	4,265,917.0	23,367,608.4	22,139,855.4
Los Angeles-Long Beach-Anaheim, CA	12,150,996	682,209.4	656,459.1	3,549,682.3	3,411,498.3
Chicago, IL-IN	8,608,208	632,405.4	630,852.3	4,205,942.5	4,173,254.9
Washington, DC-VA-MD	4,586,770	470,392.2	469,800.5	2,452,060.1	2,536,188.2
San Francisco-Oakland, CA	3,281,212	456,958.5	458,299.9	2,966,172.7	3,176,239.6
Boston, MA-NH-RI	4,181,019	417,946.7	415,184.1	1,920,409.5	1,857,065.9
Philadelphia, PA-NJ-DE-MD	5,441,567	369,864.9	366,649.0	1,815,270.3	1,820,530.8
Seattle, WA	3,059,393	207,367.4	210,016.4	1,407,502.5	1,439,038.1
Miami, FL	5,502,379	170,607.7	164,265.0	1,052,359.4	1,034,105.3
Atlanta, GA	4,515,419	137,477.5	144,218.0	824,825.4	864,632.4
Baltimore, MD	2,203,663	115,882.2	117,977.3	804,861.5	859,708.2
Portland, OR-WA	1,849,898	112,416.2	114,375.6	562,623.7	552,924.2
San Diego, CA	2,956,746	109,684.9	111,461.4	650,125.1	655,819.9
Denver-Aurora, CO	2,374,203	104,489.1	102,479.1	606,025.9	592,350.9
Minneapolis-St. Paul, MN-WI	2,650,890	97,602.9	98,689.6	495,570.3	473,326.4
Houston, TX	4,944,332	85,931.7	86,665.4	613,040.1	580,206.5
Dallas-Fort Worth-Arlington, TX	5,121,892	80,360.1	79,262.2	537,876.3	514,704.8
Phoenix-Mesa, AZ	3,629,114	75,590.2	72,825.7	365,187.4	349,667.8
Las Vegas-Henderson, NV	1,886,011	65,513.0	71,939.0	240,040.1	267,357.9
Urban Honolulu, HI	802,459	67,449.2	70,501.8	374,196.1	355,158.2
Pittsburgh, PA	1,733,853	65,973.5	67,553.7	314,341.4	302,672.0
San Juan, PR	2,148,346	54,690.5	49,558.9	248,369.3	224,157.9
St. Louis, MO-IL	2,150,706	51,032.3	49,514.9	337,099.2	313,232.6
Cleveland, OH	1,780,673	50,071.4	47,841.8	232,043.6	227,075.8
Salt Lake City-West Valley City, UT	1,021,243	46,279.4	46,721.6	375,286.1	389,557.0
San Jose, CA	1,664,496	44,539.3	45,102.7	244,745.7	244,553.7
Milwaukee, WI	1,376,476	43,069.2	41,270.6	159,789.4	151,115.0
San Antonio, TX	1,758,210	44,125.9	39,681.3	209,949.4	197,788.9
Detroit, MI	3,734,090	38,702.2	37,662.9	249,829.5	222,616.4
Austin, TX	1,362,416	34,193.1	34,716.9	167,669.1	183,570.7
Tampa-St. Petersburg, FL	2,441,770	31,223.1	31,461.7	161,189.5	165,288.6
Sacramento, CA	1,723,634	31,288.3	30,557.4	172,618.0	158,532.8
Orlando, FL	1,510,516	30,311.2	30,336.2	180,741.5	183,589.7
Charlotte, NC-SC	1,249,442	29,691.3	27,691.6	157,661.6	148,900.3
Buffalo, NY	935,906	26,402.9	26,301.3	96,934.7	91,195.2
Riverside-San Bernardino, CA	1,932,666	25,598.2	24,452.4	151,308.9	143,283.3
New Orleans, LA	899,703	23,938.3	22,686.7	62,615.8	61,518.4
Tucson, AZ	843,168	20,397.2	21,407.9	87,923.6	95,753.9
Cincinnati, OH-KY-IN	1,624,827	20,949.4	20,516.2	117,031.3	125,023.3
Providence, RI-MA	1,190,956	21,644.2	19,644.0	105,300.2	94,842.0
Columbus, OH	1,368,035	19,483.2	19,360.1	80,667.3	79,390.1
Hartford, CT	924,859	18,501.8	18,083.5	121,806.4	103,754.8
Rochester, NY	720,572	17,373.8	17,292.5	48,621.7	51,026.0
Albany-Schenectady, NY	594,962	16,420.3	16,881.8	65,074.3	66,376.8
Virginia Beach, VA	1,439,666	17,499.4	16,568.3	90,047.3	78,084.3
Kansas City, MO-KS	1,519,417	17,406.7	16,495.7	72,565.5	71,568.5
Durham, NC	347,602	15,739.5	15,193.7	67,618.3	65,758.4
Louisville/Jefferson County, KY-IN	972,546	15,276.4	14,908.7	68,839.3	67,539.0
Madison, WI	401,661	15,522.4	14,662.2	54,584.0	51,597.6
Ann Arbor, MI	306,022	14,034.7	13,946.6	45,027.7	44,832.6

(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.

Ridership per capita (unlinked passenger trips divided by metro area population) gives a representation for how many transit trips a person takes yearly in that area.

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

Urbanized Area	Population (2010 Census)	2015 Unlinked Passenger Trips (Thousands)	Ridership Per Capita
New York-Newark, NY-NJ-CT	18,351,295	4,265,917.0	232.5
San Francisco-Oakland, CA	3,281,212	458,299.9	139.7
Washington, DC-VA-MD	4,586,770	469,800.5	102.4
Boston, MA-NH-RI	4,181,019	415,184.1	99.3
Urban Honolulu, HI	802,459	70,501.8	87.9
Chicago, IL-IN	8,608,208	630,852.3	73.3
Seattle, WA	3,059,393	210,016.4	68.6
Philadelphia, PA-NJ-DE-MD	5,441,567	366,649.0	67.4
Portland, OR-WA	1,849,898	114,375.6	61.8
Los Angeles-Long Beach-Anaheim, CA	12,150,996	656,459.1	54.0
Baltimore, MD	2,203,663	117,977.3	53.5
Salt Lake City-West Valley City, UT	1,021,243	46,721.6	45.7
Ann Arbor, MI	306,022	13,946.6	45.6
Durham, NC	347,602	15,193.7	43.7
Denver-Aurora, CO	2,374,203	102,479.1	43.2
Pittsburgh, PA	1,733,853	67,553.7	39.0
Las Vegas-Henderson, NV	1,886,011	71,939.0	38.1
San Diego, CA	2,956,746	111,461.4	37.7
Minneapolis-St. Paul, MN-WI	2,650,890	98,689.6	37.2
Madison, WI	401,661	14,662.2	36.5
Atlanta, GA	4,515,419	144,218.0	31.9
Milwaukee, WI	1,376,476	41,270.6	30.0
Miami, FL	5,502,379	164,265.0	29.9
Albany-Schenectady, NY	594,962	16,881.8	28.4
Buffalo, NY	935,906	26,301.3	28.1
San Jose, CA	1,664,496	45,102.7	27.1
Cleveland, OH	1,780,673	47,841.8	26.9
Austin, TX	1,362,416	34,716.9	25.5
Tucson, AZ	843,168	21,407.9	25.4
New Orleans, LA	899,703	22,686.7	25.2
Rochester, NY	720,572	17,292.5	24.0
San Juan, PR	2,148,346	49,558.9	23.1
St. Louis, MO-IL	2,150,706	49,514.9	23.0
San Antonio, TX	1,758,210	39,681.3	22.6
Charlotte, NC-SC	1,249,442	27,691.6	22.2
Orlando, FL	1,510,516	30,336.2	20.1
Phoenix-Mesa, AZ	3,629,114	72,825.7	20.1
Hartford, CT	924,859	18,083.5	19.6
Sacramento, CA	1,723,634	30,557.4	17.7
Houston, TX	4,944,332	86,665.4	17.5
Providence, RI-MA	1,190,956	19,644.0	16.5
Dallas-Fort Worth-Arlington, TX	5,121,892	79,262.2	15.5
Louisville/Jefferson County, KY-IN	972,546	14,908.7	15.3
Columbus, OH	1,368,035	19,360.1	14.2
Tampa-St. Petersburg, FL	2,441,770	31,461.7	12.9
Riverside-San Bernardino, CA	1,932,666	24,452.4	12.7
Cincinnati, OH-KY-IN	1,624,827	20,516.2	12.6
Virginia Beach, VA	1,439,666	16,568.3	11.5
Kansas City, MO-KS	1,519,417	16,495.7	10.9
Detroit, MI	3,734,090	37,662.9	10.1

