# 2022 PUBLIC TRANSPORTATION FACT BOOK

American Public Transportation Association

2022 PUBLIC TRANSPORTATION

# FACT BOOK

**73rd Edition**
January 2023

**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

**2,000+**
**SUPPLIERS**
in 48 states and DC

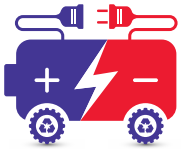
Nearly
**$42 Billion**
**IN TRANSIT SPENDING**
flows to the private sector (65% increase since 2000)

## Fostering Energy Independence

### Leading in Clean Technology

Share of **Hybrid Electric Buses**

2010: 7.0%
2020: 18.8%



*(According to APTA's 2020 Vehicle Database)*

### Lowering Carbon Emissions

**84%** $CO_2$

**less $CO_2$ emissions by using the subway** rather than a car

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

### Reducing Gasoline Consumption

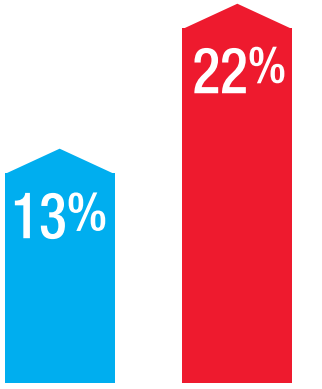
**6.0 BILLION**

**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

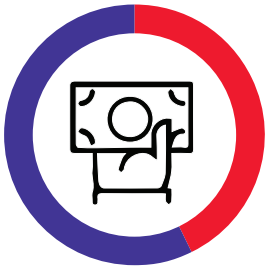


# IN AMERICA IS...

## Driving the Economy

**87%**
**of trips on transit directly benefit the local economy**

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



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

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

## Number of Agencies

Public transit systems are…

**1,308**
**Rural**

**945**
**Urban**

**4.5K+**
**Nonprofit**

## Current Ridership

**32.87 BILLION**
**Total Passenger Miles Traveled**

**5.97 BILLION**
**Trips in 2020**

**Number of rail systems is growing**

58 (2000) → 98 (2020)

## Percentage of Buses with Amenities

**79%**
of buses have **security cameras**

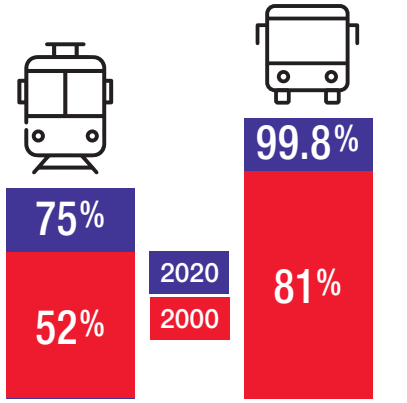
**77%**
of buses have **exterior bike racks**

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

## Equity*

**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 2020 (a)

| Statistical Category | Bus | Commuter Bus | Demand Response | Transit Vanpool |
|---|---|---|---|---|
| **Systems, Number of** | 1,188 | 167 | 6,448 | 111 |
| **Trips, Unlinked Passenger (Millions)** | 3,157.4 | 42.9 | 136.8 | 24.9 |
| **Miles, Passenger (Millions)** | 11,992.3 | 999.5 | 1,242.0 | 947.9 |
| **Trip Length, Average (Miles)** | 3.8 | 23.3 | 9.1 | 38.1 |
| **Miles, Vehicle Total (Millions)** | 2,135.5 | 141.5 | 1,305.0 | 178.4 |
| **Miles, Vehicle Revenue (Millions)** | 1,861.8 | 99.6 | 1,090.1 | 178.4 |
| **Hours, Vehicle Total (Millions)** | 170.9 | 5.8 | 87.6 | 4.6 |
| **Hours, Vehicle Revenue (Millions)** | 155.5 | 4.1 | 73.1 | 4.6 |
| **Speed, Vehicle in Revenue Service, Average (mph)** | 12.0 | 24.3 | 14.9 | 38.8 |
| **Fares Collected, Passenger (Millions)** | 3,013.3 | 241.2 | 435.8 | 119.2 |
| **Revenue per Unlinked Trip, Average** | 1.0 | 5.6 | 3.2 | 4.8 |
| **Expense, Operating Total (Millions)** | 23,523.7 | 950.8 | 5,839.1 | 165.2 |
| **Operating Expense by Object Class:** | | | | |
| Salaries and Wages (Millions) | 8,657.6 | 280.5 | 1,188.1 | 27.3 |
| Fringe Benefits (Millions) | 7,031.4 | 236.4 | 784.5 | 16.8 |
| Services (Millions) | 1,931.2 | 70.4 | 456.5 | 19.6 |
| Materials and Supplies (Millions) | 2,065.0 | 84.2 | 306.8 | 15.2 |
| Utilities (Millions) | 263.6 | 7.4 | 49.6 | 2.5 |
| Casualty and Liability (Millions) | 537.4 | 26.1 | 154.2 | 11.2 |
| Purchased Transportation (Millions) | 2,837.0 | 221.7 | 2,852.1 | 69.2 |
| Other (Millions) | 200.4 | 24.1 | 47.2 | 3.3 |
| **Operating Expense by Function Class:** | | | | |
| Vehicle Operations (Millions) | 11,750.8 | 394.5 | 1,699.5 | 18.0 |
| Vehicle Maintenance (Millions) | 3,880.6 | 127.4 | 279.2 | 11.8 |
| Non-Vehicle Maintenance (Millions) | 955.8 | 46.1 | 85.1 | 7.0 |
| General Administration (Millions) | 4,099.5 | 161.0 | 923.2 | 59.2 |
| Purchased Transportation (Millions) | 2,837.0 | 221.7 | 2,852.1 | 69.2 |
| **Expense, Capital Total (Millions)** | 4,473.5 | 225.6 | 583.2 | 12.3 |
| Rolling Stock (Millions) | 2,434.0 | 167.6 | 501.7 | 12.0 |
| Facilities, Guideway, Stations, Admin. Buildings (Millions) | 1,388.8 | 53.9 | 42.9 | 0.0 |
| Other (Millions) | 650.6 | 4.2 | 38.6 | 0.3 |
| **Revenue Vehicles Available for Maximum Service** | 66,456 | 5,258 | 72,051 | 15,781 |
| **Revenue Vehicles Operated at Maximum Service** | 53,085 | 4,078 | 57,714 | 14,010 |
| **Employees, Operating** | 194,532 | 8,094 | 100,476 | 932 |
| Employees, Vehicle Operations | 135,658 | 5,407 | 81,103 | 146 |
| Employees, Vehicle Maintenance | 32,190 | 1,532 | 7,008 | 150 |
| Employees, Non-Vehicle Maintenance | 6,241 | 318 | 1,652 | 57 |
| Employees, General Administration | 20,443 | 837 | 10,713 | 579 |
| **Employees, Capital** | 3,055 | 129 | 156 | 5 |
| **Diesel Fuel Consumed (Gallons, Millions)** | 311.6 | 24.8 | 11.0 | 0.0 |
| **Other Fossil Fuel Consumed (Gallons, Millions)** | 244.7 | 4.1 | 202.8 | 14.2 |
| **Electricity Consumed (kWh, Millions)** | 23.5 | --- | --- | --- |

(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) |
|---|---|---|---|---|---|---|---|
| 6,751 | 30 | 15 | 23 | 24 | 46 | 121 | 6,804 |
| 3,470.3 | 261.7 | 1,777.9 | 331.5 | 38.0 | 59.2 | 2,500.4 | 5,970.7 |
| 15,433.2 | 6,123.6 | 8,947.3 | 1,683.5 | 78.5 | 422.7 | 17,440.5 | 32,873.7 |
| 4.5 | 23.4 | 5.0 | 5.1 | 2.1 | 7.1 | 7.0 | 5.5 |
| 3,791.9 | 316.5 | 662.9 | 108.8 | 6.1 | 4.7 | 1,111.8 | 4,903.7 |
| 3,259.3 | 297.4 | 643.8 | 106.5 | 6.0 | 4.5 | 1,070.6 | 4,329.9 |
| 272.7 | 10.8 | 34.3 | 7.1 | 0.9 | 0.5 | 54.7 | 327.4 |
| 240.7 | 9.9 | 32.4 | 6.9 | 0.9 | 0.5 | 51.6 | 292.2 |
| 13.5 | 30.0 | 19.9 | 15.5 | 6.9 | 9.2 | 20.8 | 14.8 |
| 3,901.1 | 1,680.8 | 2,904.0 | 348.6 | 30.4 | 211.9 | 5,223.7 | 9,124.8 |
| 1.1 | 6.4 | 1.6 | 1.1 | 0.8 | 3.6 | 2.1 | 1.5 |
| 31,023.4 | 6,517.9 | 9,098.9 | 2,467.5 | 232.1 | 847.9 | 19,509.2 | 50,532.6 |
| | | | | | | | |
| 10,374.8 | 1,891.1 | 3,571.1 | 858.4 | 71.2 | 271.1 | 6,757.5 | 17,132.3 |
| 8,265.4 | 1,611.2 | 3,373.7 | 644.8 | 52.3 | 157.2 | 5,911.1 | 14,176.4 |
| 2,534.2 | 652.6 | 842.4 | 485.2 | 22.2 | 75.5 | 2,121.8 | 4,656.0 |
| 2,499.3 | 519.9 | 475.9 | 208.9 | 10.4 | 140.1 | 1,378.8 | 3,878.1 |
| 335.0 | 268.0 | 531.9 | 142.0 | 6.2 | 13.4 | 971.4 | 1,306.4 |
| 743.6 | 195.4 | 185.3 | 40.5 | 6.6 | 24.6 | 461.4 | 1,205.0 |
| 5,993.8 | 1,220.2 | 53.3 | 72.2 | 61.9 | 152.5 | 1,650.6 | 7,644.4 |
| 277.3 | 159.4 | 65.3 | 15.5 | 1.2 | 13.6 | 256.7 | 534.0 |
| | | | | | | | |
| 14,167.0 | 1,973.5 | 3,334.4 | 952.8 | 71.2 | 433.2 | 6,851.7 | 21,018.7 |
| 4,382.2 | 1,258.5 | 1,568.8 | 500.2 | 47.8 | 101.9 | 3,539.1 | 7,921.3 |
| 1,137.9 | 1,091.6 | 2,727.5 | 464.2 | 15.6 | 42.9 | 4,382.1 | 5,520.1 |
| 5,342.5 | 974.0 | 1,414.9 | 478.0 | 35.6 | 117.5 | 3,085.7 | 8,428.2 |
| 5,993.8 | 1,220.2 | 53.3 | 72.2 | 61.9 | 152.5 | 1,650.6 | 7,644.4 |
| 5,808.2 | 4,514.0 | 7,967.6 | 4,628.5 | 257.9 | 475.4 | 17,909.6 | 23,717.8 |
| 3,256.2 | 890.3 | 747.9 | 433.0 | 32.8 | 296.6 | 2,411.5 | 5,667.7 |
| 1,700.6 | 3,223.0 | 5,979.6 | 3,866.8 | 185.7 | 169.9 | 13,469.0 | 15,169.6 |
| 851.4 | 400.6 | 1,240.1 | 328.7 | 39.4 | 8.9 | 2,028.9 | 2,880.3 |
| 162,425 | 7,685 | 11,064 | 2,315 | 389 | 244 | 22,210 | 184,635 |
| 130,795 | 6,096 | 9,666 | 1,709 | 246 | 191 | 18,296 | 149,091 |
| 307,250 | 32,381 | 48,927 | 12,732 | 1,503 | 7,410 | 104,950 | 412,200 |
| 224,561 | 11,791 | 19,069 | 5,514 | 788 | 5,519 | 43,466 | 268,027 |
| 41,367 | 9,237 | 8,848 | 2,716 | 431 | 697 | 22,517 | 63,884 |
| 8,483 | 8,036 | 16,191 | 2,633 | 141 | 364 | 27,688 | 36,171 |
| 32,839 | 3,317 | 4,820 | 1,869 | 143 | 831 | 11,279 | 44,118 |
| 3,406 | 3,830 | 8,468 | 1,574 | 144 | 625 | 14,647 | 18,054 |
| 349.9 | 107.2 | --- | --- | --- | 40.8 | 149.5 | 499.4 |
| 467.1 | 0.5 | --- | --- | --- | 1.2 | 2.1 | 469.2 |
| 89.2 | 1,779.8 | 3,966.0 | 954.7 | 57.4 | --- | 6,830.8 | 6,919.9 |

# 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 2022, approximately 6,800 organizations provided public transportation through a variety of modes. An estimated 4,580 nonprofit providers make up the majority of these organizations. Systems operating in urbanized and rural areas receive grant money from the Federal Transit Administration (FTA) and report to the National Transit Database (NTD) as full, reduced or rural systems. Of the 2,253 NTD reporting systems, 1,308 were in rural areas and 945 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. Fifteen fixed guideway BRT systems were operating — triple the number from 2011. In addition, there were also 1,188 bus and 167 commuter bus systems operating. A total of 46 ferryboat systems were operational in 2019, 14 more than in 2010.

***Figure 3,*** on the next page, shows how the number of rail systems around the country continues to grow. Of the 98 rail systems now operated by public transit agencies, only nine have been operating since the 19th century. Compared with 2000, there were 17 additional commuter/hybrid rail systems and 22 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.

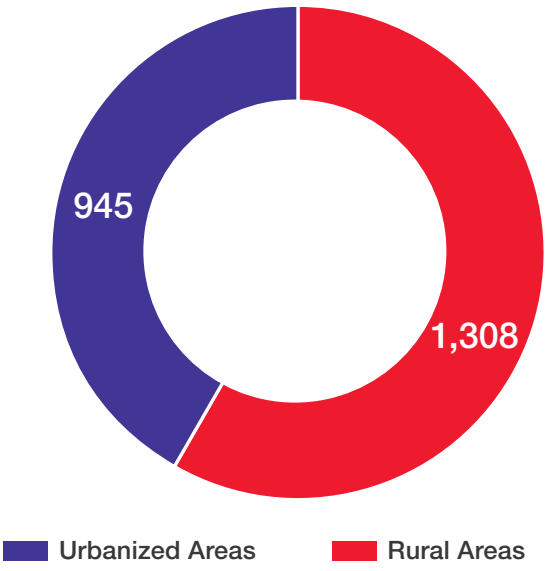
Two rail extensions opened in 2020. ***Figure 4*** shows these two extensions along with three new BRT systems and three BRT extensions that opened in 2020.

Cities such as Charlotte and Orlando continue to add to their rail networks, making high-quality transit available to more people. Other cities, including Seattle, Los Angeles and Denver, have recently made significant investments in capital expansion projects, resulting in increased rail ridership. From 2000 to the end of 2020, 72 new systems and 140 extensions (both rail and busway) opened, resulting in a total of 1,828 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**

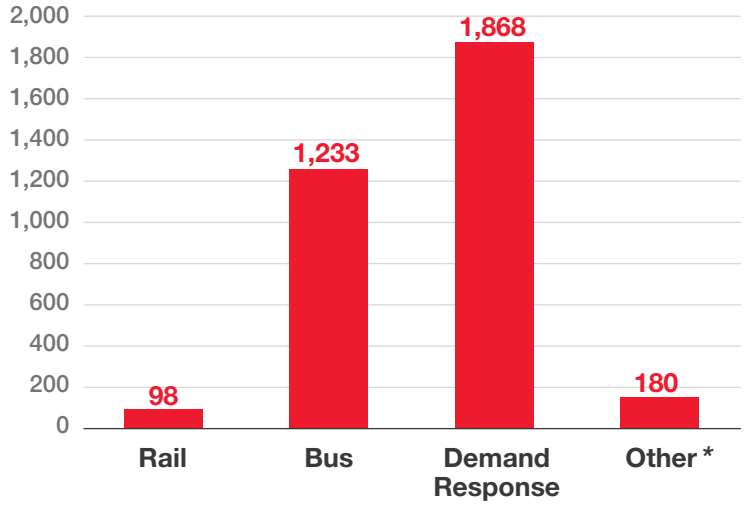
Number of NTD Reporting Transit Systems




SOURCE: NATIONAL TRANSIT DATABASE

**Figure 2: The Majority of Systems Operate Demand Response Service**

Number of Systems Offering a Mode of Service

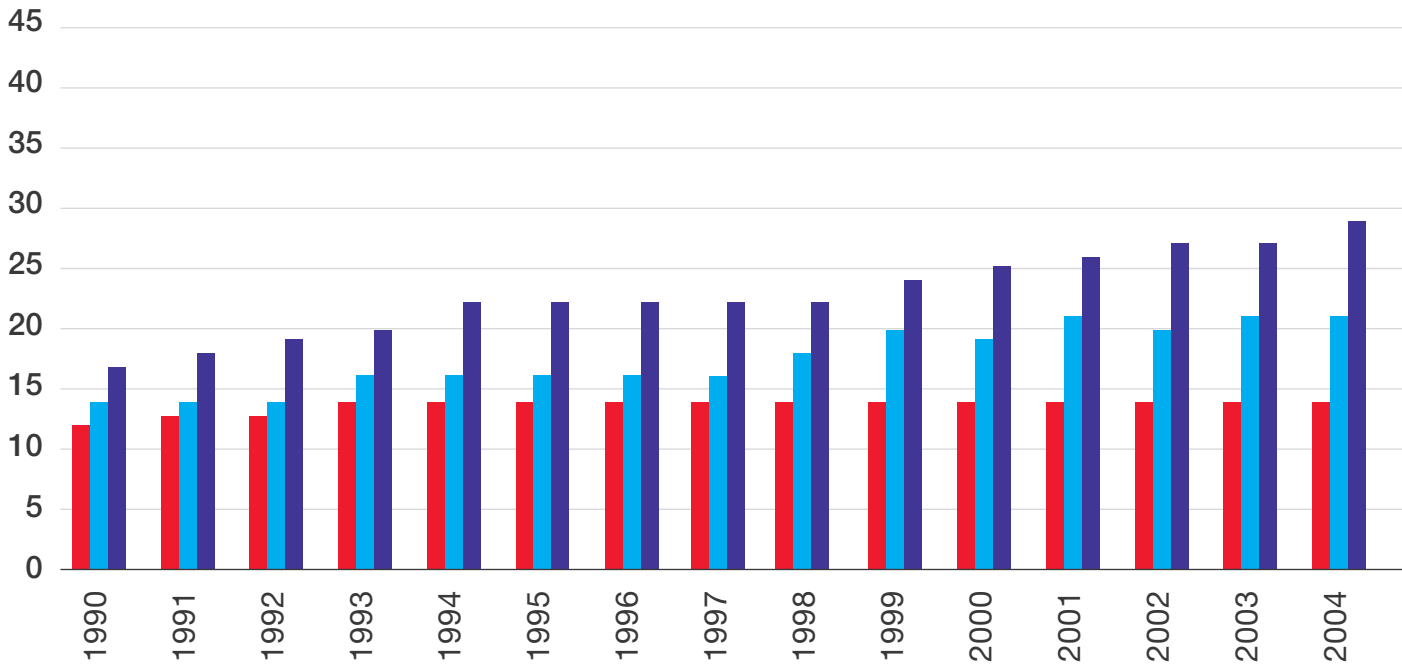



SOURCE: APTA FACT BOOK ANALYSIS

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

## Figure 3: 55 More Rail Systems Now Than 30 Years Ago

Count of Rail Systems



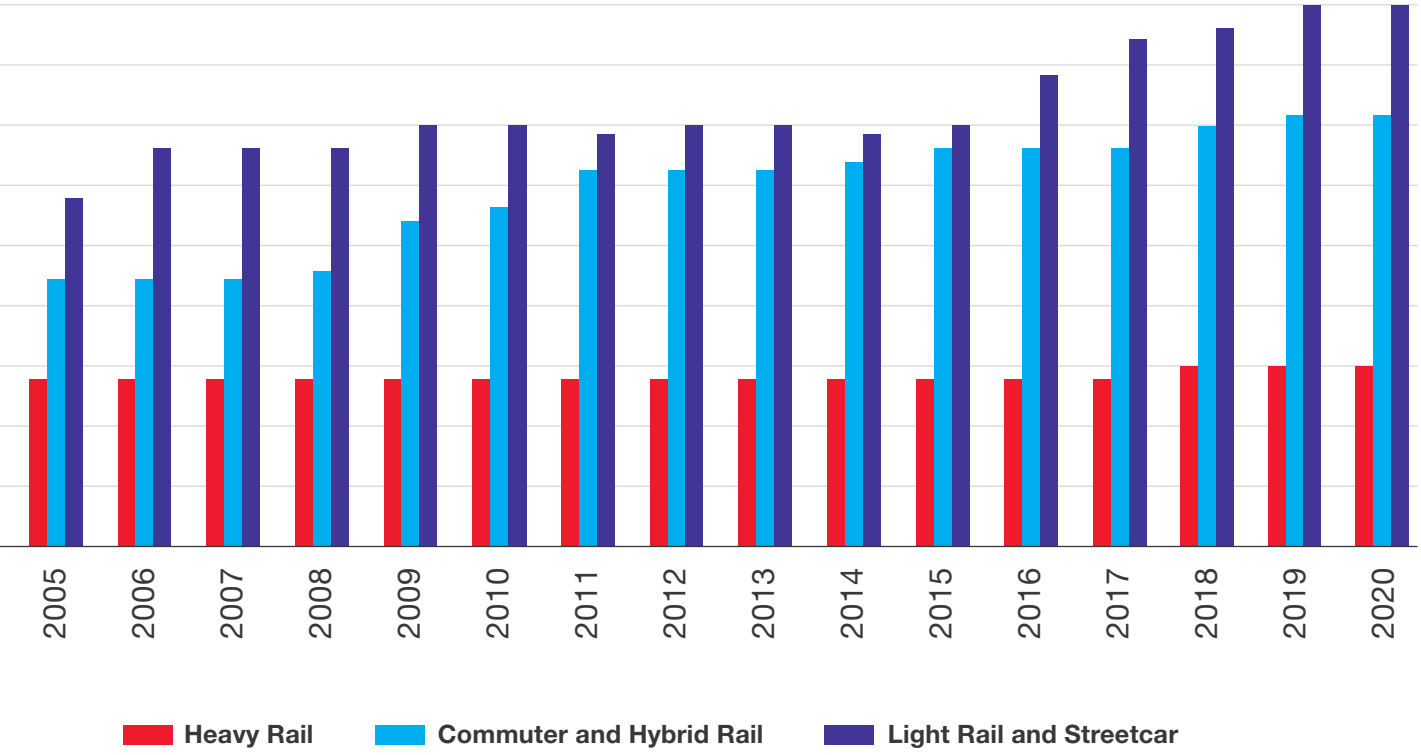

SOURCE: APTA FACT BOOK ANALYSIS

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

2020 Rail and BRT Openings

| Urbanized Area | Organization | Mode |
|---|---|---|
| **San Francisco, CA** | San Francisco Bay Area Rapid Transit District | HR |
| **San Francisco, CA** | AC Transit | RB |
| **Houston, TX** | Houston Metro | RB |
| **Grand Rapids, MI** | The Rapid | RB |
| **Denver, CO** | Regional Transportation District | CR |
| **Washington, DC** | Montgomery County DOT | RB |
| **Omaha, NE** | Metro Omaha | RB |
| **Albany, NY** | CDTA | RB |

