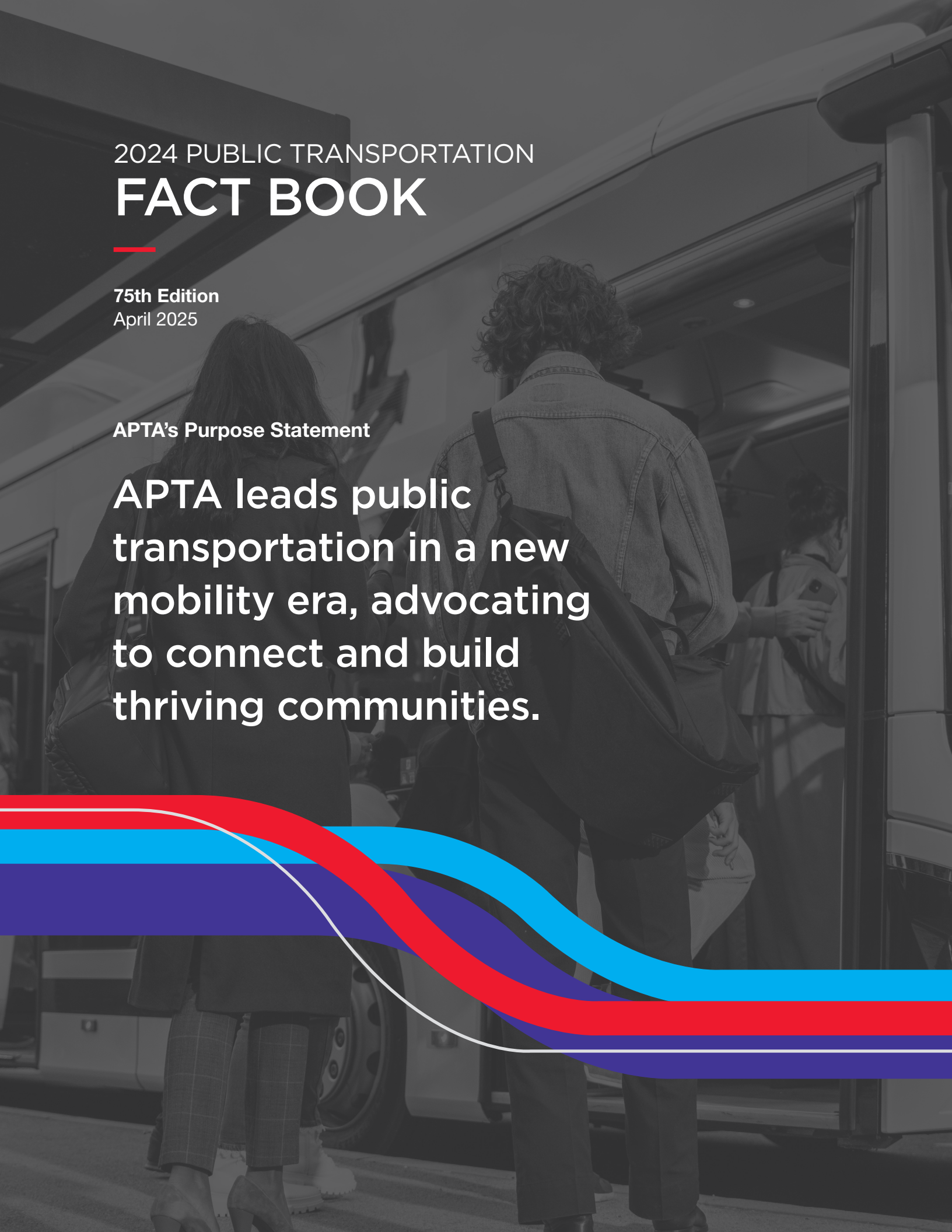
2024 PUBLIC TRANSPORTATION FACT BOOK

American
Public Transportation
Association



2024 PUBLIC TRANSPORTATION

FACT BOOK

75th Edition
April 2025

APTA's Purpose Statement

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

CONTENTS

TODAY, PUBLIC TRANSIT

Job Creation

430K+ People
work for public transportation agencies

50K Jobs
created and supported per $1 billion investment in job creation

5-to-1
ECONOMIC RETURN
produced by long-term investment in public transit

$382 Million
IN TAX REVENUE
supported per $1 billion investment in job creation

(According to APTA's "Economic Impact of Public Transportation Investment: 2020 Update")

Supporting Private-Sector Jobs

More than
77%
OF FEDERAL FUNDING FOR TRANSIT
flows to the private sector

2,000+
SUPPLIERS
in 48 states and DC

Fostering Energy Independence

Leading in Clean Technology

Share of **Hybrid Electric Buses***

2010: 7.0%
2024: 20.3%

1,600+
ZERO-EMISSION BUSES

(According to APTA's 2024 Vehicle Database)

Lowering Carbon Emissions

55% CO_2

less CO_2 emissions by using public transit rather than a car

(According to TCRP "Report 226: An Update on Public Transportation's Impacts on Greenhouse Gas Emissions")

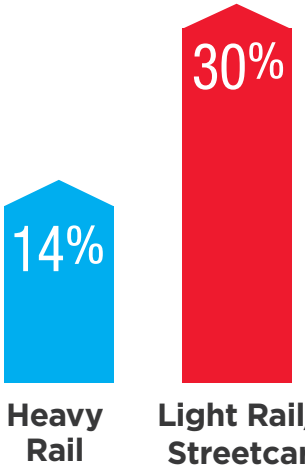
Reducing Gasoline Consumption

6.0 BILLION
Gallons of Gas Saved
each year by using public transportation

(According to TCRP "Report 226: An Update on Public Transportation's Impacts on Greenhouse Gas Emissions")

More Efficient

Increase in vehicle miles operated per kilowatt-hour
over the Past 30 Years



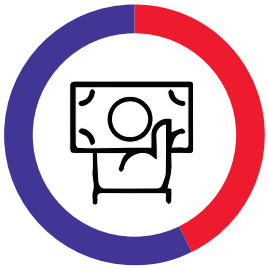
IN AMERICA IS...

Growing the Economy

87% of trips on transit directly benefit the local economy

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

50% of trips are to and from work



37% of trips are to shopping and recreational spending (less priority than trips to work)

Serving All Communities

Public transit agencies are…

1,253 Rural

941 Urban

4.5K+ Nonprofit

Current Ridership

39.7 BILLION Total Passenger Miles Traveled

7.66 BILLION Trips in 2024

Number of rail systems is growing

61 (2002) → 99 (2022)

Driving Innovation

87% of buses have security cameras

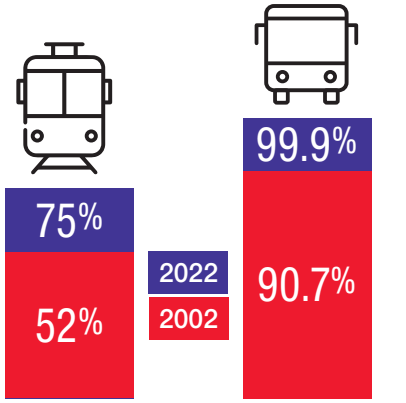
9% of buses have ped/bike detection

84% of buses have automated stop announcements

Addressing Access*

55% of transit riders earn under $50k/year

** transit system accessibility is also affected by station accessibility*



Increase in rail station accessibility

Increase in bus accessibility

National Totals for Selected Modes, Report Year 2022 (a)

Statistical Category	Bus	Commuter Bus	Demand Response	Transit Vanpool
Systems, Number of	1,154	162	6,360	107
Trips, Unlinked Passenger (Millions)	2,806.8	37.1	130.2	19.5
Miles, Passenger (Millions)	10,324.8	878.6	1,012.2	763.4
Trip Length, Average (Miles)	3.7	23.7	7.8	39.1
Miles, Vehicle Total (Millions)	2,097.2	129.4	1,242.6	157.0
Miles, Vehicle Revenue (Millions)	1,841.3	94.9	1,055.0	157.0
Hours, Vehicle Total (Millions)	166.7	5.3	81.7	3.8
Hours, Vehicle Revenue (Millions)	152.1	3.9	68.7	3.8
Speed, Vehicle in Revenue Service, Average (mph)	12.1	24.4	15.4	41.6
Fares Collected, Passengers (Millions)	2,792.8	235.7	450.2	103.7
Revenue per Unlinked Trip, Average	1.00	6.35	3.46	5.31
Expense, Operating Total (Millions)	25,179.7	996.0	6,430.8	154.3
Operating Expense by Object Class:				
Salaries and Wages (Millions)	9,192.5	291.8	1,241.2	24.7
Fringe Benefits (Millions)	7,035.4	230.7	778.8	16.2
Services (Millions)	2,181.4	73.3	626.9	17.6
Materials and Supplies (Millions)	2,520.1	105.8	409.6	20.9
Utilities (Millions)	303.2	8.7	53.7	2.2
Casualty and Liability (Millions)	677.1	30.8	148.6	9.2
Purchased Transportation (Millions)	3,027.6	227.3	3,125.3	61.9
Other (Millions)	242.5	27.7	46.9	1.6
Operating Expense by Function Class:				
Vehicle Operations (Millions)	12,365.8	424.3	1,834.3	22.5
Vehicle Maintenance (Millions)	4,109.5	129.9	319.0	13.8
Non-Vehicle Maintenance (Millions)	1,091.9	50.0	88.8	5.4
General Administration (Millions)	4,584.9	164.5	1,063.5	50.6
Purchased Transportation (Millions)	3,027.6	227.3	3,125.3	61.9
Expense, Capital Total (Millions)	4,957.3	105.3	411.6	6.4
Rolling Stock (Millions)	2,561.8	72.7	208.6	5.8
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,751.5	29.2	175.6	0.0
Other (Millions)	644.0	3.4	27.3	0.6
Revenue Vehicles Available for Maximum Service	**65,862**	**4,980**	**70,153**	**11,906**
Revenue Vehicles Operated at Maximum Service	**47,273**	**2,831**	**50,284**	**9,364**
Employees, Operating	182,067	7,561	93,722	819
Employees, Vehicle Operations	124,390	5,091	74,040	137
Employees, Vehicle Maintenance	31,199	1,370	7,671	175
Employees, Non-Vehicle Maintenance	6,770	306	1,692	71
Employees, General Administration	19,708	793	10,319	436
Employees, Capital	3,513	120	114	9
Diesel Fuel Consumed (Gallons, Millions)	297.0	23.4	8.9	0.0
Other Fossil Fuel Consumed (Gallons, Millions)	216.0	4.2	156.7	8.3
Electricity Consumed (kWh, Millions)	44.6	1.0	0.9	0.2

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

Total Roadway Modes	Commuter Rail	Heavy Rail	Light Rail	Streetcar	Ferryboat	Total Fixed-Guideway Modes	Total All Transit (b)
6,620	30	15	23	25	44	119	6,703
3,085.2	266.1	2,261.1	262.3	27.6	57.4	2,909.8	5,995.0
13,194.7	6,163.9	9,801.9	1,368.1	52.9	399.9	17,877.6	31,072.3
4.3	23.2	4.3	5.2	1.9	7.0	6.1	5.2
3,655.6	345.9	652.2	110.1	5.3	5.6	1,133.2	4,788.8
3,176.0	324.3	633.3	107.8	5.2	5.4	1,089.9	4,265.8
260.6	11.8	36.6	7.1	0.8	0.6	58.3	318.9
231.5	10.8	34.8	6.9	0.8	0.6	55.2	286.7
13.7	29.9	18.2	15.7	6.5	9.1	19.7	14.9
3,659.7	1,633.8	3,129.7	268.3	19.2	246.9	5,335.1	8,994.9
1.19	6.14	1.38	1.02	0.70	4.30	1.83	1.50
33,362.4	7,367.7	9,695.8	2,582.4	247.3	974.7	21,270.0	54,632.5
10,981.6	2,052.2	3,787.7	916.2	89.6	291.0	7,244.6	18,226.2
8,271.9	1,794.8	3,449.9	676.1	63.2	173.1	6,233.5	14,505.4
2,978.0	734.9	903.5	489.5	27.9	78.7	2,299.6	5,277.5
3,093.2	665.2	460.8	193.0	12.0	199.2	1,553.3	4,646.6
382.4	339.1	651.7	155.4	6.4	14.3	1,176.8	1,559.2
878.5	267.2	285.3	57.8	5.9	32.0	659.5	1,538.1
6,453.8	1,328.9	49.9	73.8	39.8	172.4	1,772.0	8,225.8
323.0	185.3	107.1	20.5	2.3	14.0	330.7	653.7
14,975.3	2,283.2	3,231.8	959.4	86.4	512.2	7,166.3	22,141.6
4,660.3	1,429.0	1,709.4	503.4	56.2	112.8	3,883.7	8,544.0
1,290.7	1,206.9	3,141.9	475.2	18.3	42.2	4,941.6	6,232.2
5,982.3	1,119.6	1,562.9	570.5	46.6	135.1	3,506.4	9,488.7
6,453.8	1,328.9	49.9	73.8	39.8	172.4	1,772.0	8,225.8
5,755.2	5,355.3	8,702.6	6,485.4	262.3	504.3	21,473.8	27,229.0
2,900.9	878.9	896.3	513.2	73.5	215.6	2,585.1	5,486.1
2,170.2	4,181.2	5,876.7	5,445.5	167.9	270.5	16,094.5	18,264.8
684.1	295.2	1,929.6	526.8	20.9	18.2	2,794.1	3,478.2
155,486	**7,806**	**10,880**	**2,393**	**392**	**289**	**22,279**	**177,765**
110,779	**5,664**	**9,264**	**1,380**	**213**	**209**	**17,042**	**127,821**
287,292	33,377	47,866	12,928	1,547	8,071	106,065	393,358
205,808	12,179	16,306	5,628	797	5,968	41,747	247,554
40,892	9,403	8,406	2,757	444	560	22,255	63,147
9,061	8,263	18,203	2,660	149	494	30,117	39,178
31,532	3,533	4,952	1,883	157	1,048	11,947	43,478
3,801	3,927	7,535	1,014	89	132	12,707	16,508
332.2	95.0	0.0	0.0	0.0	50.3	147.0	479.2
386.2	5.2	0.0	0.0	0.0	1.6	7.2	393.4
108.5	1,528.6	3,381.0	857.4	44.8	0.0	5,860.3	5,968.8

Public Transit System Overview

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

In report year 2022, approximately 6,700 organizations provided public transportation through a variety of modes. An estimated 4,580 nonprofit providers make up the majority of these organizations. Systems operating in urbanized and rural areas receive grant money from the Federal Transit Administration (FTA) and report to the National Transit Database (NTD) as full, reduced or rural systems. Of the 2,194 NTD reporting systems, 1,253 were in rural areas and 941 were in urbanized areas ***(Figure 1)***.[1]

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

Bus rapid transit systems offer lower-cost options for providing efficient, high-capacity transportation with features such as defined stations, traffic signal priority, and increased frequencies. The FTA defines fixed guideway BRT as operating at least 50 percent of peak service in a separate right of way, as opposed to corridor-based BRT systems, which do not. Sixteen fixed guideway BRT systems were operating — triple the number from 2012. In addition, there were also 1,154 bus and 162 commuter bus systems operating. A total of 44 ferryboat systems were operational in 2022.

Figure 3, on the next page, shows how the number of rail systems around the country continues to grow. Of the 99 rail systems now operated by public transit agencies, only nine have been operating since the 19th century. Compared with 2002, there were 16 additional commuter/hybrid rail systems and 21 additional light rail/streetcar systems. Heavy rail systems are often referred to as "subways" or "metros" and do not interact with traffic. Light rail and streetcars constitute "surface rail" and may operate on streets, with or without their own dedicated lanes. Finally, commuter rail services are higher-speed, higher-capacity trains with less-frequent stops. Commuter rail traditionally is used to connect people from suburban areas to city centers. Hybrid rail is a subset of commuter rail operating exclusively on freight railroad right-of-way.

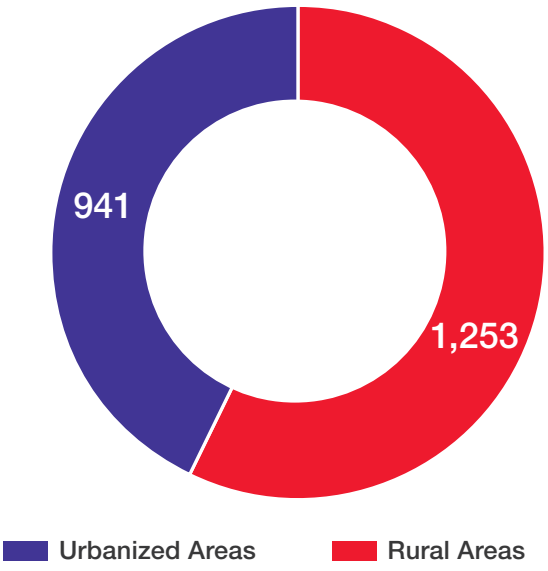
Five rail extensions and two new rail systems opened in 2022. ***Figure 4*** shows these five extensions and two systems along with three new BRT systems that opened in 2022.

In 2023, three cities with older rail systems opened extensions. Other cities, including Seattle, Los Angeles and Denver, have recently made significant investments in capital expansion projects, resulting in increased rail ridership. From 2002 to the end of 2022, 75 new systems and 134 extensions (both rail and busway) opened, resulting in a total of 1,773 additional segment miles.