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

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2014	2015	2014	2015
MTA New York City Transit (NYCT)	New York, NY	762,582.6	743,763.8	1,588,569.5	1,559,582.6
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	352,589.2	334,381.4	1,437,718.6	1,389,212.3
Chicago Transit Authority (CTA)	Chicago, IL	276,116.8	274,288.8	684,139.0	669,641.7
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	177,399.5	171,287.6	525,155.0	502,619.3
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	161,229.3	162,454.7	1,121,877.6	1,071,341.7
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	139,668.3	134,250.2	431,959.3	423,567.7
MTA Bus Company (MTABUS)	New York, NY	125,581.2	125,399.5	349,659.7	370,989.5
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	108,771.1	122,480.0	292,384.0	316,228.5
King County DOT - Metro Transit	Seattle, WA	100,644.6	102,303.0	497,561.0	500,209.0
San Francisco Municipal Railway (MUNI)	San Francisco, CA	98,365.6	95,005.3	225,050.4	209,848.7
Maryland Transit Administration (MTA)	Baltimore, MD	75,780.2	78,865.9	262,577.7	264,748.0
Denver Regional Transportation District (RTD)	Denver, CO	76,657.9	75,502.8	387,701.8	392,843.2
Miami-Dade Transit (MDT)	Miami, FL	77,356.9	72,386.5	451,411.3	415,189.0
City and County of Honolulu DOT Services (DTS)	Honolulu, HI	66,285.4	69,327.2	362,046.7	342,924.1
Metropolitan Atlanta Rapid Transit Auth. (MARTA)	Atlanta, GA	59,777.7	62,868.8	232,782.1	257,024.8
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	59,749.8	62,114.0	286,304.9	287,006.0
Metro Transit	Minneapolis, MN	67,814.3	62,106.1	283,941.2	252,878.8
Regional Transp. Comm. of Southern Nevada (RTC)	Las Vegas, NV	55,597.7	61,397.3	201,263.5	226,507.2
Metro. Transit Auth. of Harris County, Texas (Metro)	Houston, TX	59,993.2	58,009.7	331,877.8	298,024.8
Port Authority of Allegheny County (Port Authority)	Pittsburgh, PA	53,401.9	54,843.6	238,589.1	228,634.3
San Diego Metropolitan Transit System (MTS)	San Diego, CA	51,327.5	53,939.7	182,816.4	199,464.1
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	53,512.9	52,899.7	181,094.7	181,142.3
Orange County Transportation Authority (OCTA)	Los Angeles, CA	48,561.2	46,696.9	183,484.6	166,820.4
Milwaukee County Transit System (MCTS)	Milwaukee, WI	41,014.3	39,313.1	142,120.8	134,205.9
City of Phoenix Public Transit Dept. (Valley Metro)	Phoenix, AZ	40,502.8	38,328.6	145,984.8	139,851.4
VIA Metropolitan Transit (VIA)	San Antonio, TX	42,537.5	38,067.1	177,989.1	163,841.0
Broward County Transit Division (BCT)	Miami, FL	38,118.5	37,166.8	168,960.1	166,581.1
Dallas Area Rapid Transit (DART)	Dallas, TX	37,383.0	36,366.3	152,224.7	143,825.5
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	32,858.6	33,040.9	174,990.1	176,478.6
The Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	34,426.8	32,810.5	144,877.3	143,016.1
Capital Metropolitan Transportation Auth. (CMTA)	Austin, TX	31,976.5	32,261.3	135,348.0	144,788.2
Pace - Suburban Bus Division(PACE)	Chicago, IL	31,685.6	30,118.2	205,684.5	202,674.3
Westchester County Bee-Line System	New York, NY	31,413.9	29,879.9	153,667.5	146,163.5
Bi-State Development Agency (METRO)	St. Louis, MO	30,086.5	29,426.2	158,401.3	146,830.8
Long Beach Transit (LBT)	Los Angeles, CA	28,480.6	28,060.2	89,324.1	89,123.8
Nassau Inter County Express (NICE)	New York, NY	28,383.9	27,180.3	134,875.6	151,337.5
Central Florida Regional Transp. Auth. (LYNX)	Orlando, FL	27,987.5	27,099.6	155,989.1	150,715.3
Ride-On Montgomery County Transit	Washington, DC	26,391.6	25,972.3	99,302.5	99,160.7
City of Detroit DOT (DDOT)	Detroit, MI	25,116.3	23,899.5	115,433.7	96,434.6
City of Los Angeles DOT (LADOT)	Los Angeles, CA	23,406.4	22,044.7	31,200.0	33,775.8
Niagara Frontier Transportation Auth. (NFT Metro)	Buffalo, NY	21,602.4	21,714.2	82,975.3	77,126.1
Charlotte Area Transit System (CATS)	Charlotte, NC	22,844.8	20,574.2	102,525.9	93,576.5
Utah Transit Authority (UTA)	Salt Lake City, UT	19,520.9	19,957.0	89,606.6	90,991.9
City of Tucson (COT)	Tucson, AZ	19,713.4	19,657.9	79,832.7	85,473.8
Central Ohio Transit Authority (COTA)	Columbus, OH	19,041.4	18,920.0	72,745.0	71,677.6
Santa Monica's Big Blue Bus	Los Angeles, CA	18,817.5	18,748.9	73,894.0	76,058.7
Rhode Island Public Transit Authority (RIPTA)	Providence, RI	19,780.0	18,074.1	86,383.7	80,364.5
Regional Public Transportation Authority (RPTA)	Phoenix, AZ	17,832.4	17,168.4	81,186.3	79,241.4
Regional Transit Service and Lift Line (R-GRTA)	Rochester, NY	17,194.9	17,107.0	47,083.1	49,479.0
Capital District Transportation Authority (CDTA)	Albany, NY	15,906.6	16,389.8	56,309.4	58,098.6

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

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2014	2015	2014	2015
MTA New York City Transit (NYCT)	New York-, NY	19,953.3	20,090.0	37,727.7	36,658.7
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	9,080.9	9,979.9	15,170.4	15,479.2
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	9,012.0	8,597.7	56,807.0	55,529.2
The Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	5,084.5	4,461.4	13,277.3	10,538.3
Regional Transp. Commission of Southern Nevada (RTC)	Las Vegas, NV	4,132.4	4,229.2	16,942.7	18,167.2
Lane Transit District (LTD)	Eugene, OR	2,806.8	2,762.1	7,835.7	7,881.5
Kansas City Area Transportation Authority (KCATA)	Kansas City, MO	1,545.4	1,435.7	4,163.4	3,826.8
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	1,043.3	1,398.0	976.6	1,538.8
Transfort	Fort Collins, CO	568.4	991.2	1,471.5	2,527.5
Interurban Transit Partnership (The Rapid)	Grand Rapids, MI	74.6	689.9	300.7	2,345.7
Connecticut Department of Transportation (CTTransit)	Hartford, CT	---	261.2	---	1,600.9

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

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2014	2015	2014	2015
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	17,669.8	18,312.6	262,725.6	267,400.2
MTA New York City Transit (NYCT)	New York, NY	13,182.1	12,627.9	159,266.0	155,069.4
Metro. Transit Auth. of Harris County, Texas (Metro)	Houston, TX	8,370.8	8,480.9	150,802.0	142,016.7
Hudson Transit Lines, Inc.(Short Line)	New York, NY	4,577.3	4,361.0	242,941.4	---
Maryland Transit Administration (MTA)	Baltimore, MD	4,017.1	4,034.2	115,451.1	167,920.4
Academy Lines, Inc.	New York, NY	3,873.8	3,777.8	271,628.0	---
Snohomish County PTBA Corp. (Community Transit)	Seattle, WA	2,820.9	2,832.1	51,157.3	50,855.4
Suburban Transit Corp. (Coach USA)	New York, NY	2,793.3	2,747.9	68,552.5	---
Rockland Coaches, Inc.	New York, NY	2,614.2	2,446.2	62,376.8	55,161.6
Alameda-Contra Costa Transit District (AC Transit)	San Francisco, CA	2,545.7	2,393.3	32,987.9	33,838.7
DeCamp Bus Lines	New York, NY	1,873.9	1,834.1	40,897.3	---
Potomac and Rappahannock Transp. Comm. (PRTC)	Washington, DC	1,723.8	1,659.2	43,216.4	41,596.4
Georgia Regional Transportation Authority (GRTA)	Atlanta, GA	1,692.5	1,646.5	42,458.9	41,108.1
Lakeland Bus Lines, Inc.	New York, NY	1,569.2	1,584.5	43,937.9	---
City of Los Angeles Dept. of Transportation(LADOT)	Los Angeles, CA	1,870.8	1,546.1	30,130.8	23,597.5
Trans-Bridge Lines, Inc.	New York, NY	1,223.8	1,177.4	105,203.1	---
Loudoun County Commuter Bus Service (LC Transit)	Washington, DC	1,402.2	1,144.9	46,708.6	38,137.1
Charlotte Area Transit System (CATS)	Charlotte, NC	1,042.4	1,080.3	14,293.9	15,516.8
Hampton Jitney, Inc.	New York, NY	836.2	825.1	83,408.3	77,554.3
Ventura Intercity Service Transit Authority (VISTA)	Oxnard, CA	823.0	782.4	9,517.3	9,080.4
Clark County PTBA Authority (C-Tran)	Portland, OR	731.1	742.3	8,407.4	8,465.4
Jalbert Leasing, Inc. dba C&J	Portsmouth, NH	660.4	694.5	---	---
Solano County Transit (SolTrans)	Vallejo, CA	672.3	688.1	8,455.7	8,465.4
The Woodlands Township	The Woodlands, TX	---	636.5	---	21,976.7
Monsey New Square Trails Corporation	New York, NY	638.6	627.7	25,608.1	25,172.5
Adirondack Transit Lines, Inc. (Adirondack Trailways)	New York, NY	601.5	605.2	50,782.4	49,647.2
Utah Transit Authority (UTA)	Salt Lake City, UT	644.3	603.0	14,781.2	13,825.0
Boston Express Bus, Inc. (BX)	Boston, MA	583.5	590.1	---	---
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	571.2	585.3	8,920.0	9,596.5
Gwinnett County Board of Commissioners (GCT)	Atlanta, GA	632.2	582.1	17,498.4	16,114.5