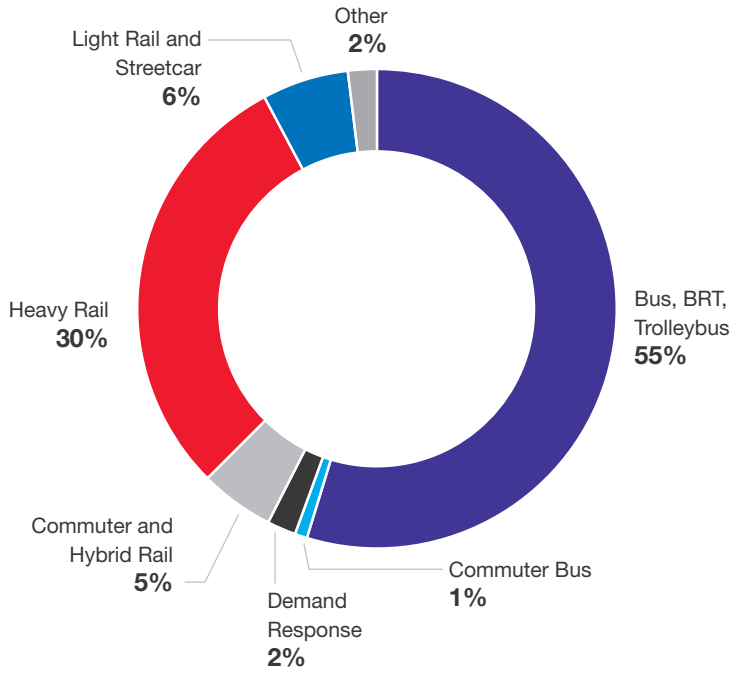
SOURCE: APTA FACT BOOK ANALYSIS




| Segment Line or Route Name | Line Segment Miles | Number of Added Stations | Date Opened | Project Type |
|---|---|---|---|---|
| BART Silicon Valley Extension | 10 | 2 | 6/13/20 | Extension |
| East Bay Tempo BRT | 9.5 | 22 | 8/9/20 | New System |
| Silver Line | 4.5 | 10 | 8/23/20 | New System |
| Laker Line | 13.3 | 13 | 8/24/20 | Extension |
| N Line | 13 | 6 | 9/1/20 | Extension |
| US 29 Flash BRT | 13.5 | 5 | 10/14/20 | Extension |
| OBRT | 8 | 4 | 11/8/20 | New System |
| BusPlus Blue Line | 15 | 30 | 11/8/20 | Extension |

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

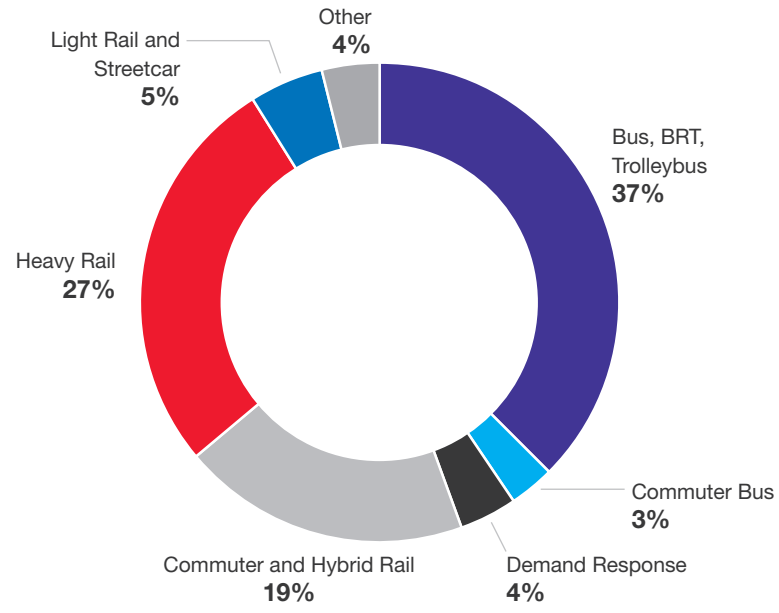
Share of Unlinked Passenger Trips by Mode, 2020




SOURCE: APTA FACT BOOK ANALYSIS

### Figure 6: Rail Modes Carry Passengers for More Miles

Share of Passenger Miles by Mode, 2019




SOURCE: APTA FACT BOOK ANALYSIS

# Passenger Travel

Due to the COVID-19 pandemic, public transportation ridership in 2020 was much lower than in previous years. 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 5.97 billion unlinked passenger trips in 2020, a decrease of 40 percent compared to 2019. ***(Figure 7)***.

Based on NTD data on rural and various reduced reporting systems, ridership in rural areas is estimated at 113.6 million trips.[2] Different demographics of rural communities may make public transit particularly valuable to society.[3] While rural transit provided just over 1 percent of all transit trips across the country, the trips were typically critical for connecting users to needed services.

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 58.1 percent of trips taken, the highest level since 2007. ***(Figure 8)***.

When dissecting by mode, bus ridership declined by 30.3 percent from 2019 to 2020, to 3.2 billion trips.[4] Heavy rail ridership decreased 53.1 percent from 2019 to 2020, to 1.78 billion trips. Light rail and streetcar ridership decreased by 30.5 percent from 2019 to 2020, to 369 million trips, to a similar level as the early 2000s. Commuter and hybrid rail ridership decreased by 48.3 percent from 2019 to 2020, to 269 million trips, a similar level as the mid-1980s.

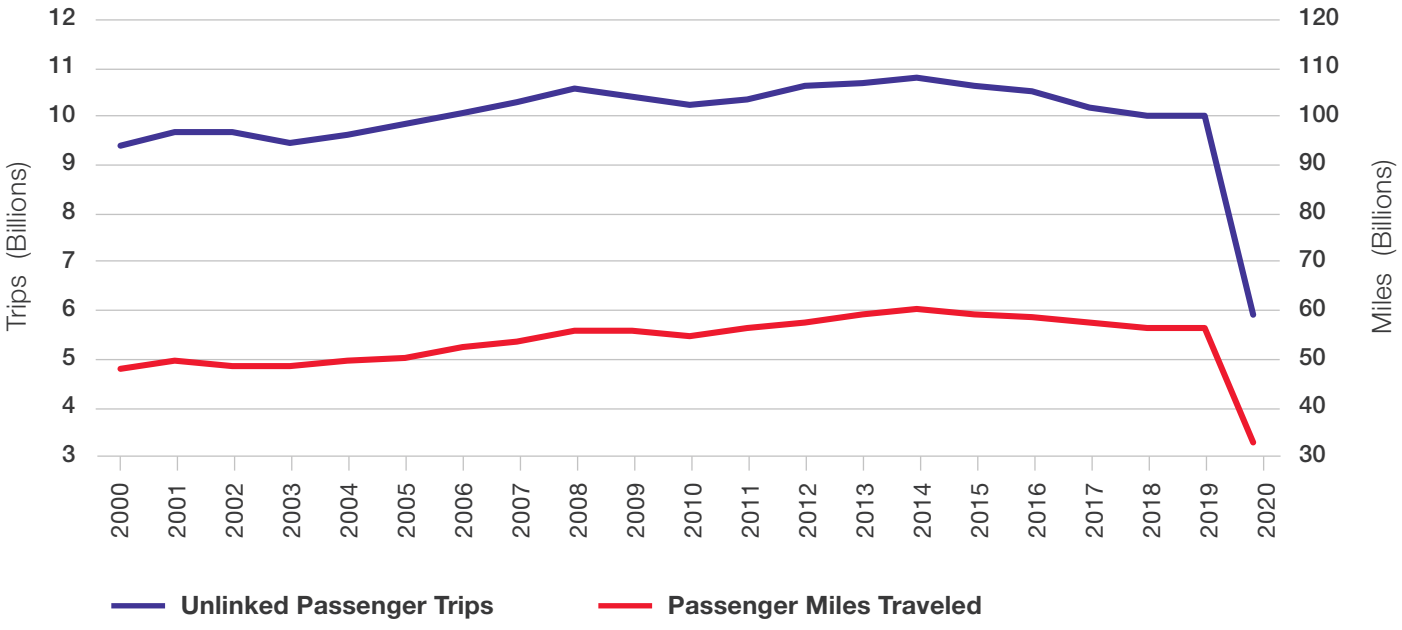
[2] Based on rural and reduced systems reporting to NTD. Actual figures may differ.

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

[4] Bus counting methodology changed after 2006.

## Figure 7: Ridership and Distance Traveled on Public Transit

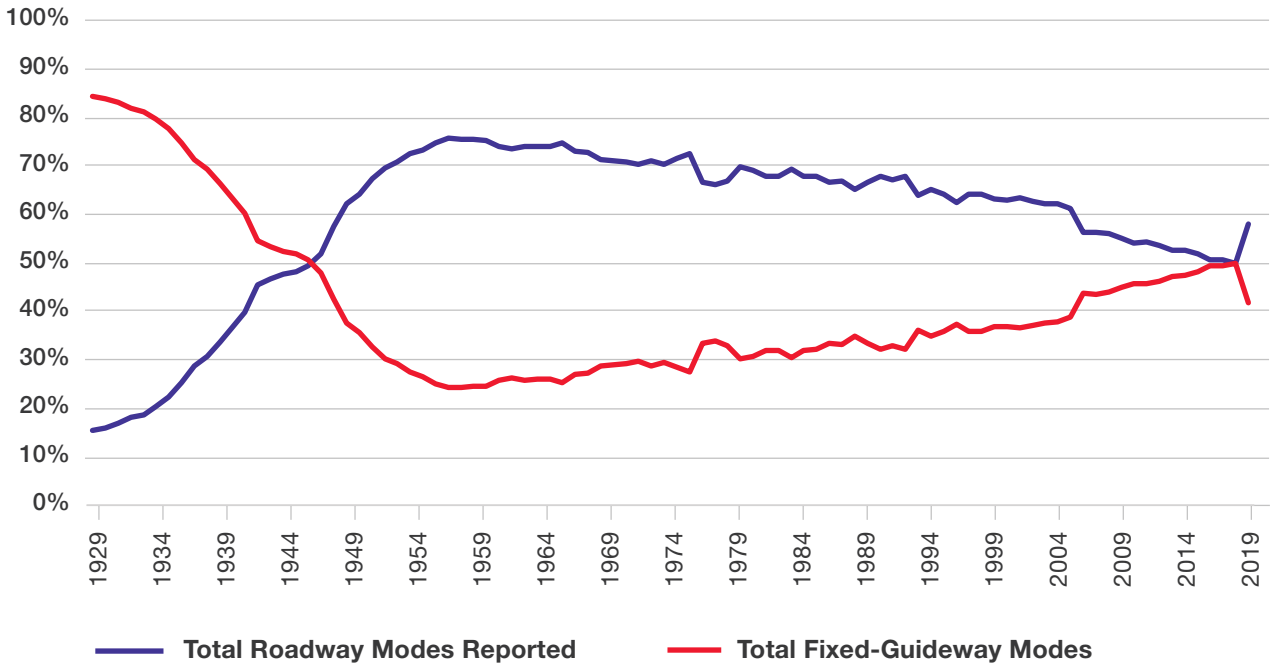
2000-2020




SOURCE: APTA FACT BOOK ANALYSIS

## Figure 8: Pandemic Reversed Shift Toward Rail

Share of Unlinked Passenger Trips




SOURCE: APTA FACT BOOK ANALYSIS

Finally, demand response ridership decreased 32.1 percent from 2019 to 2020, to 137 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 decreased in 2020 to 32.9 billion, a 41.4 percent decrease from 2019. Rail modes make up a majority of the total passenger miles taken (52 percent).

The average public transit trip length remained relatively stable in 2020, at 5.5 miles. The longest average trip was taken on a vanpool at 38.1 miles, while the shortest average trip was taken on a trolleybus at 1.6 miles. The average trip length on light rail was 5.1 miles; heavy rail, 5.0 miles; bus, 3.8 miles; commuter bus, 23.3 miles; commuter rail, 23.4 miles; and streetcar, 2.1 miles.

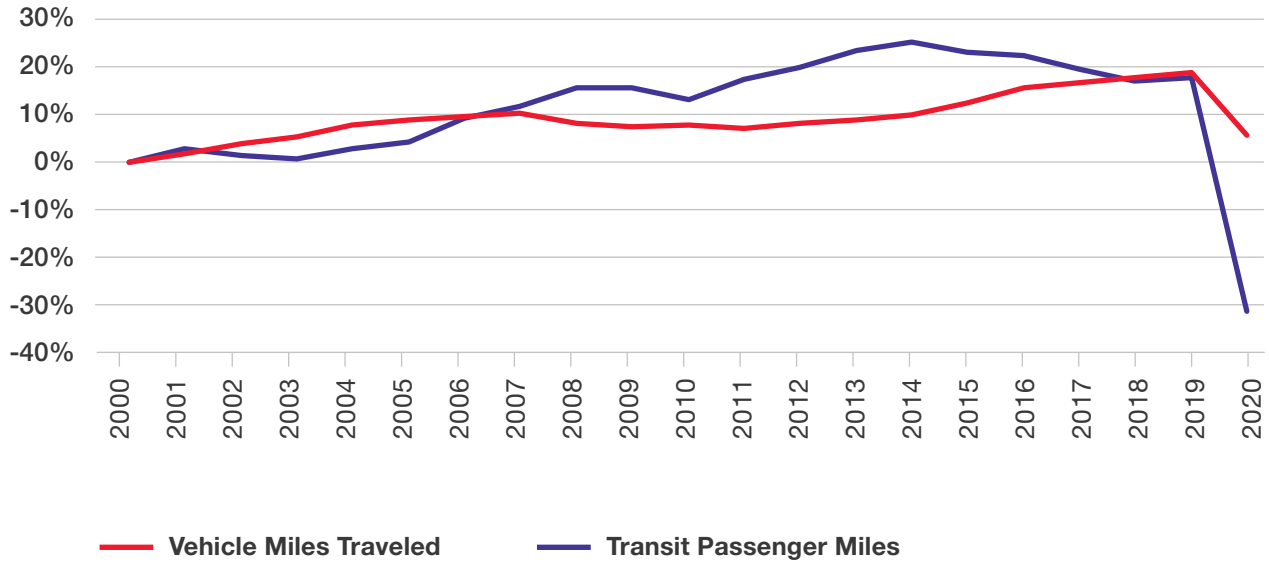
Over the past two decades, the growth of public transit passenger miles had generally tracked with vehicle miles traveled, until the pandemic. ***(Figure 9)***.[5] These metrics compare the total distance traveled by riders on public transportation and the total distance traveled by drivers on highways. 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 3.8 million Americans commuting to work on transit.[7] That is equivalent to 2.5 percent of workers who commute by public transportation.

The top 10 metropolitan areas ranked by percentage of public transit commuters were New York City (27.9 percent); San Francisco (13.2 percent); Boston (10.5 percent); Washington, DC (10.3 percent); Chicago (10.0 percent); Seattle (8.0 percent); Philadelphia (7.8 percent); Honolulu (6.3 percent); Ithaca, NY (5.3 percent);

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

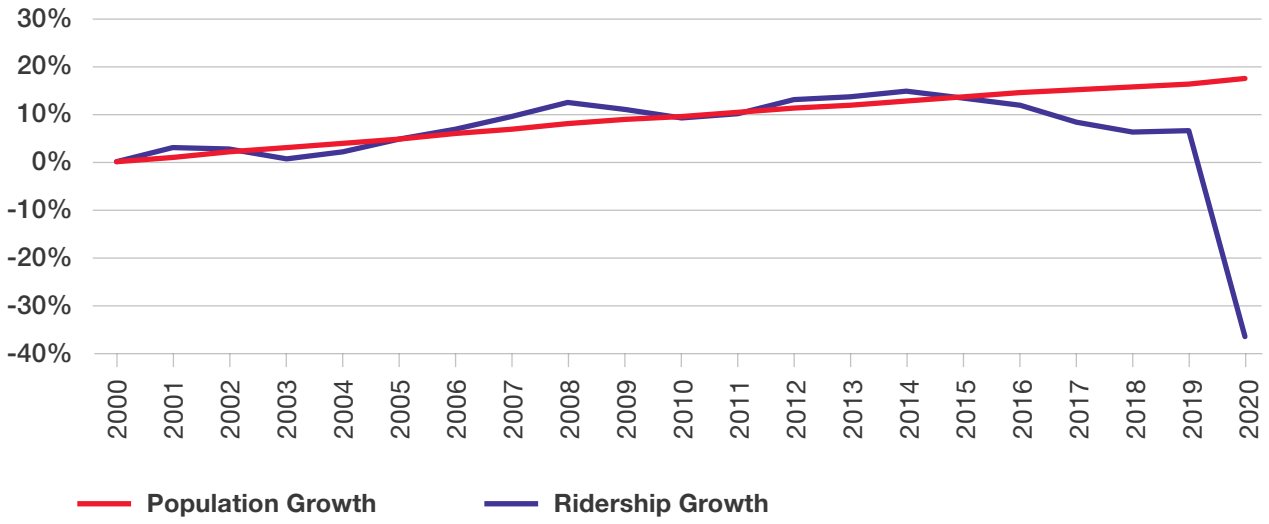
Vehicle Miles Traveled vs Transit Passenger Miles Growth Since 2000




SOURCE: APTA FACT BOOK ANALYSIS AND FHWA TRAVEL TRENDS

**Figure 10: Transit Ridership Growth Fluctuates with Population Growth**

Population vs Ridership Growth Since 2000




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

and Portland, OR (4.9 percent). Since metropolitan statistical areas (MSAs) are comprised of entire counties and often include significant amounts of rural land, actual transit usage within each urban area is higher than the ACS number.