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

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

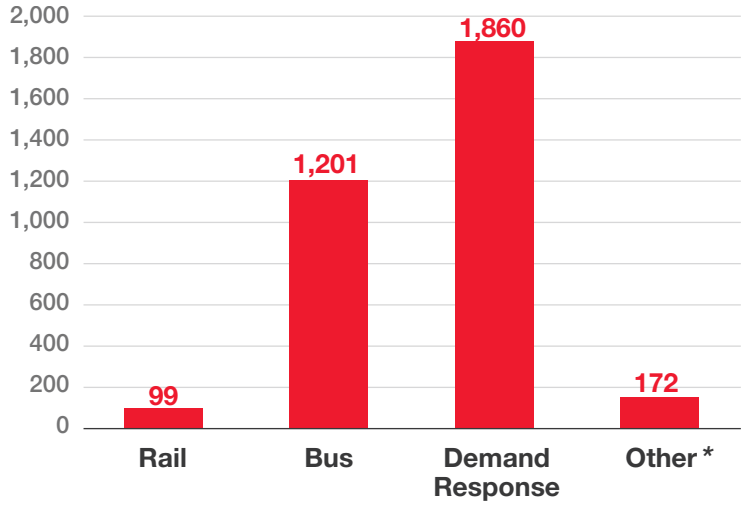
Number of NTD Reporting Transit Systems



SOURCE: NATIONAL TRANSIT DATABASE

Figure 2: The Majority of Systems Operate Demand Response Service

Number of Systems Offering a Mode of Service

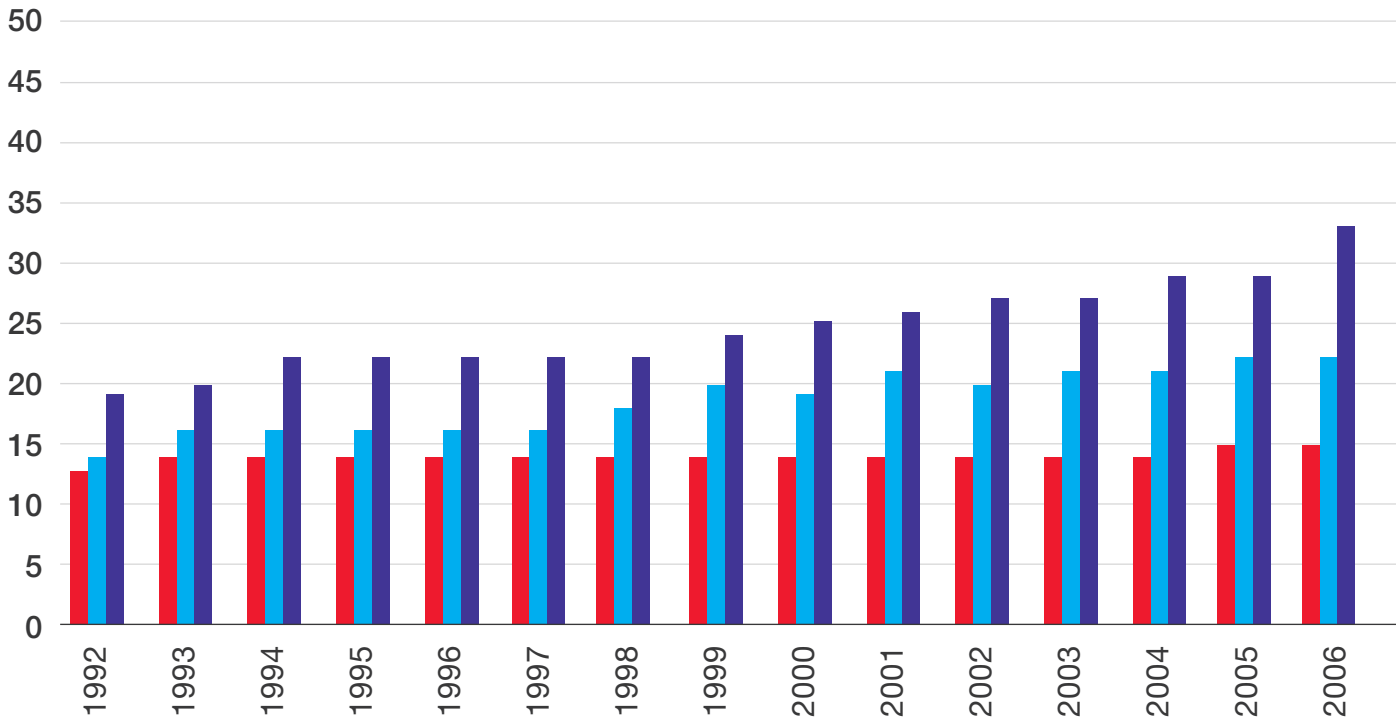


SOURCE: APTA FACT BOOK ANALYSIS

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

Figure 3: 53 More Rail Systems Now Than 30 Years Ago

Count of Rail Systems



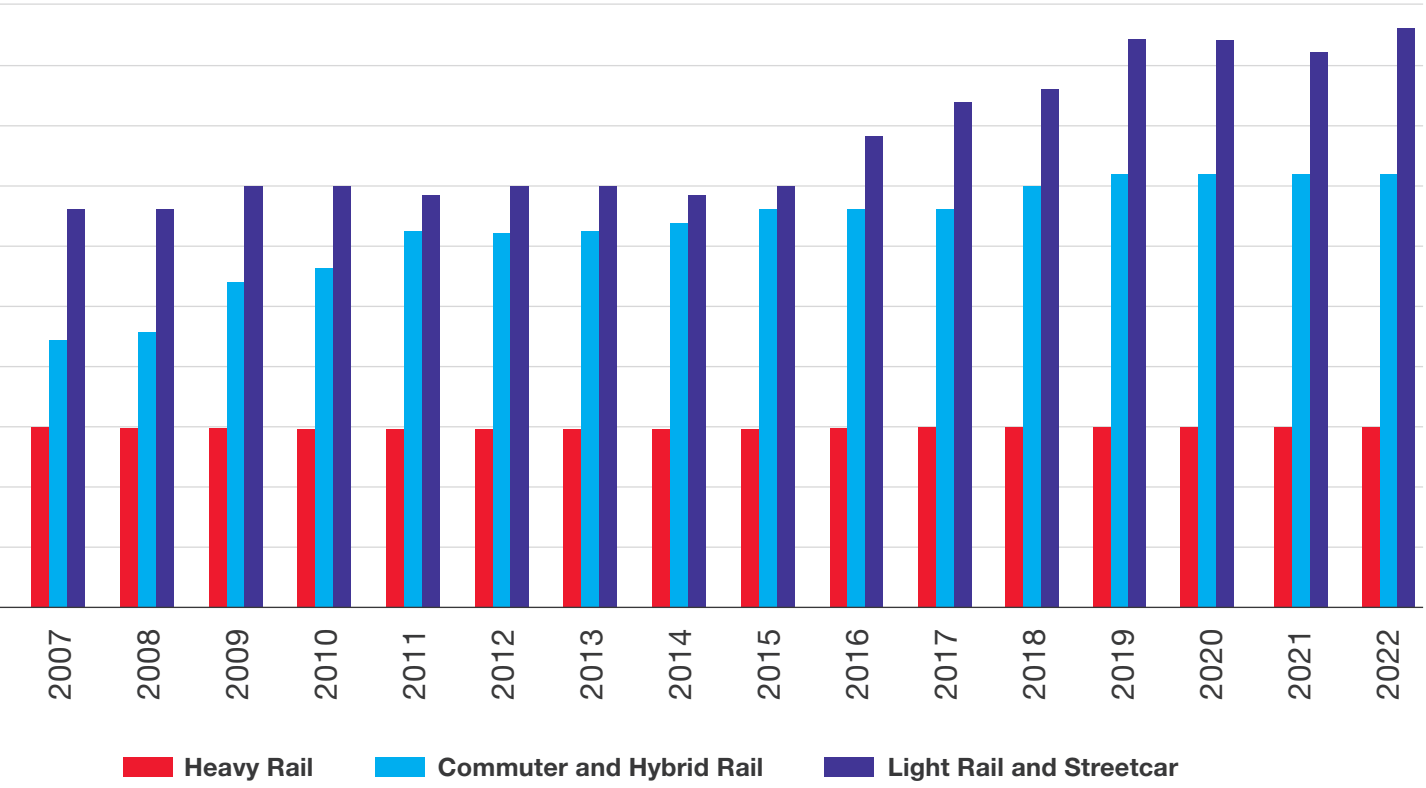
SOURCE: APTA FACT BOOK ANALYSIS

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

2022 Rail and BRT Openings

Urbanized Area	Organization	Mode
Tempe, AZ	Valley Metro	SR
Philadelphia, PA	Southeastern Pennsylvania Transportation Authority	CR
Portland, OR	Tri-County Metropolitan Transportation District of Oregon	RB
Birmingham, AL	Birmingham-Jefferson County Transit Authority	RB
Los Angeles, CA	Los Angeles County Metropolitan Transportation Authority	LR
St. Petersburg, FL	Pinellas Suncoast Transit Authority	RB
Los Angeles, CA	San Bernardino County Transportation Authority	CR
Washington, DC	Washington Metropolitan Transit Authority	HR
San Francisco, CA	San Francisco Municipal Railway	LR
Boston, MA	Massachusetts Bay Transportation Authority	LR

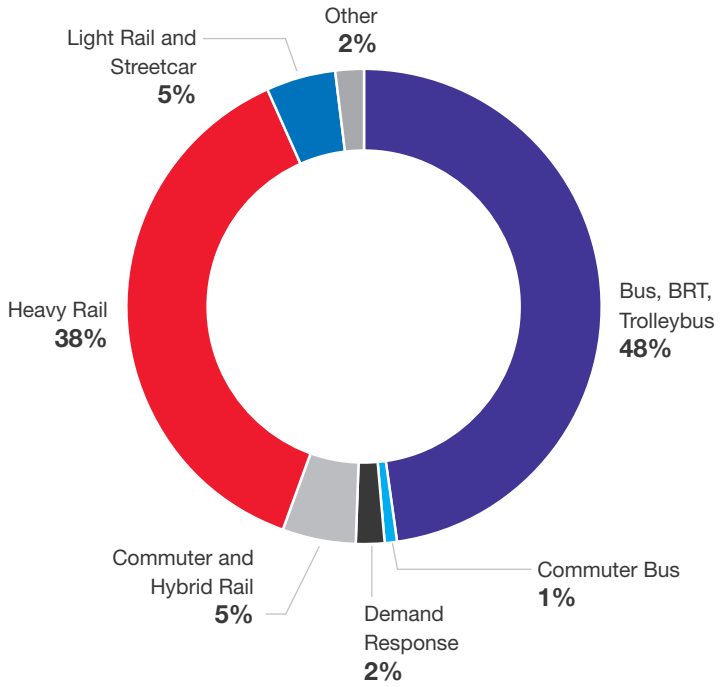
SOURCE: APTA FACT BOOK ANALYSIS



Segment Line or Route Name	Line Segment Miles	Number of Added Stations	Date Opened	Project Type
Tempe Streetcar	3.0	14	5/20/22	New System
Wawa Station Extension	3.5	1	8/22/22	Extension
Division Transit	15.0	42	9/18/22	New System
Birmingham Xpress	10.0	18	9/22/22	New System
Crenshaw/LAX Line	8.5	8	10/7/22	Extension
Central Avenue Bus Rapid Transit (SunRunner)	11.0	17	10/21/22	New System
Redlands Passenger Rail	9.0	5	10/24/22	New System
Silver Line Phase 2	11.0	6	11/15/22	Extension
Central Subway	1.7	4	11/19/22	Extension
Green Line Extension	4.7	6	12/12/22	Extension

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

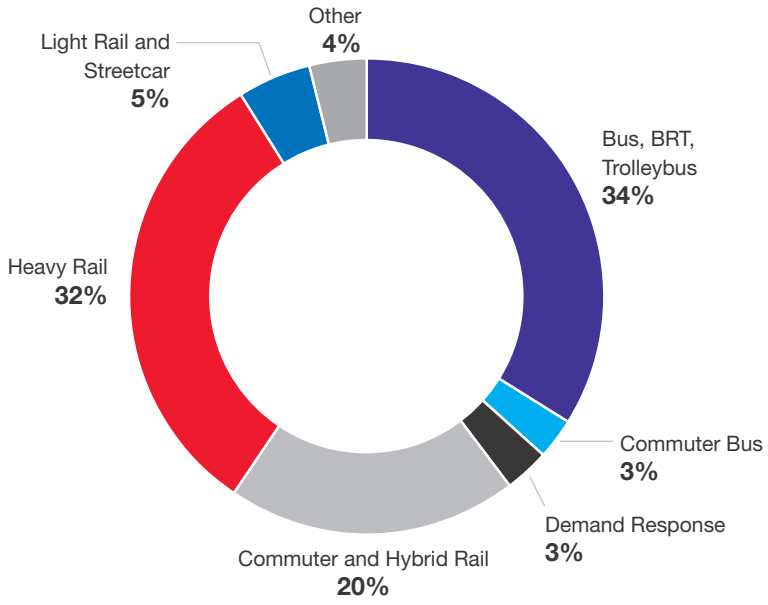
Share of Unlinked Passenger Trips by Mode, 2022



SOURCE: APTA FACT BOOK ANALYSIS

Figure 6: Rail Modes Carry Passengers for More Miles

Share of Passenger Miles by Mode, 2022



SOURCE: APTA FACT BOOK ANALYSIS

Passenger Travel

Public transportation ridership in report year 2022 was higher than in either report year 2020 or 2021. Unlinked passenger trips are an industry measure of ridership, with a trip being defined as any time a person boards a transit vehicle, including transfers. Public transportation provided 5.99 billion unlinked passenger trips in report year 2022, an increase of 33 percent compared to 2021. ***(Figure 7)***.

Based on NTD data on rural and various reduced reporting systems, ridership in rural areas is estimated at 119.8 million trips.[2] Different demographics of rural communities may make public transit particularly valuable to society.[3] While rural transit provided just over 2 percent of all transit trips across the country, the trips were typically critical for connecting users to needed services.

The pandemic changed the distribution of bus and rail trips dramatically. Rail trips declined more than bus trips, as rail systems carried more office commuters who could work from home. As a result, roadway modes such as bus and demand response made up 51.5 percent of trips taken, higher than the 2017-2019 average of 50.4%. ***(Figure 8)***.

When dissecting by mode, bus ridership increased by 24 percent from 2021 to 2022, to 2.8 billion trips.[4] Heavy rail ridership increased 41 percent from 2021 to 2022, to 2.26 billion trips. Light rail and streetcar ridership increased by 50 percent from 2021 to 2022, to 290 million trips. Commuter and hybrid rail ridership increased by 77 percent from 2021 to 2022, to 271 million trips. Finally, demand response

[2] Based on ridership in non-urban areas reported to NTD. Actual figures may differ.

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

[4] Bus counting methodology changed after 2006.

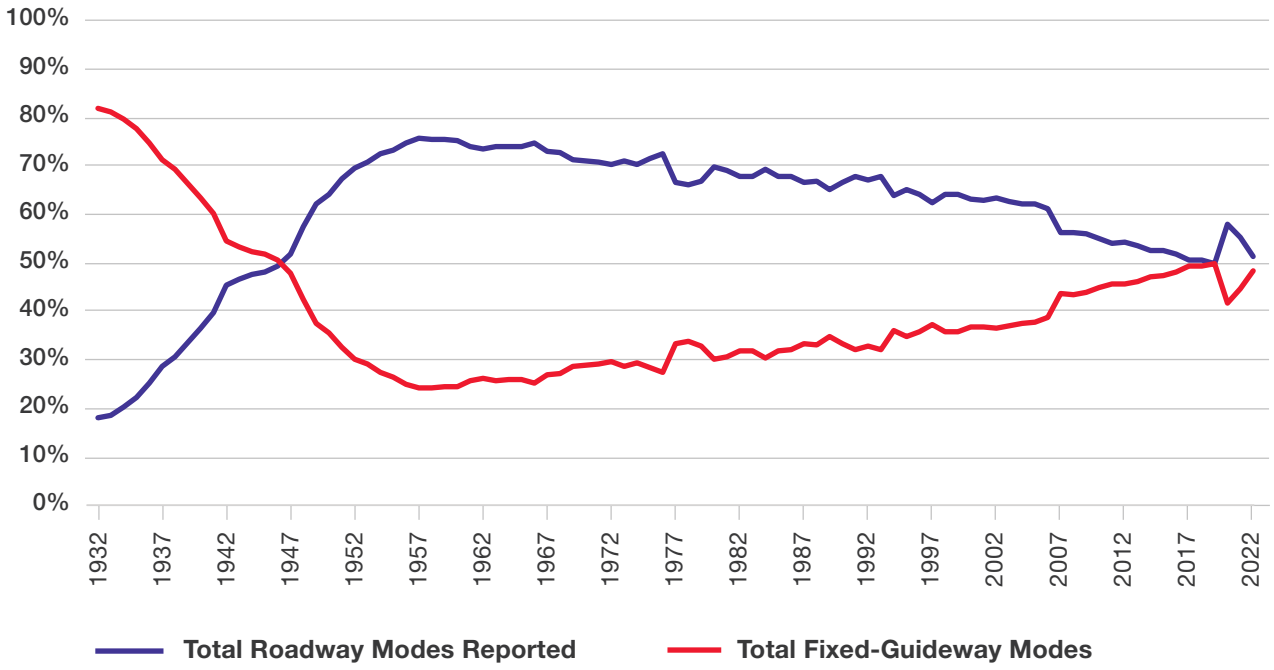
Figure 7: Ridership and Distance Traveled on Public Transit

2002-2022

SOURCE: APTA FACT BOOK ANALYSIS

Figure 8: Pandemic Temporarily Reversed Shift Toward Rail

Share of Unlinked Passenger Trips



SOURCE: APTA FACT BOOK ANALYSIS

ridership increased 24 percent from 2021 to 2022, to 130 million trips.

Passenger miles are the culmination of the distances traveled by passengers on public transportation. Mirroring ridership, the number of transit passenger miles traveled increased in report year 2022 to 31.3 billion, a 34 percent increase from 2021. Rail modes make up a majority of the total passenger miles taken (56 percent).

The average public transit trip length remained the same in report year 2022, at 5.2 miles. The longest average trip was taken on a vanpool at 39.1 miles, while the shortest average trip was taken on a trolleybus at 1.7 miles. The average trip length on light rail was 4.9 miles; heavy rail, 4.3 miles; bus, 3.7 miles; commuter bus, 23.7 miles; commuter rail, 22.9 miles; and streetcar, 1.9 miles.

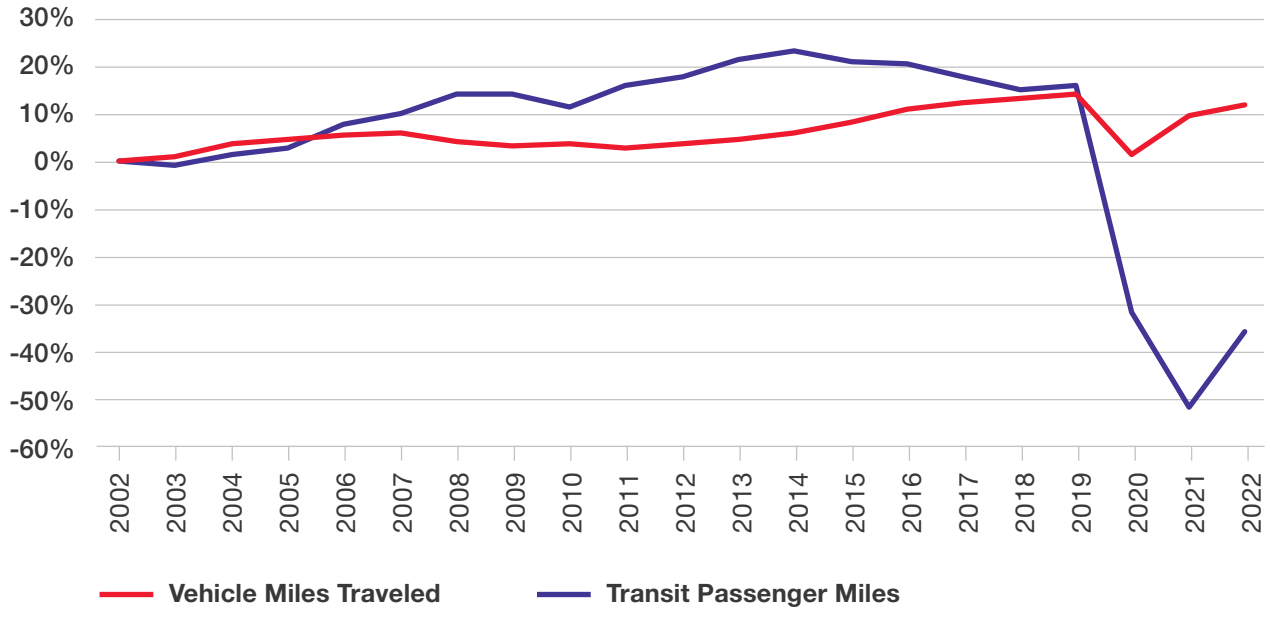
Over the past two decades, the growth of public transit passenger miles had generally tracked with vehicle miles traveled, until the pandemic ***(Figure 9)***.[5] These metrics compare the total distance traveled by riders on public transportation and the total distance traveled by drivers on highways. The growth of public transportation ridership fell slightly below that of the nation's population growth in the years leading up to the pandemic. ***(Figure 10)***.[6] Increased automobile ownership, reduced gasoline prices, mobile ride-hailing, and flexible teleworking schedules are all likely contributors to the fluctuations in travel trends.

The importance of public transit as a means of travel to work is substantial, with more than 5.6 million Americans commuting to work on transit.[7] That is equivalent to 3.5 percent of workers who commute by public transportation.

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

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

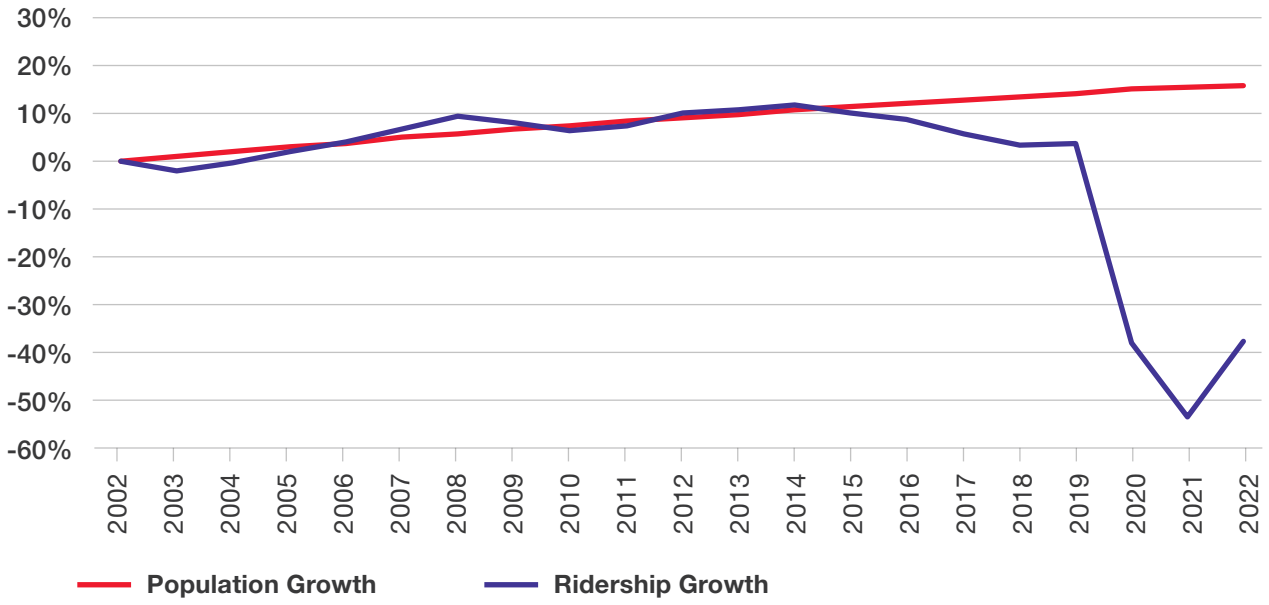
Vehicle Miles Traveled vs Transit Passenger Miles Growth Since 2002



SOURCE: APTA FACT BOOK ANALYSIS AND FHWA TRAVEL TRENDS

Figure 10: Transit Ridership Growth Fluctuates with Population Growth

Population vs Ridership Growth Since 2002



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

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

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

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

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

Service Provided

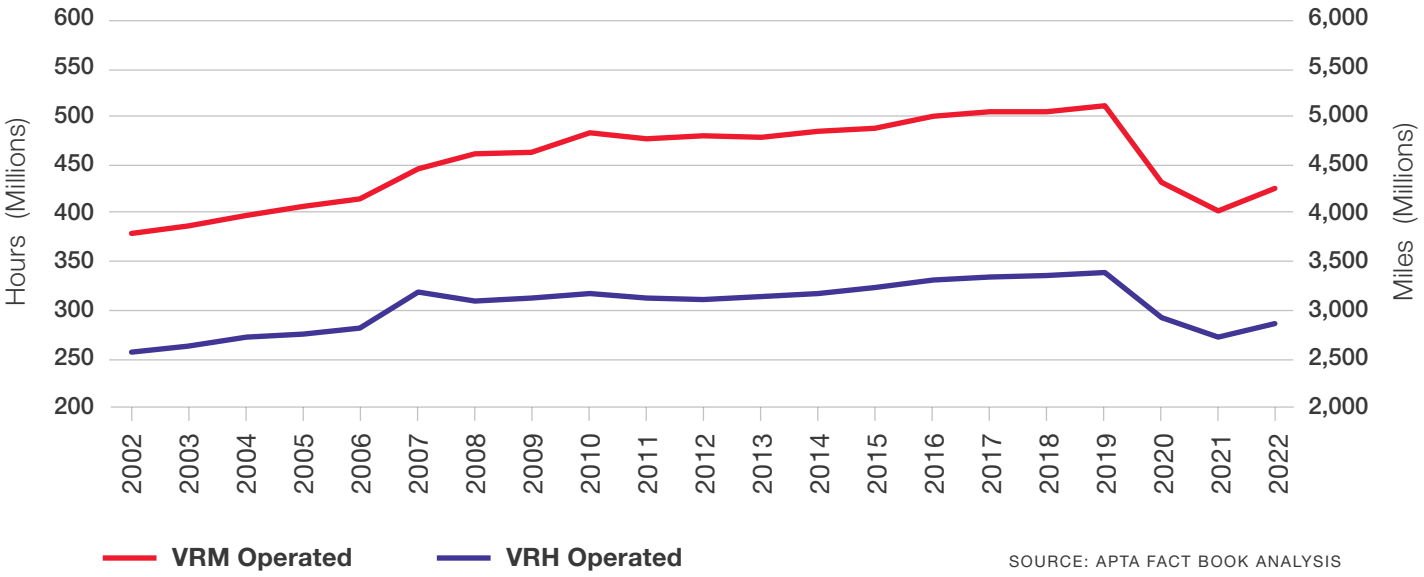
In report year 2022, public transportation in the United States provided 4.27 billion vehicle revenue miles of service, equating to 286.7 million hours of revenue service, both increases from 2021. ***(Figure 11)***. Vehicle revenue miles and hours are both critical service measurements and record the distance that public transportation vehicles travel while in service, and for how long they operate in service.