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

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2014	2015	2014	2015
MTA New York City Transit (NYCT)	New York, NY	6,448.1	6,641.9	56,098.8	57,423.2
Pace-Suburban Bus Division, ADA Para Services (PACE)	Chicago, IL	4,025.8	4,123.0	35,697.2	38,622.6
Access Services (AS)	Los Angeles, CA	3,751.6	4,050.3	49,462.9	53,896.2
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	2,123.8	2,149.7	15,951.9	17,868.2
Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	2,005.8	2,124.9	15,315.8	16,278.0
Metro Mobility	Minneapolis, MN	1,905.6	2,020.7	20,570.7	22,168.3
Maryland Transit Administration (MTA)	Baltimore, MD	1,781.1	1,892.9	14,581.6	17,312.4
Southeastern Pennsylvania Transportation Auth. (SEPTA)	Philadelphia, PA	1,777.8	1,842.8	13,212.5	13,157.9
Miami-Dade Transit (MDT)	Miami, FL	1,679.6	1,651.0	19,414.2	21,008.6
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	1,636.2	1,641.6	18,415.3	18,303.3
Orange County Transportation Auth. (OCTA)	Los Angeles, CA	1,579.2	1,616.8	16,850.0	18,287.1
Port Authority of Allegheny County (Port Authority)	Pittsburgh, PA	1,593.9	1,517.5	12,477.9	11,821.2
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	1,271.3	1,400.0	8,134.0	8,714.3
Regional Transportation Com. of Southern Nevada (RTC)	Las Vegas, NV	1,234.7	1,230.4	12,982.6	12,718.7
Denver Regional Transportation District (RTD)	Denver, CO	1,270.5	1,229.4	10,371.7	10,377.1
Pace - Suburban Bus Division (PACE)	Chicago, IL	1,121.6	1,079.6	6,896.8	6,711.6
VIA Metropolitan Transit (VIA)	San Antonio, TX	1,019.4	1,044.0	11,595.3	11,999.8
City and County of Honolulu Dept. of Transp. Services (DTS)	Urban Honolulu, HI	1,019.1	1,018.9	11,160.6	11,152.9
Delaware Transit Corporation (DTC)	Philadelphia, PA	1,018.2	998.9	12,691.5	12,290.5
Tri-County Metropolitan Transp. District of Oregon (TriMet)	Portland, OR	927.3	923.4	9,033.8	8,714.8
King County DOT- Metro Transit Div. (King County Metro)	Seattle, WA	1,012.7	902.6	11,225.2	10,082.1
LACMTA - Small Operators (LACMTA)	Los Angeles, CA	920.3	894.9	3,384.1	3,186.7
Board of County Comm., Palm Beach County (PalmTran)	Miami, FL	685.9	862.5	8,474.0	11,091.8
Alameda-Contra Costa Transit District (AC Transit)	San Francisco, CA	706.5	727.7	7,300.8	7,466.8
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	727.7	720.6	8,096.9	6,761.2
The Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	751.5	702.5	7,274.7	5,989.6
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	613.6	647.1	4,944.3	5,006.8
Broward County Transit Division (BCT)	Miami, FL	667.1	642.5	7,530.4	7,086.8
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	584.0	623.9	7,729.7	8,242.7
Suburban Mobility Auth. for Regional Transp. (SMART)	Detroit, MI	658.1	619.7	4,573.0	4,177.2
Suffolk County Dept. of Public Works – Transp. Division (ST)	New York, NY	572.0	614.5	7,541.6	8,098.7
Blue Water Area Transp. Comm. (Blue Water Area Transit)	Port Huron, MI	581.3	603.8	4,993.2	5,088.3
San Diego Metropolitan Transit System (MTS)	San Diego, CA	545.2	593.9	5,268.1	5,837.5
Bi-State Development Agency (METRO)	St. Louis, MO	580.6	577.1	5,758.2	5,728.6
Salem Area Mass Transit District (Cherriots)	Salem, OR	525.4	567.8	7,373.8	---
City of Tucson (COT)	Tucson, AZ	559.5	553.4	4,295.7	4,789.0
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	774.0	518.6	9,966.2	5,228.1
Cape Cod Regional Transit Authority (CCRTA)	Barnstable Town, MA	470.2	492.1	3,688.6	4,890.4
San Francisco Municipal Railway (MUNI)	San Francisco, CA	510.0	487.1	3,522.1	3,336.0
Omnitrans (OMNI)	Riverside, CA	497.0	469.0	6,663.0	6,940.4
Spokane Transit Authority (STA)	Spokane, WA	475.2	463.5	4,001.1	4,049.4
Mass Transportation Authority (MTA)	Flint, MI	471.7	455.0	4,618.8	4,365.9
Montachusett Regional Transit Authority (MART)	Leominster, MA	448.2	448.1	5,302.4	5,301.6
Greater Hartford Transit District (GHTD)	Hartford, CT	443.6	445.4	3,553.3	3,668.4
Milwaukee County Transit System (MCTS)	Milwaukee, WI	479.2	442.9	3,192.1	2,991.4
County of Maui - Dept. of Transportation (MDOT)	Kahului, HI	428.0	431.8	2,537.8	2,568.3
Lehigh and Northampton Transportation Authority (LANTA)	Allentown, PA	419.5	419.9	6,747.4	7,368.4
Bergen County Community Transportation (BCCT)	New York, NY	430.8	411.5	3,043.4	2,145.7
Riverside Transit Agency (RTA)	Riverside, CA	398.6	406.0	4,907.2	5,092.7
Transit Authority of River City (TARC)	Louisville County, KY	387.1	405.9	3,460.8	3,694.7

(a) Excludes Demand Response Taxi Service

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2014	2015	2014	2015
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	3,983.6	4,095.1	177,435.2	185,794.7
King County Department of Transp. (King County Metro)	Seattle, WA	3,414.8	3,561.4	66,111.7	72,727.0
Metropolitan Transit Auth. of Harris County, Texas (Metro)	Houston, TX	2,436.9	2,445.2	69,573.4	71,491.9
San Diego Association of Governments (SANDAG)	San Diego, CA	2,145.4	2,160.3	102,390.5	101,406.7
California Vanpool Authority (CalVans)	Hanford, CA	1,844.1	2,154.1	80,230.4	94,156.4
Pace - Suburban Bus Division (PACE)	Chicago, IL	1,923.2	1,851.0	45,684.7	41,382.3
Utah Transit Authority (UTA)	Salt Lake City, UT	1,404.3	1,423.7	51,601.6	51,997.9
Orange County Transportation Authority (OCTA)	Los Angeles, CA	1,224.5	1,287.2	42,638.7	43,927.1
VRide, Inc. – Michigan	Detroit, MI	1,240.3	1,238.4	52,263.2	42,802.3
vRide, Inc. - Valley Metro	Phoenix, AZ	1,068.1	1,177.7	29,865.0	32,461.7
Potomac and Rappahannock Transp. Commission (PRTC)	Washington, DC	383.2	1,030.7	18,499.0	47,196.4
Snohomish County PTBA (Community Transit)	Seattle, WA	924.9	912.6	24,029.3	23,126.7
Pierce County Transp. Benefit Area Auth. (Pierce Transit)	Seattle, WA	906.7	849.2	24,802.3	23,385.2
Ben Franklin Transit (BFT)	Kennewick, WA	828.2	794.6	27,035.6	25,387.2
vRide, Inc. – Atlanta	Atlanta, GA	719.1	767.8	25,795.4	23,193.9
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	770.0	763.7	27,211.1	29,926.2
Intercity Transit (I.T.)	Olympia, WA	743.9	685.1	26,550.1	24,567.1
Miami Lakes - vRide, Inc.	Miami, FL	583.0	592.3	15,915.6	20,056.4
Dallas Area Rapid Transit (DART)	Dallas, TX	893.0	576.8	34,420.4	21,517.6
Victor Valley Transit Authority (VVTA)	Victorville, CA	413.7	527.7	19,792.1	24,270.5
VIA Metropolitan Transit (VIA)	San Antonio, TX	455.8	459.1	19,138.1	20,414.8
Greater Richmond Transit Company (GRTC Transit System)	Richmond, VA	430.0	432.3	31,445.0	31,503.6
Dallas - vRide, Inc.	Dallas, TX	514.3	384.9	22,505.8	18,532.3
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	333.4	349.1	11,137.0	11,563.8
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	233.9	344.7	6,321.2	10,508.9
Research Triangle Regional Public Transportation Authority	Durham, NC	325.7	310.4	10,037.2	9,156.3
Centre Area Transportation Authority (CATA)	State College, PA	210.3	249.8	5,445.6	10,421.0
Piedmont Authority for Regional Transportation (PART)	Greensboro, NC	264.1	246.2	11,017.7	10,428.8
Southwestern Pennsylvania Commission (SPC)	Pittsburgh, PA	269.1	245.2	7,766.2	7,131.9
Charlotte Area Transit System (CATS)	Charlotte, NC	255.2	240.3	12,240.9	11,604.3

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2014	2015	2014	2015
San Francisco Municipal Railway (MUNI)	San Francisco, CA	65,328.4	60,553.9	99,004.8	90,484.0
King County Department of Transp. (King County Metro)	Seattle, WA	19,464.4	18,769.3	35,310.7	33,642.7
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	6,562.6	6,696.0	12,854.4	12,795.2
Greater Dayton Regional Transit Authority (GDRTA)	Dayton, OH	2,406.6	2,315.5	6,710.3	6,355.0
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,763.6	1,347.7	3,851.3	2,940.9