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

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

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

# Service Provided

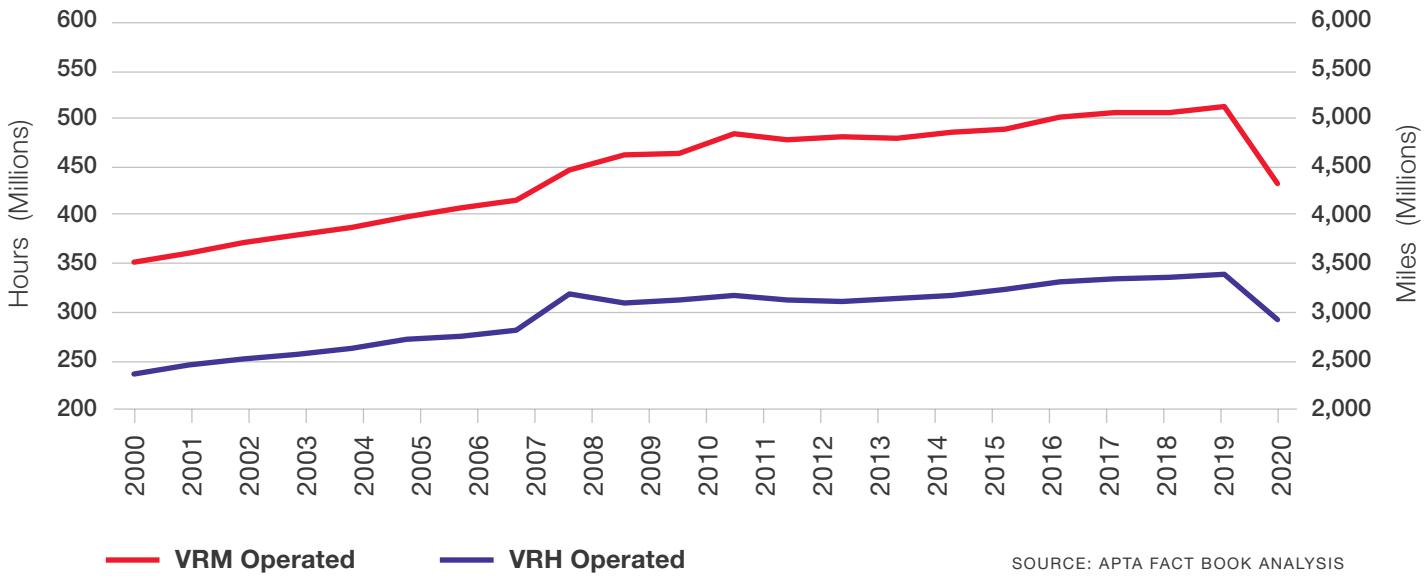
In 2020, public transportation in the United States provided 4.33 billion vehicle revenue miles of service, equating to 292.2 million hours of revenue service, both decreases from 2019 ***(Figure 11)***. Vehicle revenue miles and hours are both critical service measurements and record the distance that 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 17 percent of vehicle revenue hours of service, but—due to their longer and higher-speed trips—account for 52 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 38.8 and 30.0 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

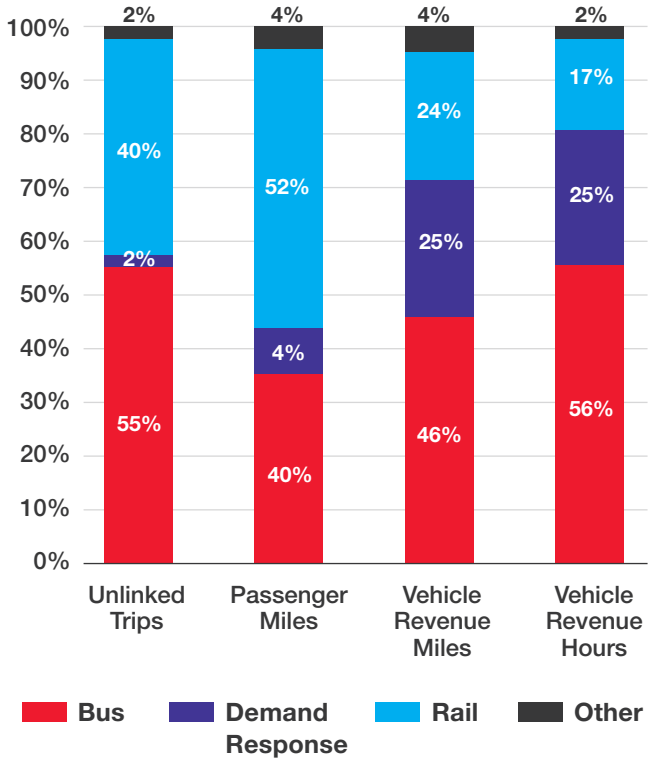
Vehicle Revenue Miles (VRM) and Hours (VRH) Operated




SOURCE: APTA FACT BOOK ANALYSIS

## Figure 12: Different Modes Serve Different Purposes

Modal Shares of Service Provided and Utilized, 2020




SOURCE: APTA FACT BOOK ANALYSIS

speed of 19.9 miles per hour. Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as in central cities, averages 12 miles per hour. Other modes operate at lower speeds when they are in denser areas and stop more frequently.

Transit agencies have been experimenting with new mobility pilots to expand their service reach. These may be classified as first/last-mile services, paratransit supplements or microtransit services. APTA's "2020 Fare Database" recorded 44 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/

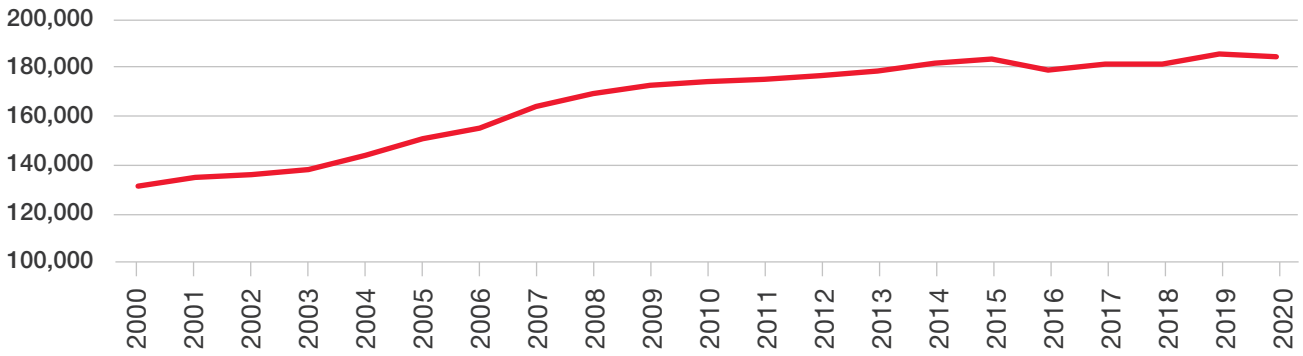
# Vehicles

Public transportation systems in the United States operated 149,091 railcars, buses, vans and other vehicles in a typical peak period during 2020, out of a total of 184,635 vehicles available for service ***(Figure 13)***. Demand response service and bus modes make up the majority of vehicles available, at 72,051 and 72,241, respectively. The heavy rail fleet of 11,064 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

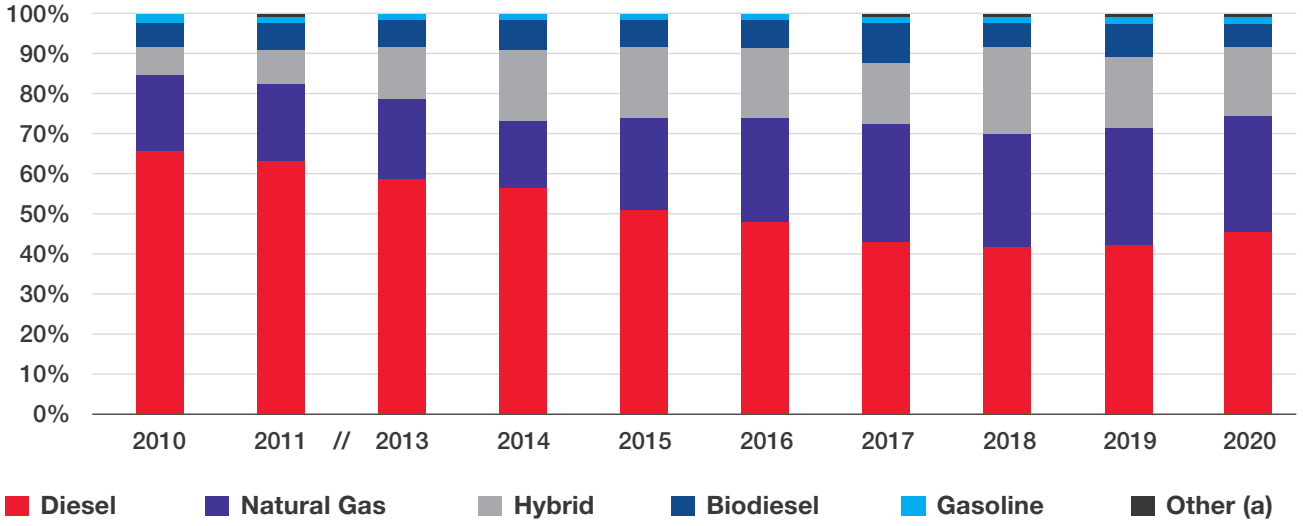
Revenue Vehicles Available for Maximum Service




SOURCE: APTA FACT BOOK ANALYSIS

## Figure 14: Buses Making Transition to Alternative Fuels

Percentage of Buses by Fuel Source

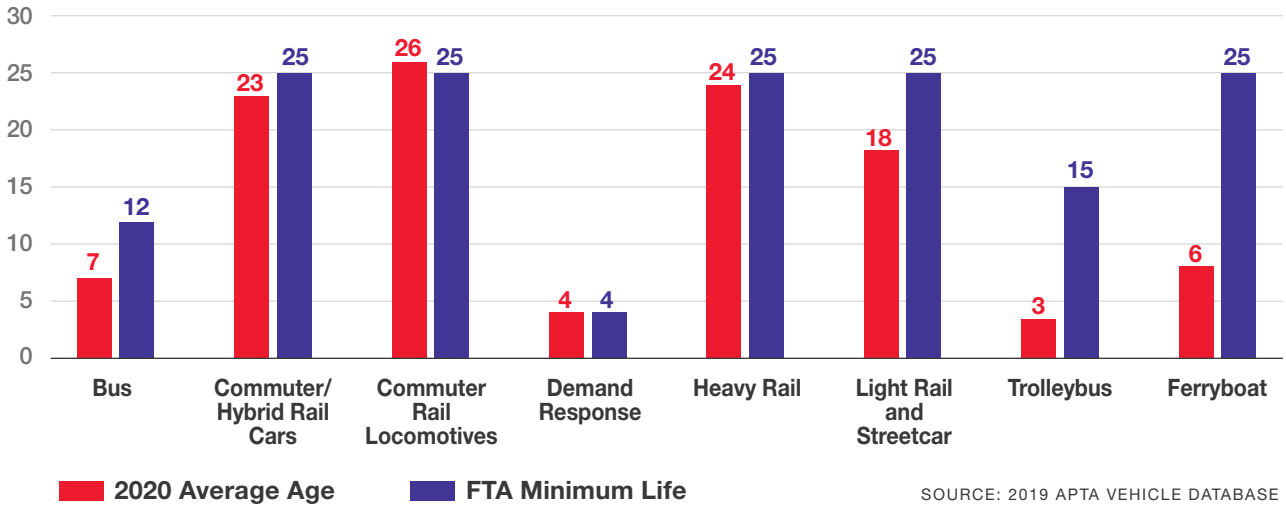



(a) includes Battery-Electric, Hydrogen and Propane Buses

SOURCE: 2020 APTA VEHICLE DATABASE

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

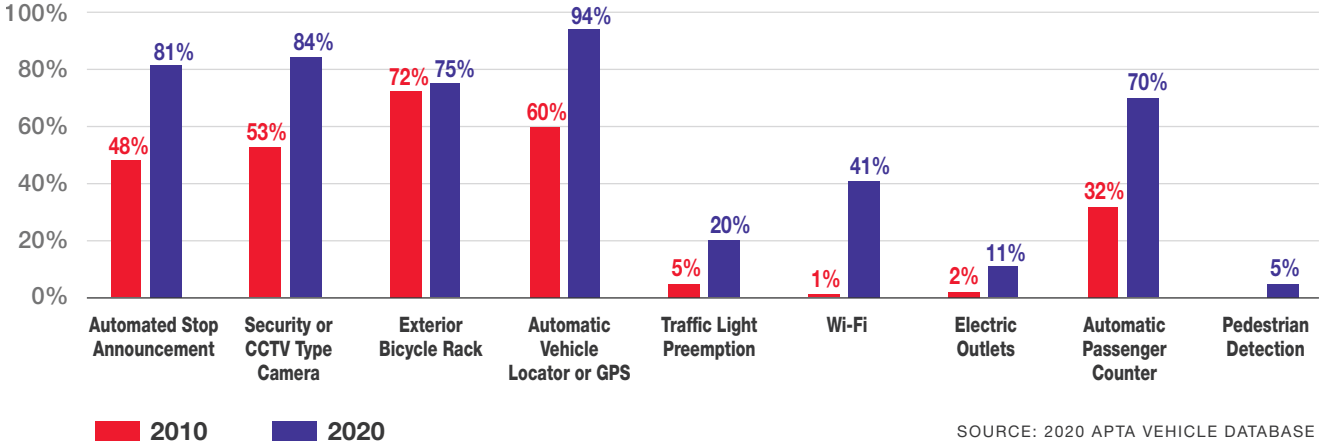
Vehicle Age by Mode




SOURCE: 2019 APTA VEHICLE DATABASE

## Figure 16: Transit Buses Continue to Add Amenities and Technology

Percentage of Buses with Passenger Equipment, 2010-2020




SOURCE: 2020 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 2020 less than half (45 percent) of all buses were diesel powered. Hybrid electric buses saw their market share increase from 1 percent in 2005 to 18 percent in 2020. The percentage of buses powered by natural gas has increased from 19 percent in 2010 to 30 percent in 2020.

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 19 percent of buses, 48 percent of commuter rail locomotives, 33 percent of commuter rail cars, 46 percent of heavy rail cars, 21 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 49 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 53 percent to 84 percent between 2010 and 2020. Enhanced passenger amenities such as automated stop announcements and exterior bus bicycle racks also increased, from 48 percent to 81 percent and from 72 percent to 75 percent, respectively. The growth of automatic passenger counters and vehicle location systems increase the availability of information on bus arrival times and make public transit data more accurate and accessible. Increased use of technology, such as traffic light preemption, can help better deploy transit vehicles, manage congestion and increase system performance.

APTA's Vehicle Database now includes data on autonomous features in transit vehicles, such as emergency braking, lane-keeping assist, adaptive cruise control, pedestrian detection and collision warning/mitigation. Many of these technologies are still in their infancy as it pertains to bus transit vehicles. The 2020 Vehicle Database noted 348 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 2000 to 2020, the percentage of accessible buses increased from 81 percent to 99.8 percent. Over the same period, the accessible portion of the commuter rail fleet increased from 64 percent to 82 percent, the light rail fleet increased from 77 percent to 92 percent, and the trolleybus fleet increased from 51 percent to 100 percent.

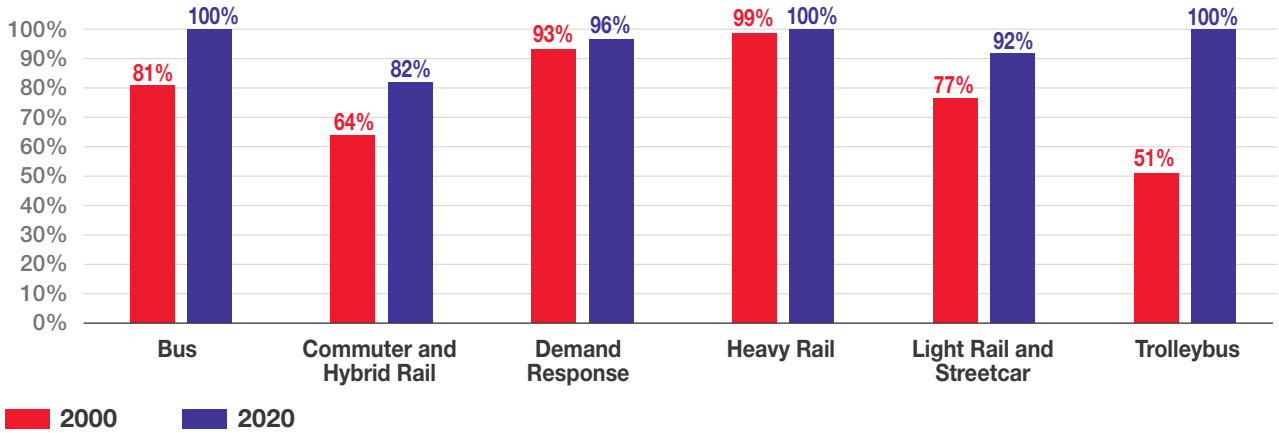
One safety priority for commuter rail public transportation systems has been the transition to positive train control (PTC). PTC is a complex signaling and communications technology designed to make commuter and intercity rail operations even safer. PTC uses a series of sensors and integrated monitoring 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, 2000-2020




SOURCE: 2020 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)***.

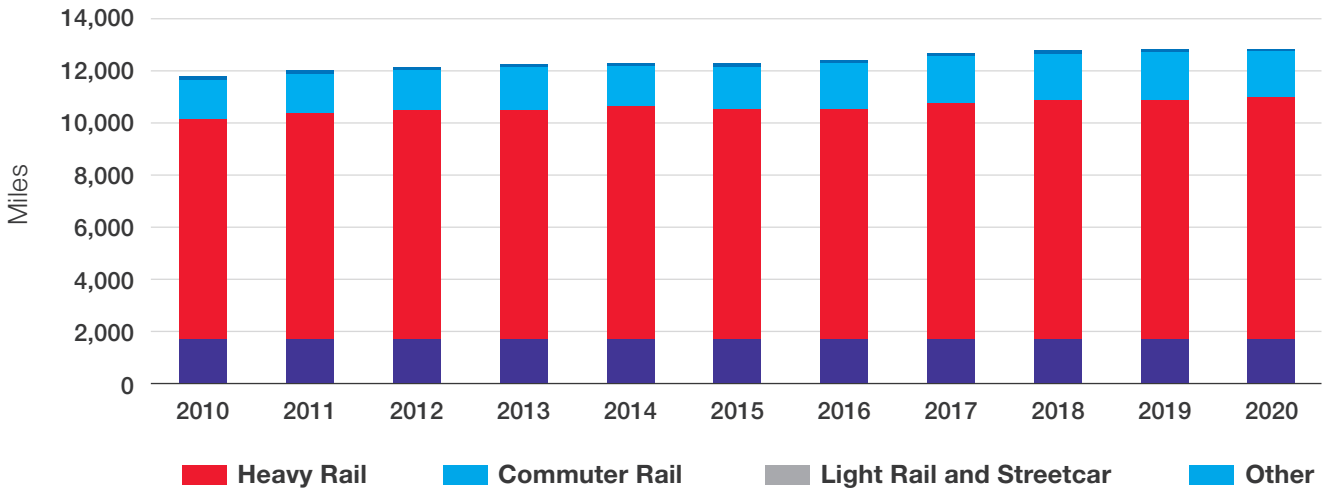
Commuter and hybrid railroads have the most route mileage (more than 9,277 miles combined), while heavy rail and light rail/streetcar have 1,681 and 1,830 miles, respectively. Light rail and streetcar modes have seen an impressive gain in the percentage of total rail directional route miles since 2008, increasing by 31 percent. Commuter and hybrid rail directional route mileage increased by 13 percent over the same time period. For rail modes, this translates into 12,831 miles of revenue service track, with a total of 8,597 grade crossings.

Buses (including BRT, trolley and commuter) operate on more than 223,000 miles of streets and roads throughout the United States. Although most bus services operate in mixed traffic, they also operate on 5,000 miles of exclusive and controlled right-of-way roadway miles. Out of this, 1,359 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**

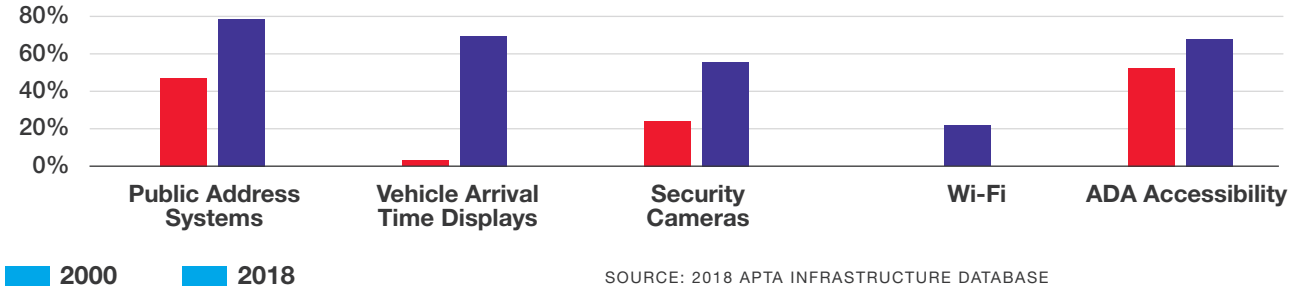
Rail Directional Route Miles




SOURCE: NATIONAL TRANSIT DATABASE

## Figure 19: Rail Stations Adding Customer Amenities and Improving Access

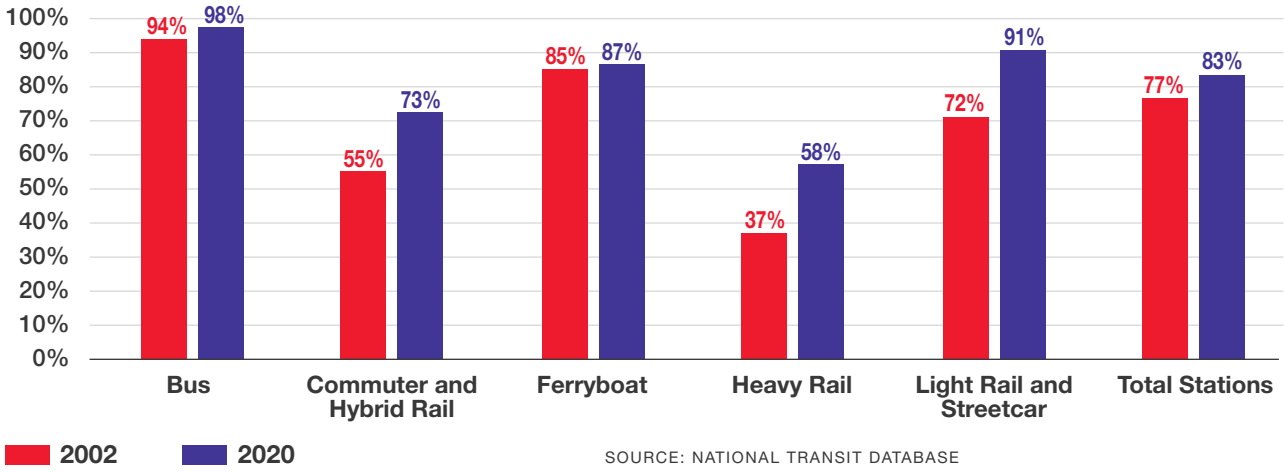
Percentage of Rail Passenger Stations with Amenities, 2000-2018




SOURCE: 2018 APTA INFRASTRUCTURE DATABASE

## Figure 20: More Transit Stations Are Accessible

Public Transit Station Accessibility by Mode, 2002-2020




SOURCE: NATIONAL TRANSIT DATABASE

grown from 52 percent to 75 percent from 2002 to 2020. Figure 20 details accessibility percentages for all modes, according to the NTD.