Figure 12 compares the percentages of all public transportation services provided and utilized by modal grouping. More than half of vehicle revenue hours operated are provided by buses, which carry a similar percentage of all passengers. Since bus passengers take shorter trips and buses operate at lower speeds compared with other modes, they carry fewer than 40 percent of all passenger miles traveled. In contrast, rail vehicles provide only 19 percent of vehicle revenue hours of service, but—due to their longer and higher-speed trips—account for 56 percent of all passenger miles traveled on public transit.

The highest average vehicle speed was provided by transit vanpool and commuter rail service, both of which carry passengers on long trips, at 41.6 and 29.8 miles per hour, respectively. Heavy rail, because of its right-of-way separation from other traffic, offers fast service in higher-density urban areas, operating at an average

Figure 11: Public Transit Agencies Decrease Service During Pandemic

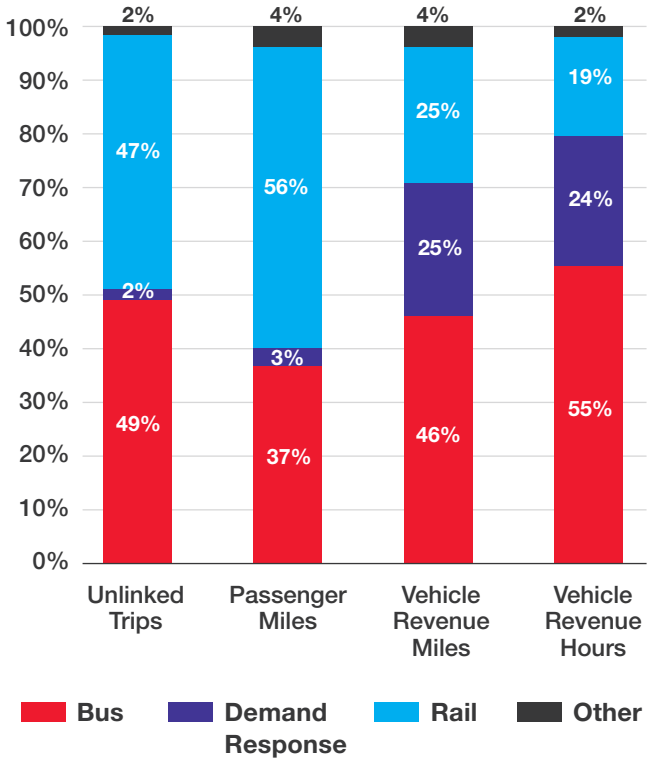
Vehicle Revenue Miles (VRM) and Hours (VRH) Operated



SOURCE: APTA FACT BOOK ANALYSIS

Figure 12: Different Modes Serve Different Purposes

Modal Shares of Service Provided and Consumed, 2022



SOURCE: APTA FACT BOOK ANALYSIS

speed of 18.21 miles per hour. Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as in central cities, averages 12.1 miles per hour. Other modes operate at lower speeds when they are in denser areas and stop more frequently.

Transit agencies have been experimenting with new mobility pilots to expand their service reach. These may be classified as first/last-mile services, paratransit supplements or microtransit services. APTA's "2024 Fare Database" recorded 80 transit agencies that have mobility pilots, either with Uber, Lyft, other private operators or in-house operators. For more details about new mobility initiatives, please visit the APTA Mobility Innovation Hub.[8]

[8] https://www.apta.com/research-technical-resources/mobility-innovation-hub/

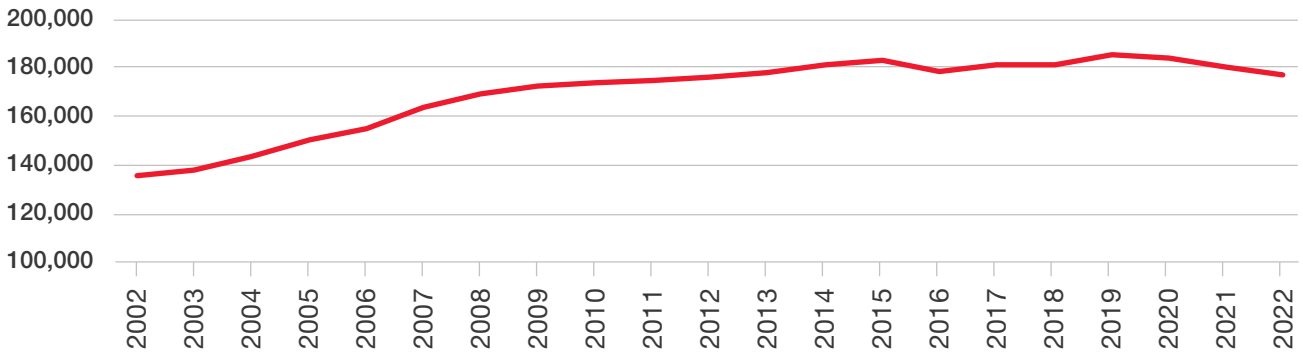
Vehicles

Public transportation systems in the United States operated 127,821 railcars, buses, vans and other vehicles in a typical peak period during report year 2022, out of a total of 177,765 vehicles available for service ***(Figure 13)***. Demand response service and bus modes make up the majority of vehicles available, at 70,153 and 71,409, respectively. The heavy rail fleet of 10,880 vehicles is the largest among the rail modes.

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

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

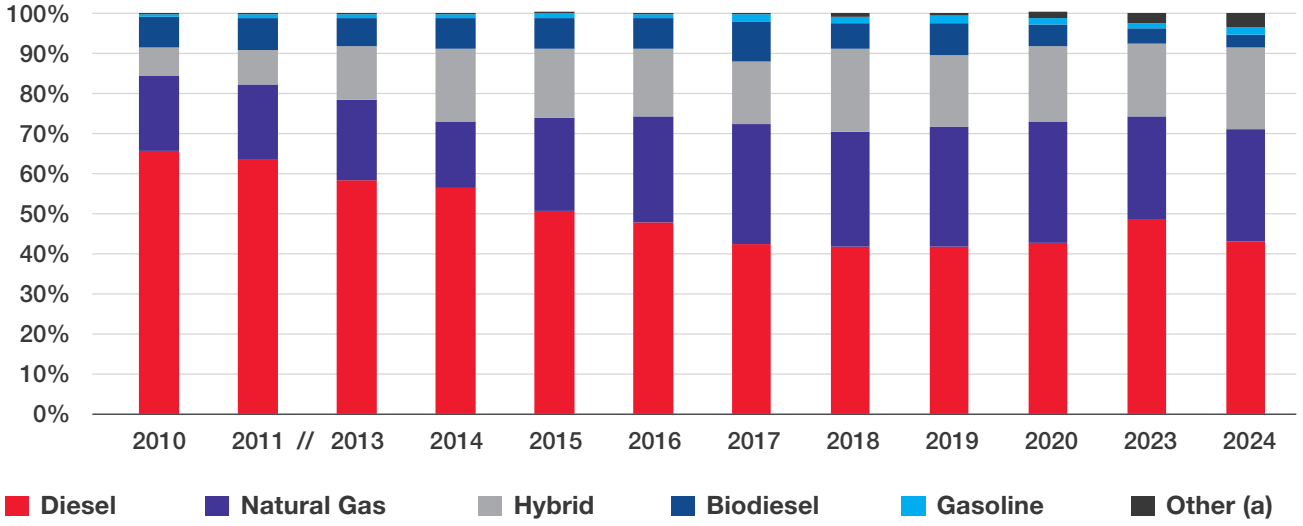
Revenue Vehicles Available for Maximum Service



SOURCE: APTA FACT BOOK ANALYSIS

Figure 14: Buses Making Transition to Alternative Fuels

Percentage of Buses by Fuel Source

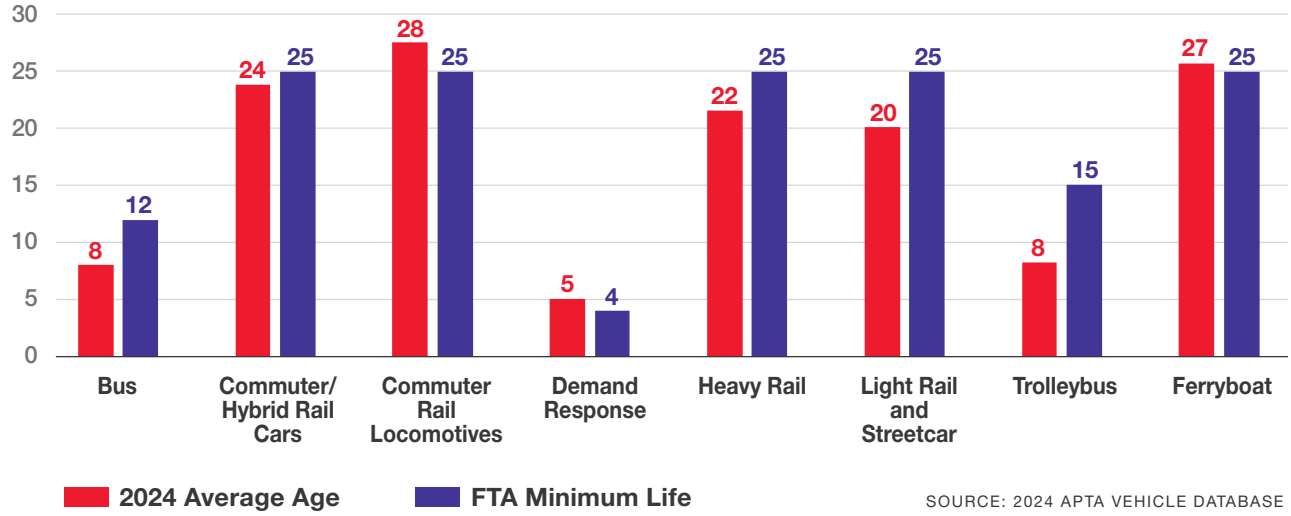


(a) includes Battery-Electric, Hydrogen and Propane Buses

SOURCE: 2024 APTA VEHICLE DATABASE

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

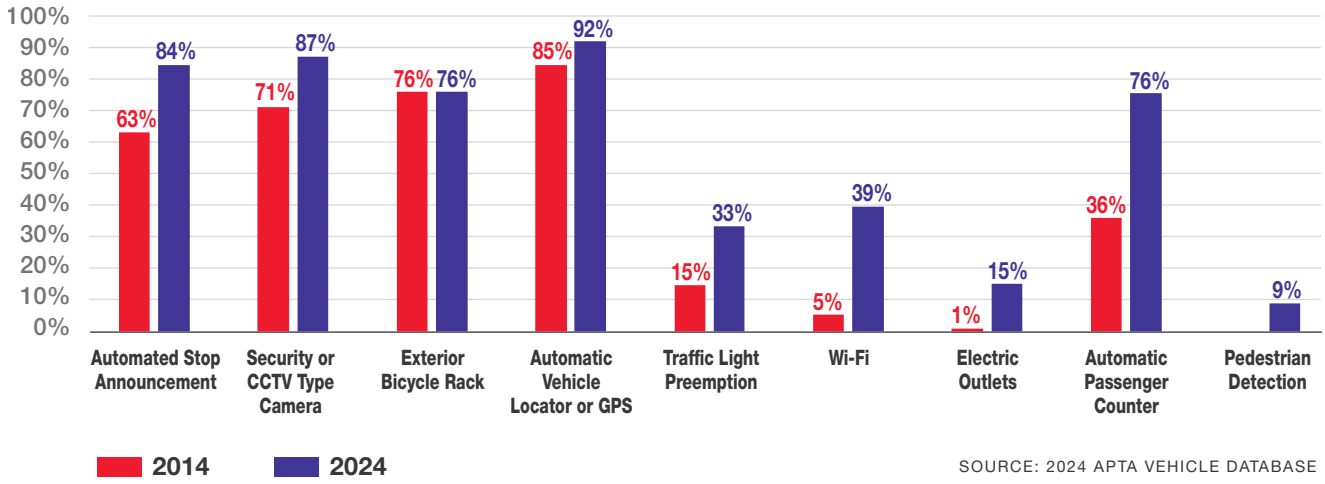
Vehicle Age by Mode



SOURCE: 2024 APTA VEHICLE DATABASE

Figure 16: Transit Buses Continue to Add Amenities and Technology

Percentage of Buses with Passenger Equipment, 2014-2024



SOURCE: 2024 APTA VEHICLE DATABASE

were diesel powered as recently as 1995, but that percentage has declined as more environmentally friendly natural gas and hybrid buses have been introduced. According to APTA's Vehicle Database, in 2024 less than half (43.0 percent) of all buses were diesel powered. Hybrid electric buses saw their market share increase from 1 percent in 2005 to 20 percent in 2024. The percentage of buses powered by natural gas has increased from 19 percent in 2010 to 28 percent in 2024.

The FTA establishes a minimum useful life that a vehicle must exceed before federal financial assistance can be used to replace it. Many vehicles are rehabilitated, thereby extending their useful lives and reducing maintenance costs. ***Figure 15*** details how the average age of vehicles by mode compares with the stated minimum useful life.[9] APTA estimates that approximately 12 percent of buses, 36 percent of commuter rail locomotives, 31 percent of commuter rail cars, 44 percent of heavy rail cars, 28 percent of light

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

rail vehicles and 28 percent of demand response vehicles exceed their useful life.

The increase in the percentage of buses with technological equipment illustrates the sustained effort by the public transportation industry to make travel safer, easier and more efficient for riders ***(Figure 16)***. The industry's focus on security is seen in the increase in buses equipped with closed-circuit security cameras, which rose from 71 percent to 87 percent between 2014 and 2024. Enhanced passenger amenities such as automated stop announcements also increased, from 63 percent to 84 percent. The growth of automatic passenger counters and vehicle location systems increase the availability of information on bus arrival times and make public transit data more accurate and accessible. Increased use of technology, such as traffic light preemption, can help better deploy transit vehicles, manage congestion and increase system performance.

APTA's Vehicle Database now includes data on autonomous features in transit vehicles, such as emergency braking, lane-keeping assist, adaptive cruise control, pedestrian detection and collision warning/mitigation. Many of these technologies are still in their infancy as it pertains to bus transit vehicles. The 2024 Vehicle Database noted an increase in buses with collision warning/mitigation, lane-keeping assist, and pedestrian/bicyclist detection. APTA looks forward to monitoring the proliferation of these technologies.

As shown in ***Figure 17***, the public transit vehicle fleet has reached near total accessibility for people using wheelchairs and those with other disabilities affecting travel. From 2004 to 2024, the percentage of accessible buses increased from 95 percent to 99.8 percent. Over the same period, the accessible portion of the commuter rail fleet increased from 71 percent to 89 percent, the light rail fleet increased from 82 percent to 92 percent, and the trolleybus fleet increased from 70 percent to 100 percent.

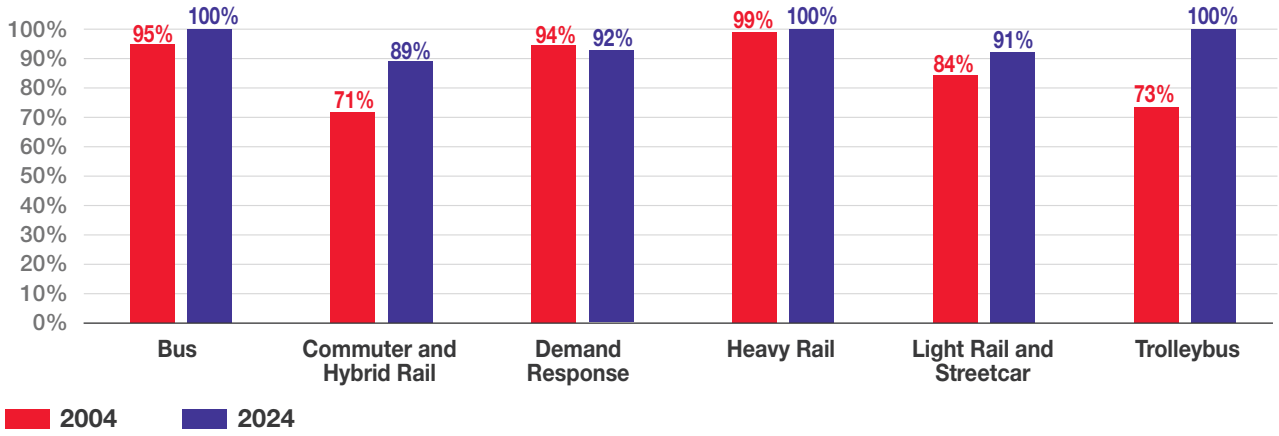
One safety priority for commuter rail public transportation systems has been the transition to positive train control (PTC). PTC is a complex signaling and communications technology designed to make commuter and intercity rail operations even safer. PTC uses a series of sensors and integrated monitoring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

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

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

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

Percentage of Vehicles Accessible by Mode, 2004-2024



SOURCE: 2024 APTA VEHICLE DATABASE

Infrastructure

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

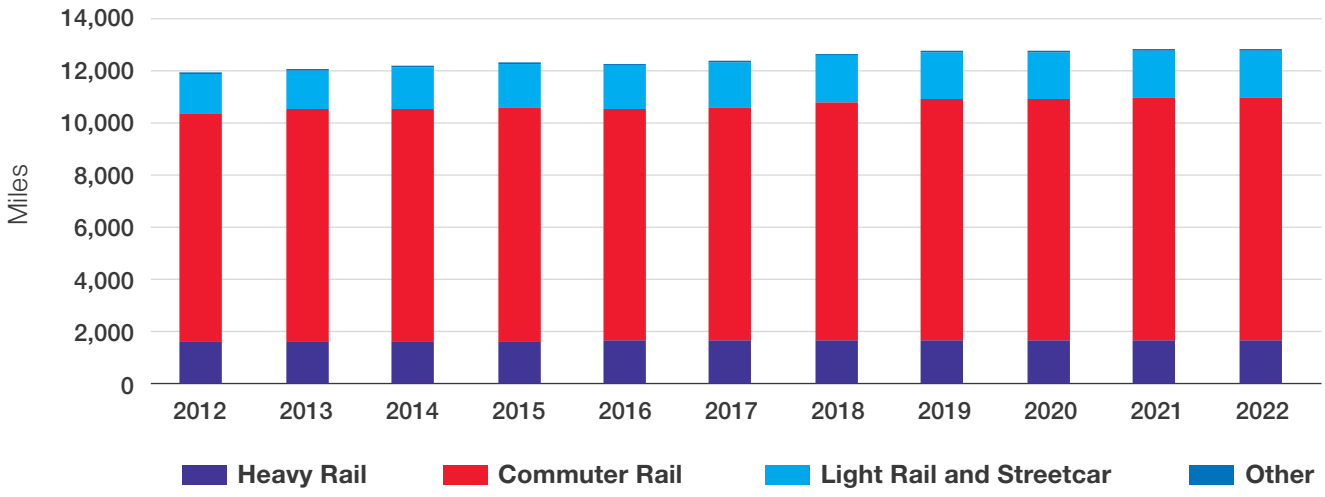
Commuter and hybrid railroads have the most route mileage (more than 9,260 miles combined), while heavy rail and light rail/streetcar have 1,681 and 1,878 miles, respectively. Light rail and streetcar modes have seen an impressive gain in the percentage of total rail directional route miles since 2012, increasing by 24 percent. Commuter and hybrid rail directional route mileage increased by 4 percent over the same time period. For rail modes, this translates into 12,862 miles of revenue service track, with a total of 8,962 grade crossings.

Buses (including BRT, trolley and commuter) operate on more than 215,000 miles of streets and roads throughout the United States. Although most bus services operate in mixed traffic, they also operate on 4,600 miles of exclusive and controlled right-of-way roadway miles. Out of this, 1,266 miles are exclusive fixed-guideway, right-of-way roadways where only transit can operate, such as busways or dedicated bus lanes. The remaining lane miles are either permanent HOV lanes, or lanes that may be transit-dedicated for certain periods and open to general traffic for others (typically during off-peak times).

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

Figure 18: Commuter and Surface Rail Service Miles Growing

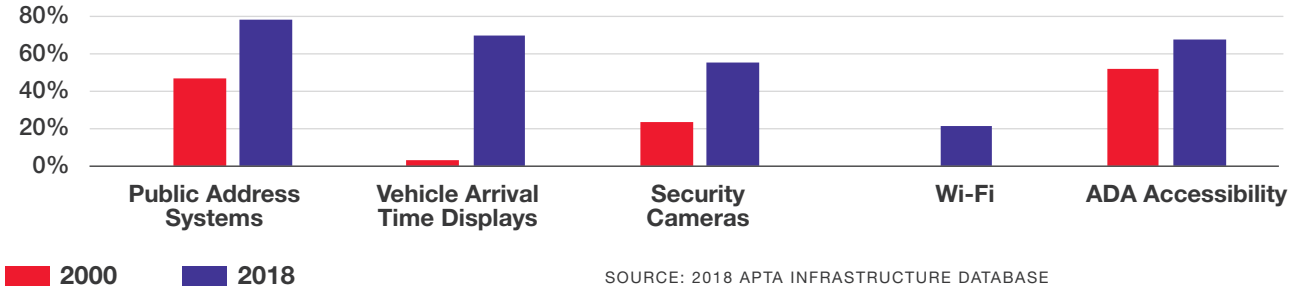
Rail Directional Route Miles



SOURCE: NATIONAL TRANSIT DATABASE

Figure 19: Rail Stations Adding Customer Amenities and Improving Access

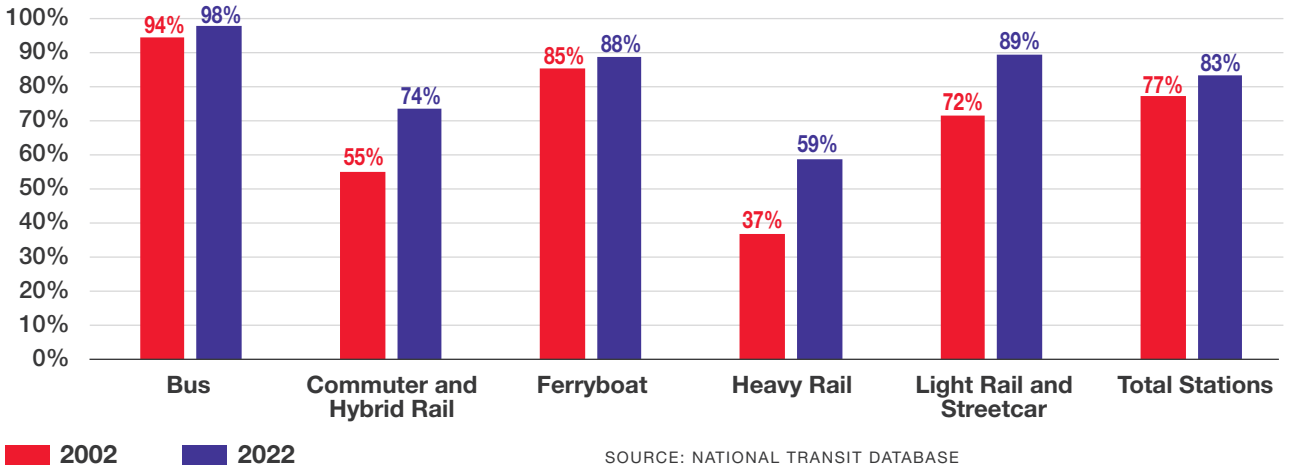
Percentage of Rail Passenger Stations with Amenities, 2000-2018



SOURCE: 2018 APTA INFRASTRUCTURE DATABASE

Figure 20: More Transit Stations Are Accessible

Public Transit Station Accessibility by Mode, 2002-2022



SOURCE: NATIONAL TRANSIT DATABASE

grown from 52 percent to 75 percent from 2002 to 2022. Figure 20 details accessibility percentages for all modes, according to the NTD.