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)		Ridership per Mile of Track
		2014	2015	2014	2015	
Commuter Rail Agencies						
MTA Long Island Rail Road (MTA LIRR)	New York NY	97,869.6	98,699.5	1,917,248.1	2,220,654.6	147,246.8
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	85,639.2	89,348.4	2,172,465.7	2,186,594.2	102,935.9
MTA Metro-North Commuter Railroad (MTA-MNCR)	New York, NY	84,463.7	85,761.0	2,588,133.6	2,339,386.3	106,139.9
Northeast Illinois Reg. Commuter Railroad Corp. (Metra)	Chicago, IL	74,382.1	72,631.2	1,668,440.9	1,623,729.3	60,229.8
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	37,690.4	37,650.7	497,583.3	488,952.3	61,170.9
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	35,251.7	32,869.9	721,741.1	678,185.1	46,198.0
Peninsula Corridor Joint Powers Board, Caltrain (PCJPB)	San Francisco, CA	17,759.5	18,995.2	389,288.7	475,150.1	138,955.1
Southern California Regional Rail Authority (Metrolink)	Los Angeles, CA	13,429.4	13,975.4	440,984.5	406,645.6	21,310.4
Maryland Transit Administration (MTA)	Baltimore, MD	9,167.9	9,267.3	272,410.8	275,624.9	19,675.7
Utah Transit Authority (UTA)	Salt Lake City, UT	4,468.8	4,645.3	120,156.3	128,654.3	38,775.5
Virginia Railway Express (VRE)	Washington, DC	4,431.7	4,505.1	132,623.6	152,273.0	25,817.0
South Florida Regional Transportation Authority (TRI-Rail)	Miami, FL	4,401.0	4,292.7	119,670.2	118,049.1	28,204.4
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	3,361.3	3,851.8	77,023.8	91,022.8	24,240.6
Northern Indiana Commuter Transp. District (NICTD)	Chicago, IL	3,614.3	3,617.3	104,415.7	104,159.8	27,739.8
Dallas Area Rapid Transit (DART)	Dallas, TX	---	2,173.7	---	41,614.5	39,306.6
North County Transit District (NCTD)	San Diego, CA	1,673.8	1,641.5	47,124.7	45,885.6	16,252.7
Pennsylvania Department of Transportation (PENNDOT)	Philadelphia, PA	1,170.6	1,360.7	99,330.0	119,508.1	9,423.4
Altamont Corridor Express (ACE)	Stockton, CA	1,075.6	1,209.8	48,424.5	52,241.8	13,441.7
Rio Metro Regional Transit District (RMRTD)	Albuquerque, NM	1,083.5	998.2	47,553.3	44,551.5	8,984.6
Central Florida Commuter Rail (SunRail)	Orlando, FL	169.9	959.0	2,611.9	14,058.1	28,458.1
Connecticut Department of Transportation (CDOT)	Hartford, CT	921.6	889.6	22,619.4	21,950.9	8,154.0
Metro Transit	Minneapolis, MN	721.2	722.6	18,259.2	18,361.6	10,457.8
Northern New England Passenger Rail Auth. (NNEPRA)	Portland, ME	536.5	438.4	44,412.3	36,313.0	3,074.1
Regional Transportation Authority (RTA)	Davidson, TN	243.1	265.5	3,776.3	3,851.4	8,046.3
Alaska Railroad Corporation (ARRC)	Anchorage, AK	164.7	178.4	20,480.0	21,842.6	261.2
Hybrid Rail Agencies						
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	2,869.7	2,830.3	44,322.4	44,640.4	49.9
North County Transit District (NCTD)	San Diego, CA	2,551.1	2,769.7	22,178.1	24,354.8	85.2
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	763.6	833.2	12,006.8	13,491.2	12.9
Denton County Transportation Authority (DCTA)	Denton, TX	568.3	555.4	8,339.4	8,175.1	19.4
Tri-County Metropolitan Transp. District of Oregon (TriMet)	Portland, OR	512.4	476.8	4,310.0	3,991.6	24.8

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

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)		Ridership per Mile of Track
		2014	2015	2014	2015	
MTA New York City Transit (NYCT)	New York, NY	2,743,004.5	2,662,421.2	11,152,745.3	10,870,498.4	3,198,103.6
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	269,529.0	270,162.1	1,519,705.3	1,590,762.8	924,263.2
Chicago Transit Authority (CTA)	Chicago, IL	238,100.1	241,676.1	1,446,542.1	1,477,398.1	839,736.2
Massachusetts Bay Transportation Auth. (MBTA)	Boston, MA	178,462.4	174,943.6	606,830.0	578,656.5	1,619,848.6
San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	125,784.2	134,660.1	1,655,369.3	1,791,366.2	503,214.0
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	99,288.8	100,747.8	439,437.8	443,501.7	1,009,496.6
Port Authority Trans-Hudson Corporation (PATH)	New York, NY	83,070.4	85,521.8	349,934.6	360,882.1	1,984,263.9
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	68,761.6	72,536.5	444,957.3	472,764.5	699,484.2
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	50,364.8	47,506.7	254,439.7	236,022.6	1,393,158.7
Miami-Dade Transit (MDT)	Miami, FL	21,751.4	21,910.6	159,954.1	161,987.1	375,825.2
Maryland Transit Administration (MTA)	Baltimore, MD	14,632.4	13,900.8	75,330.8	67,159.4	408,847.4
Port Authority Transit Corporation (PATCO)	Philadelphia, PA	10,007.3	10,169.5	88,526.8	90,717.0	264,830.4
Alternativa de Transporte Integrado -ATI (PRHTA)	San Juan, PR	10,877.3	8,958.2	51,975.1	43,795.7	351,303.8
Staten Island Rapid Transit Operating Auth. (SIRTOA)	New York, NY	8,301.8	8,557.0	52,033.9	53,632.9	269,937.2
The Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	6,203.8	6,438.3	41,266.6	43,869.2	153,657.6

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)		Ridership per Mile of Track
		2014	2015	2014	2015	
Light Rail Agencies						
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	63,704.8	62,775.1	412,776.4	386,900.8	462,261.5
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	72,481.7	60,838.6	180,879.4	155,004.4	779,982.4
San Francisco Municipal Railway (MUNI)	San Francisco, CA	48,779.2	49,076.1	138,802.4	140,039.3	719,590.3
San Diego Metropolitan Transit System (MTS)	San Diego, CA	39,694.6	40,082.5	228,531.8	224,422.0	390,667.3
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	38,194.5	37,747.9	215,898.0	207,131.5	362,611.5
Dallas Area Rapid Transit (DART)	Dallas TX	29,458.3	29,840.7	242,559.9	245,940.0	147,288.8
Denver Regional Transportation District (RTD)	Denver, CO	26,363.1	25,518.6	199,703.2	181,980.6	271,474.2
Metro Transit	Minneapolis, MN	16,000.0	23,003.5	72,641.9	97,403.5	448,410.5
Utah Transit Authority (UTA)	Salt Lake City, UT	19,868.6	19,704.4	94,751.9	99,725.3	182,279.1
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	19,178.5	19,701.2	58,316.2	60,733.6	390,897.6
Bi-State Development Agency (METRO)	St. Louis, MO	17,466.3	16,637.4	146,929.6	137,522.5	172,766.8
Metro. Transit Auth, of Harris County, Texas (Metro)	Houston, TX	12,701.0	15,251.4	33,086.5	40,874.0	259,378.1
Valley Metro Rail, Inc. (VMR)	Phoenix-Mesa, AZ	14,331.5	14,276.9	97,905.9	90,370.5	332,020.6
Sacramento Regional Transit District (Sacramento RT)	Sacramento, CA	12,710.5	12,061.7	74,580.3	68,716.7	160,609.1
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	10,937.9	11,530.4	83,984.6	88,446.9	299,491.2
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	10,953.0	11,341.2	61,658.6	61,314.0	142,477.5
Port Authority of Allegheny County (Port Authority)	Pittsburgh, PA	7,937.5	8,048.0	33,889.1	31,204.5	157,187.0
Maryland Transit Administration (MTA)	Baltimore, MD	8,109.3	7,657.3	52,021.6	50,930.2	132,938.5
Charlotte Area Transit System (CATS)	Charlotte, NC	5,068.2	5,018.4	26,194.6	25,598.7	539,615.2
Niagara Frontier Transportation Authority (NFT Metro)	Buffalo, NY	4,636.1	4,408.0	12,248.5	12,258.5	312,621.8
The Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	2,779.2	2,608.8	16,450.4	15,113.2	79,053.6
Transportation Dist. Comm. of Hampton Roads (HRT)	Virginia Beach, VA	1,669.0	1,554.1	6,296.3	5,734.4	210,015.5
Streetcar Agencies						
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	24,458.4	26,072.4	58,436.2	69,248.7	119,983.4
San Francisco Municipal Railway (MUNI)	San Francisco, CA	8,172.4	7,856.6	12,078.8	11,640.5	362,055.9
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	7,457.3	7,281.6	13,945.1	13,616.7	391,486.5
City of Portland (PBOT)	Portland, OR	4,441.3	4,625.3	4,931.0	5,319.1	312,521.4
City of Tucson (COT)	Tucson, AZ	---	1,078.1	---	1,660.3	276,445.1
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	973.6	973.4	859.5	864.7	360,523.0
McKinney Avenue Transit Authority (MATA)	Dallas TX	505.1	634.6	661.6	817.5	141,019.8
King County Dept. of Transp. (King County Metro)	Seattle, WA	707.7	622.2	594.1	522.9	239,315.0
City of Atlanta- Dept. of Public Works (COA DPW)	Atlanta, GA	505.1	392.9	661.6	447.9	145,520.7
Hillsborough Area Regional Transit Authority (HART)	Petersburg, FL	277.8	288.3	499.5	522.4	82,367.1
Central Arkansas Transit Authority (CATA)	Little Rock, AR	99.5	95.2	172.2	165.6	27,205.7
Kenosha Transit (KT)	Kenosha, WI	45.1	45.9	50.7	51.5	22,973.5
Dallas Area Rapid Transit (DART)	Dallas, TX	---	19.5	---	27.1	8,142.9
Memphis Area Transit Authority (MATA)	Memphis, TN	1,103.2	---	1,028.3	---	---