There are 5,734 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 2,412 escalators and 3,582 elevators.

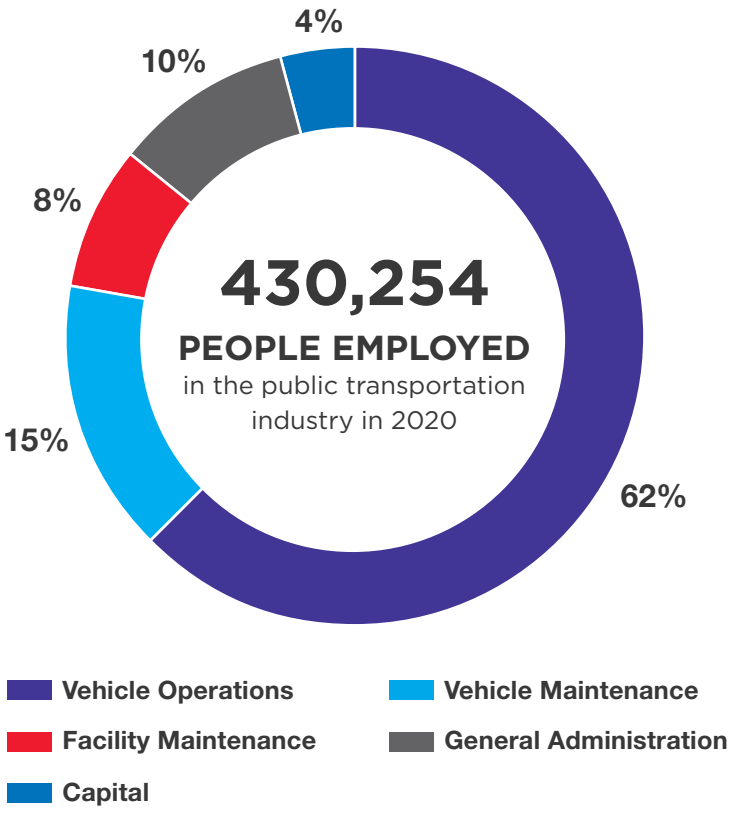
Transit payment systems are also quickly evolving. The percentage of public transit systems offering "smart cards" has jumped from 12 percent in 2009 to 47 percent in 2020. Some agencies are adopting open payment systems, which can accept contactless debit/credit cards and mobile phone payments, as well as agency smart cards. APTA's Fare Database estimates that 25 percent of public transit systems are now offering these open payment technologies.

Dependability is critical to ensuring high-quality public transit service. In 2020, 2,421 total maintenance facilities were recorded.[10] For service directly operated by transit agencies, 1,430 facilities were owned and 135 were leased. For purchased transportation service, 249 were owned by private transit providers, 333 were owned by public agencies, and 273 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 2020, the public transportation industry employed 430,254 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 2020 breakdown of transit operating employees by mode remains similar to past years, with 50 percent working with all bus modes, 24 percent with demand response, 12 percent with heavy rail, 8 percent with commuter and hybrid rail, 3 percent with surface rail, and 2 percent with the remaining modes.

Direct employees were paid a total of $17.1 billion and received benefits of $14.2 billion, for a total compensation of $31.3 billion. Adjusted for inflation, this is less than the $31.9 billion level in 2019. Average operating employee compensation increased by 2.1 percent to $72,768.

# Energy

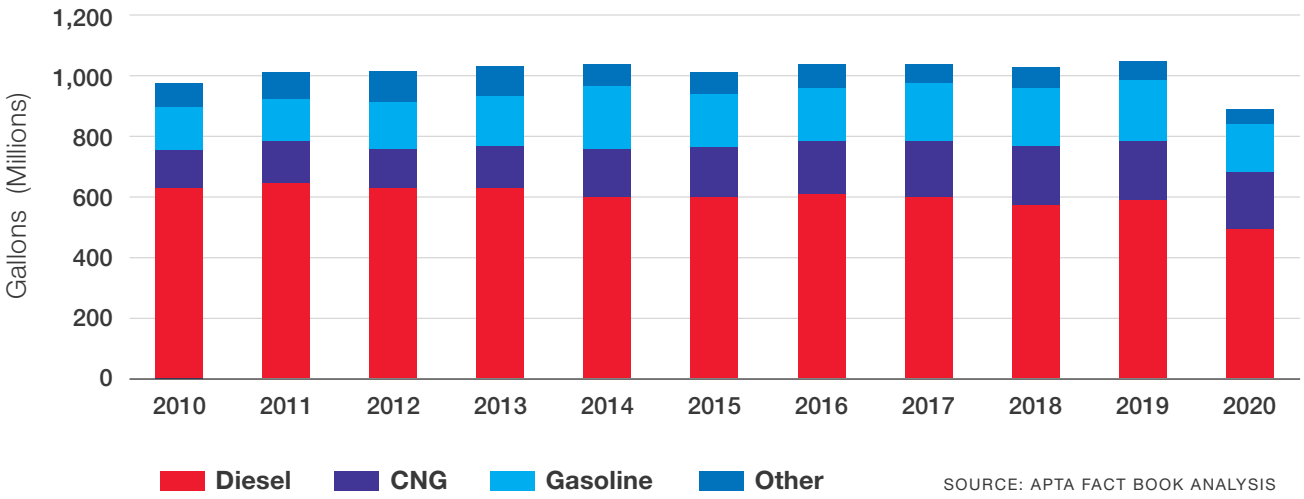
The public transit industry consumed 895 million gallons of fossil fuels in 2020, a decrease of 15 percent from 2019 ***(Figure 22)***. Buses also used 32 million kilowatt-hours (kWh) of electric battery power, reflecting the increase in use of electric buses. While diesel remains the predominant fossil fuel, its market share has declined as cleaner fuels such as compressed natural gas (CNG) and biodiesel have gained in popularity. In 2020, public transit consumed 499 million gallons of diesel (compared to 632 million in 2010), 183 million gallons of CNG, 160 million gallons of gasoline, 39 million gallons of biodiesel, and 14 million gallons of other fossil fuels.

Public transit vehicles used a total of 6.23 billion kWh of electricity for propulsion power in 2020, down 10 percent from 2019. Of that, heavy rail modes were responsible for 3.60 billion kWh, commuter rail 1.55 billion kWh, light rail and streetcar 0.93 billion kWh, trolleybus 50 million kWh and other modes 104 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 22 percent from 1990 to 2020, and the number of vehicle miles per kWh of electricity used for heavy rail vehicles increased 13 percent for the same period.

### Figure 22: Fuel Consumption Drops Due to Pandemic

Total Fossil Fuel Consumption




SOURCE: APTA FACT BOOK ANALYSIS

# Safety[11]

In 2020, there were 289 transit-related fatalities. Of these, 55 were transit passengers/occupants, 9 were transit workers/employees, and the remainder were other incidents. NTD also reported 5,368 transit collision events, 122 derailments and 1,369 security events in 2020. The sum of all transit safety events decreased by 27 percent from 2019 to 2020.

Public transportation is one of the safest mobility options, as there were 134 times more fatalities on highways (38,824) than on transit in 2020. 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

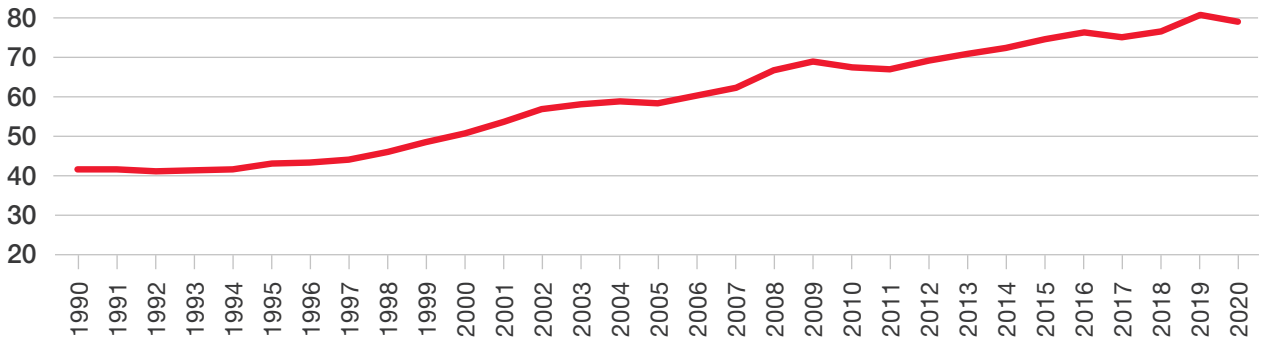
Public transportation operations are funded by passenger fares; public transit agency earnings; and financial assistance from state, local and federal governments. Capital investment is reported only as government funds in the NTD. Adjusted for inflation, 2020 total transit funding decreased by 2.0 percent to 79.05 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 ($6.30) and commuter bus ($5.62), the modes that represent the longer trip lengths for passengers. Bus and light rail had passenger fare revenues per unlinked trip of $0.95 and $1.05, respectively. Heavy rail had an average fare per trip of $1.63. Among all modes, the average passenger fare per unlinked trip was $1.53. As most systems paused collecting fares due to the pandemic and ridership dropped, passenger fare revenue declined by 44 percent in 2020 to $9.12 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 2020 Fare Database, the average bus fare was $1.71, the average light rail fare was $2.26, the average heavy rail fare was $2.26, and the average commuter rail fare was

**Figure 23: Total Funding For Public Transit**

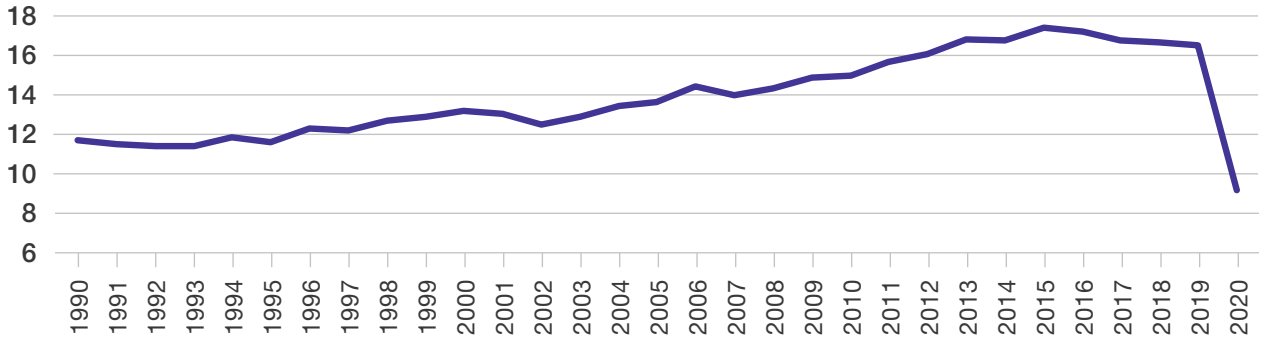
Transit Funding (In 2020 dollars)




SOURCE: APTA FACT BOOK ANALYSIS

**Figure 24: Passenger Fare Revenue Declined Due to Pandemic**

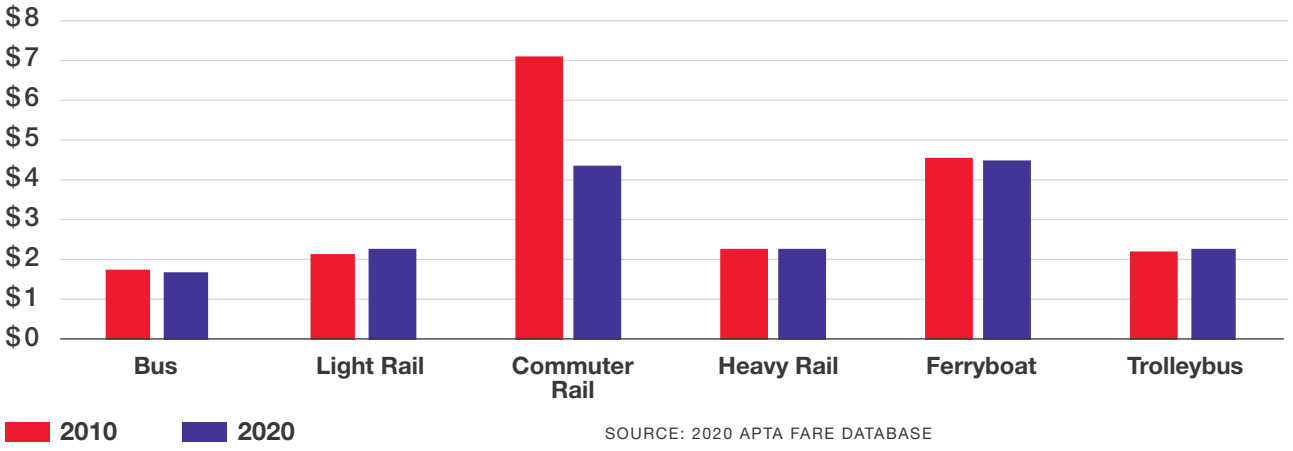
Passenger Fare Revenue, 1990-2020 (In 2020 Dollars)




SOURCE: APTA FACT BOOK ANALYSIS

## Figure 25: Revenue Generated from Passenger Fares Varies Across Modes

Average Base Fare Comparison, 2010 and 2020 (In 2020 Dollars)




SOURCE: 2020 APTA FARE DATABASE

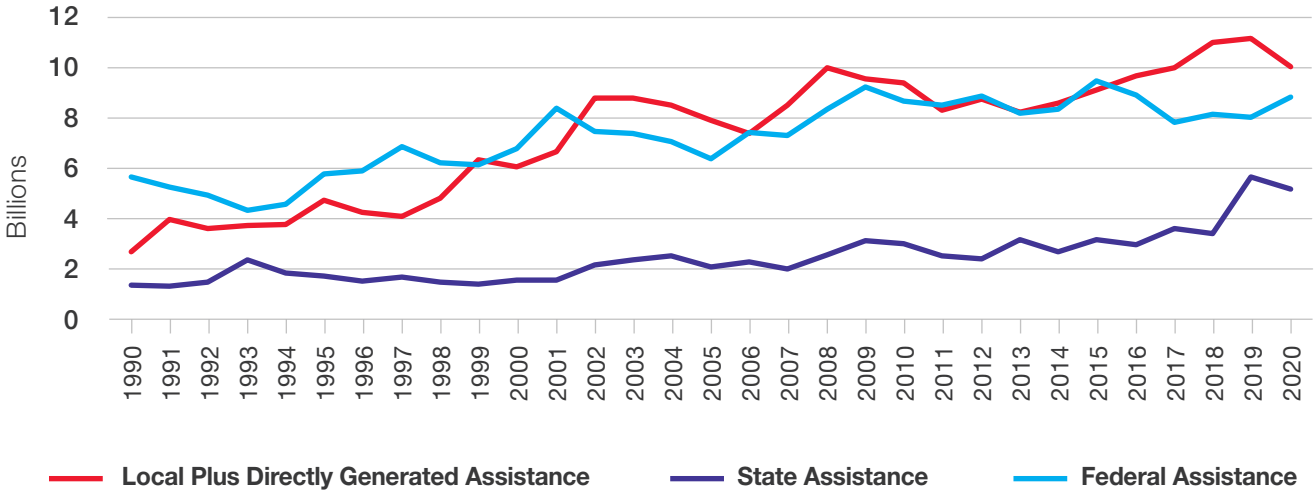
$3.73 ***(Figure 25)***. These are all base fares and refer to the minimum adult fare for a single trip on a regular service.

***Figure 26*** shows how capital funding sources have changed since 1990. Federal capital funds increased by 10.2 percent from 2019 to 2020 to $8.85 billion. State capital assistance (funding from state governments) decreased by 8.4 percent to $5.20 billion. Directly generated and local capital assistance decreased by 10.2 percent to $10.04 billion. Directly generated assistance refers to agency funds such as passenger fare revenues, parking revenues, advertising revenues or bond revenues. Local assistance includes funds provided by a local government to a public transit agency, in many cases using local sales taxes or property taxes.

The federal role is more significant for the capital program, providing 36 percent of capital funds, compared with only 26 percent of operating funds. State assistance made up 22 percent of capital funding in 2020, while local and directly generated assistance made up 42 percent of funding.

## Figure 26: Local Communities Have Largest Share of Capital Investment

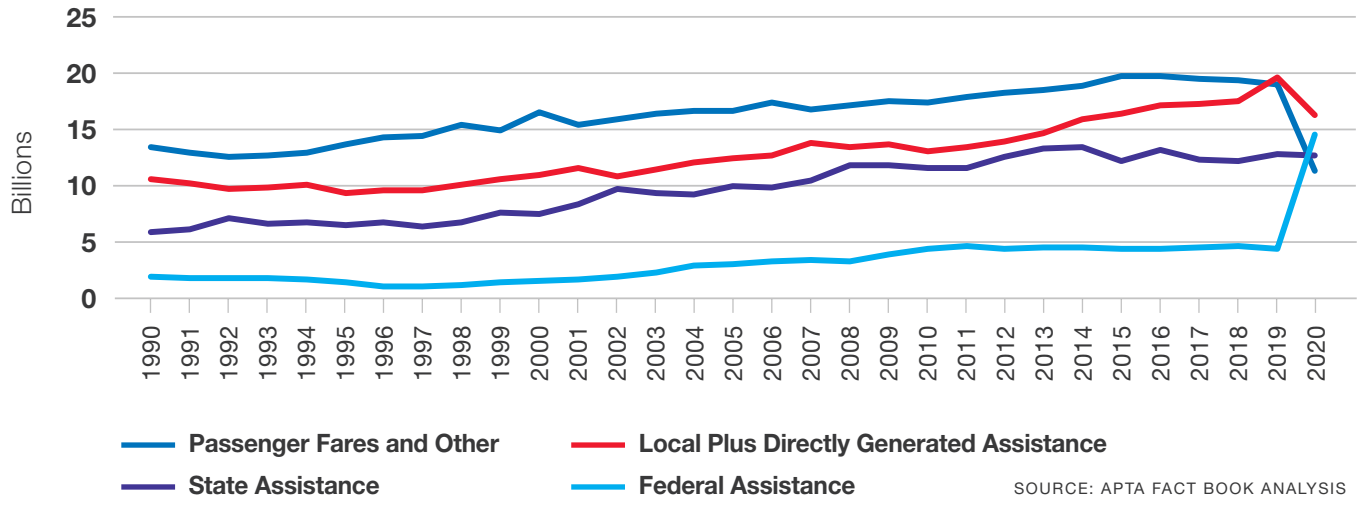
Capital Funding by Source (In 2019 dollars)




SOURCE: APTA FACT BOOK ANALYSIS

## Figure 27: Federal COVID Relief Supplanted Fare Losses

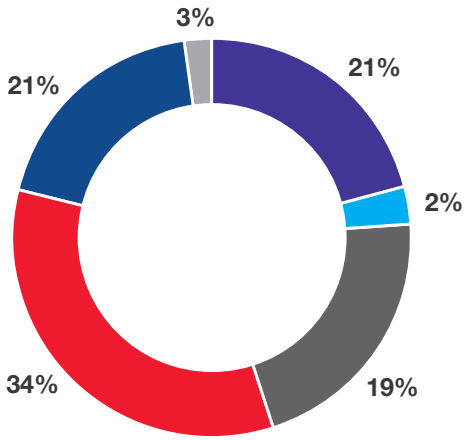
Operating Funding by Source (In 2020 dollars)



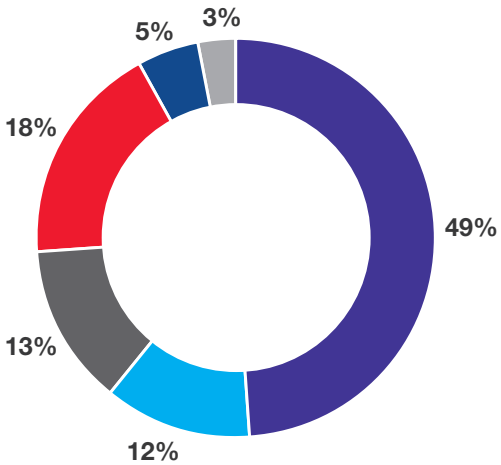

SOURCE: APTA FACT BOOK ANALYSIS

The operating funding mix changed considerably in 2020, as fare revenues declined and federal COVID relief funding was provided ***(Figure 27)***. In 2020, local and directly generated assistance provided the largest source of funding (30 percent), while federal funding rose to the second-largest source (26 percent), followed by state assistance (23 percent) and fares and agency revenues (21 percent). Passenger fares and other agency revenue fell by 40 percent from 2019 to 2020, to $11.4 billion. Local and directly generated assistance fell by 16.7 percent to $16.3 billion, and state assistance fell by 0.9 percent to $12.7 billion. Due to the provision of COVID relief funds in the CARES Act, federal operating funding increased 229 percent to $14.6 billion in 2020.