There are 5,967 transit passenger stations across the country. A passenger station refers to a boarding area with a platform. These stations are equipped with a total of 2,937 escalators and 3,341 elevators.

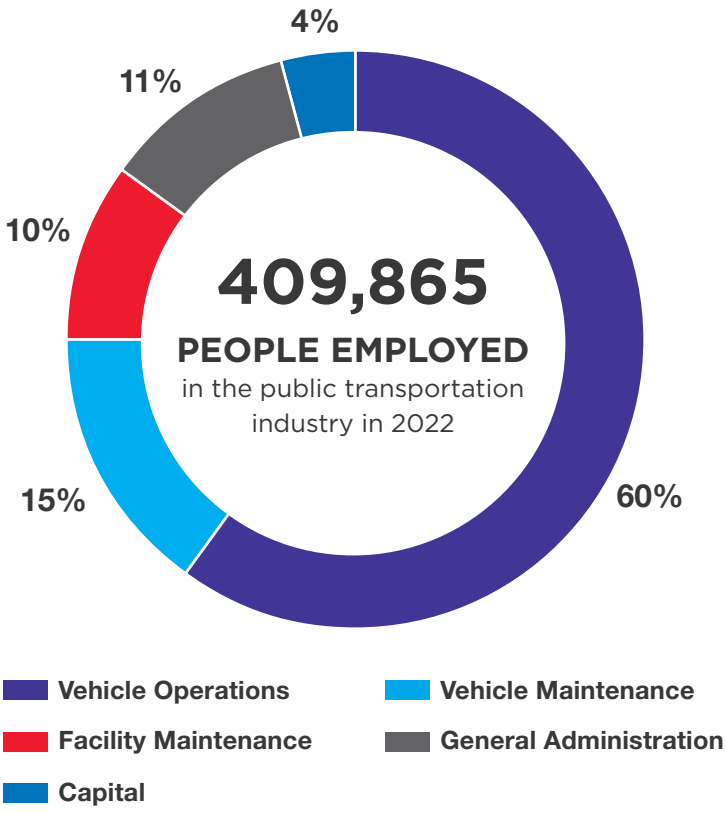
Transit payment systems are also quickly evolving. The percentage of public transit systems offering "smart cards" has jumped from 30 percent in 2013 to 57 percent in 2024. Some agencies are adopting open payment systems, which can accept contactless debit/credit cards and mobile phone payments, as well as agency smart cards. APTA's Fare Database estimates that 38 percent of public transit systems are now offering these open payment technologies.

Dependability is critical to ensuring high-quality public transit service. In report year 2022, 2,422 total maintenance facilities were recorded.[10] For service directly operated by transit agencies, 1,476 facilities were owned and 124 were leased. For purchased transportation service, 246 were owned by private transit providers, 294 were owned by public agencies, and 279 were leased.

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

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

Percentage of Transit Employees by Function



SOURCE: APTA FACT BOOK ANALYSIS

Employment

In report year 2022, the public transportation industry employed 409,865 people. Approximately 96 percent were operating employees, and 4 percent were capital employees. Operating employees include workers in the vehicle operations and maintenance, non-vehicle maintenance, and general administration functions. Transit agency capital employees perform specialized activities and do not include employees of vehicle manufacturers, engineering firms, building contractors or other companies with capital investment contracts from public transit agencies.

The 2022 breakdown of transit operating employees by mode remains similar to past years, with 49 percent working with all bus modes, 24 percent with demand response, 12 percent with heavy rail, 9 percent with commuter and hybrid rail, 4 percent with surface rail, and 2 percent with the remaining modes.

Direct employees were paid a total of $18.2 billion and received benefits of $14.5 billion, for a total compensation of $32.7 billion. Adjusted for inflation, this is less than the $34 billion level in 2021. Average operating employee compensation decreased by 2.4 percent to $79,859.

Energy

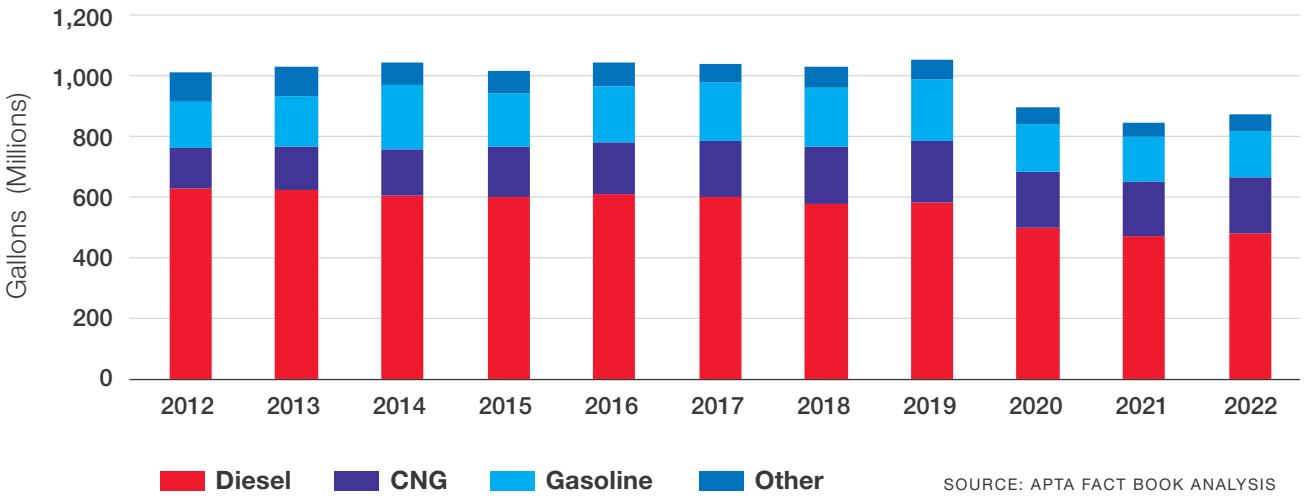
The public transit industry consumed 873 million gallons of fossil fuels in report year 2022, an increase of 3 percent from 2021. ***(Figure 22)***. Buses also used 53 million kilowatt-hours (kWh) of electric battery power, reflecting the increase in use of electric buses. While diesel remains the predominant fossil fuel, its market share has declined as cleaner fuels such as compressed natural gas (CNG) and biodiesel have gained in popularity. In report year 2022, public transit consumed 479 million gallons of diesel (compared to 631 million in 2012), 188 million gallons of CNG, 152 million gallons of gasoline, 36 million gallons of biodiesel, and 17 million gallons of other fossil fuels.

Public transit vehicles used a total of 6.0 billion kWh of electricity for propulsion power in report year 2022, up 2 percent from 2021. Of that, heavy rail modes were responsible for 3.4 billion kWh, commuter rail 1.5 billion kWh, light rail and streetcar 0.9 billion kWh, trolleybus 52 million kWh and other modes 48 million kWh. Advancements in technology and operations can help reduce

energy use. For example, data indicates that electrically powered transit rail cars have become more efficient. The number of vehicle miles operated for light rail vehicles and streetcars per kWh of electricity used rose 30 percent from 1992 to 2022, and the number of vehicle miles per kWh of electricity used for heavy rail vehicles increased 14 percent for the same period.

Figure 22: Fuel Consumption Drops Due to Pandemic Service Decreases

Total Fossil Fuel Consumption



SOURCE: APTA FACT BOOK ANALYSIS

Safety[11]

In 2022, there were 340 transit-related fatalities. Of these, 88 were transit passengers/occupants, 9 were transit workers/employees, and the remainder were other incidents. NTD also reported 6,849 transit collision events, 143 derailments and 2,185 security events in 2022.

Public transportation is one of the safest mobility options, as there were 125 times more fatalities on highways (42,514) than on transit in 2022. APTA's report "The Hidden Traffic Safety Solution: Public Transportation"[12] discusses the many benefits that transit offers for public safety.

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

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

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

Capital and Operating Funding

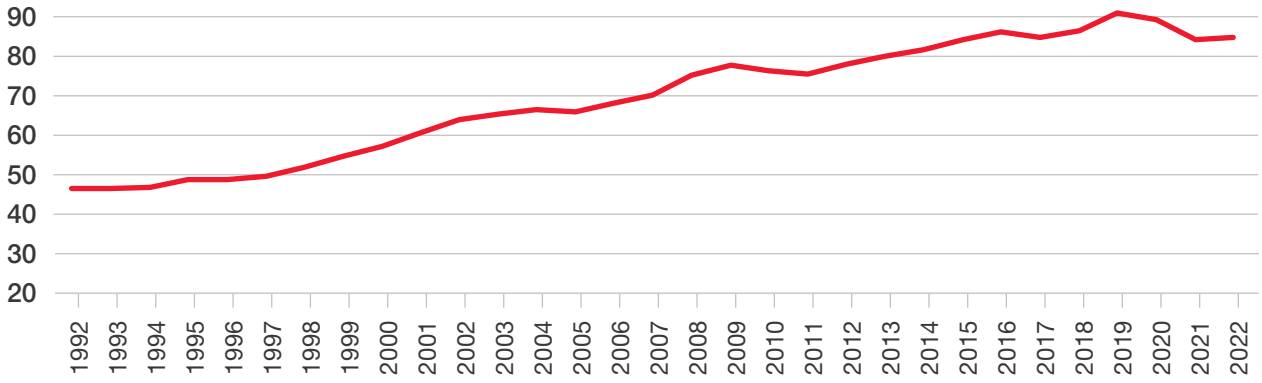
Public transportation operations are funded by passenger fares; public transit agency earnings; and financial assistance from state, local and federal governments. Capital investment is reported only as government funds in the NTD. Adjusted for inflation, report year 2022 total transit funding increased by 0.6 percent to 84.9 billion *(Figure 23)*.

Revenue generated from passenger fares varies across transit modes. The highest level of average revenue per unlinked passenger trip was generated by commuter rail ($6.06) and commuter bus ($6.35), the modes that represent the longer trip lengths for passengers. Bus and light rail had passenger fare revenues per unlinked trip of $1.00 and $1.02, respectively. Heavy rail had an average fare per trip of $1.38. Among all modes, the average passenger fare per unlinked trip was $1.50. As transit agencies recovered ridership, passenger fare revenue increased by 31 percent in report year 2022 to $9.0 billion. *(Figure 24)*.

Fare policies vary across agencies, but in general, fares were lower for bus modes and relatively similar for light rail and heavy rail modes. According to APTA's 2024 Fare Database, the average bus fare was $1.54, the average light rail fare was $2.57, the average heavy rail fare

Figure 23: Total Funding for Public Transit

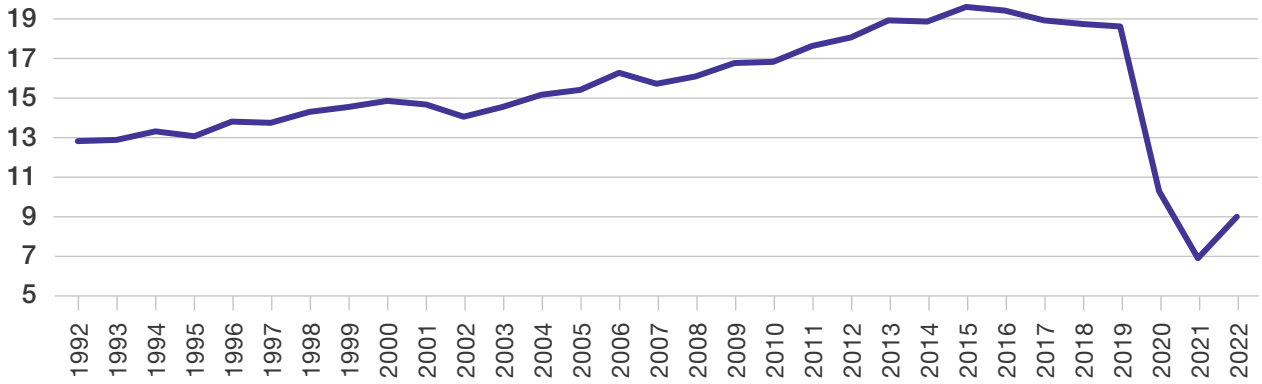
Transit Funding (In 2022 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 24: Passenger Fare Collections Declined Due to Pandemic

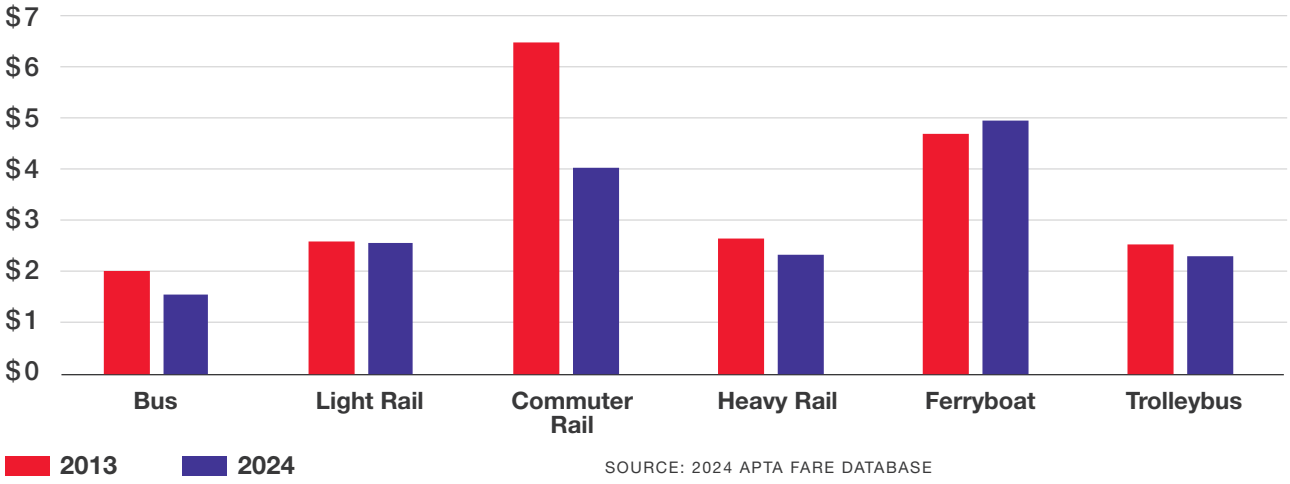
Passenger Fare Revenue, 1992-2022 (In 2022 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 25: Revenue Generated from Passenger Fares Varies Across Modes

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



SOURCE: 2024 APTA FARE DATABASE

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

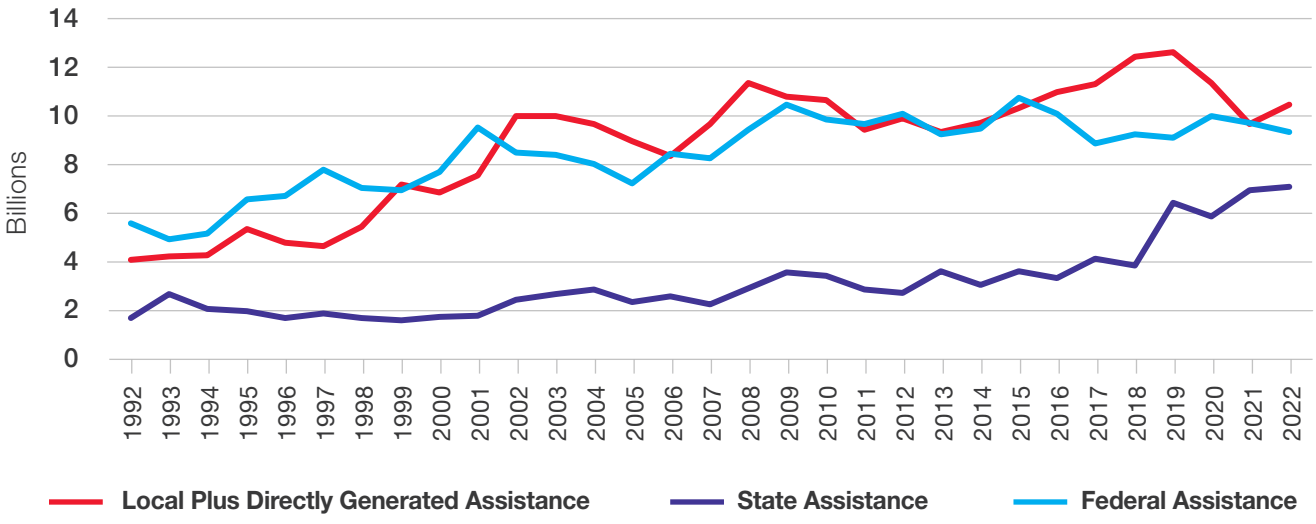
Figure 26 shows how capital funding sources have changed since report year 1992. Federal capital funds decreased by 3.9 percent from 2021 to 2022 to $9.4 billion. State capital assistance (funding from state governments) increased by 2.5 percent to $7.1 billion. Directly generated and local capital assistance increased by 8.3 percent to $10.5 billion.

Directly generated assistance refers to agency funds such as passenger fare revenues, parking revenues, advertising revenues or bond revenues. Local assistance includes funds provided by a local government to a public transit agency, in many cases using local sales taxes or property taxes.

Federal assistance provided 34 percent of capital funds in report year 2022. State assistance made up 26 percent of funding, while local and directly generated assistance made up 38 percent of funding.

Figure 26: Local Communities Have Largest Share of Capital Investment

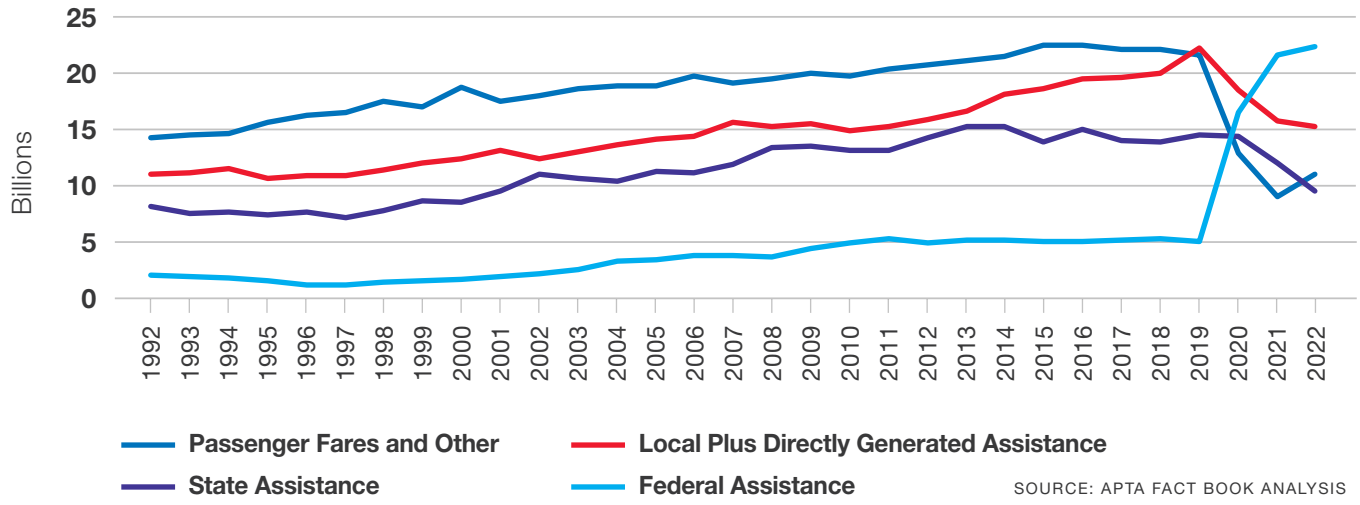
Capital Funding by Source (In 2022 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 27: Federal COVID Relief Critical for Transit

Operating Funding by Source (In 2022 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

The operating funding mix has changed considerably since the onset of the COVID pandemic *(Figure 27)*. In report year 2022, federal assistance was the largest source of funding (39 percent) while local and directly generated assistance was the second largest source (26 percent), followed by fares and agency revenues (19 percent) and state assistance (16 percent). Passenger fares and other agency revenue increased by 23 percent from 2021 to 2022, to $11.0 billion. Local and directly generated assistance fell by 3 percent to $15.1 billion, and state assistance fell by 20 percent to $9.4 billion. Due to the continued provision of COVID relief funds, federal operating funding increased 4 percent to $22.3 billion in report year 2022.