(a) The Memphis Area Transit Authority trolley was not in operation in 2015

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2014	2015	2014	2015
Washington State Ferries (WSF)	Seattle, WA	22,850.7	23,657.4	179,408.7	186,771.8
New York City Department of Transportation (NYCDOT)	New York, NY	21,068.9	21,911.5	108,729.8	113,940.0
Port Imperial Ferry Corporation dba NY Waterway	New York, NY	4,143.6	4,205.4	16,418.6	---
Martha's Vineyard and Nantucket Steamship Auth.	Barnstable Town, MA	---	3,023.1	---	38,370.0
Golden Gate Bridge, Hwy and Transp. District (GGBHTD)	San Francisco, CA	2,470.6	2,540.7	26,911.2	27,687.1
San Francisco Bay Area Water Emergency Transp. Auth.	San Francisco, CA	1,925.6	2,091.3	30,143.1	32,017.6
Puerto Rico Maritime Transport Authority (PRMTA)	San Juan, PR	1,987.3	1,825.6	25,307.8	23,452.5
BillyBey Ferry Company, LLC	New York, NY	1,462.5	1,606.5	3,130.2	---
New York City Economic Development Corporation	New York, NY	---	1,360.4	---	2,967.2
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,313.2	1,341.4	10,906.8	11,568.4
Port Authority Trans-Hudson Corporation (PATH)	New York, NYCT	1,097.8	1,130.4	3,015.9	3,083.1
Casco Bay Island Transit District (CBITD)	Portland, ME	962.6	1,001.7	3,532.8	3,627.9
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	459.9	990.5	229.9	501.3
Plaquemines Parish Government (PPG)	New Orleans, LA	898.0	774.9	449.0	387.5
Chatham Area Transit Authority (CAT)	Savannah, GA	729.7	732.0	277.3	278.4
King County Ferry District (KCFD)	Seattle, WA	467.1	515.2	2,409.9	2,645.3
Kitsap Transit	Bremerton, WA	458.6	492.9	715.6	765.0
Transportation District Comm. of Hampton Roads (HRT)	Virginia Beach, VA	332.0	294.6	236.7	209.6
Pierce County Ferry Operations (Pierce County Ferry)	Seattle, WA	191.2	187.9	841.4	1,324.4
MTA: Metro-North Commuter Railroad (MTA-MNCR)	New York, NY	149.8	160.3	581.2	644.9
Corpus Christi Regional Transportation Authority (The B)	Corpus Christi, TX	84.0	76.9	100.8	92.2
City of Fort Lauderdale	Miami, FL	---	73.3	---	---
Rock Island County Met. Mass Transit District (MetroLink)	Davenport, IA-IL	34.9	31.9	195.2	170.6
Central Oklahoma Transp. and Parking Auth. (COTPA)	Oklahoma City, OK	8.7	9.	25.9	21.7

(a) Some services previously operated by the Louisiana Department of Transportation and Development are now operated by the New Orleans RTA

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

Transit Agency	Urbanized Area (First City and State Names Only)	Unlinked Passenger Trips (Thousands)		Passenger Miles (Thousands)	
		2014	2015	2014	2015
Cable Car / Aerial Tramway / Inclined Plane					
San Francisco Municipal Railway (MUNI)	San Francisco, CA	7,331.8	6,834.2	9,247.9	8,574.6
Town of Mountain Village (a)	Mountain Village, CO	2,407.2	2,443.6	---	---
City of Portland (PBOT)	Portland, OR	1,741.7	1,851.0	1,114.7	1,184.6
Port Authority of Allegheny County (Port Authority)	Pittsburgh, PA	716.9	793.4	83.8	92.7
Chattanooga Area Regional Transp. Auth. (CARTA)	Chattanooga, TN	396.8	411.4	396.8	411.4
Cambria County Transit Authority (CamTran)	Johnstown, PA	70.8	43.7	12.0	7.4
Monorail and Automated Guideway Transit					
Miami-Dade Transit (MDT)	Miami, FL	9,983.1	9,937.6	9,270.4	9,590.6
Las Vegas Monorail Company (LVMC)	Las Vegas, NV	4,548.3	5,082.2	8,851.2	9,964.8
Detroit Transportation Corp. (Detroit People Mover)	Detroit, MI	2,150.1	2,442.0	3,299.7	3,753.1
West Virginia Univ., Morgantown PRT	Morgantown, WV	2,341.7	2,349.0	4,449.1	4,460.8
City of Seattle - Seattle Center Monorail Transit (SMS)	Seattle, WA	2,162.6	2,293.0	1,946.4	2,063.7
Jacksonville Transportation Authority (JTA)	Jacksonville, FL	1,188.0	1,315.8	843.5	1,118.5
San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	---	580.5	---	1,857.6

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

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

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

State	Transit Agency Name	Unlinked Passenger Trips (a)	
		2014	2015
Rural Bus Agencies			
MD	Mayor and City Council Town of Ocean City	2,727,724	2,579,958
TN	Pigeon Forge Fun Time Trolleys	866,756	2,287,113
CO	Roaring Fork Transportation Authority	1,983,742	2,018,873
CO	Summit County	1,845,666	1,893,823
UT	Park City Municipal Corporation	1,818,869	1,848,596
NC	AppalCart	1,725,371	1,801,015
IL	City of Macomb	1,919,723	1,741,769
WA	Pullman Transit	1,389,761	1,357,906
MA	Martha's Vineyard Transit Authority	1,224,587	1,292,233
MS	City of Oxford	---	1,226,151
AK	City and Borough of Juneau	1,171,850	1,121,020
CO	Steamboat Springs, City of	1,124,061	1,036,942
WY	Southern Teton Area Rapid Transit	26,066	950,756
CA	Eastern Sierra Transit Authority	910,459	910,708
CO	Eagle County Regional Transportation Authority	889,876	894,783
TN	City of Gatlinburg	900,394	893,606
VT	Advance Transit, Inc. NH	868,082	828,273
HI	County of Kaua'i - Transportation Agency	819,950	795,923
WA	Clallam Transit System	796,498	754,103
CO	Town of Breckenridge	660,369	748,806
NY	City of Oneonta	711,128	734,024
MS	SMART Starkville-MSU Area Rapid Transit	---	709,064
WA	Island Transit	977,348	706,598
WY	University of Wyoming	664,237	673,179
OK	OSU-Stillwater Community Transit	719,111	664,771
WA	Grays Harbor Transit	647,943	662,598
NV	Tahoe Transportation District	717,082	579,270
TX	City of South Padre Island	626,330	546,814
ME	Downeast Transportation, Inc.	433,588	513,925
NM	Incorporated County of Los Alamos	446,361	499,240
CA	Kern Regional Transit	---	489,329
VT	Marble Valley Regional Transit District	469,419	482,442
CT	Mashantucket Pequot Tribal Nation	---	480,931
CO	Town of Snowmass Village	504,556	473,653
CO	City of Durango	577,540	466,464
Rural Commuter Bus Agencies			
CO	Roaring Fork Transportation Authority	1,759,612	1,723,933
HI	County of Hawaii Mass Transit Agency	920,280	944,738
CA	Humboldt Transit Authority	608,927	612,927
AZ	Navajo Nation	250,842	213,221
TX	El Paso County	197,465	193,322
OR	Yamhill County	169,812	171,117
VT	Marble Valley Regional Transit District	133,444	130,484
PA	New Castle Area Transit Authority	130,082	127,492
OR	City of Sandy	153,514	118,510
SC	Lowcountry Regional Transportation Authority	103,863	117,852
AK	Valley Mover	80,401	84,772
OR	Columbia County	66,554	83,983

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

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

State	Transit Agency Name	Unlinked Passenger Trips (a)	
		2014	2015
Rural Demand Response Agencies			
MO	OATS, Inc.	1,475,289	1,486,541
VT	Connecticut River Transit, Inc.	109,662	1,418,655
OK	KI BOIS Community Action Foundation, Inc.	731,695	743,281
KY	Rural Transit Enterprises Coordinated, Inc.	759,255	714,260
MI	Isabella County Transportation Commission	625,784	606,687
AL	West Alabama Rural Public Transportation	584,567	575,101
MI	Bay Area Transportation Authority	551,084	556,173
IL	South Central Illinois Mass Transit District	544,285	549,435
AR	Central Arkansas Development Council	409,214	419,497
IA	North Iowa Area Council of Governments	395,350	415,595
MI	Marquette County Transit Authority	408,400	376,847
IA	Southwest Iowa Planning Council /SW Iowa Transit	389,397	367,258
SD	CCTS d/b/a River Cities Transit	384,718	362,448
MI	Huron Transit Corporation	340,747	361,630
TX	Panhandle Community Services	385,505	345,573
AL	Baldwin County Commission	325,004	331,209
OH	Athens Transit	303,753	316,432
CA	Fresno County Rural Transit Agency	335,191	310,942
MO	Southeast Missouri Transportation, Inc.	271,214	284,171
TN	South Central Tennessee Development District	271,185	283,752
TX	Rural Economic Assistance League, Inc.	205,697	269,076
MN	Arrowhead Economic Opportunity Agency, Inc.	285,357	268,842
OH	Marion Area Transit	183,346	267,519
IA	Regional Transit Authority/RIDES	293,825	265,642
GA	Southwest Georgia RC	276,279	262,722
OK	Community Action Development Corporation	274,451	260,594
KY	Leslie, Knott, Letcher & Perry Community Action	238,797	255,062
AR	Area Agency on Aging of Southeast Arkansas	---	245,821
OH	Knox Area Transit	129,440	229,475
OH	Sandusky Transit System	196,869	225,035
MN	Trailblazer Joint Powers Board	153,298	222,429
IN	Southern Indiana Development Commission Ride Solution	---	220,263
OH	Wilmington City Cab Service	149,338	218,160
KY	Bluegrass Community Action Agency	206,104	206,069
KY	Pennyrile Allied Community Services, Inc.	195,883	204,360
Rural Vanpool Agencies			
WA	Island Transit	228,228	211,111
TX	El Paso County	---	159,194
FL	VPSI- Clermont	99,501	107,947
WA	Clallam Transit System	106,824	105,961
WA	Grays Harbor Transit	92,713	103,217
ID	Mountain Rides Transportation Authority	54,345	46,073
WA	Grant County Transportation Authority	44,445	44,927
MT	Missoula Ravalli Transportation Management Association	37,800	37,513
WA	Mason County Transportation Authority	46,768	34,917
FL	Big Bend Transit	30,728	28,532
CO	Town of Mountain Village	16,780	21,787
WA	Columbia County Public Transportation	27,691	20,423