## Figure 28: Capital Expenses by Mode, 2020




## Figure 29: Operating Expenses by Mode, 2020





SOURCES: APTA FACT BOOK ANALYSIS

# Capital and Operating Expenses

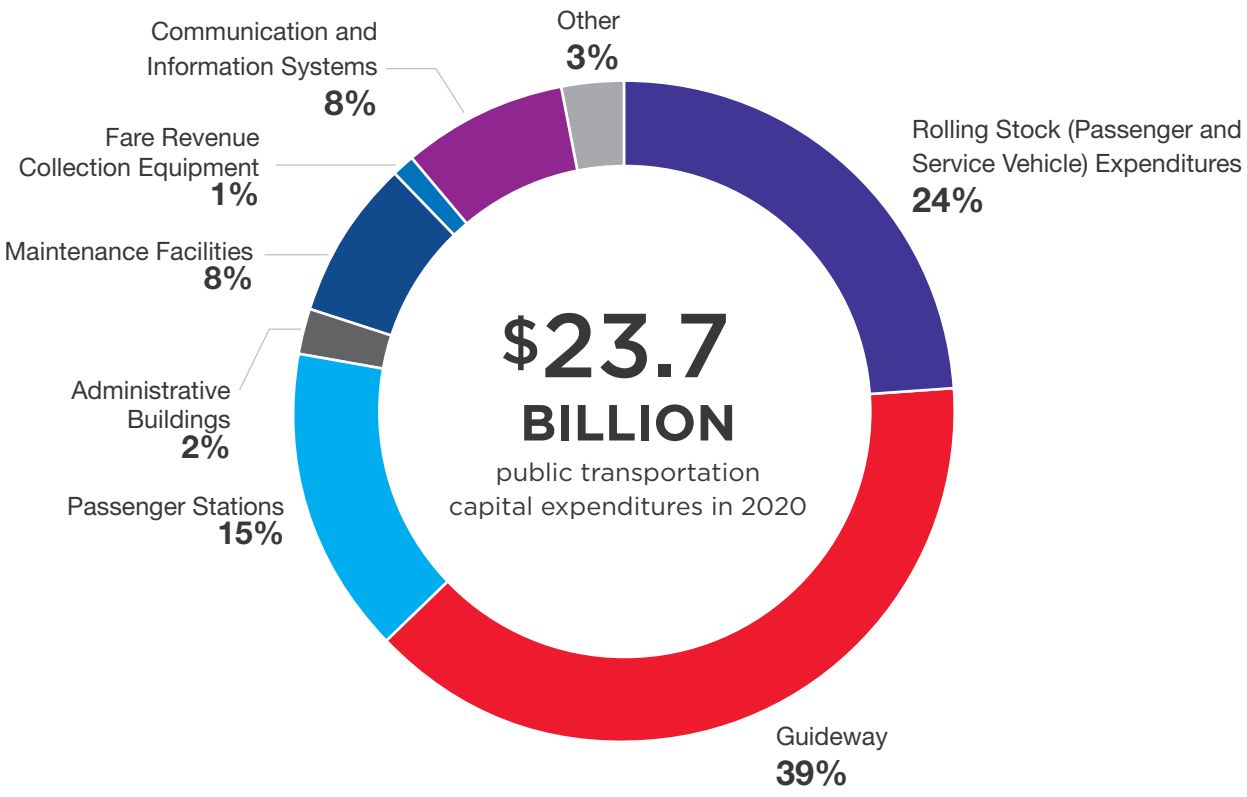
In 2020, total public transportation expenditures were $74.3 billion, with $50.5 billion (68 percent) spent on operations and $23.7 billion (32 percent) on capital investments. When broken out by mode, the bus modes make up the largest amount of operating expenses at $24.7 billion, followed by heavy rail at $9.1 billion, commuter and hybrid rail at $6.6 billion, and demand response at $5.8 billion. Heavy rail had the largest amount of capital expenditures at $8.0 billion, followed by surface rail at $4.9 billion, bus modes at $4.9 billion, and commuter and hybrid rail at $4.6 billion.

Of 2020 capital expenditures, 64 percent ($15.2 billion) went to facilities, 24 percent ($5.7 billion) to rolling stock, and 12 percent ($2.9 billion) to other capital investments. ***Figure 30*** shows this breakdown by capital expenditure subcategory.

Of 2020 operating expenditures, 42 percent went to vehicle operations ($21.0 billion), 17 percent to general administration ($8.4 billion), 16 percent to vehicle maintenance ($7.9 billion), 15 percent to purchased transportation ($7.6 billion) and 11 percent to non-vehicle maintenance ($5.5 billion).

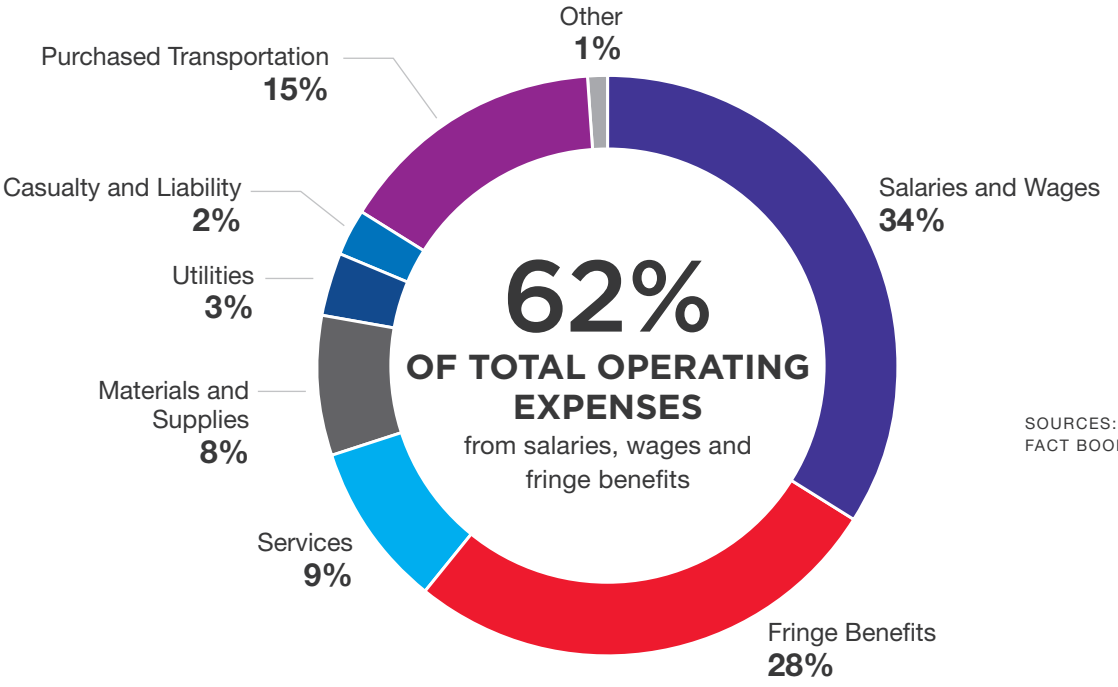
Operating expenditures are measured by function (the type of activity performed, as already listed) and by object (labor expenses and the type of goods or services purchased).

**Figure 30: Capital Expenditures by Type, 2020**




SOURCE: APTA FACT BOOK ANALYSIS

## Figure 31: Total Operating Expenses by Object Class, 2020




SOURCES: APTA FACT BOOK ANALYSIS

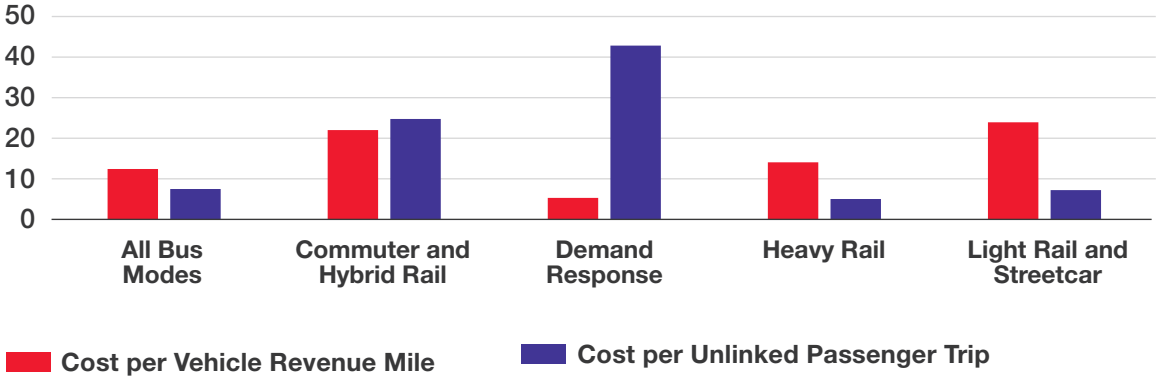
***DEMAND RESPONSE:*** *Point-to-point operations commonly used by people with disabilities or people unable to travel on fixed-route service. Demand response vans may also substitute for fixed-route service at off-peak times (such as late at night).*

Salaries, wages and fringe benefits for employees of public transit agencies account for 62 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, 2020




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 2020, expenditures in the private sector were estimated at $41.8 billion (56 percent of all transit expenditures), a 4.2 percent decrease from 2019 (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 28 percent in 2020.[13] The percentage of service provided by contractors for different modes is shown in ***Figure 34***. Measured by vehicle revenue hours, about 74 percent of demand response service was provided by contractors, along with 68 percent of vanpool service, 40 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 14 percent to 20 percent. Most notable is the vanpool mode, which has seen its share of contracted revenue hours increase from 38 percent in 2009 to 68 percent in 2020.

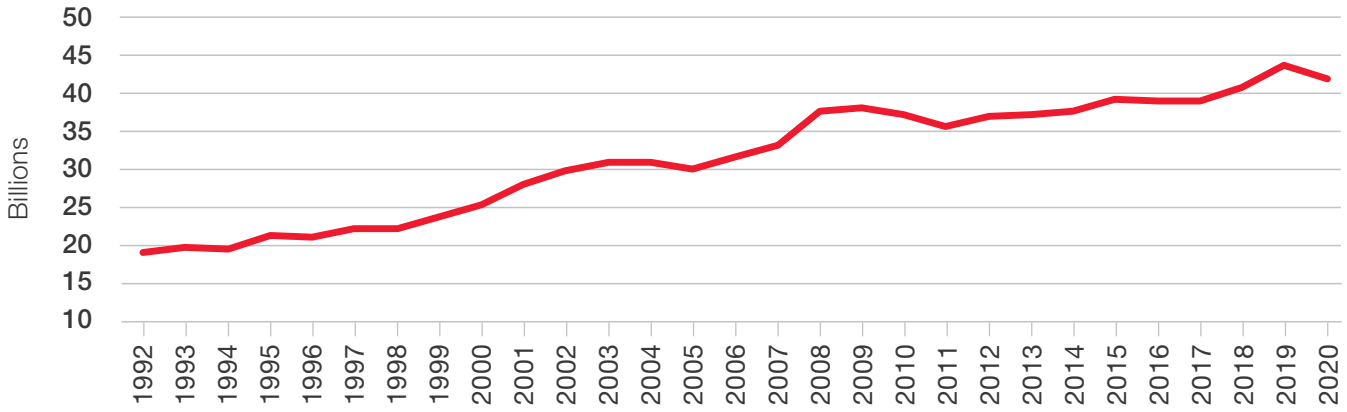
Most of the vehicles operated by contractors were provided by public transit agencies, with approximately 90 percent of all contractor-operated buses owned by transit agencies. About 76 percent of the vehicles used by contractors in demand response service were owned by public transit agencies, compared with just 10 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**

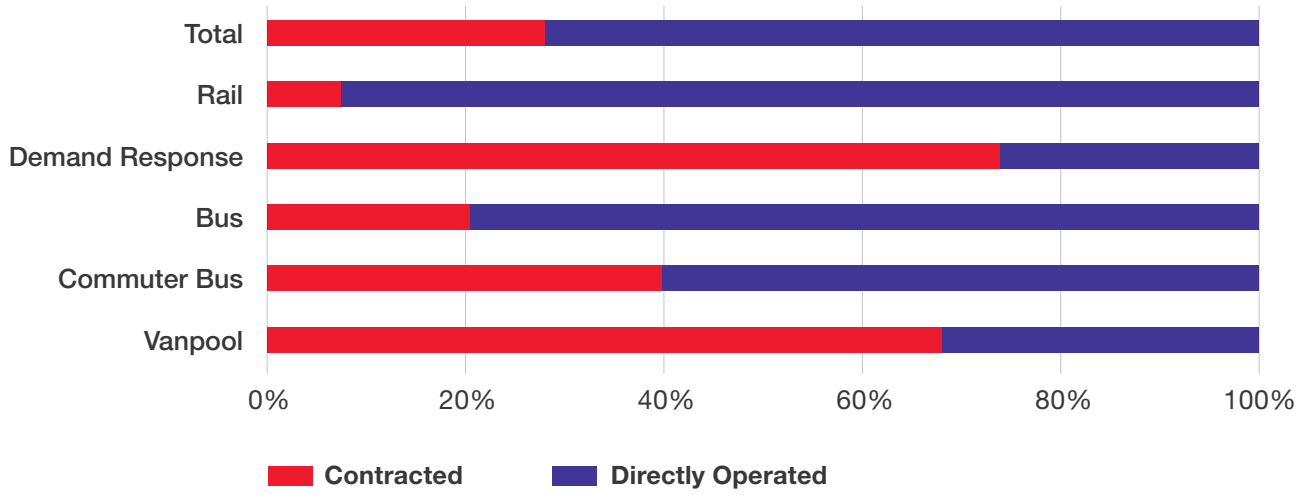
Estimated Transit Expenditures in the Private Sector (In 2020 dollars)




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]

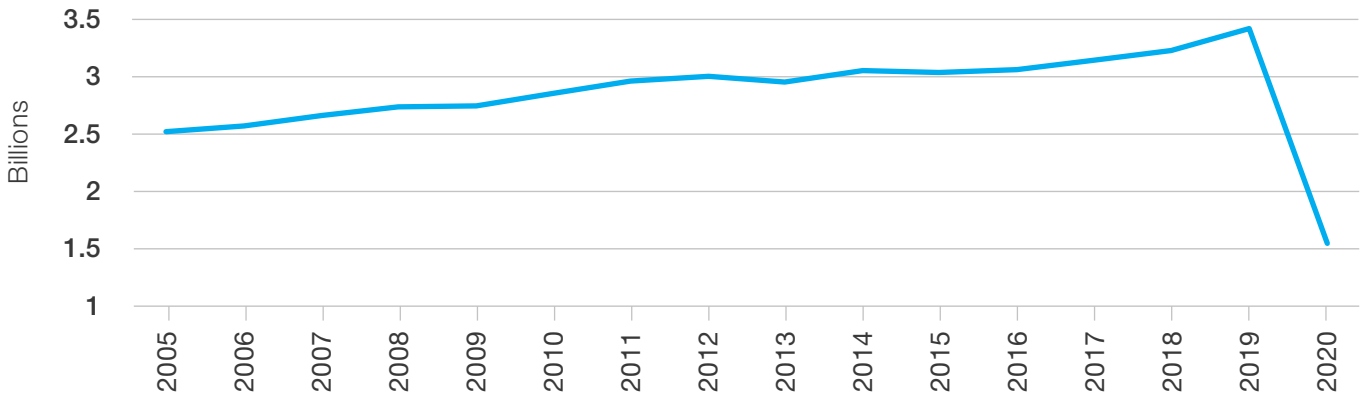
[14] Source: Canadian Urban Transit Association.

## Passenger Travel

Information from 102 urban Canadian public transit systems reveals that passenger boardings (equivalent to U.S. unlinked passenger trips) in 2020 decreased by 54 percent to 1.56 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), 68 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 decreased by 11 percent, compared to a 15 percent decrease 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, 350,314 registrants took more than 10.8 million passenger trips, a decrease of 56 percent. The 114 systems reporting tallied 43.3 million total vehicle miles in 2020.

## Vehicles

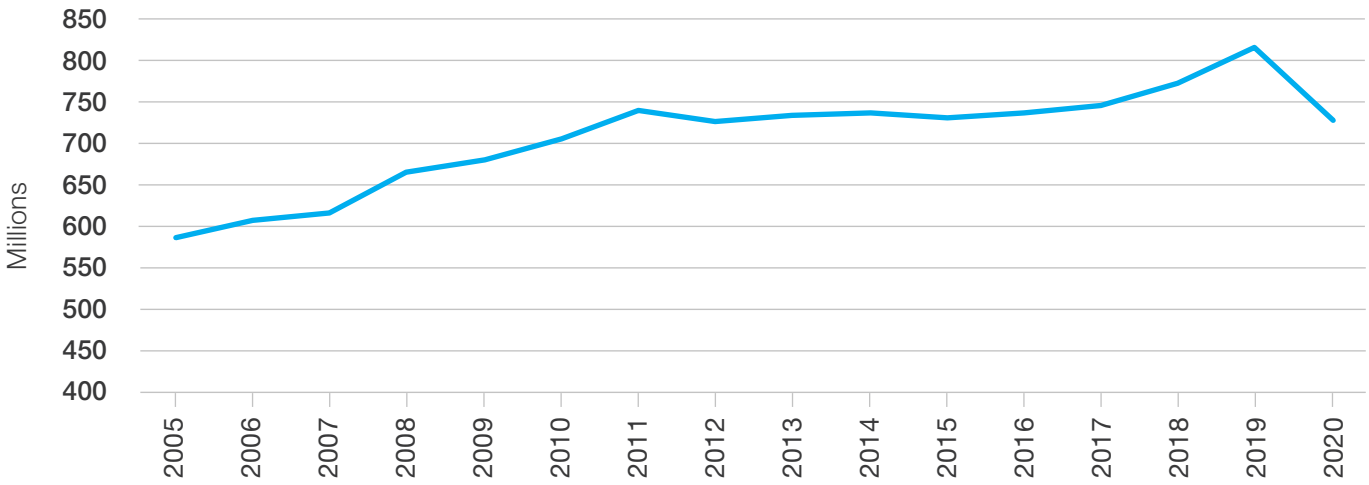
The average standard bus age in 2019 was approximately 8.4 years, with bus fleet accessibility at 99.6. The average light rail age was 17.7 years, and the average heavy rail age was 18.4 years. A total of 21,378 revenue vehicles were recorded across modes in 2020.

## Employees

The number of Canadian transit employees in 2020 was 59,303, of which 51 percent were vehicle operators and 14 percent worked in vehicle maintenance, 17 percent in general administration, 10 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) 2021, Amtrak service and ridership continued to be significantly impacted by the COVID-19 pandemic. FY 2021 ridership decreased by 28 percent (to 12.2 million trips) compared to FY 2020. Ridership on the Northeast Corridor decreased by 28 percent of 4.4 million trips. Ridership on state-supported routes decreased by 31 percent to 5.5 million trips, and ridership on long-distance routes decreased by 17 percent to 2.2 million trips.

## Funding

In FY 2021, Amtrak decreased total revenues by 15 percent to $1.9 billion. It received $5.1 billion in federal appropriations in FY 2021.

## Capital Investments

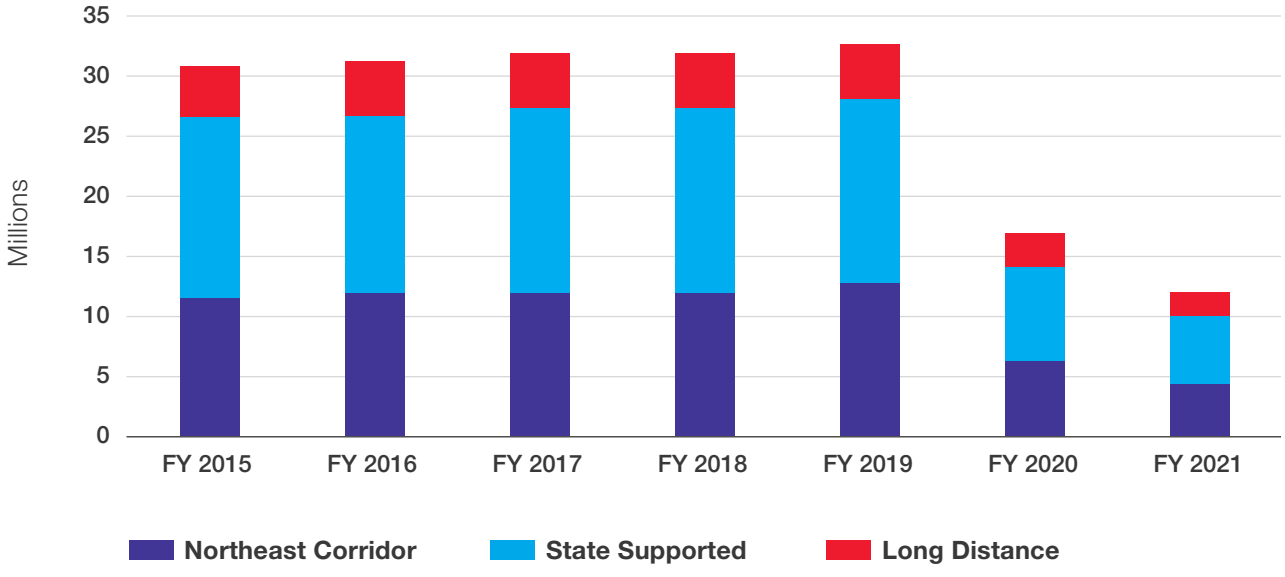
Amtrak is significantly investing to improve their capital assets. Current capital priorities include installing operational positive train control (PTC), launching a Safety Management System (SMS), state-of-good-repair work on the Northeast Corridor, new train interiors, the manufacturing of a new Acela 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-FY2021.pdf

https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/monthlyperformancereports/2021/Amtrak-Monthly-Performance-Report-September-2021.pdf

**Figure 37: FY 2021 Ridership Pandemic-Impacted**

Passenger Trips (FY 2015- FY 2021)




SOURCE: AMTRAK FY 2020 RIDERSHIP AND REVENUE

# Modal Rankings, Report Year 2020

For complete size ranking lists of all transit agencies and urbanized areas reported in the Federal Transit Administration 2020 National Transit Database, see the ***2022 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 2020 National Transit Database.