Figure 28: Capital Expenses by Mode, 2022

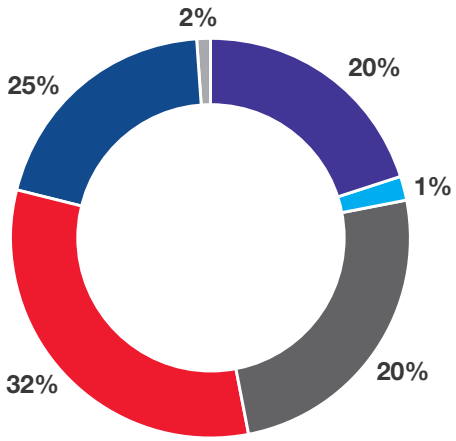
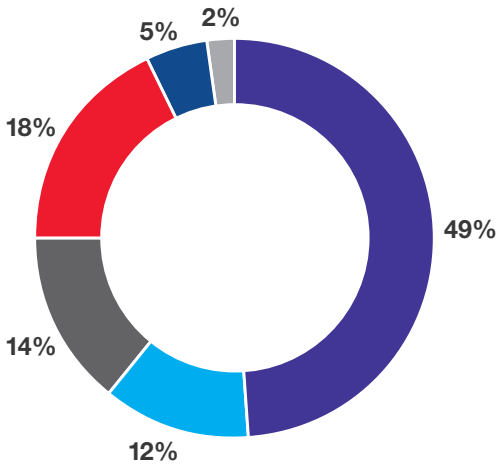


Figure 29: Operating Expenses by Mode, 2022



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

SOURCES: APTA FACT BOOK ANALYSIS

Capital and Operating Expenses

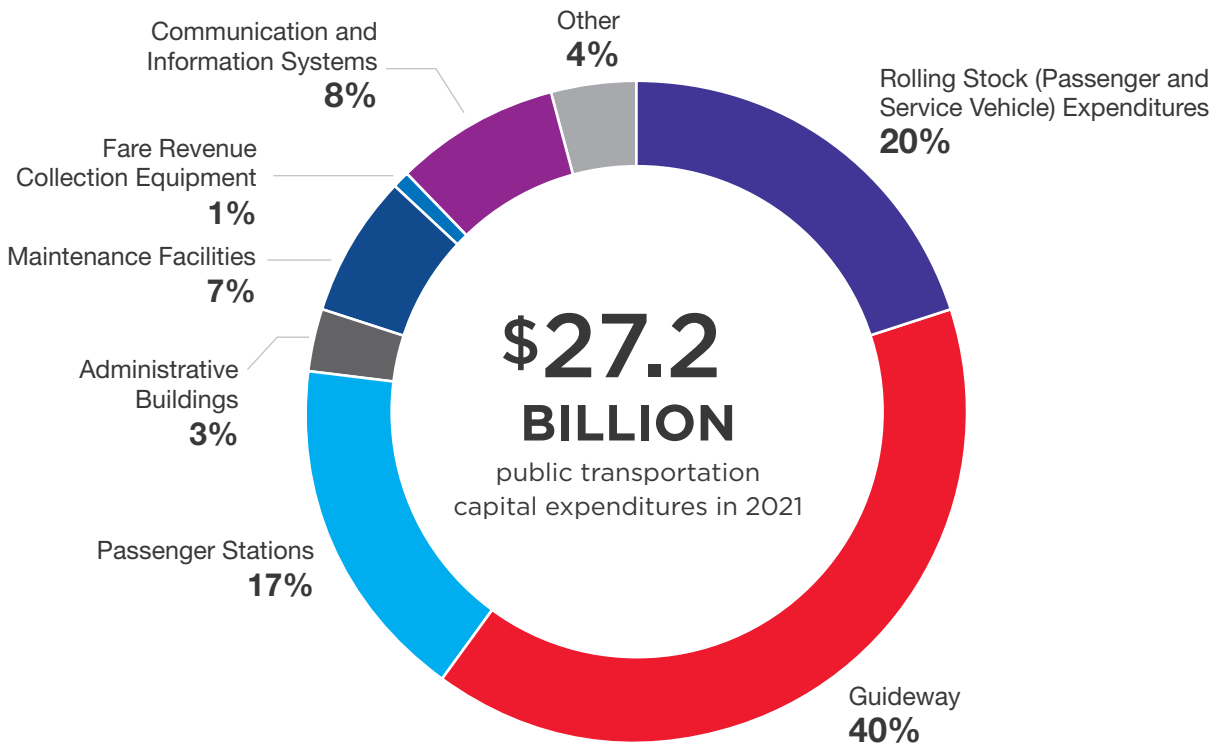
In report year 2022, total public transportation expenditures were $81.9 billion, with $54.6 billion (67 percent) spent on operations and $27.2 billion (33 percent) on capital investments. When broken out by mode, the bus modes make up the largest amount of operating expenses at $26.8 billion, followed by heavy rail at $9.7 billion, commuter and hybrid rail at $7.5 billion, and demand response at $6.4 billion. Heavy rail had the largest amount of capital expenditures at $8.7 billion, followed by surface rail at $6.7 billion, commuter and hybrid rail at $5.4 billion, and bus modes at 5.3 billion.

Of report year 2022 capital expenditures, 67 percent ($18.3 billion) went to facilities, 20 percent ($5.5 billion) to rolling stock, and 13 percent ($3.5 billion) to other capital investments. ***Figure 30*** shows this breakdown by capital expenditure subcategory.

Of report year 2022 operating expenditures, 41 percent went to vehicle operations ($22.1 billion), 17 percent to general administration ($9.5 billion), 16 percent to vehicle maintenance ($8.5 billion), 15 percent to purchased transportation ($8.2 billion) and 11 percent to non-vehicle maintenance ($6.2 billion).

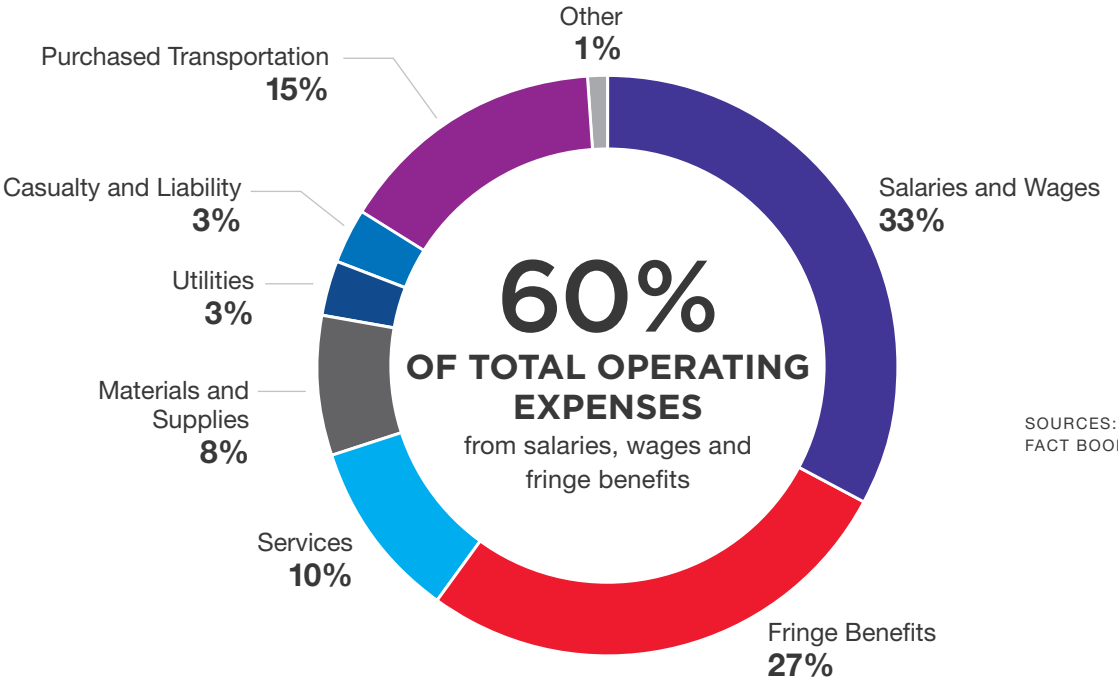
Operating expenditures are measured by function (the type of activity performed, as already listed) and by object (labor expenses and the type of goods or services purchased). Salaries, wages and fringe benefits for employees

Figure 30: Capital Expenditures by Type, 2022



SOURCE: APTA FACT BOOK ANALYSIS

Figure 31: Total Operating Expenses by Object Class, 2022



SOURCES: APTA FACT BOOK ANALYSIS

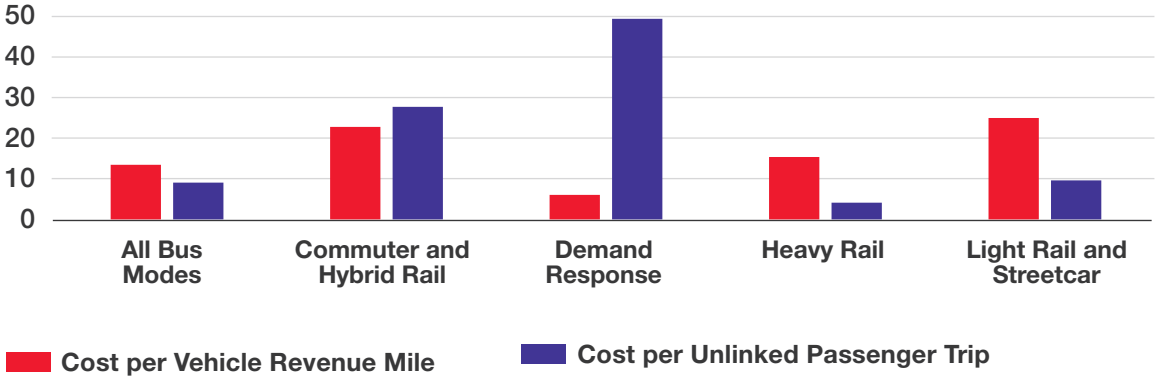
DEMAND RESPONSE: *Point-to-point operations commonly used by people with disabilities or people unable to travel on fixed-route service. Demand response vans may also substitute for fixed-route service at off-peak times (such as late at night).*

of public transit agencies account for 60 percent of total operating expenses. Operating expenses by object class are shown in ***Figure 31***.

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

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

Comparative Operating Cost Among Modes, 2022



SOURCE: APTA FACT BOOK ANALYSIS

Transit Spending and Contracting in the Private Sector

Nearly all public transit services are provided by or contracted for by public agencies. A large portion of the funds expended by those agencies, however, is spent in the private sector ***(Figure 33)***. In report year 2022, expenditures in the private sector were estimated at $47.7 billion (58 percent of all transit expenditures), a 14 percent increase from 2021 (inflation-adjusted). All capital expenditures are estimated to be for goods and services provided by the private sector, as well as operating expenditures for services, materials and supplies. This includes motor fuel, utilities (including propulsion power for electrically powered vehicles), a portion of casualty and liability costs and a portion of purchased transportation costs.

A significant number of public transit services are contracted for operation (formally known as purchased transportation)—approximately 27 percent in 2022.[13] The percentage of service provided by contractors for different modes is shown in ***Figure 34***. Measured by vehicle revenue hours, about 71 percent of demand response service was provided by contractors, along with 67 percent of vanpool service, 36 percent of commuter bus service, 20 percent of bus service and 7 percent of rail service. The percentage of bus service contracted for operation has increased marginally over the past decade, from 15 percent to 21 percent. Most notable is the vanpool mode, which has seen its share of contracted revenue hours increase from 40 percent in 2012 to 67 percent in 2022.

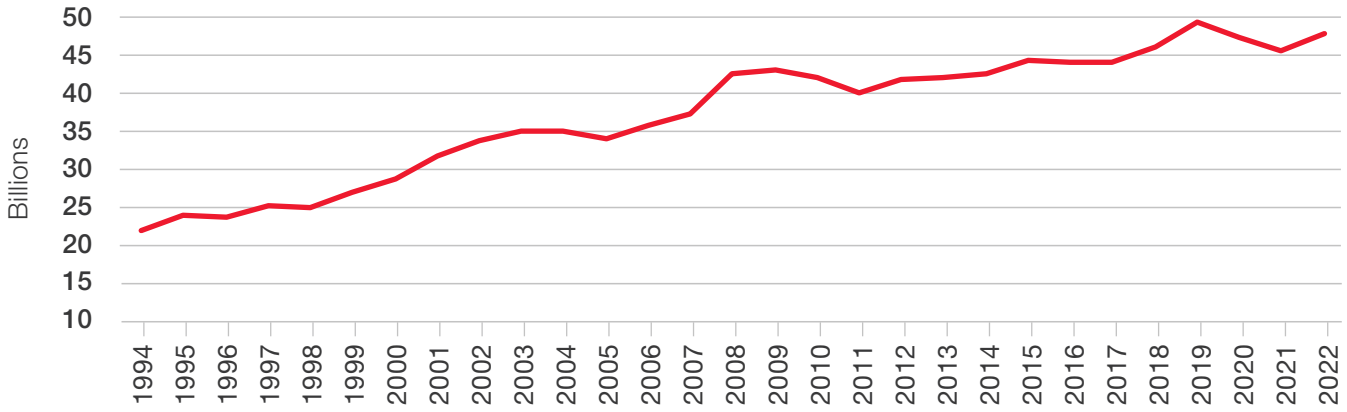
Most of the vehicles operated by contractors were provided by public transit agencies, with approximately 89 percent of all contractor-operated buses owned by transit agencies. About 78 percent of the vehicles used by contractors in demand response service were owned by public transit agencies, compared with just 9 percent for vanpool.

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

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

Figure 33: Public Transit Expenditures Flow to Private Sector

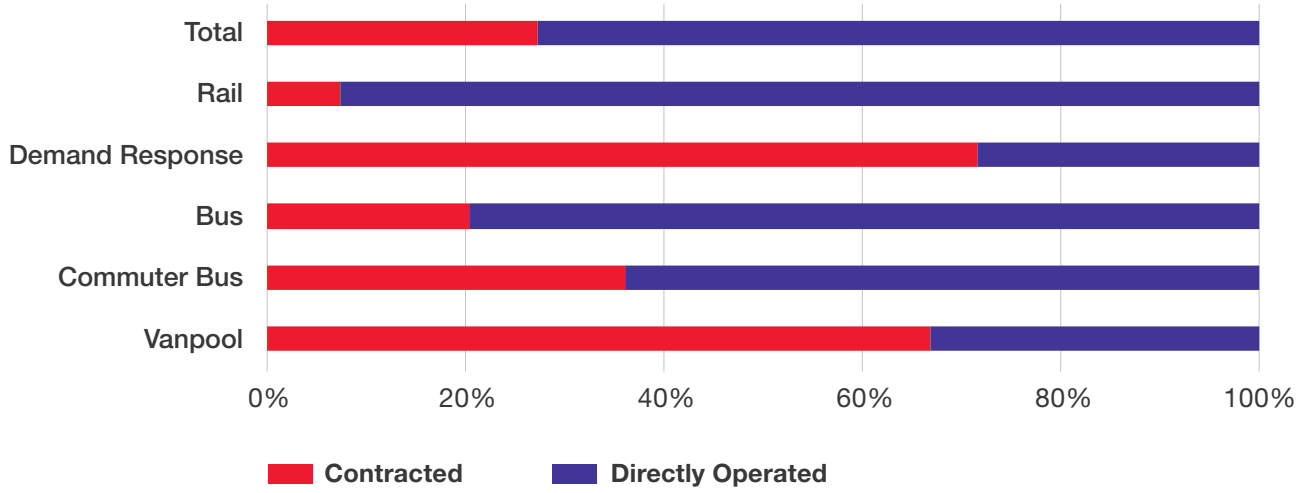
Estimated Transit Expenditures in the Private Sector (In 2022 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

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

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



SOURCE: APTA FACT BOOK ANALYSIS

Canadian Summary[14]

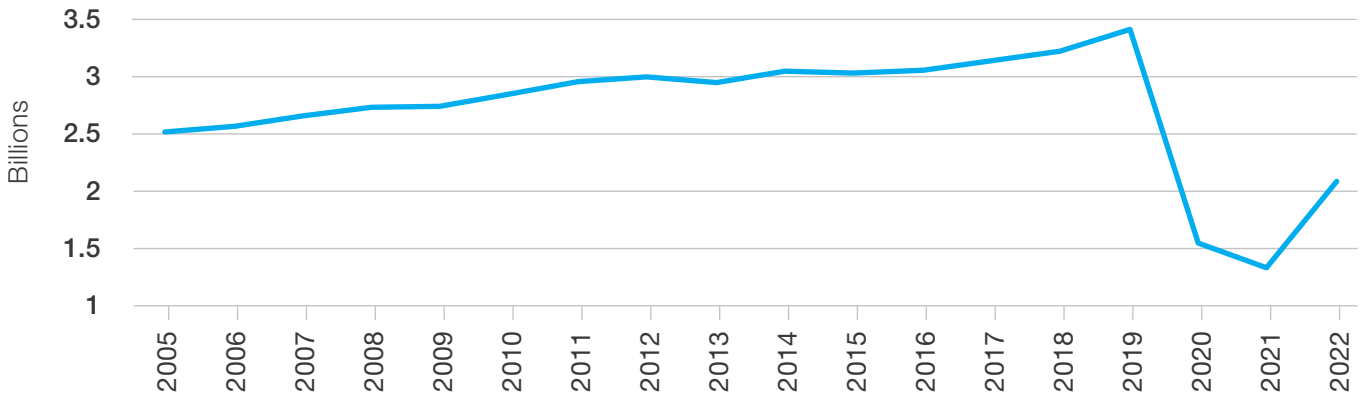
[14] Source: Canadian Urban Transit Association.

Passenger Travel

Information from 104 urban Canadian public transit systems reveals that passenger boardings (equivalent to U.S. unlinked passenger trips) in 2022 increased by 57 percent to 2.09 billion trips ***(Figure 35)***. Similarly to the United States, public transportation ridership and service was severely impacted by the COVID-19 pandemic. According to the Canadian Urban Transit Association (CUTA), 71 percent of public transit trips were taken in the metropolitan Toronto, Montreal and Vancouver regions.

Figure 35: Ridership Impacted by COVID-19 Pandemic

Canadian Passenger Boardings



SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Service Provided

Total vehicle miles operated in Canada increased by 1.2 percent, compared to a 5.7 percent increase in the United States. ***(Figure 36)***. Total vehicle miles operated is the distance traveled by vehicles, including both revenue and "deadhead" miles.

Public transportation in Canada is also composed of specialized transit services, whose data is not included in the statistics above. Canadian specialized transit services are essentially demand response services for people who are unable to climb steps or walk long distances. According to CUTA, 286,201 registrants took more than 16.0 million passenger trips, an increase of 5 percent. The 116 systems reporting tallied 53.7 million total vehicle miles in 2022.

Vehicles

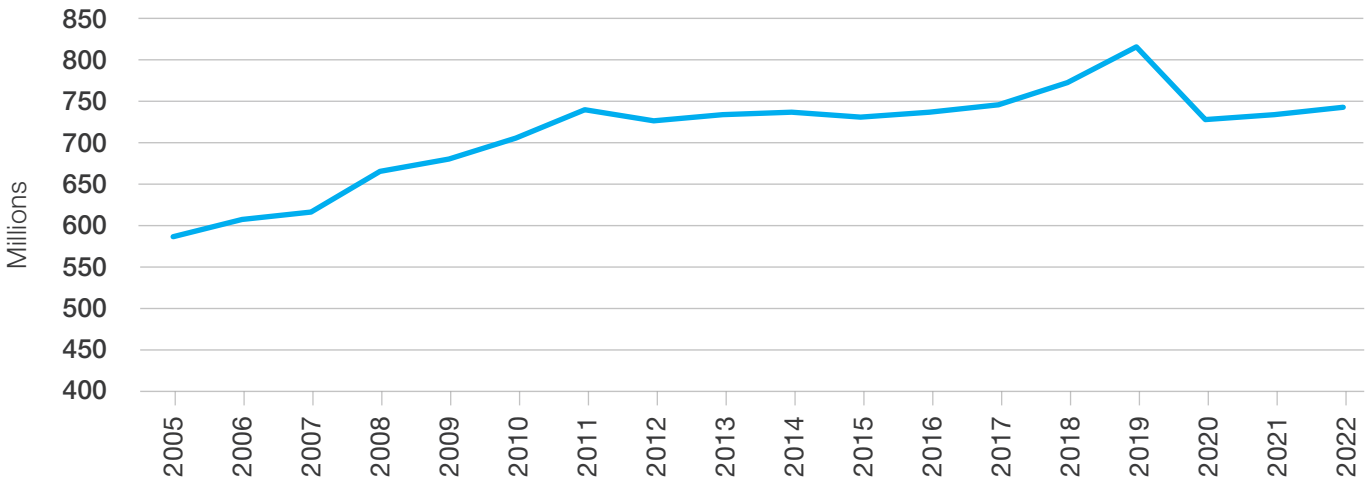
The average standard bus age in 2022 was approximately 8.8 years, with bus fleet accessibility at 98.9 percent. The average light rail age was 18.3 years, and the average heavy rail age was 23.2 years. A total of 19,448 revenue vehicles were recorded across modes in 2022.

Employees

The number of Canadian transit employees in 2022 was 63,527, of which 48 percent were vehicle operators and 14 percent worked in vehicle maintenance, 22 percent in general administration, 8 percent in non-vehicle maintenance, and 8 percent in transportation operations.

Figure 36: Long-Term Growth in Service Interrupted

Total Canadian Vehicle Miles



SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Amtrak Summary[15]

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

Passenger Travel

In fiscal year (FY) 2023, Amtrak service and ridership continued to be significantly impacted by the COVID-19 pandemic. FY 2023 ridership increased by 24 percent (to 28.5 million trips) compared to FY 2022. Ridership on the Northeast Corridor increased by 31 percent to 12.1 million trips. Ridership on state-supported routes increased by 22 percent to 12.5 million trips, and ridership on long-distance routes increased by 13 percent to 3.9 million trips.

Funding

In FY 2023, Amtrak increased total revenues by 19 percent to $3.6 billion. It received $2.4 billion in federal appropriations in FY 2023.