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

Fact Book Methodology

The procedure for estimating total data in the **2017 Public Transportation Fact Book**, and prior issues of the Fact Book, is to expand available data by standard statistical methods to estimate U.S. national totals. It includes only public transportation data and excludes taxicab, unregulated jitney, school bus, sightseeing service, intercity bus, charter bus, military transportation, and services not available to the general public or segments of the general public (e.g., governmental and corporate shuttles), and special application systems (e.g., amusement parks, airports, and the following types of ferry service: international, rural, rural interstate, and urban park).

The Fact Book can be indirectly traced to the Bureau of Census *Report on Transportation in the United States at the Eleventh Census: 1890, Part II - Street Railway Transportation*, published in Washington, DC, by the Government Printing Office in 1895. That volume listed data for individual street railways and aggregate data for the entire street railway industry. The Census was conducted again in 1902, 1907, and 1912, but a report with data for individual railways was not published during World War I. The *Census of Electrical Industries: 1917, Electric Railways*, published by the Government Printing Office in 1920, provided summary data only; no data for individual electric railways were included. Summary data were published by the Census every five years through 1937. The census of transit operations was not published for 1942. In response, the APTA predecessor American Transit Association (ATA) published *The Transit Industry of the United States: Basic Data and Trends, 1942 Edition* in March 1943. The following year the summary of transit data, titled the *Transit Fact Book 1944*, was published and dated for the year in which it was published, which has been continued as the Fact Book dating policy since then. All data in the Fact Book calculated by APTA and its predecessors are statistical expansions of sample data designed to represent the total activity of all public transit agencies. Base data are taken from the Federal Transit Administration's National Transit Database (NTD). These data are supplemented by sample data from other sources including APTA's *2015 Public Transportation Vehicle Database* and *2016 Infrastructure database* (These are based off of surveys of APTA transit system members). Data are expanded by mode in stratified categories of similar systems based on population and other characteristics. All procedures are adapted to minimize the maximum possible error, a standard statistical procedure.

Because NTD data are collected for "report years," Fact Book data are also calculated for report years. A report year is each transit agency's fiscal year that ends during a calendar year.

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

APTA

The American Public Transportation Association (APTA) is a nonprofit international association of more than 1,500 public and private sector organizations, engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes: public transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient and economical transit services and products. More than 90 percent of the people using public transportation in the United States and Canada ride APTA member systems.

This is the 68th edition of the **Public Transportation Fact Book** (formerly the **Transit Fact Book**), which was first published in 1943. Available data are expanded by standard statistical methods to estimate U.S. national totals. *All data are for the U.S. only, except for the section on Canada.* Data for Canada are provided by the Canadian Urban Transit Association (CUTA). A Glossary of Terms, a description of Fact Book Appendices and other APTA statistical publications, and a discussion of the methodology used to estimate Fact Book data may be found online. The 67 previous editions of the Fact Book are available on-line at <http://www.apta.com/resources/statistics/Pages/transitstats.aspx> It is APTA policy to continually seek to improve the quality of data reported in the Fact Book. Data are sought from all available sources and statistical procedures used to verify that the data presented in the Fact Book are improved to be as accurate as possible.

Public Transportation Appendices Published on APTA Web Page

Appendix A: Historical Tables

Appendix A presents select data items for the entire time period they have been reported in the Fact Book and other statistical reports prepared by APTA and its predecessor organizations. Many data items are reported for every year beginning in the 1920s, and ridership is reported from 1907. <http://www.apta.com/resources/statistics/Pages/transitstats.aspx>

- [2017 Fact Book Appendix A: Historical Tables](#)
- [2017 Appendix A tables in Excel format](#)

Appendix B: Transit Agency and Urbanized Area Operating Statistics

Appendix B presents six operating statistics for 2015 for each transit agency in urbanized areas in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed and ranked for urbanized areas, both all modes totaled and for individual modes. These lists allow a simple method to determine comparably sized transit agencies. Agencies operating in rural areas are ranked for four operating statistics for agency totals and by mode for each agency and for state-wide totals.

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

- [2017 Appendix B tables in Excel format](#)

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

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

- [Appendix C tables in Excel format](#)

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

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

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Suggested Identification: American Public Transportation Association: *2017 Public Transportation Fact Book*, Washington, D.C., March, 2017.

APTA Chief Executive Officers

Paul P. Skoutelas, President and CEO 2018 – Current

Richard A. White, Acting President and CEO 2016 - 2017

Michael P. Melaniphy, President and CEO 2011- 2016

William Millar, President 1996-2011

Jack R. Gilstrap, Executive Vice President 1980 - 1996

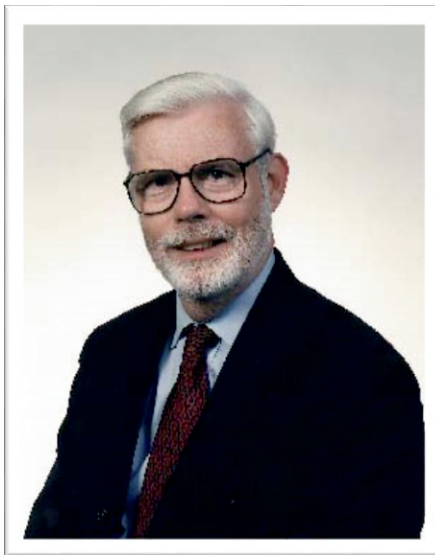
B. R. Stokes, Executive Director 1974 - 1977, Executive Vice President 1977 - 1980

APTA Lifetime Achievement Award Recipients

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



Rosa Parks, 1997



Mortimer Downey, 2000



Norman Y. Mineta, 2006



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APTA Fact Book Glossary

Definitions are grouped by topic, consistent with groupings on tables, in the following categories:

- Employee and Labor Definitions
- Energy Use and Vehicle Power Definitions
- Financial - Capital Expense Definitions
- Financial - Operating Expense Definitions
- Financial - Fare Structure Definitions
- Financial - Revenue Definitions
- General Definitions
- Infrastructure Definitions
- Mode of Service Definitions
- Service Consumed Definitions
- Service Supplied Definitions
- Vehicle Characteristic and Amenity Definitions

EMPLOYEE AND LABOR DEFINITIONS:

Capital Employee is an employee whose labor hour cost is reimbursed under a capital grant or is otherwise capitalized.

Operating Employee is an employee engaged in the operation of the transit system. Operating employees are classified into the following four categories describing the type of work they do:

General Administration Employee is an operating employee at any level engaged in general management and administration activities, including transit system development, customer services, promotion, market research, injuries and damages, safety, personnel administration, general legal services, general insurance, data processing, finance and accounting, purchasing and stores, general engineering, real estate management, office management and services, general management, and planning.

Non-Vehicle Maintenance Employee is an operating employee at any level engaged in non-vehicle maintenance, or a person providing maintenance support to such persons for inspecting, cleaning, repairing and replacing all components of vehicle movement control systems; fare collection and counting equipment; roadway and track; structures, tunnels, and subways; passenger stations; communication systems; and garage, shop, operating station, and general administration buildings, grounds and equipment. In addition, it includes support for the operation and maintenance of electric power facilities.

Vehicle Operations Employee is an operating employee at any level engaged in vehicle operations or a person providing support in vehicle operations activities, a person engaged in ticketing and fare collection activities, or a person engaged in system security activities.

Vehicle Maintenance Employee is an operating employee at any level engaged in vehicle maintenance, a person performing inspection and maintenance, vehicle maintenance of vehicles, performing servicing functions for revenue and service vehicles, and repairing damage to vehicles resulting from vandalism or accidents.

Number of Employees is the number of actual persons directly working for a transit agency, regardless of whether the person is full-time or part-time.

Salaries and Wages are payments to employees for time actually worked.

Fringe Benefits are payments to employees for time not actually worked, and the cost of other employee benefits to the transit agency. Payment for time not actually worked includes payments to the employee for vacations, sick leave, holidays, and other paid leave. Other benefits include transit agencies payments to other organizations for retirement plans, social security, workmen's compensation, health insurance, other insurance, and other payments to other organizations for benefits to employees.

Total Compensation is the sum of Salaries and Wages and Fringe Benefits.

ENERGY USE AND VEHICLE POWER DEFINITIONS:

Alternate Power is fuel that is substantially not diesel fuel or gasoline.