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

| TRANSIT AGENCY | URBANIZED AREA | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | |
|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 |
| MTA New York City Transit | New York, NY | 3,451,139.6 | 1,540,475.1 | 12,195,007.7 | 5,683,892.6 |
| Los Angeles County Metro. Transp. Auth. | Los Angeles, CA | 379,718.1 | 305,907.0 | 1,962,038.4 | 1,523,635.3 |
| Massachusetts Bay Transportation Auth. | Boston, MA | 366,716.9 | 277,410.8 | 1,679,893.9 | 1,273,921.3 |
| Washington Metropolitan Area Transit Auth. | Washington, DC | 354,656.2 | 273,545.9 | 1,705,447.7 | 1,282,228.3 |
| Southeastern Pennsylvania Transp. Auth. | Philadelphia, PA | 308,266.5 | 241,553.2 | 1,423,011.3 | 1,092,751.8 |
| New Jersey Transit Corporation | New York, NY | 267,270.3 | 205,926.7 | 3,171,196.9 | 2,438,549.9 |
| Chicago Transit Authority | Chicago, IL | 455,743.5 | 197,499.8 | 1,959,870.4 | 781,888.7 |
| City and County of San Francisco | San Francisco, CA | 223,338.1 | 170,594.3 | 451,272.5 | 344,878.6 |
| San Francisco Bay Area Rapid Transit District | San Francisco, CA | 128,217.0 | 91,007.0 | 1,774,467.0 | 1,251,984.7 |
| Metropolitan Atlanta Rapid Transit Authority | Atlanta, GA | 117,759.1 | 90,827.8 | 704,189.5 | 534,601.9 |
| Tri-County Metro. Transp. District of Oregon | Portland, OR | 96,633.0 | 78,183.7 | 420,317.5 | 329,202.2 |
| Maryland Transit Administration | Baltimore, MD | 94,036.9 | 77,761.2 | 724,931.3 | 522,106.6 |
| MTA Bus Company | New York, NY | 135,080.1 | 72,562.2 | 377,941.8 | 202,709.6 |
| San Diego Metropolitan Transit System | San Diego, CA | 85,357.5 | 71,224.1 | 415,452.4 | 357,312.7 |
| Metro. Transit Authority of Harris County, Texas | Houston, TX | 89,951.2 | 65,047.5 | 581,575.9 | 388,402.4 |
| King County Department of Metro Transit | Seattle, WA | 128,666.6 | 60,165.9 | 587,078.3 | 259,894.7 |
| Regional Transp. Comm. of Southern Nevada | Las Vegas, NV | 65,821.2 | 56,896.6 | 263,850.5 | 225,728.0 |
| County of Miami-Dade | Miami, FL | 79,578.6 | 56,397.2 | 445,443.5 | 313,635.8 |
| Denver Regional Transportation District | Denver, CO | 105,207.5 | 52,314.7 | 617,017.9 | 290,743.3 |
| Port Authority of Allegheny County | Pittsburgh, PA | 64,007.9 | 51,787.2 | 272,078.5 | 219,073.5 |
| Dallas Area Rapid Transit | Dallas, TX | 69,301.5 | 49,943.8 | 438,897.5 | 314,011.9 |
| City and County of Honolulu | Honolulu, HI | 64,065.8 | 49,880.5 | 321,704.6 | 236,005.3 |
| Alameda-Contra Costa Transit District | San Francisco, CA | 54,067.2 | 45,165.4 | 217,911.0 | 175,394.2 |
| MTA Long Island Rail Road | New York, NY | 114,241.4 | 43,484.9 | 3,929,860.0 | 1,229,284.5 |
| Metro Transit | Minneapolis, MN | 77,927.2 | 35,905.0 | 338,221.7 | 152,056.7 |
| Orange County Transportation Authority | Los Angeles, CA | 40,743.7 | 33,009.0 | 203,590.8 | 155,734.3 |
| VIA Metropolitan Transit | San Antonio, TX | 42,510.8 | 32,143.3 | 196,044.9 | 154,181.7 |
| City of Phoenix Public Transit Department | Phoenix, AZ | 41,042.6 | 30,630.5 | 145,908.0 | 109,722.5 |
| Bi-State Development Agency | St. Louis, MO | 36,642.0 | 30,271.7 | 223,625.8 | 183,728.7 |
| Port Authority Trans-Hudson Corporation | New York, NY | 91,672.2 | 29,940.8 | 450,503.7 | 150,980.3 |
| Metro-North Commuter Railroad Company | New York, NY | 92,012.8 | 29,537.8 | 2,035,685.3 | 671,883.8 |
| Santa Clara Valley Transportation Authority | San Jose, CA | 36,433.0 | 28,707.5 | 192,366.4 | 150,017.5 |
| Niagara Frontier Transportation Authority | Buffalo, NY | 23,982.4 | 23,851.7 | 82,621.0 | 77,365.9 |
| Utah Transit Authority | Salt Lake City, UT | 44,578.2 | 23,559.3 | 355,283.7 | 177,817.1 |
| Capital Metropolitan Transportation Authority | Austin, TX | 31,078.4 | 22,702.5 | 168,576.3 | 124,603.8 |
| City of Charlotte North Carolina | Charlotte, NC-SC | 24,278.7 | 20,061.4 | 126,140.1 | 101,147.0 |
| Washington State Ferries | Seattle, WA | 24,255.4 | 19,376.3 | 190,973.6 | 146,367.0 |
| City of Detroit | Detroit, MI | 22,751.8 | 18,705.7 | 107,136.5 | 90,266.9 |
| Broward County Bd. of County Commissioners | Miami, FL | 27,300.5 | 18,459.2 | 140,473.7 | 92,137.6 |
| Long Beach Transit | Los Angeles, CA | 23,248.2 | 18,388.1 | 75,677.4 | 57,824.7 |
| Milwaukee County | Milwaukee, WI | 29,423.8 | 18,278.9 | 94,803.1 | 58,270.8 |
| Central Florida Regional Transportation Auth. | Orlando, FL | 25,020.5 | 17,706.2 | 163,227.6 | 100,388.4 |
| Sacramento Regional Transit District | Sacramento, CA | 19,989.1 | 17,563.7 | 98,821.8 | 84,139.2 |
| Greater Cleveland Regional Transit Auth. | Cleveland, OH | 32,171.8 | 16,862.5 | 149,778.2 | 78,689.7 |
| Westchester County | New York, NY | 26,823.2 | 16,810.7 | 118,418.2 | 69,064.7 |
| Northeast Illinois Reg. Commuter Railroad Corp. | Chicago, IL | 61,456.7 | 16,731.0 | 1,365,137.9 | 359,336.2 |
| Montgomery County, Maryland | Washington, DC | 20,596.5 | 16,314.0 | 82,518.0 | 70,725.3 |
| New York City Department of Transportation | New York, NY | 25,618.0 | 16,107.5 | 144,528.5 | 90,859.6 |
| Central Puget Sound Regional Transit Auth. | Seattle, WA | 47,805.6 | 15,870.0 | 535,519.2 | 174,808.2 |
| Capital District Transportation Authority | Albany, NY | 15,683.9 | 15,244.1 | 63,128.0 | 63,523.4 |

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

| URBANIZED AREA | POPULATION (2010 CENSUS) | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | |
|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 |
| New York-Newark, NY-NJ-CT | 18,351,295 | 4,209,297.9 | 1,948,037.5 | 22,227,181.7 | 10,316,694.5 |
| Los Angeles-Long Beach-Anaheim, CA | 12,150,996 | 538,864.0 | 430,030.9 | 2,947,725.2 | 2,293,792.8 |
| Washington, DC-VA-MD | 4,586,770 | 419,224.3 | 321,376.8 | 2,430,771.4 | 1,830,226.4 |
| San Francisco-Oakland, CA | 3,281,212 | 406,960.7 | 310,407.4 | 2,461,068.1 | 1,824,867.6 |
| Boston, MA-NH-RI | 4,181,019 | 376,391.0 | 283,961.9 | 1,739,028.8 | 1,319,919.9 |
| Philadelphia, PA-NJ-DE-MD | 5,441,567 | 347,457.4 | 268,764.8 | 1,753,041.7 | 1,330,665.3 |
| Chicago, IL-IN | 8,608,208 | 553,155.6 | 232,234.8 | 3,645,688.1 | 1,284,873.6 |
| Seattle, WA | 3,059,393 | 217,909.2 | 101,668.8 | 1,458,392.5 | 629,438.9 |
| Atlanta, GA | 4,515,419 | 124,639.3 | 95,624.5 | 819,148.2 | 612,839.3 |
| Miami, FL | 5,502,379 | 123,322.9 | 88,073.2 | 768,344.3 | 548,079.0 |
| Portland, OR-WA | 1,849,898 | 110,112.6 | 87,267.4 | 463,342.8 | 356,671.2 |
| San Diego, CA | 2,956,746 | 96,911.8 | 80,515.1 | 587,874.1 | 500,013.8 |
| Baltimore, MD | 2,203,663 | 88,078.8 | 73,510.1 | 466,733.6 | 334,071.8 |
| Houston, TX | 4,944,332 | 90,509.2 | 65,477.0 | 586,453.8 | 392,068.5 |
| Las Vegas-Henderson, NV | 1,886,011 | 65,821.2 | 56,896.6 | 263,850.5 | 225,728.0 |
| Dallas-Fort Worth-Arlington, TX | 5,121,892 | 76,473.5 | 55,685.4 | 479,160.5 | 347,777.9 |
| Phoenix-Mesa, AZ | 3,629,114 | 72,065.3 | 55,568.9 | 356,626.6 | 272,499.2 |
| Pittsburgh, PA | 1,733,853 | 65,851.1 | 53,172.3 | 295,275.3 | 236,145.8 |
| Urban Honolulu, HI | 802,459 | 63,372.8 | 48,737.4 | 317,922.1 | 230,344.1 |
| Denver-Aurora, CO | 2,374,203 | 97,832.2 | 48,605.3 | 588,694.0 | 276,643.2 |
| Minneapolis-St. Paul, MN-WI | 2,650,890 | 91,416.5 | 42,824.8 | 438,810.8 | 193,897.6 |
| San Jose, CA | 1,664,496 | 42,801.7 | 33,655.5 | 328,015.0 | 257,767.6 |
| San Antonio, TX | 1,758,210 | 42,522.5 | 32,164.9 | 196,171.1 | 154,423.4 |
| St. Louis, MO-IL | 2,150,706 | 38,571.2 | 31,910.0 | 239,810.1 | 196,850.5 |
| Detroit, MI | 3,734,090 | 35,253.0 | 27,968.2 | 219,021.3 | 179,819.6 |
| Concord, CA | 615,968 | 32,879.5 | 23,999.7 | 424,582.5 | 300,381.9 |
| Buffalo, NY | 935,906 | 23,969.0 | 23,834.7 | 82,571.6 | 77,304.1 |
| Austin, TX | 1,362,416 | 31,167.5 | 22,766.5 | 168,576.3 | 124,603.8 |
| Tampa-St. Petersburg, FL | 2,441,770 | 27,660.8 | 20,739.1 | 159,073.1 | 123,881.4 |
| Charlotte, NC-SC | 1,249,442 | 24,848.0 | 20,576.8 | 129,451.0 | 104,191.7 |
| Sacramento, CA | 1,723,634 | 22,695.9 | 19,522.3 | 125,229.5 | 100,131.6 |
| Milwaukee, WI | 1,376,476 | 31,401.1 | 19,153.6 | 106,091.1 | 62,763.1 |
| Cleveland, OH | 1,780,673 | 33,026.0 | 17,361.6 | 158,262.7 | 83,009.0 |
| Salt Lake City-West Valley City, UT | 1,021,243 | 31,971.3 | 16,414.5 | 199,408.5 | 100,939.9 |
| Orlando, FL | 1,510,516 | 20,942.3 | 15,365.1 | 149,011.8 | 99,267.3 |
| Albany-Schenectady, NY | 594,962 | 15,705.8 | 15,153.5 | 73,741.2 | 65,932.2 |
| Hartford, CT | 924,859 | 17,205.7 | 14,910.9 | 118,457.7 | 102,018.0 |
| Providence, RI-MA | 1,190,956 | 18,044.7 | 14,814.7 | 82,899.7 | 77,553.7 |
| Rochester, NY | 720,572 | 14,568.1 | 14,156.2 | 48,550.5 | 49,232.7 |
| San Juan, PR | 2,148,346 | 21,913.6 | 13,732.7 | 105,035.1 | 67,314.6 |
| Tucson, AZ | 843,168 | 15,875.5 | 13,596.5 | 66,726.8 | 53,614.0 |
| Riverside-San Bernardino, CA | 1,932,666 | 17,203.5 | 13,319.3 | 141,373.4 | 111,214.2 |
| Kansas City, MO-KS | 1,519,417 | 15,638.8 | 12,375.2 | 59,298.3 | 43,459.9 |
| Atlantic City, NJ | 248,402 | 14,225.3 | 11,816.7 | 101,856.5 | 97,010.9 |
| Durham, NC | 347,602 | 14,507.0 | 11,382.3 | 47,985.7 | 36,395.1 |
| Bridgeport-Stamford, CT-NY | 923,311 | 17,299.4 | 10,658.8 | 191,284.8 | 77,319.9 |
| Columbus, OH | 1,368,035 | 19,591.4 | 10,579.9 | 81,628.7 | 44,097.2 |
| Virginia Beach, VA | 1,439,666 | 13,565.3 | 10,401.6 | 74,104.4 | 52,274.5 |
| Cincinnati, OH-KY-IN | 1,624,827 | 17,657.6 | 10,273.0 | 97,888.3 | 61,271.9 |
| Fresno, CA | 654,628 | 11,140.1 | 9,729.7 | 51,620.0 | 45,482.8 |

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

| URBANIZED AREA | POPULATION (2010 CENSUS) | 2020 UNLINKED PASSENGER TRIPS (THOUSANDS) | RIDERSHIP PER CAPITA |
|---|---|---|---|
| New York-Newark, NY-NJ-CT | 18,351,295 | 1,948,037.5 | 106.2 |
| San Francisco-Oakland, CA | 3,281,212 | 310,407.4 | 94.6 |
| Ames, IA | 60,438 | 4,577.5 | 75.7 |
| Washington, DC-VA-MD | 4,586,770 | 321,376.8 | 70.1 |
| Boston, MA-NH-RI | 4,181,019 | 283,961.9 | 67.9 |
| Champaign, IL | 145,361 | 8,960.3 | 61.6 |
| Urban Honolulu, HI | 802,459 | 48,737.4 | 60.7 |
| State College, PA | 87,454 | 5,133.5 | 58.7 |
| Philadelphia, PA-NJ-DE-MD | 5,441,567 | 268,764.8 | 49.4 |
| Atlantic City, NJ | 248,402 | 11,816.7 | 47.6 |
| Portland, OR-WA | 1,849,898 | 87,267.4 | 47.2 |
| Blacksburg, VA | 88,542 | 4,053.0 | 45.8 |
| Athens-Clarke County, GA | 128,754 | 5,698.5 | 44.3 |
| San Marcos, TX | 52,826 | 2,197.8 | 41.6 |
| Davis, CA | 72,794 | 2,988.4 | 41.1 |
| Iowa City, IA | 106,621 | 4,367.8 | 41.0 |
| Concord, CA | 615,968 | 23,999.7 | 39.0 |
| Los Angeles-Long Beach-Anaheim, CA | 12,150,996 | 430,030.9 | 35.4 |
| Eugene, OR | 247,421 | 8,507.6 | 34.4 |
| Baltimore, MD | 2,203,663 | 73,510.1 | 33.4 |
| Seattle, WA | 3,059,393 | 101,668.8 | 33.2 |
| Durham, NC | 347,602 | 11,382.3 | 32.7 |
| Ann Arbor, MI | 306,022 | 9,661.3 | 31.6 |
| Morgantown, WV | 70,350 | 2,187.5 | 31.1 |
| Pittsburgh, PA | 1,733,853 | 53,172.3 | 30.7 |
| Las Vegas-Henderson, NV | 1,886,011 | 56,896.6 | 30.2 |
| Flagstaff, AZ | 71,957 | 2,117.3 | 29.4 |
| Gainesville, FL | 187,781 | 5,495.5 | 29.3 |
| Harrisonburg, VA | 66,784 | 1,872.8 | 28.0 |
| San Diego, CA | 2,956,746 | 80,515.1 | 27.2 |
| Santa Barbara, CA | 195,861 | 5,295.0 | 27.0 |
| Chicago, IL-IN | 8,608,208 | 232,234.8 | 27.0 |
| Boulder, CO | 114,591 | 3,088.2 | 26.9 |
| Antioch, CA | 277,634 | 7,137.3 | 25.7 |
| Albany-Schenectady, NY | 594,962 | 15,153.5 | 25.5 |
| Buffalo, NY | 935,906 | 23,834.7 | 25.5 |
| Trenton, NJ | 296,668 | 7,484.2 | 25.2 |
| Lansing, MI | 313,532 | 7,315.4 | 23.3 |
| Kahului, HI | 55,934 | 1,276.9 | 22.8 |
| Lawrence, KS | 88,053 | 1,879.8 | 21.3 |
| Atlanta, GA | 4,515,419 | 95,624.5 | 21.2 |
| Ithaca, NY | 53,661 | 1,125.2 | 21.0 |
| Waterbury, CT | 194,535 | 4,046.4 | 20.8 |
| Denver-Aurora, CO | 2,374,203 | 48,605.3 | 20.5 |
| San Jose, CA | 1,664,496 | 33,655.5 | 20.2 |
| Syracuse, NY | 412,317 | 8,157.7 | 19.8 |
| Rochester, NY | 720,572 | 14,156.2 | 19.6 |
| Williamsburg, VA | 75,689 | 1,480.0 | 19.6 |
| Reno, NV-CA | 392,141 | 7,474.2 | 19.1 |
| Barnstable Town, MA | 246,695 | 4,572.1 | 18.5 |

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

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

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

| TRANSIT AGENCY | URBANIZED AREA | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | |
|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 |
| MTA New York City Transit | New York, NY | 691,616.6 | 403,160.3 | 1,478,429.6 | 888,168.1 |
| Los Angeles County Metro. Transp. Auth. | Los Angeles, CA | 266,887.6 | 222,178.9 | 1,103,847.5 | 891,494.1 |
| Chicago Transit Authority | Chicago, IL | 237,276.4 | 121,449.9 | 581,742.0 | 301,677.9 |
| New Jersey Transit Corporation | New York, NY | 151,065.6 | 119,074.2 | 1,017,328.8 | 866,848.3 |
| Southeastern Pennsylvania Transp. Auth. | Philadelphia, PA | 153,956.4 | 118,826.1 | 479,782.6 | 369,473.6 |
| Washington Metropolitan Area Transit Auth. | Washington, DC | 123,333.1 | 97,210.6 | 367,558.8 | 275,963.2 |
| City and County of San Francisco | San Francisco, CA | 110,803.0 | 86,174.8 | 225,220.9 | 176,249.3 |
| Massachusetts Bay Transportation Auth. | Boston, MA | 100,253.0 | 81,645.5 | 257,656.5 | 210,602.2 |
| MTA Bus Company | New York, NY | 135,080.1 | 72,562.2 | 377,941.8 | 202,709.6 |
| Regional Transp. Comm. of Southern Nevada | Las Vegas, NV | 64,473.6 | 55,719.6 | 249,356.5 | 213,418.1 |
| Maryland Transit Administration | Baltimore, MD | 63,988.6 | 55,439.3 | 250,693.4 | 173,691.4 |
| King County Department of Metro Transit | Seattle, WA | 104,362.3 | 49,257.7 | 476,447.9 | 211,868.9 |
| City and County of Honolulu | Honolulu, HI | 62,554.4 | 48,536.0 | 305,290.9 | 220,965.4 |
| Tri-County Metro. Transp. District of Oregon | Portland, OR | 56,429.2 | 46,845.6 | 200,008.8 | 160,875.2 |
| Metro. Transit Authority of Harris County, Texas | Houston, TX | 59,544.0 | 45,577.1 | 306,131.6 | 228,752.1 |
| Port Authority of Allegheny County | Pittsburgh, PA | 55,016.6 | 44,772.6 | 231,734.1 | 187,237.2 |
| Metropolitan Atlanta Rapid Transit Authority | Atlanta, GA | 51,447.8 | 44,638.5 | 243,578.3 | 196,075.6 |
| Alameda-Contra Costa Transit District | San Francisco, CA | 50,484.4 | 42,363.1 | 171,068.0 | 140,313.9 |
| San Diego Metropolitan Transit System | San Diego, CA | 47,205.8 | 38,669.7 | 182,741.0 | 153,487.1 |
| County of Miami-Dade | Miami, FL | 49,632.1 | 36,966.7 | 249,569.1 | 185,177.7 |
| Denver Regional Transportation District | Denver, CO | 69,731.8 | 36,358.8 | 307,035.5 | 157,181.3 |
| VIA Metropolitan Transit | San Antonio, TX | 40,962.6 | 31,025.0 | 158,505.9 | 126,379.7 |
| Orange County Transportation Authority | Los Angeles, CA | 37,642.8 | 30,670.5 | 140,082.2 | 108,936.0 |
| City of Phoenix Public Transit Department | Phoenix, AZ | 40,696.3 | 30,330.7 | 142,767.3 | 107,447.9 |
| Dallas Area Rapid Transit | Dallas, TX | 37,230.8 | 27,472.7 | 146,291.3 | 112,289.2 |
| Metro Transit | Minneapolis, MN | 51,860.0 | 25,497.0 | 218,756.7 | 107,551.7 |
| Santa Clara Valley Transportation Authority | San Jose, CA | 27,472.1 | 22,009.6 | 137,216.1 | 112,025.2 |
| Capital Metropolitan Transportation Authority | Austin, TX | 28,313.3 | 20,929.4 | 115,922.3 | 90,382.0 |
| Niagara Frontier Transportation Authority | Buffalo, NY | 19,282.8 | 19,402.3 | 68,597.0 | 64,045.0 |
| Bi-State Development Agency | St. Louis, MO | 22,967.7 | 19,348.5 | 128,272.7 | 108,060.0 |
| Long Beach Transit | Los Angeles, CA | 23,210.0 | 18,358.7 | 75,502.2 | 57,686.0 |
| City of Detroit | Detroit, MI | 22,394.9 | 18,356.2 | 103,688.2 | 86,959.6 |
| Milwaukee County | Milwaukee, WI | 28,972.7 | 18,040.2 | 91,779.5 | 56,734.8 |
| Broward County Bd. of County Commissioners | Miami, FL | 26,371.3 | 17,861.9 | 129,778.7 | 85,848.7 |
| Westchester County | New York, NY | 26,474.1 | 16,641.1 | 114,898.8 | 67,734.0 |
| Montgomery County, Maryland | Washington, DC | 20,596.5 | 16,305.4 | 82,518.0 | 70,715.0 |
| Central Florida Regional Transp. Auth. | Orlando, FL | 22,963.8 | 16,296.4 | 140,923.0 | 85,041.4 |
| Capital District Transportation Authority | Albany, NY | 15,144.3 | 14,671.0 | 53,504.3 | 53,389.7 |
| County of Nassau | New York, NY | 23,791.0 | 14,263.6 | 136,185.0 | 83,766.8 |
| Regional Transit Service - Monroe County | Rochester, NY | 14,472.2 | 14,049.3 | 46,649.2 | 47,602.7 |
| Pace - Suburban Bus Division | Chicago, IL | 26,191.9 | 13,594.3 | 165,101.0 | 86,738.2 |
| Rhode Island Public Transit Authority | Providence, RI | 16,029.4 | 13,085.8 | 70,301.7 | 64,913.3 |
| City of Los Angeles | Los Angeles, CA | 17,467.1 | 12,899.6 | 30,643.6 | 22,828.1 |
| Connecticut DOT - Hartford Division | Hartford, CT | 14,217.8 | 12,405.2 | 97,149.2 | 84,769.7 |
| City of Tucson | Tucson, AZ | 14,262.8 | 12,346.8 | 57,873.1 | 47,142.3 |
| Utah Transit Authority | Salt Lake City, UT | 20,250.0 | 12,250.4 | 84,921.2 | 53,462.9 |
| City of Charlotte North Carolina | Charlotte, NC | 14,932.7 | 11,971.1 | 63,280.3 | 49,774.5 |
| Greater Cleveland Regional Transit Auth. | Cleveland, OH | 21,787.7 | 11,846.8 | 91,902.7 | 51,619.3 |
| Regional Public Transportation Authority | Phoenix, AZ | 13,875.7 | 11,137.2 | 61,191.7 | 49,115.0 |
| Pinellas Suncoast Transit Authority | Tampa, FL | 13,236.4 | 10,617.8 | 70,497.1 | 59,870.0 |