Capital Investments

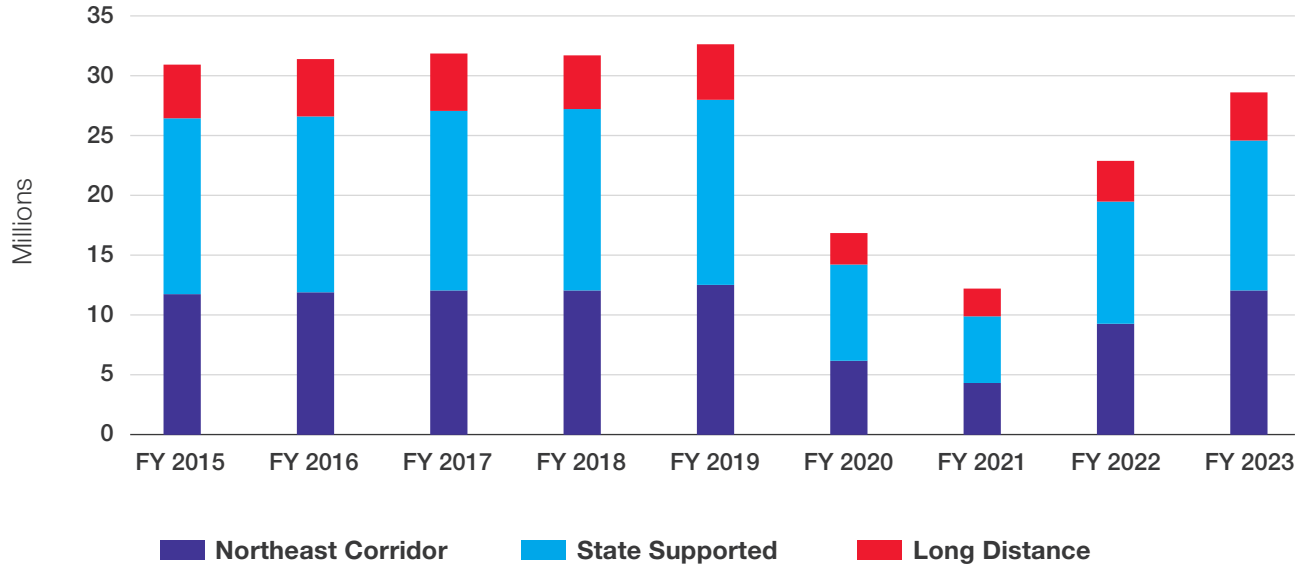
Amtrak is significantly investing to improve their capital assets. Current capital priorities include installing operational positive train control (PTC), launching a Safety Management System (SMS), state-of-good-repair work on the Northeast Corridor, new train interiors, the manufacturing of a new Acela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

[15] Sources: https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/financial/Amtrak-Audited-Consolidated-Financial-Statements-FY2023.pdf

https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/monthlyperformancereports/2023/Amtrak-Monthly-Performance-Report-Final-September-2023.pdf

Figure 37: Ridership Shows Continued Recovery in FY 2023

Passenger Trips (FY 2015- FY 2023)



SOURCE: AMTRAK FY 2023 RIDERSHIP AND REVENUE

Modal Rankings, Report Year 2022

For complete size ranking lists of all transit agencies and urbanized areas reported in the Federal Transit Administration 2022 National Transit Database, see the ***2024 Public Transportation Fact Book***, Appendix B: Operating Statistics and Rankings at **www.apta.com**. These rankings include only public transit agencies that reported in the Federal Transit Administration FY 2022 National Transit Database.

About "report years": National Transit Database data are collected for a "report year," which is each public transit agency's fiscal year that ends during a calendar year. As a result, the data for each individual transit agency may differ based on the 12 months that make up that agency's fiscal year. This is especially important to consider in the context of the COVID-19 pandemic and recovery from the pandemic.

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2021	2022	2021	2022
MTA New York City Transit	New York, NY	1,727,404.3	2,274,142.4	6,723,530.9	8,319,104.0
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	194,719.8	254,688.1	752,826.9	997,892.7
Chicago Transit Authority	Chicago, IL	195,980.6	243,538.8	798,583.3	969,133.7
Massachusetts Bay Transportation Authority	Boston, MA	120,951.8	203,455.4	483,531.5	854,089.5
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	105,812.1	174,229.7	432,509.8	733,078.5
New Jersey Transit Corporation	New York, NY	109,762.0	160,287.3	1,128,298.6	2,014,264.5
Washington Metro. Area Transit Authority	Washington, DC	89,940.4	156,897.5	371,231.4	670,038.0
City and County of San Francisco	San Francisco, CA	61,756.7	102,696.3	112,158.7	190,751.7
MTA Bus Company	New York, NY	82,347.8	100,411.8	230,457.7	289,073.8
MTA Long Island Rail Road	New York, NY	49,167.6	81,613.7	1,420,978.6	1,820,711.6
King County Department of Metro Transit	Seattle, WA	52,698.4	66,445.4	207,901.5	255,184.7
Denver Regional Transportation District	Denver, CO	48,777.2	61,284.7	291,260.3	364,066.7
San Diego Metropolitan Transit System	San Diego, CA	39,214.8	57,617.3	213,438.1	327,269.7
Metro. Transit Auth. of Harris County, Texas	Houston, TX	44,914.3	57,316.7	254,476.5	351,946.0
County of Miami-Dade	Miami, FL	51,159.8	56,114.9	289,879.9	304,072.1
Metro-North Commuter Railroad Company	New York, NY	32,360.5	54,739.5	737,222.1	1,070,426.2
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	46,393.8	51,430.0	250,586.3	305,151.0
Maryland Transit Administration	Baltimore, MD	42,337.0	50,205.9	214,587.3	297,048.3
Tri-County Metro. Transp. District of Oregon	Portland, OR	40,308.5	49,615.3	178,612.5	201,424.0
Port Authority Trans-Hudson Corporation	New York, NY	32,073.7	46,589.0	161,154.7	229,047.7
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	34,342.4	42,203.6	141,105.8	166,455.6
Dallas Area Rapid Transit	Dallas, TX	35,434.9	41,267.9	219,216.0	256,025.8
Metro Transit	Minneapolis, MN	32,861.1	38,794.6	137,024.6	162,183.0
San Francisco Bay Area Rapid Transit District	San Francisco, CA	17,839.7	38,224.1	238,270.2	523,379.5
City and County of Honolulu	Honolulu, HI	28,714.6	35,759.5	133,031.0	173,240.3
Port Authority of Allegheny County	Pittsburgh, PA	22,468.1	32,328.5	93,003.8	122,507.8
Central Puget Sound Regional Transit Auth.	Seattle, WA	17,768.9	32,014.5	179,207.7	284,158.5
Utah Transit Authority	Salt Lake City, UT	23,972.3	31,457.9	176,646.3	245,491.3
Alameda-Contra Costa Transit District	San Francisco, CA	21,535.0	29,347.6	84,128.6	104,933.4
Orange County Transportation Authority	Los Angeles, CA	20,607.4	27,753.5	104,424.3	132,745.0
VIA Metropolitan Transit	San Antonio, TX	23,986.2	25,106.9	117,803.6	122,708.9
Northeast Illinois Reg. Commuter Railroad Corp.	Chicago, IL	14,080.8	23,791.7	304,989.5	518,254.9
Westchester County	New York, NY	16,641.6	20,886.6	70,692.2	84,751.8
Broward County Bd. of County Commissioners	Miami, FL	15,560.4	20,777.7	69,437.4	101,829.6
Capital Metropolitan Transportation Auth.	Austin, TX	16,815.9	20,417.1	92,641.6	107,793.0
City of Phoenix Public Transit Department	Phoenix, AZ	38,687.7	20,001.8	136,987.4	65,704.0
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	15,873.0	19,081.6	68,202.3	90,809.1
Milwaukee County	Milwaukee, WI	15,998.4	18,849.2	52,582.9	67,201.7
Bi-State Development Agency	St. Louis, MO	17,382.7	18,508.8	103,611.2	109,890.8
County of Nassau	New York, NY	15,437.5	17,952.5	89,514.5	102,875.9
Santa Clara Valley Transportation Authority	San Jose, CA	12,055.7	17,757.6	63,965.7	93,471.9
Long Beach Transit	Los Angeles, CA	14,113.4	17,409.9	44,104.4	52,291.1
Washington State Ferries	Seattle, WA	15,326.7	17,156.0	108,124.7	124,788.0
Central Florida Regional Transportation Auth.	Orlando, FL	14,130.5	16,731.2	79,820.3	93,266.0
City of Tucson	Tucson, AZ	11,624.8	14,743.8	49,065.6	59,120.1
Pace - Suburban Bus Division	Chicago, IL	13,229.2	14,556.8	90,929.1	102,877.0
Montgomery County, Maryland	Washington, DC	10,078.0	14,103.0	39,750.0	61,438.2
City of Los Angeles	Los Angeles, CA	9,400.7	13,489.7	14,967.7	30,996.1
Niagara Frontier Transportation Authority	Buffalo, NY	11,319.2	13,157.4	37,181.8	42,021.5
City of Charlotte North Carolina	Charlotte, NC	8,723.6	12,640.0	41,187.1	58,489.7

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

URBANIZED AREA	POPULATION (2020 CENSUS)	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2021	2022	2021	2022
New York-Jersey City-Newark, NY-NJ	19,426,449	2,061,952.2	2,746,122.1	10,373,745.5	13,647,542.6
Los Angeles-Long Beach-Anaheim, CA	12,237,376	263,738.4	352,877.0	1,088,209.3	1,471,484.9
Chicago, IL-IN	8,671,746	226,792.5	285,785.9	1,241,638.6	1,641,610.6
Boston, MA-NH	4,382,009	124,912.3	208,730.3	509,654.1	894,527.3
Philadelphia, PA-NJ-DE-MD	5,696,125	124,278.6	198,854.6	572,766.4	871,160.1
Washington-Arlington, DC-VA-MD	5,174,759	112,775.3	191,790.2	513,561.1	923,626.1
San Francisco-Oakland, CA	3,515,933	104,026.2	174,947.3	452,959.3	867,742.2
Seattle-Tacoma, WA	3,544,011	92,708.3	123,904.5	542,203.8	717,369.7
Miami-Fort Lauderdale, FL	6,077,522	75,909.4	87,701.5	449,832.8	530,438.7
San Diego, CA	3,070,300	44,198.6	63,873.5	287,346.7	413,716.0
Houston, TX	5,853,575	45,268.1	57,707.0	257,545.4	357,209.5
Denver-Aurora, CO	2,686,147	45,228.2	56,392.7	277,535.9	345,743.8
Portland, OR-WA	2,104,238	45,563.0	56,329.0	200,311.8	225,765.4
Atlanta, GA	5,100,112	49,118.0	54,245.6	283,600.5	344,591.2
Baltimore, MD	2,212,038	42,735.1	50,348.4	195,582.5	248,843.1
Dallas-Fort Worth-Arlington, TX	5,732,354	40,398.2	47,371.5	254,038.6	297,744.7
Minneapolis-St. Paul, MN	2,914,866	37,091.4	45,685.1	174,523.1	213,831.8
Las Vegas-Henderson-Paradise, NV	2,196,623	34,342.4	42,205.8	141,105.8	166,455.6
Honolulu, HI	853,252	27,923.7	34,851.0	129,206.0	168,683.5
Phoenix-Mesa-Scottsdale, AZ	3,976,313	51,226.9	34,758.1	220,304.9	161,366.2
Pittsburgh, PA	1,745,039	23,244.3	33,174.6	101,641.9	132,356.3
San Antonio, TX	1,992,689	23,996.3	25,110.1	117,880.7	122,743.2
San Jose, CA	1,837,446	13,406.7	22,102.8	86,831.1	167,741.3
Salt Lake City, UT	1,178,533	16,775.6	21,677.0	100,200.3	131,867.7
Austin, TX	1,809,888	16,865.8	20,484.3	92,641.6	107,793.0
Tampa-St. Petersburg, FL	2,783,045	21,178.4	20,308.3	106,156.5	110,567.3
Milwaukee, WI	1,306,795	16,854.7	19,827.2	56,214.4	71,466.3
Cleveland, OH	1,712,178	16,377.7	19,677.7	72,682.4	96,161.5
St. Louis, MO-IL	2,156,323	18,298.4	19,587.3	110,745.4	118,586.7
Tucson, AZ	875,441	11,760.9	14,912.8	50,219.3	60,019.7
Orlando, FL	1,853,896	11,927.8	14,222.8	73,781.7	88,983.0
Detroit, MI	3,776,890	12,173.1	13,970.7	89,329.6	88,311.4
New Orleans, LA	963,212	9,193.0	13,678.1	29,565.4	46,455.1
Buffalo, NY	948,864	11,312.8	13,150.1	37,160.7	41,977.7
Charlotte, NC-SC	1,379,873	9,166.4	13,102.5	43,546.8	61,301.8
Cincinnati, OH-KY	1,686,744	11,811.7	12,589.4	65,161.1	65,732.6
Kansas City, MO-KS	1,674,218	10,701.4	12,559.9	39,845.4	44,933.4
Bridgeport-Stamford, CT-NY	916,408	8,385.0	11,899.5	75,554.5	111,018.9
Sacramento, CA	1,946,618	8,644.4	11,886.8	42,843.9	56,790.8
Albany-Schenectady, NY	593,142	9,929.9	11,571.7	44,243.2	51,881.1
Hartford, CT	977,158	10,397.9	11,482.5	55,007.5	67,602.1
Providence, RI-MA	1,285,806	8,954.1	10,900.8	51,179.6	58,771.1
Columbus, OH	1,567,254	9,247.4	10,422.1	39,961.9	45,177.9
New Haven, CT	561,456	7,233.5	9,866.9	73,413.9	108,622.3
Atlantic City-Ocean City-Villas, NJ	294,921	7,146.8	9,715.5	54,107.6	46,722.0
Durham, NC	396,118	6,857.1	9,145.8	25,253.4	30,098.7
Richmond, VA	1,059,150	8,087.2	8,909.0	40,999.0	40,038.6
Madison, WI	450,305	5,495.4	8,418.9	19,227.1	29,362.2
Raleigh, NC	1,106,646	5,181.7	7,962.2	23,088.2	30,137.2
Trenton, NJ	370,422	4,705.5	7,916.0	57,500.0	119,443.7

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

URBANIZED AREA	POPULATION (2020 CENSUS)	2022 UNLINKED PASSENGER TRIPS (THOUSANDS)	RIDERSHIP PER CAPITA
New York-Jersey City-Newark, NY-NJ	19,426,449	2,746,122.1	141.4
Ames, IA	66,342	3,670.1	55.3
Champaign, IL	147,452	7,345.8	49.8
San Francisco-Oakland, CA	3,515,933	174,947.3	49.8
Blacksburg-Christiansburg, VA	72,400	3,494.2	48.3
Boston, MA-NH	4,382,009	208,730.3	47.6
State College, PA	83,674	3,488.9	41.7
Honolulu, HI	853,252	34,851.0	40.8
Washington-Arlington, DC-VA-MD	5,174,759	191,790.2	37.1
Seattle-Tacoma, WA	3,544,011	123,904.5	35.0
Philadelphia, PA-NJ-DE-MD	5,696,125	198,854.6	34.9
Boulder, CO	120,828	4,200.8	34.8
Chicago, IL-IN	8,671,746	285,785.9	33.0
Atlantic City-Ocean City-Villas, NJ	294,921	9,715.5	32.9
Ithaca, NY	59,102	1,943.0	32.9
San Marcos, TX	70,801	2,113.9	29.9
Waterbury, CT	199,317	5,860.5	29.4
Los Angeles-Long Beach-Anaheim, CA	12,237,376	352,877.0	28.8
Iowa City, IA	126,810	3,631.8	28.6
Danbury, CT-NY	171,680	4,753.6	27.7
Davis, CA	77,034	2,129.8	27.6
Portland, OR-WA	2,104,238	56,329.0	26.8
Ann Arbor, MI	317,689	7,898.6	24.9
Athens-Clarke County, GA	143,213	3,500.1	24.4
Morgantown, WV	77,620	1,872.8	24.1
Bellingham, WA	128,979	3,109.9	24.1
Durham, NC	396,118	9,145.8	23.1
Lafayette, IN	157,100	3,620.1	23.0
Baltimore, MD	2,212,038	50,348.4	22.8
Trenton, NJ	370,422	7,916.0	21.4
Santa Barbara, CA	202,197	4,292.8	21.2
Denver-Aurora, CO	2,686,147	56,392.7	21.0
San Diego, CA	3,070,300	63,873.5	20.8
Gainesville, FL	213,748	4,267.6	20.0
Eugene, OR	270,179	5,283.7	19.6
Albany-Schenectady, NY	593,142	11,571.7	19.5
Lawrence, KS	94,998	1,839.7	19.4
Las Vegas-Henderson-Paradise, NV	2,196,623	42,205.8	19.2
Pittsburgh, PA	1,745,039	33,174.6	19.0
Madison, WI	450,305	8,418.9	18.7
Harrisonburg, VA	73,377	1,360.1	18.5
Watsonville, CA	68,668	1,263.5	18.4
Salt Lake City, UT	1,178,533	21,677.0	18.4
Kiryas Joel, NY	71,582	1,301.8	18.2
Bloomington, IN	110,103	1,955.3	17.8
New Haven, CT	561,456	9,866.9	17.6
Barnstable Town, MA	303,269	5,267.1	17.4
Tucson, AZ	875,441	14,912.8	17.0
Kahului-Wailuku, HI	57,905	982.9	17.0
Lansing, MI	318,300	5,401.0	17.0

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

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2021	2022	2021	2022
MTA New York City Transit	New York, NY	393,017.8	458,602.3	925,195.5	1,088,139.6
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	148,832.4	193,446.2	431,866.0	606,555.4
Chicago Transit Authority	Chicago, IL	117,357.5	140,013.9	296,815.6	353,874.4
New Jersey Transit Corporation	New York, NY	77,504.0	102,745.1	528,962.0	775,906.8
MTA Bus Company	New York, NY	82,347.8	100,411.8	230,457.7	289,073.8
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	60,307.2	91,193.7	187,935.3	260,968.3
Washington Metro. Area Transit Authority	Washington, DC	52,325.7	79,512.6	162,783.7	251,623.4
Massachusetts Bay Transportation Authority	Boston, MA	47,812.3	69,156.9	125,603.1	173,969.9
City and County of San Francisco	San Francisco, CA	40,938.4	54,363.9	82,487.6	109,579.6
King County Department of Metro Transit	Seattle, WA	42,536.2	53,983.6	175,311.2	213,459.0
Metro. Transit Auth. of Harris County, Texas	Houston, TX	33,384.4	41,025.8	182,411.2	234,474.5
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	33,427.3	40,953.2	132,526.2	153,164.8
Maryland Transit Administration	Baltimore, MD	35,370.2	40,168.4	150,861.3	179,311.2
Denver Regional Transportation District	Denver, CO	31,570.5	39,006.9	135,569.5	165,384.2
County of Miami-Dade	Miami, FL	36,341.6	37,225.1	179,472.1	174,231.9
City and County of Honolulu	Honolulu, HI	27,814.6	34,753.5	122,372.7	162,729.6
Tri-County Metro. Transp. District of Oregon	Portland, OR	25,138.0	30,484.7	98,687.2	96,334.2
Port Authority of Allegheny County	Pittsburgh, PA	20,136.0	28,946.1	82,792.9	106,901.8
San Diego Metropolitan Transit System	San Diego, CA	19,557.3	27,605.5	88,055.0	112,492.7
Orange County Transportation Authority	Los Angeles, CA	19,880.1	26,680.6	91,388.4	115,099.9
Metro Transit	Minneapolis, MN	22,137.1	26,350.9	93,379.2	111,153.9
Alameda-Contra Costa Transit District	San Francisco, CA	18,888.0	25,233.8	74,362.2	89,154.3
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	27,346.5	24,674.1	120,638.5	117,461.1
VIA Metropolitan Transit	San Antonio, TX	23,032.6	23,823.4	94,848.7	94,726.2
Dallas Area Rapid Transit	Dallas, TX	19,432.2	21,536.5	78,169.1	90,635.0
Westchester County	New York, NY	16,426.3	20,586.6	68,435.2	81,613.3
Broward County Bd. of County Commissioners	Miami, FL	14,979.4	20,003.8	65,256.9	94,867.9
City of Phoenix Public Transit Department	Phoenix, AZ	38,414.1	19,717.4	134,736.6	63,320.8
Capital Metropolitan Transportation Auth.	Austin, TX	15,789.4	18,810.5	74,122.2	81,813.0
Milwaukee County	Milwaukee, WI	15,728.8	18,518.0	50,839.6	65,001.0
County of Nassau	New York, NY	15,231.0	17,708.9	87,920.2	100,897.8
Long Beach Transit	Los Angeles, CA	14,099.0	17,389.3	44,045.0	52,197.6
Utah Transit Authority	Salt Lake City, UT	12,187.6	15,596.1	49,612.7	61,777.3
Central Florida Regional Transportation Auth.	Orlando, FL	12,880.3	15,528.3	68,281.6	79,711.5
Santa Clara Valley Transportation Authority	San Jose, CA	9,714.3	15,181.2	48,594.8	78,212.9
Montgomery County, Maryland	Washington, DC	10,078.0	14,093.9	39,750.0	61,425.3
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	11,184.7	13,557.4	44,453.4	57,554.6
Pace - Suburban Bus Division	Chicago, IL	12,376.8	13,528.8	82,170.0	91,244.4
City of Tucson	Tucson, AZ	10,894.8	13,042.1	46,374.5	53,677.4
City of Los Angeles	Los Angeles, CA	8,830.4	12,629.8	10,479.4	21,057.6
Bi-State Development Agency	St. Louis, MO	11,499.1	11,679.8	61,478.7	59,819.0
Capital District Transportation Authority	Albany, NY	9,624.6	11,176.0	36,455.2	41,335.5
Niagara Frontier Transportation Authority	Buffalo, NY	9,689.6	10,879.7	32,053.4	34,727.8
Central Ohio Transit Authority	Columbus, OH	8,899.8	9,947.5	36,048.9	40,192.2
Southwest Ohio Regional Transit Authority	Cincinnati, OH	9,600.3	9,679.2	51,828.6	50,172.8
Hillsborough Area Regional Transit Authority	Tampa, FL	9,570.8	9,644.4	40,146.8	49,254.8
Kansas City Area Transportation Authority	Kansas City, MO	8,431.3	9,558.1	30,995.2	33,043.2
Rhode Island Public Transit Authority	Providence, RI	7,712.5	9,367.4	41,486.1	46,743.5
Connecticut DOT - Hartford Division	Hartford, CT	8,597.3	9,247.9	43,716.7	53,236.7
City of Detroit	Detroit, MI	8,580.2	8,571.9	40,363.8	40,557.8