Electric Power Consumption is the amount of electricity used to propel transit vehicles, also called **propulsion power**. It does not include electricity used for lighting, heating, or any use other than propulsion power.

Fossil Fuel is any fuel derived from petroleum or other organic sources including diesel fuel, compressed natural gas, gasoline, liquefied natural gas, liquid petroleum gas or propane, and kerosene.

FINANCIAL - CAPITAL EXPENSE DEFINITIONS:

Capital Expenses are expenses related to the purchase of equipment. Equipment means an article of non-expendable tangible personal property having a useful life of more than one year and an acquisition cost which equals the lesser of the capitalization level established by the government unit for financial statement purposes or \$5,000. Capital expenses in the NTD accounting system do not include all expenses which are eligible uses for federal capital funding assistance; some of those expenses are included with operating expenses in the National Transit Database accounting system used herein.

Facilities capital expense includes administration, central/overhaul maintenance facilities, light maintenance and storage facilities, and equipment of any of these items. Categories of facilities capital expense are:

Guideway is capital expense for right-of-way facilities for rail or the exclusive use of buses, including the buildings and structures dedicated for the operation of transit vehicles including elevated and subway structures, tunnels, bridges, track and power systems for rail, and paved highway lanes dedicated to bus. Guideway does not include passenger stations and transfer facilities.

Passenger Stations is capital expense for passenger boarding and disembarking areas with platforms including transportation centers and park-and-ride facilities but excluding transit stops on streets.

Administration Buildings is capital expense for buildings which house management and support activities.

Maintenance Facilities is capital expense for building used for maintenance activities such as garages and shops.

Rolling Stock capital expense is expense for vehicles, including boats, used by transit agencies. Categories of rolling stock capital expense are:

Revenue Vehicles is capital expense for vehicles used to transport passengers.

Service Vehicles is capital expense for vehicles used to support transit activities such as tow trucks, supervisor cars, and police cars.

All Other capital expense includes furniture, equipment that is not an integral part of buildings and structures, shelters, signs, and passenger amenities (e.g., benches) not in passenger stations. Categories of all other capital expense are:

Fare Revenue Collection Equipment is capital expense for equipment used to collect fares such as fare boxes, turnstiles, and ticket machines.

Communications and Information Systems is capital expense for equipment for communicating such as radios and for information management such as computers and software.

Other is capital expense that does not fall in the categories defined above.

FINANCIAL - OPERATING EXPENSE DEFINITIONS:

Operating Expenses are the expenses associated with the operation of the transit agency and goods and services purchased for system operation. It is the sum of either the functions or the object classes listed below.

An **Operating Expense Function** is an activity performed or cost center of a transit agency. The four basic functions are:

Vehicle Operations includes all activities associated with the subcategories of the vehicle operations function: transportation administration and support; revenue vehicle operation; ticketing and fare collection; and system security.

Vehicle Maintenance includes all activities associated with revenue and non-revenue (service) vehicle maintenance, including administration, inspection and maintenance, and servicing (cleaning, fueling, etc.) vehicles.

Non-Vehicle Maintenance includes all activities associated with facility maintenance, including: maintenance of vehicle movement control systems; fare collection and counting equipment; structures, tunnels and subways; roadway and track; passenger stations, operating station buildings, grounds and equipment; communication systems; general administration buildings, grounds and equipment, and electric power facilities.

General Administration includes all activities associated with the general administration of the transit agency, including transit service development, injuries and damages, safety, personnel administration, legal services, insurance, data processing, finance and accounting, purchasing and stores, engineering, real estate management, office management and services, customer services, promotion, market research and planning.

An **Operating Expense Object Class** is a grouping of expenses on the basis of goods and services purchased. Nine object classes are reported as follows:

Salaries and Wages are the pay and allowances due employees in exchange for the labor services they render on behalf of the transit agency. The allowances include direct payments to the employee arising from the performance of a piece of work.

Fringe Benefits are the payments or accruals to others (insurance companies, governments, etc.) on behalf of an employee and direct payments and accruals to an employee arising from something other than a piece of work.

Employee Compensation is the sum of "Salaries and Wages" and "Fringe Benefits."

Services include the labor and other work provided by outside organizations for fees and related expenses. Services include management service fees, advertising fees, professional and technical services, temporary help, contract maintenance services, custodial services and security services.

Materials and Supplies are the tangible products obtained from outside suppliers or manufactured internally. These materials and supplies include tires, fuel and lubricants. Freight, purchase discounts, cash discounts, sales and excise taxes (except on fuel and lubricants) are included in the cost of the material or supply.

Utilities include the payments made to various utilities for utilization of their resources (e.g., electric, gas, water, telephone, etc.). Utilities include propulsion power purchased from an outside utility company and used for propelling electrically driven vehicles, and other utilities such as electrical power for purposes other than for electrically driven vehicles, water and sewer, gas, garbage collection, and telephone.

Casualty and Liability Costs are the cost elements covering protection of the transit agency from loss through insurance programs, compensation of others for their losses due to acts for which the transit agency is liable, and recognition of the cost of a miscellaneous category of corporate losses.

Purchased Transportation is transportation service provided to a public transit agency or governmental unit from a public or private transportation provider based on a written contract. Purchased transportation does not include franchising, licensing operation, management services, cooperative agreements or private conventional bus service.

Other Operating Expenses is the sum of taxes, miscellaneous expenses, and expense transfers.

Total Operating Expense is the sum of all the object classes or functions.

FINANCIAL - FARE STRUCTURE DEFINITIONS:

Passenger Fares are revenue earned from carrying passengers in regularly scheduled and demand response service. Passenger fares include: the base fare; zone premiums; express service premiums; extra cost transfers; and quantity purchase discounts applicable to the passenger's ride.

Adult Base Cash Fare is the minimum cash fare paid by an adult for one transit ride; excludes transfer charges, zone or distance charges, express service charges, peak period surcharges, and reduced fares.

Passenger Fares Received per Unlinked Passenger Trip is "Passenger Fares" divided by "Unlinked Passenger Trips."

Peak Period Surcharge is an extra fee required during peak periods (rush hours).

Transfer Surcharge is an extra fee charged for a transfer to use when boarding another transit vehicle to continue a trip.

Zone or Distance Surcharge is an extra fee charged for crossing a predetermined boundary.

Smart Cards are small cards, usually plastic, with an imbedded computer chip good for one or more trips that is usually altered by a fare collection machine removing some or all of the stored value as each trip is taken.

FINANCIAL - REVENUE DEFINITIONS:

Passenger Fare Revenue is revenue earned from carrying passengers in regularly scheduled and demand response service. Passenger fares include: the base fare; zone premiums; express service premiums; extra cost transfers; and quantity purchase discounts applicable to the passenger's ride. Passenger fare revenue is listed only for operating revenue sources.

Government Funds, Federal (also called **Federal Assistance**) is financial assistance from funds that are from the federal government at their original source that are used to assist in paying the operating or capital costs of providing transit service. On tables in the Public Transportation Fact Book, federal financial assistance is counted as either operating or capital funding consistent with accounting practices of the federally mandated National Transit Database reporting system rather than as defined in federal transit funding laws.

Government Funds, State (also called **State Assistance**) is financial assistance obtained from a state government(s) to assist with paying the operating and capital costs of providing transit services.

Government Funds, Local (also called **Local Assistance**) is financial assistance from local governments (below the state level) to help cover the operating and capital costs of providing transit service. Some local funds are collected in local or regional areas by the state government acting as the collection agency but are considered local assistance because the decision to collect funds is made locally.

Directly Generated Funds are any funds generated by or donated directly to the transit agency, including passenger fare revenues, advertising revenues, concessions, donations, bond proceeds, parking revenues, toll revenues from other sectors of agency operations such as bridges and roads, and taxes imposed by the transit agency as enabled by a state or local government. Some directly generated funds are funds earned by the transit agency, such as fare revenues, concessions, and advertising, while other directly generated funds are financial assistance such as taxes imposed by the transit agency. Directly generated funds are listed in three categories:

Passenger Fares which is defined above.

Transit Agency Funds, Other Earnings are directly generated funds that do not come from passenger fares or from government funds.

Government Funds, Directly Generated are directly generated funds that come from taxes, toll transfers, and bond proceeds.

Total Government Funds is the sum of federal assistance, state assistance, local assistance, and that portion of directly generated funds that accrue from tax collections, toll transfers from other sectors of operations, and bond proceeds.

GENERAL DEFINITIONS:

Public Transportation (also called **transit**, **public transit**, or **mass transit**) is transportation by a conveyance that provides regular and continuing general or special transportation to the public, but not including school buses, charter buses, or sightseeing service.

Transit agency (also called **transit system**) is an entity (public or private) responsible for administering and managing transit activities and services. Transit agencies can directly operate transit service or contract out for all or part of the total transit service provided. When responsibility is with a public entity, it is a **public transit agency**. When more than one mode of service is operated, it is a **multimodal transit agency**.

Report year is the year for which data are summed in the Fact Book. The report year data are the sum of the fiscal year data for each U.S. transit agency that ends during a calendar year. For most Fact Book tables it is data for all transit agency fiscal years that end in calendar year 2011.

INFRASTRUCTURE DEFINITIONS:

Directional Route Miles are the length of the rights-of-way, either rail, roadway including public streets and roads with mixed traffic, or water route, traversed by transit vehicles and measured in both direction for a two-way right-of-way or one direction for a one lane right-of-way. The number of routes operated over a specific section of right-of-way is not significant to the count.

Lane Miles are the length of a roadway dedicated to high occupancy vehicles (HOV) multiplied by the number of dedicated traffic lanes, including roadway shoulders if they are legally used during peak hours.