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

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

| TRANSIT AGENCY | URBANIZED AREA | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | |
|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 |
| MTA New York City Transit | New York, NY | 30,695.7 | 17,648.3 | 57,076.2 | 31,702.8 |
| Massachusetts Bay Transportation Authority | Boston, MA | 11,490.8 | 9,214.2 | 23,235.1 | 19,072.7 |
| Los Angeles County Metro. Transp. Auth. | Los Angeles, CA | 6,860.1 | 5,398.5 | 45,206.0 | 33,978.7 |
| Lane Transit District | Eugene, OR | 3,790.4 | 3,294.3 | 9,519.5 | 8,633.7 |
| Greater Richmond Transit Company | Richmond, VA | 1,951.4 | 1,947.3 | 5,817.1 | 4,868.2 |
| Greater Cleveland Regional Transit Auth. | Cleveland, OH | 2,628.5 | 1,462.0 | 6,889.6 | 4,106.9 |
| Connecticut DOT - Hartford Division | Hartford, CT | 1,579.8 | 1,419.2 | 8,021.4 | 7,200.8 |
| Indianapolis and Marion County Public Transp. | Indianapolis, IN | 704.7 | 1,013.3 | 2,550.2 | 3,667.7 |
| City of Albuquerque | Albuquerque, NM | 0.0 | 824.9 | - | 3,241.8 |
| Kansas City Area Transportation Authority | Kansas City, MO | 1,109.6 | 786.3 | 2,903.9 | 2,022.2 |
| Interurban Transit Partnership | Grand Rapids, MI | 850.7 | 607.0 | 2,501.0 | 1,784.7 |
| City of Fort Collins | Fort Collins, CO | 1,445.3 | 597.3 | 3,619.9 | 1,718.8 |
| Central Florida Regional Transportation Auth. | Orlando, FL | 1,040.3 | 575.5 | 718.0 | 1,095.2 |
| Roaring Fork Transportation Authority | Non-UZA | 1,034.5 | 473.6 | - | - |
| Metro. Transit Authority of Harris County, Texas | Houston, TX | 0.0 | 25.8 | - | 94.2 |

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

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

| TRANSIT AGENCY | URBANIZED AREA | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | |
|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 |
| Central Puget Sound Regional Transit Auth. | Seattle, WA | 17,494.5 | 6,264.8 | 255,140.0 | 92,732.8 |
| MTA New York City Transit | New York, NY | 11,477.2 | 4,510.8 | 153,389.1 | 65,570.5 |
| Metropolitan Transit Authority of Harris County, Texas | Houston, TX | 7,960.3 | 4,118.0 | 145,106.3 | 79,126.3 |
| Maryland Transit Administration | Baltimore, MD | 3,623.6 | 2,619.0 | 104,182.7 | 75,476.5 |
| Alameda-Contra Costa Transit District | San Francisco, CA | 2,818.6 | 2,228.4 | 39,694.5 | 29,318.6 |
| Georgia State Road and Tollway Authority | Atlanta, GA | 1,894.1 | 1,362.1 | 48,499.2 | 36,603.5 |
| Potomac and Rappahannock Transp. Comm. | Washington, DC | 1,491.4 | 1,124.2 | 37,151.3 | 28,004.2 |
| City of Los Angeles | Los Angeles, CA | 1,563.1 | 1,109.8 | 27,575.1 | 18,358.1 |
| Hudson Transit Lines, Inc. | New York, NY | 4,061.4 | 1,018.8 | 184,866.9 | 46,367.8 |
| Loudoun County | Washington, DC | 1,318.4 | 957.6 | 39,606.1 | 28,769.0 |
| Academy Lines, Inc. | New York, NY | 3,035.6 | 873.2 | 142,232.7 | 45,848.6 |
| Snohomish County Public Transportation Benefit Area Corporation | Seattle, WA | 3,079.7 | 860.0 | 54,324.1 | 14,803.9 |
| Roaring Fork Transportation Authority | Non-UZA | 1,618.5 | 859.7 | - | - |
| Suburban Transit Corporation | New York, NY | 2,421.0 | 581.7 | 91,998.5 | 22,104.0 |
| Solano County Transit | Vallejo, CA | 723.0 | 547.8 | 9,966.6 | 7,552.3 |
| City of Charlotte North Carolina | Charlotte, NC | 691.2 | 537.4 | 9,787.0 | 7,973.6 |
| Ventura County Transportation Commission | Oxnard, CA | 651.6 | 507.3 | 12,806.5 | 10,023.6 |
| Rockland Coaches, Inc. | New York, NY | 1,889.0 | 431.1 | 46,013.8 | 10,840.5 |
| County of Hawaii Mass Transit Agency | Non-UZA | 511.4 | 416.7 | - | - |
| Capital Metropolitan Transportation Authority | Austin, TX | 779.9 | 412.5 | 14,695.7 | 7,329.4 |
| Lakeland Bus Lines, Inc. | New York, NY | 1,609.9 | 384.3 | 54,735.4 | 13,203.4 |
| DeCamp Bus Lines | New York, NY | 1,835.2 | 366.8 | 30,071.0 | 6,009.9 |
| Humboldt Transit Authority | Non-UZA | 473.8 | 366.1 | - | - |
| Monsey New Square Trails Corporation | New York, NY | 603.9 | 364.6 | 25,363.3 | 15,218.0 |
| Piedmont Authority for Regional Transportation | Greensboro, NC | 450.0 | 362.4 | 6,288.3 | 5,064.5 |
| Trans-Bridge Lines, Inc. | New York, NY | 1,180.8 | 349.8 | 77,454.0 | 22,947.0 |
| City of Santa Clarita | Santa Clarita, CA | 427.5 | 328.6 | 10,594.1 | 8,141.6 |
| Riverside Transit Agency | Riverside, CA | 398.0 | 321.1 | 11,837.4 | 9,491.2 |
| Hampton Jitney, Inc. | New York, NY | 793.5 | 290.7 | 74,435.1 | 23,671.4 |
| City of Elk Grove | Sacramento, CA | 372.1 | 288.0 | 5,076.5 | 3,671.7 |

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

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

| TRANSIT AGENCY | URBANIZED AREA | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | |
|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 |
| Access Services | Los Angeles, CA | 2,208.7 | 3,649.5 | 25,870.4 | 45,345.9 |
| Maryland Transit Administration | Baltimore, MD | 2,152.6 | 2,505.7 | 21,977.1 | 20,769.6 |
| MTA New York City Transit | New York, NY | 4,828.4 | 2,502.3 | 43,330.2 | 21,780.5 |
| Pace-Suburban Bus Div., ADA Paratransit Svcs. | Chicago, IL | 3,566.5 | 2,151.0 | 31,820.7 | 17,063.1 |
| Washington Metropolitan Area Transit Authority | Washington, DC | 2,212.7 | 1,794.6 | 21,875.3 | 20,342.9 |
| Metro. Transit Authority of Harris County, Texas | Houston, TX | 1,786.4 | 1,551.2 | 19,905.0 | 15,124.7 |
| Metropolitan Council | Minneapolis, MN | 2,573.2 | 1,528.0 | 29,755.0 | 15,087.8 |
| New Jersey Transit Corporation | New York, NY | 1,711.3 | 1,476.0 | 10,751.0 | 9,264.2 |
| Massachusetts Bay Transportation Authority | Boston, MA | 1,862.3 | 1,398.0 | 14,589.9 | 10,710.8 |
| Orange County Transportation Authority | Los Angeles, CA | 1,493.6 | 1,268.4 | 16,544.6 | 12,805.3 |
| OATS, Inc. | Non-UZA | 1,420.7 | 1,224.4 | - | - |
| Regional Transp. Comm. of Southern Nevada | Las Vegas, NV | 1,347.6 | 1,176.9 | 14,494.1 | 12,309.9 |
| City and County of Honolulu | Honolulu, HI | 1,195.4 | 1,166.1 | 12,968.5 | 12,089.1 |
| County of Miami-Dade | Miami, FL | 1,777.9 | 1,163.2 | 23,390.1 | 13,490.2 |
| Southeastern Pennsylvania Transp. Auth. | Philadelphia, PA | 1,513.1 | 1,151.9 | 10,507.1 | 7,785.4 |
| Port Authority of Allegheny County | Pittsburgh, PA | 1,397.5 | 1,091.1 | 11,406.1 | 9,328.6 |
| Delaware Transit Corporation | Philadelphia, PA | 946.6 | 768.9 | 12,077.7 | 9,366.0 |
| Bd. of Cty. Cmsrs, Palm Beach County | Miami, FL | 1,046.0 | 763.1 | 13,419.8 | 8,740.7 |
| VIA Metropolitan Transit | San Antonio, TX | 1,016.5 | 751.3 | 12,571.2 | 8,216.9 |
| Tri-County Metro. Transp. District of Oregon | Portland, OR | 854.2 | 722.6 | 7,869.6 | 6,636.8 |
| Dallas Area Rapid Transit | Dallas, TX | 415.0 | 701.9 | 4,153.8 | 6,651.1 |
| Metropolitan Atlanta Rapid Transit Authority | Atlanta, GA | 808.9 | 670.0 | 10,374.0 | 8,722.7 |
| Broward County Bd. of County Commissioners | Miami, FL | 929.1 | 597.3 | 10,695.0 | 6,288.9 |
| Alameda-Contra Costa Transit District | San Francisco, CA | 764.1 | 573.8 | 7,148.5 | 5,761.6 |
| Capital Metropolitan Transportation Authority | Austin, TX | 706.9 | 550.7 | 6,003.7 | 3,970.6 |
| Central Pennsylvania Transportation Authority | York, PA | 645.2 | 543.4 | 8,213.7 | 6,749.1 |
| King County Department of Metro Transit | Seattle, WA | 887.9 | 541.9 | 8,887.8 | 5,555.7 |
| Denver Regional Transportation District | Denver, CO | 1,179.0 | 537.1 | 10,384.1 | 4,100.4 |
| KI BOIS Community Action Foundation, Inc. | Non-UZA | 636.7 | 535.8 | - | - |
| Pace - Suburban Bus Division | Chicago, IL | 884.9 | 518.8 | 6,068.7 | 3,403.3 |
| Central Florida Regional Transportation Auth. | Orlando, FL | 582.2 | 500.2 | 7,564.2 | 5,615.1 |
| Montachusett Regional Transit Authority | Leominster, MA | 355.5 | 488.1 | 3,533.6 | 4,211.2 |
| Transit Authority of River City | Louisville, KY | 366.4 | 486.9 | 3,312.9 | 4,769.6 |
| Cape Cod Regional Transit Authority | Barnstable Town, MA | 463.6 | 485.6 | 3,269.3 | 4,400.7 |
| Rural Transit Enterprises Coordinated, Inc. | Non-UZA | 605.4 | 462.9 | - | - |
| Mass Transportation Authority | Flint, MI | 582.9 | 454.9 | 5,463.0 | 3,615.5 |
| Lane Transit District | Eugene, OR | 187.6 | 454.0 | 1,334.7 | 4,455.5 |
| Suffolk County | New York, NY | 752.8 | 427.3 | 9,771.1 | 5,546.7 |
| City of Tucson | Tucson, AZ | 543.2 | 423.0 | 4,715.3 | 3,342.0 |
| Regional Public Transportation Authority | Phoenix, AZ | 0.0 | 422.4 | - | 4,694.2 |
| Santa Clara Valley Transportation Authority | San Jose, CA | 431.9 | 416.4 | 4,843.6 | 4,457.2 |
| City of Raleigh | Raleigh, NC | 0.0 | 413.9 | - | 2,960.3 |
| Greater Hartford Transit District | Hartford, CT | 513.4 | 413.3 | 4,760.7 | 3,801.6 |
| Bi-State Development Agency | St. Louis, MO | 523.4 | 413.0 | 6,284.4 | 4,735.2 |
| South Central Transit Authority | Lancaster, PA | 517.9 | 405.2 | 5,114.4 | 3,883.5 |
| Central Arkansas Development Council | Non-UZA | 440.7 | 372.9 | - | - |
| Blue Water Area Transportation Commission | Port Huron, MI | 603.9 | 359.7 | 5,137.5 | 3,036.4 |
| City of Detroit | Detroit, MI | 356.9 | 349.5 | 3,448.3 | 3,307.3 |
| Mecklenburg County | Charlotte, NC | 63.1 | 347.2 | 571.4 | 3,061.2 |
| Suburban Mobility Auth. for Regional Transp. | Detroit, MI | 422.1 | 346.9 | 2,937.9 | 2,418.6 |

(a) Excludes Demand Response Taxi Service

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

| TRANSIT AGENCY | URBANIZED AREA | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | |
|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 |
| California Vanpool Authority | Hanford, CA | 3,434.1 | 3,598.9 | 121,788.2 | 117,438.1 |
| Los Angeles County Metro. Transp. Auth. | Los Angeles, CA | 3,240.7 | 2,563.2 | 142,563.8 | 116,497.4 |
| San Diego Association of Governments | San Diego, CA | 1,746.5 | 1,494.0 | 81,692.1 | 75,951.4 |
| Potomac and Rappahannock Transp. Comm. | Washington, DC | 1,449.9 | 1,183.3 | 65,137.1 | 53,078.8 |
| King County Department of Metro Transit | Seattle, WA | 3,300.2 | 1,084.8 | 61,644.5 | 24,936.5 |
| Orange County Transportation Authority | Los Angeles, CA | 1,230.3 | 914.7 | 41,926.3 | 30,786.3 |
| Metro. Transit Authority of Harris County, Texas | Houston, TX | 1,791.7 | 887.2 | 55,659.3 | 27,807.6 |
| Regional Public Transportation Authority | Phoenix, AZ | 1,004.0 | 853.9 | 35,341.7 | 31,566.6 |
| Utah Transit Authority | Salt Lake City, UT | 1,068.4 | 659.0 | 37,026.6 | 27,330.7 |
| Georgia State Road and Tollway Authority | Atlanta, GA | 681.4 | 544.8 | 27,339.0 | 21,888.7 |
| Victor Valley Transit Authority | Victorville, CA | 572.7 | 532.3 | 26,049.2 | 24,211.6 |
| Regional Transp. Comm. of Washoe County | Reno, NV-CA | 439.3 | 497.3 | 16,123.0 | 17,618.1 |
| New Jersey Transit Corporation | New York, NY | 635.2 | 478.1 | 22,289.8 | 13,794.5 |
| Pace - Suburban Bus Division | Chicago, IL | 1,361.3 | 452.4 | 29,522.0 | 10,903.9 |
| Capital Metropolitan Transportation Authority | Austin, TX | 548.9 | 432.2 | 20,766.9 | 17,430.5 |
| Metropolitan Transportation Commission | San Francisco, CA | 251.6 | 419.6 | 9,557.3 | 15,889.1 |
| Pierce County Transp. Benefit Area Authority | Seattle, WA | 740.2 | 397.5 | 21,234.3 | 11,957.3 |
| County of Miami-Dade | Miami, FL | 482.0 | 397.2 | 15,092.0 | 11,691.0 |
| VIA Metropolitan Transit | San Antonio, TX | 499.3 | 367.0 | 24,570.0 | 19,585.1 |
| Central Florida Regional Transportation Auth. | Orlando, FL | 434.3 | 334.0 | 14,022.4 | 8,636.7 |
| Greater Richmond Transit Company | Richmond, VA | 387.2 | 306.0 | 27,910.8 | 22,363.0 |
| Enterprise Rideshare - Michigan | Detroit, MI | 871.5 | 305.1 | 33,664.2 | 12,089.5 |
| Snohomish Cty. Public Transp. Benefit Area Corp. | Seattle, WA | 823.8 | 302.0 | 18,931.4 | 6,798.6 |
| San Joaquin Council | Stockton, CA | 205.3 | 295.5 | 7,614.2 | 11,641.9 |
| Intercity Transit | Olympia, WA | 491.1 | 284.8 | 18,731.5 | 9,706.6 |
| Tampa Bay Area Regional Transit Authority | Tampa, FL | 293.7 | 251.6 | 9,266.4 | 7,742.6 |
| El Paso County | Non-UZA | 235.7 | 237.8 | - | - |
| Dallas Area Rapid Transit | Dallas, TX | 495.9 | 232.7 | 18,228.2 | 8,566.3 |
| Ben Franklin Transit | Kennewick, WA | 652.8 | 221.9 | 21,616.1 | 7,545.9 |
| Piedmont Authority for Regional Transp. | Greensboro, NC | 237.0 | 202.6 | 13,289.2 | 8,468.9 |

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

| TRANSIT AGENCY | URBANIZED AREA | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | |
|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 |
| City and County of San Francisco | San Francisco, CA | 49,247.9 | 38,098.3 | 68,856.2 | 52,097.8 |
| King County Department of Metro Transit | Seattle, WA | 17,373.5 | 8,385.2 | 32,207.1 | 15,704.8 |
| Southeastern Pennsylvania Transportation Authority | Philadelphia, PA | 4,495.9 | 4,647.1 | 9,169.2 | 9,499.1 |
| Massachusetts Bay Transportation Authority | Boston, MA | 3,021.2 | 2,048.2 | 7,133.6 | 4,759.1 |
| Greater Dayton Regional Transit Authority | Dayton, OH | 2,047.3 | 1,449.4 | 8,439.0 | 7,112.3 |