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2021	2022	2021	2022
MTA New York City Transit	New York, NY	15,797.5	16,646.8	31,595.0	31,036.5
Massachusetts Bay Transportation Authority	Boston, MA	4,780.6	7,434.0	10,173.3	16,605.6
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	2,949.4	3,838.7	17,257.0	23,321.2
Alameda-Contra Costa Transit District	San Francisco, CA	2,379.4	3,526.7	7,299.4	9,727.1
Lane Transit District	Eugene, OR	1,807.2	2,145.0	4,834.0	5,413.5
City of Albuquerque	Albuquerque, NM	1,111.1	1,591.1	4,378.0	5,941.6
Greater Richmond Transit Company	Richmond, VA	1,345.8	1,576.1	4,158.8	4,392.4
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	1,411.8	1,538.4	3,644.6	4,027.5
Connecticut DOT - Hartford Division	Hartford, CT	1,008.6	1,079.9	5,388.1	5,532.1
Indianapolis and Marion County Public Transp.	Indianapolis, IN	866.4	978.3	3,135.9	3,541.0
Roaring Fork Transportation Authority	Non-UZA	657.7	882.2	N/A	N/A
Kansas City Area Transportation Authority	Kansas City, MO	707.1	646.6	1,943.2	1,986.9
Interurban Transit Partnership	Grand Rapids, MI	367.5	452.1	1,270.8	1,546.3
City of Fort Collins	Fort Collins, CO	437.0	403.2	1,414.9	1,278.0
Central Florida Regional Transportation Auth.	Orlando, FL	456.5	384.0	455.2	365.8
Metro. Transit Auth. of Harris County, Texas	Houston, TX	231.4	255.0	742.6	829.3

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2021	2022	2021	2022
MTA New York City Transit	New York, NY	4,985.7	8,045.7	75,937.8	120,130.7
Central Puget Sound Regional Transit Authority	Seattle, WA	5,146.4	6,852.7	74,283.6	91,483.0
Metropolitan Transit Authority of Harris County, Texas	Houston, TX	1,308.0	2,616.2	25,998.3	56,230.1
Hudson Transit Lines, Inc.	New York, NY	834.4	1,571.9	37,996.5	71,580.2
Roaring Fork Transportation Authority	Non-UZA	1,008.9	1,411.6	N/A	N/A
Academy Lines, Inc.	New York, NY	635.2	940.7	42,584.4	45,043.6
Maryland Transit Administration	Baltimore, MD	434.5	808.7	7,341.8	13,387.4
Snohomish County Public Transportation Benefit Area Corporation	Seattle, WA	561.3	726.1	9,657.8	12,659.0
Suburban Transit Corporation	New York, NY	344.7	634.5	14,769.3	24,111.7
City of Los Angeles	Los Angeles, CA	343.6	630.0	3,748.5	9,164.6
Potomac and Rappahannock Transportation Commission	Washington, DC	307.5	615.9	7,659.6	15,341.0
Utah Transit Authority	Salt Lake City, UT	429.3	599.9	6,440.5	9,516.1
Lakeland Bus Lines, Inc.	New York, NY	270.5	565.4	9,179.6	19,425.9
Hampton Jitney, Inc.	New York, NY	483.7	521.6	42,639.5	47,868.6
Monsey New Square Trails Corporation	New York, NY	428.7	463.8	17,894.3	19,246.8
Jalbert Leasing, Inc.	Portsmouth, NH	258.1	461.1	N/A	N/A
Trans-Bridge Lines, Inc.	New York, NY	289.2	403.6	18,968.9	26,477.0
Atlanta-Region Transit Link Authority	Atlanta, GA	191.1	371.2	6,132.6	10,271.4
Rockland Coaches, Inc.	New York, NY	191.5	335.6	6,885.1	7,621.5
Olympia Trails Bus Company, Inc.	New York, NY	147.4	329.5	N/A	N/A
Ventura County Transportation Commission	Oxnard, CA	219.3	310.1	5,868.9	8,300.1
DeCamp Bus Lines	New York, NY	77.1	304.1	1,263.6	5,197.5
County of Miami-Dade	Miami, FL	354.6	303.1	13,775.5	11,697.3
Adirondack Transit Lines, Inc,	New York, NY	209.3	298.4	16,159.3	23,440.8
Alameda-Contra Costa Transit District	San Francisco, CA	67.8	270.3	926.9	3,209.0
County of Hawaii Mass Transit Agency	Non-UZA	176.6	256.5	N/A	N/A
Solano County Transit	Vallejo, CA	185.6	254.0	2,559.0	3,501.3
Gunnison Valley Transportation Authority	Non-UZA	173.6	249.9	N/A	N/A
Piedmont Authority for Regional Transportation	Greensboro, NC	214.2	246.9	2,421.5	2,790.8
The Woodlands Township	The Woodlands, TX	130.3	244.1	5,029.0	9,308.2

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2021	2022	2021	2022
Access Services	Los Angeles, CA	2,136.8	2,927.5	23,721.6	37,332.5
Pace-Suburban Bus Div., ADA Paratransit Svcs.	Chicago, IL	2,331.1	2,648.3	19,635.8	22,944.5
MTA New York City Transit	New York, NY	2,378.7	2,484.6	22,109.1	24,395.1
Metropolitan Council	Minneapolis, MN	1,928.8	2,069.5	19,772.2	21,954.7
Maryland Transit Administration	Baltimore, MD	1,577.8	1,802.0	10,565.4	14,779.0
Metro. Transit Auth. of Harris County, Texas	Houston, TX	1,238.3	1,438.8	11,667.8	14,940.5
New Jersey Transit Corporation	New York, NY	1,076.2	1,326.7	6,722.6	8,649.8
County of Miami-Dade	Miami, FL	1,279.7	1,326.3	14,744.2	17,317.7
Washington Metro. Area Transit Authority	Washington, DC	1,064.5	1,307.2	8,775.8	13,699.2
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	915.1	1,250.4	8,579.5	13,290.7
OATS, Inc.	Non-UZA	824.6	956.5	N/A	N/A
City and County of Honolulu	Honolulu, HI	726.7	955.4	6,496.7	9,113.9
VIA Metropolitan Transit	San Antonio, TX	683.3	950.1	6,764.0	10,615.1
Massachusetts Bay Transportation Authority	Boston, MA	758.8	930.2	5,646.1	7,518.0
Port Authority of Allegheny County	Pittsburgh, PA	667.1	845.9	4,479.5	6,483.9
Orange County Transportation Authority	Los Angeles, CA	485.7	835.8	4,143.8	8,950.4
Dallas Area Rapid Transit	Dallas, TX	580.2	822.1	6,183.5	8,600.0
Bd. of Cty. Cmsrs, Palm Beach County	Miami, FL	696.8	797.1	7,796.2	9,659.5
City of Arlington	Dallas, TX	452.4	776.3	3,293.4	4,568.8
Broward County Bd. of County Commissioners	Miami, FL	581.0	773.9	4,180.6	6,961.7
Capital Metropolitan Transportation Auth.	Austin, TX	487.9	752.1	3,203.8	4,956.5
Denver Regional Transportation District	Denver, CO	605.0	737.3	5,696.8	7,255.3
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	511.6	714.5	3,164.7	5,102.3
Delaware Transit Corporation	Philadelphia, PA	455.4	696.8	4,852.6	8,599.2
King County Department of Metro Transit	Seattle, WA	557.0	666.0	5,715.6	7,159.2
Denton County Transportation Authority	Denton, TX	47.7	645.8	238.6	2,939.7
Pace - Suburban Bus Division	Chicago, IL	554.1	625.6	3,167.3	3,835.5
City of Raleigh	Raleigh, NC	469.8	596.0	3,027.9	3,730.9
Utah Transit Authority	Salt Lake City, UT	301.5	565.4	2,827.0	4,480.2
Central Florida Regional Transportation Auth.	Orlando, FL	530.2	560.5	5,679.0	6,527.3
Central Pennsylvania Transportation Auth.	York, PA	373.5	541.6	4,170.6	5,954.3
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	427.5	538.0	4,842.2	6,779.0
Suffolk County	New York, NY	476.4	536.2	6,184.1	6,959.6
KI BOIS Community Action Foundation, Inc.	Non-UZA	502.6	508.1	N/A	N/A
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	42.1	503.1	104.9	1,589.8
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	391.2	496.2	3,241.8	4,306.9
Southwest Iowa Planning Council	Non-UZA	225.5	467.1	N/A	N/A
Mass Transportation Authority	Flint, MI	394.8	462.5	3,740.8	3,460.3
Montachusett Regional Transit Authority	Leominster, MA	294.3	461.0	2,743.1	5,136.9
Tri-County Metro. Transp. District of Oregon	Portland, OR	268.3	437.9	2,091.3	3,631.6
City of Tucson	Tucson, AZ	291.2	424.5	2,199.6	4,012.3
Sacramento Regional Transit District	Sacramento, CA	305.4	412.7	1,777.9	2,586.5
Greater Hartford Transit District	Hartford, CT	304.3	407.4	2,616.6	3,961.5
Rural Transit Enterprises Coordinated, Inc.	Non-UZA	281.7	405.9	N/A	N/A
Huron Transit Corporation	Non-UZA	310.5	399.1	N/A	N/A
Sarasota County	Bradenton, FL	190.6	392.0	1,656.5	2,794.0
Ben Franklin Transit	Kennewick, WA	228.2	371.3	1,625.8	2,332.9
Blue Water Area Transportation Commission	Port Huron, MI	245.6	360.9	2,068.4	3,083.2
Bi-State Development Agency	St. Louis, MO	411.5	351.3	4,785.5	4,148.8
Central Arkansas Development Council	Non-UZA	412.1	348.6	N/A	N/A

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2021	2022	2021	2022
California Vanpool Authority	Hanford, CA	3,403.1	3,703.9	107,931.6	110,956.4
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	1,136.2	1,164.3	53,378.2	54,596.0
San Diego Association of Governments	San Diego, CA	861.9	866.7	47,500.4	44,142.8
Metropolitan Transportation Commission	San Francisco, CA	365.8	848.7	20,694.6	50,928.1
Utah Transit Authority	Salt Lake City, UT	587.7	731.9	25,403.5	30,015.6
San Joaquin Council	Stockton, CA	451.2	724.7	21,373.6	37,515.6
King County Department of Metro Transit	Seattle, WA	512.2	702.7	10,548.4	14,389.2
Regional Transp. Comm. of Washoe County	Reno, NV—CA	507.1	647.7	18,007.6	22,177.5
Potomac and Rappahannock Transp. Comm.	Washington, DC	427.6	526.3	20,107.5	25,207.3
Victor Valley Transit Authority	Victorville, CA	407.4	425.9	18,529.9	22,067.2
Regional Public Transportation Authority	Phoenix, AZ	435.0	416.4	20,105.1	19,305.8
Pace - Suburban Bus Division	Chicago, IL	298.3	402.4	5,591.7	7,797.1
Metro. Transit Auth. of Harris County, Texas	Houston, TX	276.0	397.7	8,735.6	12,266.3
Pierce County Transp. Benefit Area Auth.	Seattle, WA	323.1	382.8	9,885.3	11,193.5
County of Miami-Dade	Miami, FL	306.0	347.9	9,280.5	10,995.8
VIA Metropolitan Transit	San Antonio, TX	270.3	333.4	16,191.0	17,367.5
Florida DOT, District 1 Office	Non-UZA	20.0	330.5	N/A	N/A
Tampa Bay Area Regional Transit Authority	Tampa, FL	232.0	303.8	7,542.1	9,916.3
Atlanta-Region Transit Link Authority	Atlanta, GA	253.6	289.6	12,086.8	13,250.4
Snohomish County PTBA Corp.	Seattle, WA	227.8	281.2	5,238.8	6,841.3
Capital Metropolitan Transportation Auth.	Austin, TX	235.7	281.0	11,511.5	12,859.1
El Paso County	Non-UZA	236.3	275.8	N/A	N/A
Central Florida Regional Transportation Auth.	Orlando, FL	263.4	258.5	5,404.3	6,661.5
Fort Worth Transportation Authority	Dallas, TX	129.9	247.1	5,032.1	8,563.6
Ben Franklin Transit	Kennewick, WA	153.6	244.4	5,359.3	8,481.2
Orange County Transportation Authority	Los Angeles, CA	241.5	237.1	8,892.1	8,694.7
Denton County Transportation Authority	Denton, TX	216.5	230.4	10,788.2	11,152.1
Michigan Department of Transportation	Detroit, MI	203.7	216.3	8,772.2	9,438.9
Intercity Transit	Olympia, WA	178.9	212.9	6,177.0	10,068.3
Municipality of Anchorage	Anchorage, AK	151.0	189.7	6,278.4	7,799.6

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2021	2022	2021	2022
City and County of San Francisco	San Francisco, CA	17,107.4	29,389.7	26,226.6	43,551.3
King County Department of Metro Transit	Seattle, WA	7,976.2	9,575.0	14,349.3	17,545.8
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	2,026.4	3,011.4	4,132.8	6,074.4
Greater Dayton Regional Transit Authority	Dayton, OH	1,786.7	1,812.9	9,459.4	8,644.6
Massachusetts Bay Transportation Authority	Boston, MA	833.8	905.1	1,996.4	2,123.8

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)		RIDERSHIP PER MILE OF TRACK
		2021	2022	2021	2022	
COMMUTER RAIL AGENCIES						
MTA Long Island Rail Road	New York, NY	49,167.6	81,613.7	1,420,978.6	1,820,711.6	124,308.8
Metro-North Commuter Railroad Company	New York, NY	32,254.1	54,517.7	737,084.8	1,070,033.8	62,664.0
New Jersey Transit Corporation	New York, NY	19,096.9	40,054.4	529,338.5	1,145,563.9	42,184.7
Northeast Illinois Reg. Commuter Railroad Corp.	Chicago, IL	14,080.8	23,791.7	304,989.5	518,254.9	20,234.5
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	6,871.3	16,340.7	92,146.4	214,528.3	26,871.7
Massachusetts Bay Transportation Authority	Boston, MA	6,995.4	14,310.8	155,056.2	307,334.0	18,391.0
Denver Regional Transportation District	Denver, CO	6,585.4	7,935.8	82,629.5	100,625.0	88,510.0
Peninsula Corridor Joint Powers Board	San Francisco, CA	1,263.1	4,054.8	28,143.3	90,207.9	22,721.2
Southern California Regional Rail Authority	Los Angeles, CA	2,102.2	3,754.6	82,407.4	144,137.3	5,252.2
Utah Transit Authority	Salt Lake City, UT	2,062.3	3,230.5	54,462.1	90,208.4	26,332.9
South Florida Regional Transportation Auth.	Miami, FL	2,029.6	3,041.5	55,520.8	82,994.0	20,344.2
Maryland Transit Administration	Baltimore, MD	880.3	2,271.2	26,058.2	67,825.4	4,611.8
Northern Indiana Commuter Transp. Dist.	Chicago, IL	1,024.7	1,406.7	34,945.0	47,423.2	10,458.6
Central Puget Sound Regional Transit Auth.	Seattle, WA	734.5	1,269.9	18,482.2	31,537.3	7,992.5
Dallas Area Rapid Transit	Dallas, TX	795.3	1,066.4	12,709.6	18,184.3	22,917.7
Central Florida Commuter Rail	Orlando, FL	623.7	868.7	10,525.4	14,803.3	8,399.7
Virginia Railway Express	Washington, DC	341.6	822.4	10,750.6	25,719.7	4,255.0
North County Transit District	San Diego, CA	162.7	588.4	4,302.6	15,559.0	5,352.6
Fort Worth Transportation Authority	Dallas, TX	304.5	530.5	4,652.0	8,134.3	8,564.4
Northern New England Passenger Rail Auth.	Portland, ME	117.9	403.8	9,900.0	35,086.5	2,042.4
Pennsylvania Department of Transportation	Philadelphia, PA	150.7	365.9	13,281.0	26,951.7	2,272.4
Sonoma-Marin Area Rail Transit District	Santa Rosa, CA	122.8	354.3	3,148.3	7,855.9	6,670.3
Altamont Corridor Express	Stockton, CA	160.0	321.8	8,891.7	16,820.5	2,259.5
Rio Metro Regional Transit District	Albuquerque, NM	40.9	319.6	2,106.1	15,877.2	2,843.5
Alaska Railroad Corporation	Anchorage, AK	166.3	219.8	19,051.6	27,580.3	383.2
Connecticut Department of Transportation	Hartford, CT	70.6	163.5	2,204.0	4,739.1	1,498.2
Regional Transportation Authority	Nashville, TN	34.9	79.2	616.9	1,276.1	2,483.1
Metro Transit	Minneapolis, MN	50.4	77.1	1,245.8	1,904.0	1,063.3
HYBRID RAIL AGENCIES						
New Jersey Transit Corporation	New York, NY	1,476.1	1,712.1	21,234.6	25,017.4	29,884.5
North County Transit District	San Diego, CA	1,225.4	1,322.4	8,938.9	9,848.5	36,319.1
San Francisco Bay Area Rapid Transit District	San Francisco, CA	601.4	1,071.8	4,123.1	7,874.3	56,058.8
Capital Metropolitan Transportation Auth.	Austin, TX	257.0	474.4	3,044.3	6,415.6	7,345.2
Denton County Transportation Authority	Denton, TX	113.4	175.6	1,531.5	2,505.8	6,119.8
Tri-County Metro. Transp. District of Oregon	Portland, OR	84.7	103.2	676.0	836.7	5,225.2

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)		RIDERSHIP PER MILE OF TRACK
		2021	2022	2021	2022	
MTA New York City Transit	New York, NY	1,311,224.6	1,788,363.1	5,668,693.5	7,055,402.0	2,247,110.7
Chicago Transit Authority	Chicago, IL	78,623.0	103,524.9	501,767.8	615,259.2	390,453.6
Massachusetts Bay Transportation Authority	Boston, MA	44,823.2	78,861.9	146,795.5	266,054.4	759,017.3
Washington Metro. Area Transit Authority	Washington, DC	36,550.2	76,077.7	199,671.9	404,715.4	257,628.6
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	28,642.8	52,499.3	126,097.6	219,803.3	526,044.7
Port Authority Trans-Hudson Corporation	New York, NY	32,073.7	46,589.0	161,154.7	229,047.7	796,257.8
San Francisco Bay Area Rapid Transit District	San Francisco, CA	17,125.3	36,774.6	233,787.8	514,304.3	129,174.3
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	18,533.6	26,079.8	125,036.9	180,808.7	209,308.1
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	18,888.6	25,075.1	99,058.4	128,144.0	584,229.5
County of Miami-Dade	Miami, FL	9,390.7	11,446.9	69,332.1	84,512.8	192,513.5
Port Authority Transit Corporation	Philadelphia, PA	3,683.1	4,870.3	30,724.7	41,306.4	127,595.2
Staten Island Rapid Transit Operating Auth.	New York, NY	2,776.3	3,757.7	17,315.5	23,436.5	118,540.3
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	2,420.1	2,808.1	14,341.6	21,343.1	65,626.3
Maryland Transit Administration	Baltimore, MD	1,615.6	2,252.1	7,624.8	8,073.7	67,508.1
Alternativa de Transporte Integrado -ATI	San Juan, PR	836.0	2,122.7	3,686.7	9,708.0	85,146.7

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)		RIDERSHIP PER MILE OF TRACK
		2021	2022	2021	2022	
LIGHT RAIL AGENCIES						
Massachusetts Bay Transportation Authority	Boston, MA	14,774.0	31,261.4	36,878.7	76,108.0	471,301.3
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	22,871.1	30,660.8	151,162.5	183,686.4	158,880.5
San Diego Metropolitan Transit System	San Diego, CA	19,516.3	29,739.5	123,388.9	210,464.6	219,269.3
Central Puget Sound Regional Transit Auth.	Seattle, WA	11,516.1	23,624.1	86,103.5	160,910.2	414,022.7
Tri-County Metro. Transp. District of Oregon	Portland, OR	14,817.5	18,589.5	77,158.0	100,621.5	144,127.2
Dallas Area Rapid Transit	Dallas, TX	14,487.2	17,676.0	121,236.0	138,106.0	85,160.7
New Jersey Transit Corporation	New York, NY	10,430.1	14,282.7	38,393.8	52,873.1	290,004.2
City and County of San Francisco	San Francisco, CA	3,596.0	13,992.7	2,668.1	29,918.0	202,792.6
Denver Regional Transportation District	Denver, CO	10,016.2	13,604.6	67,364.6	90,802.3	105,462.3
Metro Transit	Minneapolis, MN	10,673.6	12,366.6	42,399.6	49,125.2	241,300.1
Metro. Transit Auth. of Harris County, Texas	Houston, TX	8,476.2	11,583.2	24,921.0	33,205.2	199,847.8
Utah Transit Authority	Salt Lake City, UT	8,403.9	10,734.1	37,900.6	49,493.7	95,134.8
Valley Metro Rail, Inc.	Phoenix, AZ	6,581.6	8,335.7	45,129.1	55,545.9	144,968.3
Bi-State Development Agency	St. Louis, MO	5,472.1	6,477.7	37,347.1	45,923.0	67,203.2
Sacramento Regional Transit District	Sacramento, CA	3,841.4	4,631.8	22,188.8	26,610.5	55,205.9
City of Charlotte North Carolina	Charlotte, NC	2,599.6	3,879.0	13,053.7	18,439.9	94,748.1
Maryland Transit Administration	Baltimore, MD	2,458.7	2,903.5	12,135.9	13,671.6	47,794.6
Santa Clara Valley Transportation Authority	San Jose, CA	2,168.1	2,301.5	13,970.9	12,485.1	27,555.8
Port Authority of Allegheny County	Pittsburgh, PA	1,460.1	2,195.6	5,707.4	9,082.2	38,184.0
Niagara Frontier Transportation Authority	Buffalo, NY	1,516.0	2,076.4	4,213.7	5,250.4	150,466.4
Transp. Dist. Commission of Hampton Roads	Virginia Beach, VA	545.3	701.5	1,855.9	2,230.8	44,566.1
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	465.1	681.4	2,520.9	3,576.9	26,616.8
STREETCAR AGENCIES						
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	7,452.8	10,470.0	19,033.1	26,602.0	48,182.5
New Orleans Regional Transit Authority	New Orleans, LA	2,317.3	3,589.9	5,399.2	8,364.6	92,049.9
City and County of San Francisco	San Francisco, CA	(a)	2,611.1	(a)	3,755.0	194,276.8
City of Portland	Portland, OR	1,564.3	2,211.0	2,080.6	2,719.5	151,853.8
City of Tucson	Tucson, AZ	438.8	1,277.1	491.5	1,430.4	163,734.6
Kansas City, City of Missouri	Kansas City, MO	598.4	1,234.9	1,034.4	1,922.3	280,659.3
King County Department of Metro Transit	Seattle, WA	830.0	1,117.6	992.8	1,269.7	124,178.3
Hillsborough Area Regional Transit Authority	Tampa, FL	735.1	1,107.6	1,062.3	1,516.3	316,452.6
City of Cincinnati	Cincinnati, OH	308.6	693.1	264.2	1,083.3	187,323.0
M-1 Rail	Detroit, MI	6.6	562.8	8.2	664.0	81,450.2
McKinney Avenue Transit Authority	Dallas, TX	677.7	437.3	888.0	640.6	96,536.6
City of Milwaukee	Milwaukee, WI	301.2	372.1	350.3	435.2	95,412.1
City of Charlotte North Carolina	Charlotte, NC	(a)	341.8	(a)	379.9	42,720.9
City of Memphis	Memphis, TN	151.0	287.2	183.2	348.5	27,356.4
Central Puget Sound Regional Transit Auth.	Seattle, WA	371.9	267.7	338.4	228.1	99,156.3
DDOT - DC Streetcar	Washington, DC	309.1	267.1	264.6	233.6	47,695.2
Central Oklahoma Transp. and Parking Auth.	Oklahoma City, OK	246.3	241.3	687.5	615.9	46,860.2
Dallas Area Rapid Transit	Dallas, TX	116.0	158.1	191.0	261.3	43,922.5
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	86.2	138.1	68.6	102.2	51,161.1
Valley Metro Rail, Inc.	Phoenix, AZ	(a)	102.5	(a)	71.6	19,187.5
City of El Paso	El Paso, TX	4.1	47.4	9.6	91.5	9,871.7
Rock Region Metropolitan Transit Authority	Little Rock, AR	22.8	40.9	58.8	105.6	11,686.6
City of Galveston	Galveston, TX	(a)	20.3	(a)	N/A	4,843.0
City of Kenosha	Kenosha, WI	19.9	20.2	32.8	34.1	10,617.4
Loop Trolley Transp. Development Dist.	St. Louis, MO	(a)	4.4	(a)	12.9	1,408.7

(a) Service Did Not Operate.