Maintenance Facility, General Purpose is a facility used for inspecting, servicing and performing light maintenance work upon revenue vehicles, including brake adjustments, engine degreasing, tire work, minor body repairs, and painting.

Maintenance Facility, Heavy is a facility used for performing heavy maintenance work on revenue vehicles. Heavy maintenance includes unit rebuilds, engine overhauls, significant body repairs, and other major repairs.

Passenger Station is a place for passengers to board or alight from vehicles with a platform. Bus and light rail stops along streets are not considered to be stations even if they have shelters and other amenities.

Track Miles are the length of all tracks, measured in one direction only, used by a rail system for operations including mainline tracks, siding tracks, and yard tracks.

MODE OF SERVICE DEFINITIONS:

Mode is a system for carrying transit passengers described by specific right-of-way, technology, and operational features.

Aerial Tramway is an electric system of aerial cables with suspended powerless passenger vehicles. The vehicles are propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

Automated Guideway Transit (also called **personal rapid transit**, **group rapid transit**, or **people mover**) is an electric railway (single or multi-car trains) of guided transit vehicles operating without an onboard crew. Service may be on a fixed schedule or in response to a passenger activated call button.

Bus is a mode of transit service (also called **motor bus**) characterized by roadway vehicles powered by diesel, gasoline, battery, or alternative fuel engines contained within the vehicle. Vehicles operate on streets and roadways in fixed-route or other regular service. Types of bus service include **local service**, where vehicles may stop every block or two along a route several miles long. When limited to a small geographic area or to short-distance trips, local service

is often called **circulator, feeder, neighborhood, trolley, or shuttle service**. Other types of bus service are **express service, limited-stop service, and Bus Rapid Transit (BRT)**.

Bus Rapid Transit is a type of bus service which offers higher speed and higher capacity service than regular fixed-route buses. These improvements are associated with dedicated rights-of-way, stations, traffic signal priority or pre-emption, low-floor vehicles or level-platform boarding, and separate branding of the service.

Cable Car is a railway with individually controlled transit vehicles attached while moving to a cable located below the street surface and powered by engines or motors at a central location not on board the vehicle.

Commuter Bus is a type of fixed-route bus service that connects outlying areas with central cities with no stops for at least 5 miles after leaving the central city. This service typically uses over-the-road-type buses rather than transit buses and primarily provides peak period commuter service.

Commuter Rail is a mode of transit service (also called **metropolitan rail, regional rail, or suburban rail**) characterized by an electric or diesel propelled railway for urban passenger train service consisting of local short distance travel operating between a central city and adjacent suburbs. Service must be operated on a regular basis by or under contract with a transit operator for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas. Such rail service, using either locomotive hauled or self-propelled railroad passenger cars, is generally characterized by multi-trip tickets, specific station to station fares, railroad employment practices and usually only one or two stations in the central business district. Intercity rail service is excluded, except for that portion of such service that is operated by or under contract with a public transit agency for predominantly commuter services. Most service is provided on routes of current or former freight railroads.

Demand Response is a mode of transit service (also called **paratransit or dial-a-ride**) characterized by the use of passenger automobiles, vans, or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. The vehicles do not operate over a fixed route or on a fixed schedule. The vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may even be interrupted en route to these destinations to pick up other passengers.

Ferryboat is a transit mode comprising vessels carrying passengers and in some cases vehicles over a body of water, and that are generally steam or diesel powered. When at least one terminal is within an urbanized area, it is **urban ferryboat** service. Such service excludes international, rural, rural interstate, island, and urban park ferries.

Heavy Rail is a mode of transit service (also called **metro, subway, rapid transit, or rapid rail**) operating on an electric railway with the capacity for a heavy volume of traffic. It is characterized by high-speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed rails; separate rights-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling, and high platform loading.

Hybrid Rail is a mode of transit operated on the routes of intercity railroads and has operating characteristics of commuter rail. This service typically operates diesel multiple-unit vehicles with characteristics of light rail vehicles. Hybrid rail vehicles are operated with temporal separation from railroad traffic.

Inclined Plane is a railway operating over exclusive right-of-way on steep grades (slopes) with powerless vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not on board the vehicle. The special tramway type of vehicles has passenger seats that remain horizontal while the undercarriage (truck) is angled parallel to the slope.

Light Rail is a mode of transit service (also called **streetcar, tramway, or trolley**) operating passenger rail cars singly (or in short, usually two-car or three-car, trains) on fixed rails in right-of-way that is often separated from other traffic for part or much of the way. Light rail vehicles are typically driven electrically with power being drawn from an overhead electric line via a trolley or a pantograph; driven by an operator on board the vehicle; and may have either high platform loading or low level boarding using steps. Passenger stations or stops are usually farther apart than the normal spacing for streetcar systems.

Monorail is an electric railway of guided transit vehicles operating singly or in multi-car trains. The vehicles are suspended from or straddle a guideway formed by a single beam, rail, or tube.

Publico is a mode of transit service provided by vans or small buses. Publicos are privately owned and operated and are regulated by a public service commission under a franchise agreement. They operate on fixed routes but do not have fixed schedules. The only current publico service is in San Juan, PR.

Streetcar is a type of light rail service where nearly the entire route is in streets or other roadways. Single-vehicle trains are most common with frequent in-street stops. They normally are used for shorter trips in central or higher density areas. Passenger stops are closer together than the station spacing on light rail systems.

Transit Vanpool is ridesharing by prearrangement using vans or small buses providing round trip transportation between the participant's prearranged boarding points and a common and regular destination. Data included in this report are the sum of vanpool data reported in the National Transit Database (NTD) and do not include any data for vanpools not listed in it. Vanpool service reported in the NTD must be operated by a public entity, or a public entity must own, purchase, or lease the vehicle(s). Vanpool included in the NTD must also be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions, be open to the public (and that availability must be made known) and use vehicles with a minimum capacity of 7 persons.

Trolleybus is a mode of transit service (also called **trolley coach**) using vehicles propelled by a motor drawing current from overhead wires via connecting poles called trolley poles from a central power source not on board the vehicle.

SERVICE CONSUMED DEFINITIONS:

Unlinked Passenger Trips, also called **boardings**, is the number of times passengers board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination, and regardless of whether they pay a fare, use a pass or transfer, ride for free, or pay in some other way.

Passenger Miles is the cumulative sum of the distances ridden by each passenger.

Average Trip Length is the average distance ridden for an unlinked passenger trip computed as passenger miles divided by unlinked passenger trips.

Average Passenger Load is the average number of passengers aboard a vehicle at any one time for its entire time in revenue service including late night and off-peak hour service as well as peak rush hour service.

SERVICE SUPPLIED DEFINITIONS:

Average Speed of a vehicle is the miles it operated in revenue service divided by the hours it is operated in revenue service.

Miles of Track is a measure of the amount of track operated by rail transit systems where each track is counted separately regardless of the number of tracks on a right-of-way.

Revenue Service is the operation of a transit vehicle during the period which passengers can board and ride on the vehicle. Revenue service includes the carriage of passengers who do not pay a cash fare for a specific trip as well as those who do pay a cash fare; the meaning of the phrase does not relate specifically to the collection of revenue.

Revenue Vehicle is a vehicle in the transit fleet that is available to operate in revenue service carrying passengers, including spares and vehicles temporarily out of service for routine maintenance and minor repairs. Revenue vehicles do not include service vehicles such as tow trucks, repair vehicles, or automobiles used to transport employees.

Vehicles Available for Maximum Service are vehicles that a transit agency has available to operate revenue service regardless of the legal relationship through which they are owned, leased, or otherwise controlled by the transit agency. Also called **revenue vehicles owned or leased**.

Vehicles Operated Maximum Service is the largest number of vehicles operated at any one time during the day, normally during the morning or evening rush hour periods.

Vehicle Total Miles are all the miles a vehicle travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service, including "deadhead" miles without passengers to the starting points of routes or returning to the garage. For conventional scheduled services, it includes both revenue miles and deadhead miles.

Vehicle Revenue Miles are the miles traveled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the general public and there is an expectation of carrying passengers). Vehicles operated in fare-free service are considered in revenue service. Revenue service excludes school bus service and charter service.

Vehicle Total Hours are the hours a vehicle travels from the time it pulls out from its garage to go into revenue service to the time it pulls in from revenue service, including "deadhead" miles without passengers to the starting points of routes or returning to the garage. For conventional scheduled services, it includes both revenue time and deadhead time.

Vehicle Revenue Hours are the hours traveled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the general public and there is an expectation of carrying passengers). Vehicles operated in fare-free service are considered in revenue service. Revenue service excludes school bus service and charter service.

VEHICLE CHARACTERISTIC AND AMENITY DEFINITIONS:

Accessible Vehicles are transit passenger vehicles that do not restrict access, are usable, and provide allocated space and/or priority seating for individuals who use wheelchairs.

Alternate Power transit vehicles are vehicles powered by any fuel except diesel fuel or gasoline.

Automated Stop Announcement is an automated system that announces upcoming stops.

Automatic Vehicle Location or GPS equipment allows a vehicle to be electronically located or tracked by local sensors or satellites.

Automatic Passenger Counter equipment counts passenger boardings/alightings but is not part of the farebox.

Average Age of transit vehicles is calculated from the difference between the current year and each vehicle's model year, not from the vehicle's actual date of manufacture or delivery.

Dynamic Destination Signs

Electronic Destination Signs

Exterior Bicycle Rack equipped vehicles can carry bicycles on racks outside of the vehicle such as on the front of a bus or the open deck of a ferryboat.

Passenger-Operator Intercom equipped vehicles have an intercom system that allows passengers and the vehicle's or train's operator to communicate with each other.