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2021	2022	2021	2022
Washington State Ferries	Seattle, WA	15,326.7	17,156.0	108,124.7	124,788.0
New York City Department of Transp.	New York, NY	7,561.4	12,118.1	39,319.1	63,014.1
New York City Economic Development Corp.	New York, NY	3,784.8	5,373.4	20,999.3	24,009.8
Port Imperial Ferry Corporation	New York, NY	2,115.1	3,757.9	5,707.1	13,491.0
The Steamship Authority	Barnstable Town, MA	2,727.6	2,903.5	33,756.7	36,166.7
North Carolina DOT -- Ferry Division	Non-UZA	N/A	1,431.7	N/A	N/A
San Francisco Bay Area Water Emer. Transp. Auth.	San Francisco, CA	264.5	1,412.5	6,268.6	22,733.3
Casco Bay Island Transit District	Portland, ME	893.8	997.3	2,922.6	3,457.9
Puerto Rico Maritime Transport Authority	San Juan, PR	435.0	980.6	0.0	10,594.1
New Orleans Regional Transit Authority	New Orleans, LA	626.8	849.4	313.4	424.7
Eastern Upper Peninsula Transp. Auth.	Non-UZA	N/A	824.8	N/A	N/A
Kitsap Transit	Bremerton, WA	562.6	794.8	5,366.8	8,099.8
Hyannis Harbor Tours, Inc.	Barnstable Town, MA	501.7	770.5	13,993.2	21,349.9
SeaStreak, LLC	New York, NY	425.8	750.4	8,616.0	14,995.5
Cape May Lewes Ferry	Atlantic City, NJ	669.7	721.9	11,307.3	12,189.8
Golden Gate Bridge, Highway and Transp. Dist.	San Francisco, CA	89.9	690.4	1,079.5	7,110.0
Massachusetts Bay Transportation Authority	Boston, MA	173.6	595.2	1,382.1	4,375.8
Chatham Area Transit Authority	Savannah, GA	370.0	586.3	140.6	201.1
Plaquemines Port Harbor Terminal District	New Orleans, LA	N/A	477.2	N/A	238.2
County of Pierce	Seattle, WA	450.7	438.4	1,772.1	1,793.5
Maine State Ferry Service	Non-UZA	N/A	428.7	N/A	N/A
Jacksonville Transportation Authority	Jacksonville, FL	323.7	417.4	145.7	187.8
King County Department of Metro Transit	Seattle, WA	286.8	400.4	984.1	1,361.9
Transp. Dist. Commission of Hampton Roads	Virginia Beach, VA	151.8	213.7	112.2	155.8
Chemehuevi Indian Tribe	Lake Havasu City, AZ	194.6	179.7	N/A	N/A
Confed. Tribes of the Colville Indian Reservation	Non-UZA	144.8	133.0	N/A	N/A
City of Baltimore	Baltimore, MD	55.7	111.0	18.7	45.0
Bay State LLC	Boston, MA	84.3	96.7	4,695.1	5,318.9
Metro-North Commuter Railroad Company	New York, NY	16.2	70.1	61.9	281.8
City of Fort Lauderdale	Miami, FL	28.7	67.7	8.3	19.6

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2021	2022	2021	2022
CABLE CAR / AERIAL TRAMWAY / INCLINED PLANE					
Town of Mountain Village	Non-UZA	2,805.7	3,061.8	N/A	N/A
City and County of San Francisco	San Francisco, CA	(a)	2,154.2	(a)	2,802.8
Chattanooga Area Regional Transportation Auth.	Chattanooga, TN	337.6	472.1	290.5	406.1
Port Authority of Allegheny County	Pittsburgh, PA	204.8	341.0	23.9	39.8
City of Portland	Portland, OR	(a)	162.3	(a)	103.9
Cambria County Transit Authority	Johnstown, PA	20.2	(a)	3.4	(a)
MONORAIL AND AUTOMATED GUIDEWAY TRANSIT					
County of Miami-Dade	Miami, FL	3,487.2	5,465.7	3,275.6	5,316.6
City of Seattle	Seattle, WA	666.9	1,634.0	600.2	1,470.6
Morgantown Personal Rapid Transit	Morgantown, WV	(a)	1,398.9	(a)	2,537.4
San Francisco Bay Area Rapid Transit District	San Francisco, CA	113.0	377.6	359.3	1,200.8
Jacksonville Transportation Authority	Jacksonville, FL	287.8	292.6	204.3	277.9
Detroit Transportation Corporation	Detroit, MI	(a)	57.1	(a)	78.8

(a) Service Did Not Operate.

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

STATE	TRANSIT AGENCY NAME	UNLINKED PASSENGER TRIPS	
		2021	2022
	RURAL BUS AGENCIES		
CO	Vail, Town of	1,532,496	2,299,319
TN	Pigeon Forge Mass Transit	1,818,694	2,276,354
CO	Roaring Fork Transportation Authority	1,343,835	1,705,469
UT	Park City Municipal Corporation	1,185,629	1,541,419
CO	Summit County	1,038,563	1,389,421
NC	AppalCart	393,997	1,218,529
MD	Mayor and City Council Town of Ocean City	691,890	1,134,047
CO	Eagle County Regional Transportation Authority	679,536	984,115
CO	Steamboat Springs, City of	581,742	871,008
CO	Town of Breckenridge	680,370	862,602
WA	Pullman Transit	522,359	825,246
MA	Martha's Vineyard Transit Authority	547,636	772,214
CA	Eastern Sierra Transit Authority	338,608	722,783
UT	High Valley Transit District	N/A	696,405
WY	Southern Teton Area Rapid Transit	494,287	638,363
AK	City and Borough of Juneau	485,128	606,648
WA	Grays Harbor Transit	346,768	600,307
TN	City of Gatlinburg	369,822	573,039
CA	Mountain Area Regional Transit Authority	90,310	570,349
MS	City of Oxford	270,082	547,027
HI	County of Kaua'i - Transportation Agency	377,437	540,127
CO	Mountain Express	436,902	535,659
WA	Clallam Transit System	372,883	483,949
CO	Town of Avon	322,311	459,769
CO	Town of Snowmass Village	355,356	457,337
ID	Mountain Rides Transportation Authority	342,689	455,838
MS	SMART Starkville-MSU Area Rapid Transit	241,375	445,997
VT	Marble Valley Regional Transit District	196,804	408,474
VT	Advance Transit, Inc. NH	336,080	406,707
TX	City of South Padre Island	243,899	371,430
CO	City of Winter Park	275,260	359,971
OH	Sandusky Transit System	219,484	358,827
NY	City of Oneonta	258,450	340,862
PA	New Castle Area Transit Authority	293,017	329,773
CO	City of Durango	241,740	327,374
	RURAL COMMUTER BUS AGENCIES		
CO	Roaring Fork Transportation Authority	1,008,935	1,411,568
HI	County of Hawaii Mass Transit Agency	176,593	256,525
CO	Gunnison Valley Transportation Authority	173,550	249,945
CA	Humboldt Transit Authority	169,626	214,703
TX	El Paso County	88,221	122,258
OR	Yamhill County	81,421	97,375
OR	City of Sandy	62,351	64,080
CO	Summit County	33,005	46,811
OR	Clackamas County Social Services	30,104	43,034
CO	Steamboat Springs, City of	27,106	41,261
SC	Williamsburg County Transit System	33,521	38,068
VT	Tri-Valley Transit Inc	24,346	36,497
TX	Capital Area Rural Transportation System (CARTS - RURAL)	22,403	32,725
OR	Senior Citizens of Sweet Home, Inc.	28,200	32,152
CO	San Miguel Authority for Regional Transportation	24,684	31,395

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

STATE	TRANSIT AGENCY NAME	UNLINKED PASSENGER TRIPS	
		2021	2022
	RURAL DEMAND RESPONSE AGENCIES		
MO	OATS, Inc.	824,591	956,461
OK	KI BOIS Community Action Foundation, Inc.	502,633	508,053
IA	Southwest Iowa Planning Council /SW Iowa Transit	225,491	467,070
KY	Rural Transit Enterprises Coordinated, Inc.	281,745	405,904
MI	Huron Transit Corporation	310,470	399,075
AR	Central Arkansas Development Council (CADC/SCAT)	412,139	348,608
AL	West Alabama Rural Public Transportation	255,737	278,014
SD	CCTS d/b/a River Cities Transit	215,354	271,918
IL	South Central Illinois Mass Transit District	159,280	266,132
MO	Southeast Missouri Transportation, Inc.	278,493	263,182
MI	Isabella County Transportation Commission	236,159	228,264
MN	Trailblazer Joint Powers Board	165,972	207,168
IA	North Iowa Area Council of Governments	148,344	207,146
MN	Arrowhead Economic Opportunity Agency, Inc.	211,499	200,597
MN	Central Community Transit	158,370	198,486
NC	City of Wilson, NC	116,666	198,427
GA	Southwest Georgia RC	156,457	176,873
IA	10-15 Regional Transit Agency	145,672	176,005
SD	Community Transit of Watertown/Sisseton, Inc.	164,516	171,342
TX	Panhandle Community Services	156,018	169,455
OK	Community Action Development Corporation	153,754	168,260
AR	Area Agency on Aging of Southeast Arkansas, Inc. (SEAT)	101,247	166,309
UT	High Valley Transit District	N/A	161,629
TN	Upper-Cumberland Human Resource Agency	120,637	148,309
MN	Tri-Valley Opportunity Council, Inc.	113,623	145,660
SD	Brookings Area Transit Authority	121,871	142,394
MN	United Community Action Partnership, Inc.	139,073	142,370
TN	South Central Tennessee Development District	111,927	140,329
MI	Cadillac/Wexford Transit Authority	103,876	130,726
TN	Northwest Tennessee Human Resource Agency	150,962	128,075
NC	Kerr Area Transportation Authority	113,672	125,445
MI	Ludington Mass Transportation Authority	108,269	124,640
KY	Sandy Valley Transportation Services	115,718	123,768
MI	Branch Area Transit Authority	106,480	123,144
VA	Bay Transit	114,747	119,573
	RURAL VANPOOL AGENCIES		
TX	El Paso County	236,295	275,846
WA	Island Transit	57,205	59,980
FL	FDOT - vanpool	34,591	55,239
ID	Mountain Rides Transportation Authority	19,532	32,367
WA	Clallam Transit System	39,387	29,284
WA	Grays Harbor Transit	19,031	19,418
WA	Grant County Transportation Authority	7,160	19,388
FL	Big Bend Transit	12,648	14,036
MT	Missoula Ravalli Transportation Management Association	11,518	11,209
CO	San Miguel Authority for Regional Transportation	2,792	6,837
HI	County of Hawaii Mass Transit Agency	N/A	6,532
WA	Okanogan Transit	4,368	5,988
WA	Columbia County Public Transportation	2,519	1,205
PA	Area Transportation Authority of North Central PA	0	814

APTA and the Fact Book

Fact Book Methodology

APTA and the History of the Fact Book

Additional Fact Book Resources Published on APTA Website

Fact Book Methodology

The *2024 Public Transportation Fact Book* includes only data for public transportation service available to the general public. With some exceptions, it does not include taxicab, unregulated jitney, school bus, sightseeing service, intercity bus, charter bus, military transportation, long-distance rail, services not available to the general public (e.g., governmental and corporate shuttles), or special application systems (e.g., amusement parks or airport systems not connected to the greater transit network).

The procedure for estimating total data in this *2024 Public Transportation Fact Book*, and prior issues of the Fact Book, is to expand available data by standard statistical methods to estimate U.S. national totals. Base data are taken from the Federal Transit Administration's National Transit Database (NTD) for 2022, which was released in November 2023. To account for public transit services not reported to the NTD, APTA expands NTD data by mode in stratified categories of similar systems based on population and other characteristics according to vehicles operated. All procedures are adapted to minimize the maximum possible error, a standard statistical procedure. These data are supplemented by sample data from other sources, including APTA's "2024 Public Transportation Vehicle Database and 2024 Fare Database," which are based on surveys of APTA transit system members. All aggregate data are for the United States only. Data for the section on Canada are provided by the Canadian Urban Transit Association.

Because NTD data are collected for "report years," Fact Book data are also calculated for report years. A report year is each public transit agency's fiscal year that ends during a calendar year. For example, report year 2022 contains agency data from the fiscal year that ended in 2022.

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

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

APTA and the History of the Fact Book

The American Public Transportation Association is a nonprofit international association of 1,500 public- and private-sector organizations that represents a $79 billion industry that directly employs 430,000 people and supports millions of private-sector jobs. APTA members are engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient, and economical transit services and products.

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

Additional Fact Book Resources Published on APTA Website

The 74 previous Fact Book editions, as well as the following resources, can be accessed at apta.com/factbook.

Glossaries and Compendiums

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

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

Appendix A: Historical Tables

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

- **2024 Fact Book Appendix A: Historical Tables**

Appendix B: Transit Agency and Urbanized Area Operating Statistics

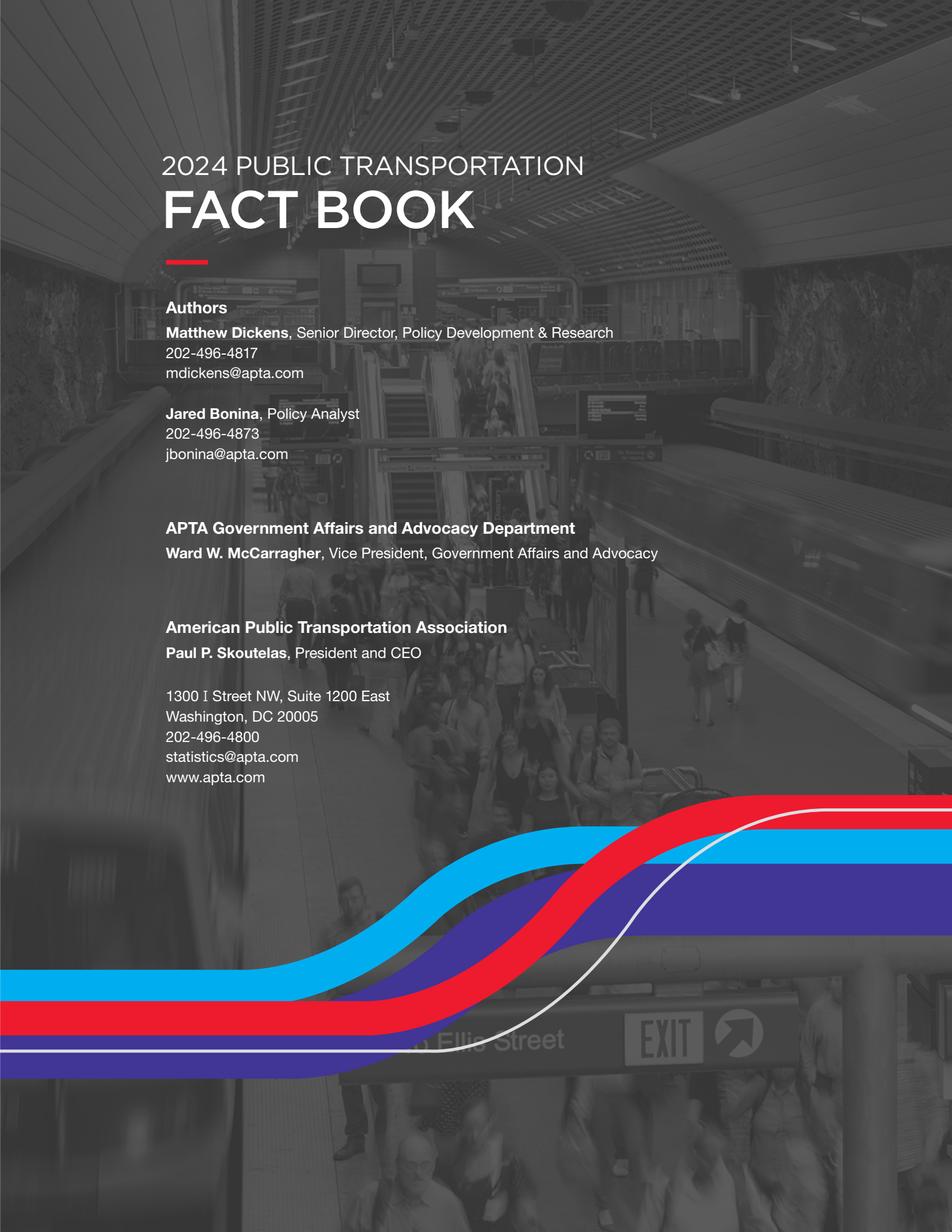
Appendix B presents six operating statistics for 2022 for each public transit agency in urbanized areas (UZAs) in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed and ranked for UZAs, both for all modes totaled and for individual modes. These lists allow a simple method to determine comparably sized transit agencies. Agencies operating in rural areas are ranked according to four operating statistics by agency totals and by mode for each agency. Data for Appendix B are taken from the Federal Transit Administration's National Transit Database (NTD) and include only agencies reporting to the NTD.

- **2024 Appendix B tables in Excel format**

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

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

- **Appendix C tables in Excel format**



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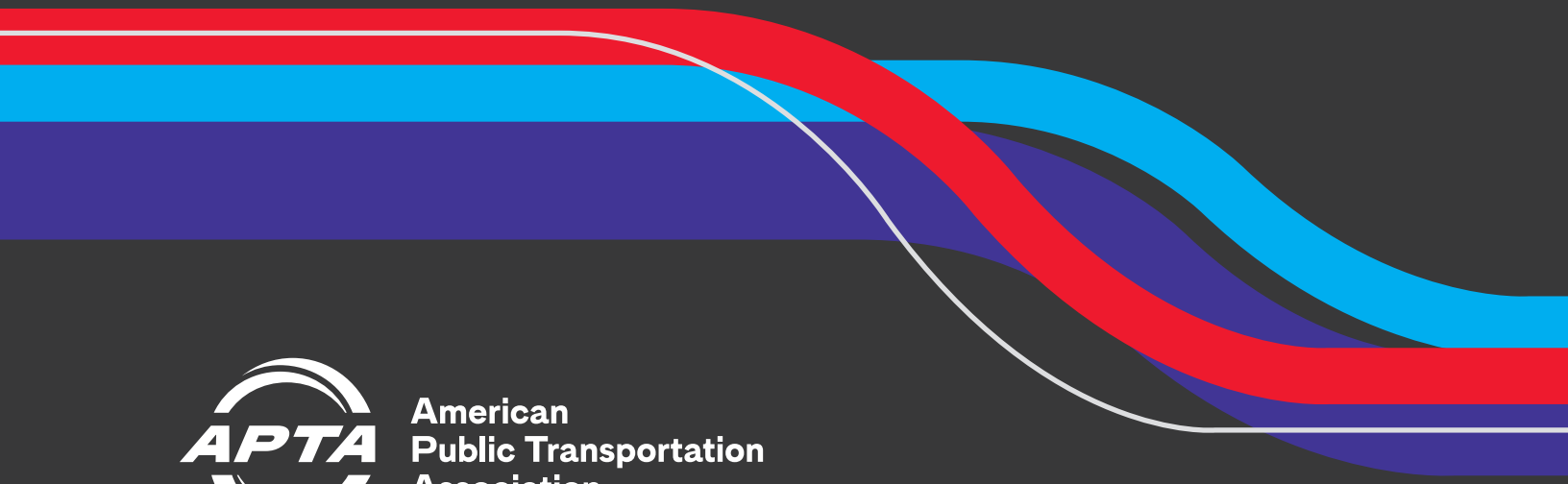

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