## 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 |
|---|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 | |
| **COMMUTER RAIL AGENCIES** | | | | | | |
| New Jersey Transit Corporation | New York, NY | 89,562.9 | 66,330.4 | 2,006,197.8 | 1,459,936.3 | 69,858.3 |
| MTA Long Island Rail Road | New York, NY | 114,241.4 | 43,484.9 | 3,929,860.0 | 1,229,284.5 | 67,006.0 |
| Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad | New York, NY | 91,433.8 | 29,391.3 | 2,034,489.6 | 671,661.3 | 30,679.8 |
| Southeastern Pennsylvania Transportation Authority | Philadelphia, PA | 34,730.1 | 25,150.1 | 465,744.5 | 338,253.6 | 41,358.5 |
| Massachusetts Bay Transportation Authority | Boston, MA | 31,177.7 | 24,761.7 | 653,571.0 | 513,831.0 | 33,117.2 |
| Northeast Illinois Regional Commuter Railroad Corporation | Chicago, IL | 61,456.7 | 16,731.0 | 1,365,137.9 | 359,336.2 | 14,227.1 |
| Peninsula Corridor Joint Powers Board | San Francisco, CA | 17,662.8 | 13,692.7 | 385,871.9 | 302,302.9 | 76,722.8 |
| Southern California Regional Rail Authority | Los Angeles, CA | 12,824.1 | 9,357.0 | 416,394.6 | 321,490.3 | 12,887.2 |
| Maryland Transit Administration | Baltimore, MD | 9,190.9 | 6,680.2 | 271,391.4 | 197,632.2 | 13,564.5 |
| Denver Regional Transportation District | Denver, CO | 9,711.4 | 4,954.2 | 121,331.4 | 56,550.5 | 55,255.0 |
| South Florida Regional Transportation Authority | Miami, FL | 4,465.8 | 3,522.0 | 119,189.6 | 95,675.1 | 23,558.6 |
| Virginia Railway Express | Washington, DC | 4,408.1 | 3,222.4 | 135,051.1 | 97,935.1 | 16,671.5 |
| Utah Transit Authority | Salt Lake City, UT | 5,193.9 | 2,024.5 | 133,685.5 | 51,916.8 | 16,763.5 |
| Dallas Area Rapid Transit | Dallas, TX | 2,007.0 | 1,266.1 | 35,381.6 | 21,904.1 | 27,209.9 |
| Central Puget Sound Regional Transit Authority | Seattle, WA | 4,612.4 | 1,265.9 | 116,066.3 | 31,890.7 | 7,967.0 |
| Central Florida Commuter Rail | Orlando, FL | 1,469.7 | 1,243.6 | 24,566.7 | 20,712.8 | 12,024.4 |
| Altamont Corridor Express | Stockton, CA | 1,506.2 | 1,062.0 | 65,810.5 | 46,420.0 | 7,457.8 |
| Northern Indiana Commuter Transportation District | Chicago, IL | 3,283.6 | 995.0 | 108,385.9 | 32,836.6 | 7,630.7 |
| North County Transit District | San Diego, CA | 1,408.7 | 944.1 | 37,232.4 | 24,963.4 | 8,588.3 |
| Pennsylvania Department of Transportation | Philadelphia, PA | 1,567.7 | 578.5 | 137,797.2 | 49,924.6 | 4,006.5 |
| Sonoma-Marin Area Rail Transit District | Santa Rosa, CA | 716.8 | 567.1 | 18,371.2 | 13,516.2 | 10,675.9 |
| Rio Metro Regional Transit District | Albuquerque, NM | 763.4 | 516.1 | 35,411.2 | 24,052.6 | 4,591.1 |
| Connecticut Department of Transportation | Hartford, CT | 595.4 | 477.7 | 16,002.4 | 12,884.8 | 4,378.2 |
| Northern New England Passenger Rail Authority | Portland, ME | 547.3 | 412.7 | 44,297.1 | 33,416.6 | 2,087.6 |
| Fort Worth Transportation Authority | Dallas, TX | 407.4 | 340.0 | 6,558.7 | 5,379.2 | 10,978.6 |
| Regional Transportation Authority | Nashville, TN | 289.5 | 214.1 | 4,544.2 | 3,403.1 | 6,711.6 |
| Metro Transit | Minneapolis, MN | 767.8 | 152.5 | 18,965.6 | 3,766.0 | 2,103.1 |
| Alaska Railroad Corporation | Anchorage, AK | 203.4 | 32.0 | 24,172.1 | 3,943.1 | 55.7 |
| **HYBRID RAIL AGENCIES** | | | | | | |
| New Jersey Transit Corporation | New York, NY | 2,744.9 | 2,173.0 | 40,925.5 | 33,820.5 | 37,929.2 |
| North County Transit District | San Diego, CA | 2,409.0 | 2,066.1 | 20,676.7 | 15,992.0 | 56,745.2 |
| San Francisco Bay Area Rapid Transit District | San Francisco, CA | 2,225.1 | 1,735.0 | 15,283.3 | 11,655.9 | 90,457.2 |
| Capital Metropolitan Transportation Authority | Austin, TX | 729.5 | 377.7 | 11,187.6 | 5,491.4 | 5,848.6 |
| Tri-County Metropolitan Transportation District of Oregon | Portland, OR | 374.0 | 272.3 | 3,174.0 | 2,231.7 | 13,788.0 |
| Denton County Transportation Authority | Lewisville, TX | 393.7 | 221.3 | 5,493.3 | 3,039.9 | 7,711.4 |

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

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

| TRANSIT AGENCY | URBANIZED AREA | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | | RIDERSHIP PER MILE OF TRACK |
|---|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 | |
| MTA New York City Transit | New York, NY | 2,712,521.7 | 1,112,653.4 | 10,462,782.6 | 4,676,670.6 | 1,398,069.2 |
| Washington Metropolitan Area Transit Auth. | Washington, DC | 228,974.8 | 174,540.7 | 1,313,511.2 | 985,922.3 | 591,062.4 |
| Massachusetts Bay Transportation Auth. | Boston, MA | 160,351.8 | 115,683.7 | 572,046.3 | 407,181.6 | 1,102,589.9 |
| San Francisco Bay Area Rapid Transit Dist. | San Francisco, CA | 125,105.5 | 88,698.9 | 1,756,364.6 | 1,238,506.2 | 318,968.9 |
| Chicago Transit Authority | Chicago, IL | 218,467.1 | 76,049.9 | 1,378,128.4 | 480,210.8 | 286,829.1 |
| Southeastern Pennsylvania Transp. Auth. | Philadelphia, PA | 90,754.2 | 71,064.8 | 399,537.4 | 314,489.4 | 712,072.0 |
| Metropolitan Atlanta Rapid Transit Auth. | Atlanta, GA | 65,217.3 | 45,302.7 | 450,023.1 | 329,631.1 | 353,017.3 |
| Los Angeles County Metro. Transp. Auth. | Los Angeles, CA | 43,074.3 | 33,668.3 | 207,664.9 | 162,927.5 | 784,442.3 |
| Port Authority Trans-Hudson Corporation | New York, NY | 90,275.2 | 29,654.8 | 447,020.7 | 150,302.5 | 506,832.5 |
| County of Miami-Dade | Miami, FL | 18,494.5 | 11,862.1 | 136,546.1 | 87,578.3 | 201,085.9 |
| Maryland Transit Administration | Baltimore, MD | 7,275.3 | 5,864.2 | 32,470.5 | 27,957.1 | 175,785.1 |
| Port Authority Transit Corporation | Philadelphia, PA | 11,107.5 | 3,949.5 | 99,332.9 | 33,888.7 | 103,470.0 |
| Alternativa de Transporte Integrado -ATI | San Juan, PR | 5,345.7 | 3,531.2 | 25,648.0 | 16,751.3 | 141,642.6 |
| Staten Island Rapid Transit Operating Auth. | New York, NY | 7,731.8 | 2,713.9 | 48,222.7 | 16,926.5 | 85,613.3 |
| Greater Cleveland Regional Transit Auth. | Cleveland, OH | 5,666.7 | 2,638.2 | 36,529.7 | 18,361.5 | 61,654.6 |

## 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 |
|---|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 | |
| **LIGHT RAIL AGENCIES** | | | | | | |
| Los Angeles County Metro. Transp. Auth. | Los Angeles, CA | 59,655.4 | 42,098.3 | 462,756.2 | 318,737.7 | 218,148.3 |
| Massachusetts Bay Transportation Auth. | Boston, MA | 56,975.6 | 41,465.2 | 137,719.1 | 97,602.3 | 667,287.5 |
| City and County of San Francisco | San Francisco, CA | 49,795.7 | 37,419.4 | 136,469.6 | 102,607.8 | 542,310.4 |
| San Diego Metropolitan Transit System | San Diego, CA | 37,293.8 | 32,003.0 | 219,453.2 | 194,284.9 | 289,096.9 |
| Tri-County Metro. Transp. District of Oregon | Portland, OR | 38,867.6 | 30,343.3 | 207,967.8 | 159,458.5 | 235,255.6 |
| Dallas Area Rapid Transit | Dallas, TX | 28,335.8 | 20,081.0 | 227,090.3 | 164,306.7 | 96,748.1 |
| New Jersey Transit Corporation | New York, NY | 21,550.4 | 16,395.1 | 73,704.1 | 54,886.2 | 332,894.4 |
| Metro. Transit Authority of Harris County, Texas | Houston, TX | 18,556.6 | 12,888.1 | 52,243.1 | 37,497.5 | 222,362.1 |
| Valley Metro Rail, Inc. | Phoenix, AZ | 15,084.3 | 12,826.5 | 108,918.7 | 90,553.8 | 223,069.1 |
| Bi-State Development Agency | St. Louis, MO | 13,150.9 | 10,510.2 | 89,068.6 | 70,933.4 | 109,038.1 |
| Denver Regional Transportation District | Denver, CO | 24,585.3 | 10,464.7 | 178,266.8 | 72,911.0 | 81,121.5 |
| Metro Transit | Minneapolis, MN | 25,299.4 | 10,255.5 | 100,499.4 | 40,739.0 | 200,107.7 |
| Sacramento Regional Transit District | Sacramento, CA | 9,980.9 | 8,988.8 | 63,439.9 | 53,131.3 | 107,137.1 |
| Utah Transit Authority | Salt Lake City, UT | 17,128.0 | 8,247.4 | 83,098.5 | 39,122.9 | 73,231.8 |
| Central Puget Sound Regional Transit Auth. | Seattle, WA | 24,761.7 | 7,900.1 | 163,463.7 | 49,794.6 | 164,243.7 |
| City of Charlotte North Carolina | Charlotte, NC | 8,006.9 | 7,261.9 | 45,024.7 | 37,638.9 | 177,380.2 |
| Santa Clara Valley Transportation Auth. | San Jose, CA | 8,437.9 | 6,281.6 | 49,376.2 | 33,535.1 | 75,210.5 |
| Port Authority of Allegheny County | Pittsburgh, PA | 7,162.8 | 5,572.4 | 28,888.0 | 22,466.7 | 96,911.6 |
| Maryland Transit Administration | Baltimore, MD | 6,966.1 | 4,652.7 | 39,817.0 | 26,579.8 | 76,588.0 |
| Niagara Frontier Transportation Authority | Buffalo, NY | 4,485.1 | 4,223.7 | 11,971.5 | 11,262.4 | 306,063.8 |
| Transp. Dist. Comm. of Hampton Roads | Virginia Beach, VA | 1,429.0 | 1,044.0 | 4,798.1 | 3,369.2 | 66,328.0 |
| Greater Cleveland Regional Transit Auth. | Cleveland, OH | 1,484.9 | 589.2 | 8,974.5 | 2,065.7 | 23,017.4 |
| **STREETCAR AGENCIES** | | | | | | |
| Southeastern Pennsylvania Transp. Auth. | Philadelphia, PA | 22,816.9 | 20,713.2 | 58,270.4 | 53,250.7 | 95,320.7 |
| City and County of San Francisco | San Francisco, CA | 7,386.5 | 4,580.2 | 10,615.5 | 6,604.8 | 340,790.7 |
| City of Portland | Portland, OR | 4,491.4 | 3,154.5 | 5,845.8 | 4,100.8 | 216,654.2 |
| New Orleans Regional Transit Authority | New Orleans, LA | 5,289.3 | 2,016.5 | 12,324.1 | 4,698.5 | 51,705.8 |
| Kansas City, City of Missouri | Kansas City, MO | 2,187.3 | 2,007.0 | 2,881.1 | 2,554.7 | 456,140.7 |
| King County Department of Metro Transit | Seattle, WA | 1,863.4 | 749.4 | 2,027.9 | 932.7 | 83,271.4 |
| City of Tucson | Tucson, AZ | 897.0 | 682.3 | 1,406.5 | 989.3 | 87,469.5 |
| McKinney Avenue Transit Authority | Dallas, TX | 571.8 | 585.8 | 722.0 | 733.7 | 129,324.3 |
| Hillsborough Area Regional Transit Authority | Tampa, FL | 878.3 | 580.4 | 1,220.9 | 762.7 | 165,827.7 |
| DDOT - Progressive Transp. Services Admin. | Washington, DC | 1,185.6 | 504.9 | 920.9 | 388.5 | 90,164.3 |
| M-1 Rail | Detroit, MI | 1,169.2 | 446.1 | 1,796.0 | 669.2 | 64,561.2 |
| Central Puget Sound Regional Transit Auth. | Seattle, WA | 937.0 | 439.3 | 849.2 | 390.1 | 162,693.0 |
| Central Oklahoma Transp. and Parking Auth. | Oklahoma City, OK | 133.8 | 328.4 | 373.6 | 825.8 | 63,767.8 |
| City of Milwaukee | Milwaukee, WI | 760.3 | 261.3 | 800.6 | 343.7 | 67,000.8 |
| City of Memphis | Memphis, TN | 371.0 | 241.1 | 452.2 | 294.3 | 22,959.4 |
| Metropolitan Atlanta Rapid Transit Authority | Atlanta, GA | 285.1 | 216.7 | 214.1 | 172.5 | 80,241.9 |
| Dallas Area Rapid Transit | Dallas, TX | 226.5 | 189.4 | 355.7 | 294.4 | 52,616.7 |
| City of El Paso | El Paso, TX | 222.8 | 188.8 | 343.1 | 294.3 | 39,324.4 |
| City of Cincinnati | Cincinnati, OH | 0.0 | 74.1 | 0.0 | 117.8 | 20,025.4 |
| Rock Region Metropolitan Transit Authority | Little Rock, AR | 126.9 | 17.2 | 325.9 | 44.3 | 4,913.1 |
| City of Kenosha | Kenosha, WI | 36.7 | 3.8 | 60.5 | 6.3 | 2,023.7 |
| City of Charlotte North Carolina | Charlotte, NC | 279.7 | 0.0 | 256.6 | 0.0 | 0.0 |

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

| TRANSIT AGENCY | URBANIZED AREA | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | |
|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 |
| Washington State Ferries | Seattle, WA | 24,255.4 | 19,376.3 | 190,973.6 | 146,367.0 |
| New York City Department of Transp. | New York, NY | 25,222.0 | 15,865.1 | 131,154.3 | 82,498.4 |
| New York City Economic Development Corp. | New York, NY | 5,670.8 | 4,967.4 | 30,949.9 | 28,302.8 |
| San Francisco Bay Area Water Emer. Transp. Auth. | San Francisco, CA | 3,048.9 | 2,298.9 | 43,803.5 | 32,638.1 |
| The Steamship Authority | Barnstable Town, MA | 3,004.4 | 2,067.3 | 36,673.2 | 24,851.2 |
| Golden Gate Bridge, Highway and Transp. Dist. | San Francisco, CA | 2,470.2 | 1,712.5 | 26,733.1 | 18,587.9 |
| Port Imperial Ferry Corporation | New York, NY | 4,966.9 | 1,671.7 | 20,658.3 | 5,313.2 |
| Puerto Rico Maritime Transport Authority | San Juan, PR | 1,626.9 | 1,523.7 | 20,981.0 | 19,042.4 |
| Massachusetts Bay Transportation Auth. | Boston, MA | 1,584.4 | 1,194.3 | 13,942.3 | 10,161.8 |
| Hyannis Harbor Tours, Inc. | Barnstable Town, MA | 0.0 | 813.0 | 0.0 | 22,524.8 |
| Eastern Upper Peninsula Transp. Auth. | Non-UZA | 857.4 | 755.4 | - | - |
| Casco Bay Island Transit District | Portland, ME | 1,099.8 | 628.2 | 3,904.4 | 2,060.6 |
| Chatham Area Transit Authority | Savannah, GA | 787.5 | 567.3 | 299.2 | 215.6 |
| Kitsap Transit | Bremerton, WA | 1,038.8 | 515.7 | 8,593.2 | 4,254.4 |
| Plaquemines Parish Government | New Orleans, LA | 718.1 | 505.7 | 359.0 | 252.8 |
| Jacksonville Transportation Authority | Jacksonville, FL | 423.8 | 406.5 | 190.7 | 182.9 |
| New Orleans Regional Transit Authority | New Orleans, LA | 844.9 | 400.9 | 422.5 | 200.5 |
| County of Pierce | Seattle, WA | 460.5 | 399.8 | 1,823.6 | 1,623.5 |
| Maine State Ferry Service | Non-UZA | 465.4 | 390.6 | - | - |
| SeaStreak, LLC | New York, NY | 0.0 | 359.5 | 0.0 | 7,161.0 |
| Port Authority Trans-Hudson Corporation | New York, NY | 1,397.0 | 286.1 | 3,483.1 | 677.8 |
| City of Baltimore | Baltimore, MD | 332.6 | 231.1 | 142.1 | 96.0 |
| Transp. Dist. Comm. of Hampton Roads | Virginia Beach, VA | 301.3 | 208.3 | 214.2 | 149.4 |
| Chemehuevi Indian Tribe | Non-UZA | 504.1 | 162.4 | - | - |
| Confed. Tribes of the Colville Indian Res. | Non-UZA | 149.3 | 150.9 | - | - |

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

| TRANSIT AGENCY | URBANIZED AREA | UNLINKED PASSENGER TRIPS (THOUSANDS) | | PASSENGER MILES (THOUSANDS) | |
|---|---|---|---|---|---|
| | | 2019 | 2020 | 2019 | 2020 |
| **CABLE CAR / AERIAL TRAMWAY / INCLINED PLANE** | | | | | |
| City and County of San Francisco | San Francisco, CA | 5,703.7 | 4,012.5 | 7,395.4 | 5,213.3 |
| Town of Mountain Village (a) | Mountain Village, CO | 3,151.6 | 2,412.6 | --- | --- |
| City of Portland (PBOT) | Portland, OR | 2,104.4 | 1,623.2 | 1,346.8 | 1,038.9 |
| Port Authority of Allegheny County | Pittsburgh, PA | 431.0 | 351.1 | 50.4 | 41.0 |
| Chattanooga Area Regional Transp. Authority (CARTA) | Chattanooga, TN | 491.4 | 277.3 | 422.8 | 236.4 |
| Cambria County Transit Authority (CamTran) | Johnstown, PA | 65.8 | 40.8 | 11.2 | 6.9 |
| **MONORAIL AND AUTOMATED GUIDEWAY TRANSIT** | | | | | |
| County of Miami-Dade | Miami, FL | 8,863.8 | 5,742.0 | 8,325.8 | 5,393.5 |
| Morgantown Personal Rapid Transit | Morgantown, WV | 1,469.3 | 1,484.3 | 2,788.4 | 2,816.5 |
| Detroit Transportation Corporation | Detroit, MI | 1,735.9 | 998.8 | 2,395.5 | 1,378.4 |
| San Francisco Bay Area Rapid Transit District | Oakland, CA | 886.5 | 573.1 | 2,819.1 | 1,822.5 |
| Jacksonville Transportation Authority | Jacksonville, FL | 796.1 | 384.1 | 660.7 | 318.8 |
| City of Seattle | Seattle, WA | 1,939.2 | 298.3 | 1,745.3 | 268.5 |

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

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

| STATE | TRANSIT AGENCY NAME | UNLINKED PASSENGER TRIPS (a) | |
|---|---|---|---|
| | | 2019 | 2020 |
| | **RURAL BUS AGENCIES** | | |
| UT | Park City Municipal Corporation | 2,659,826 | 2,391,561 |
| TN | Pigeon Forge Mass Transit | 3,113,887 | 2,232,347 |
| CO | Vail, Town of | --- | 1,692,916 |
| MD | Town of Ocean City | 2,384,263 | 1,605,458 |
| NC | AppalCart | 1,770,402 | 1,603,302 |
| CO | Roaring Fork Transp. Auth. | 2,536,928 | 1,204,873 |
| CO | Summit County | 1,692,678 | 942,578 |
| MA | Martha's Vineyard Transit Authority | 1,305,195 | 890,783 |
| CA | Eastern Sierra Transit Authority | 1,054,667 | 825,820 |
| AK | City and Borough of Juneau | 1,036,923 | 814,712 |
| CO | Steamboat Springs, City of | 1,109,576 | 741,086 |
| WY | Southern Teton Area Rapid Transit | 1,098,224 | 724,740 |
| CO | Eagle County Regional Transp. Auth. | 1,117,311 | 719,232 |
| CO | Town of Breckenridge | 1,308,780 | 668,409 |
| MS | City of Oxford | 1,059,006 | 667,301 |
| ME | Downeast Transportation, Inc. | 637,458 | 658,999 |
| VT | Advance Transit, Inc. NH | 751,567 | 624,507 |
| TN | City of Gatlinburg | 738,219 | 594,247 |
| HI | County of Kaua'i - Transp. Agency | 682,372 | 587,169 |
| WA | Pullman Transit | 1,370,112 | 496,304 |
| ID | Mountain Rides Transp. Auth. | 540,654 | 462,058 |
| CO | Mountain Express | 713,561 | 446,585 |
| MS | SMART Starkville-MSU Area Rapid Transit | 738,871 | 435,957 |
| VT | Marble Valley Regional Transit District | 523,912 | 432,196 |
| WA | Grays Harbor Transit | 792,809 | 427,238 |
| IL | City of Macomb | 819,317 | 424,925 |
| WA | Clallam Transit System | 725,104 | 424,336 |
| PA | New Castle Area Transit Authority | 468,708 | 403,174 |
| FL | City of Key West DOT | 761,655 | 389,401 |
| CO | Town of Snowmass Village | 588,511 | 366,901 |
| CO | Town of Avon | 470,677 | 329,065 |
| MI | Bay Area Transportation Authority | 473,180 | 326,687 |
| CO | City of Winter Park | 477,490 | 326,215 |
| TX | City of South Padre Island | 447,372 | 320,836 |
| WY | University of Wyoming | 561,985 | 320,785 |
| | **RURAL COMMUTER BUS AGENCIES** | | |
| CO | Roaring Fork Transportation Authority | 1,618,533 | 859,742 |
| HI | County of Hawaii Mass Transit Agency | 511,412 | 416,726 |
| CA | Humboldt Transit Authority | 473,824 | 366,102 |
| TX | El Paso County | 208,164 | 144,307 |
| CO | Gunnison Valley Transportation Authority | 224,718 | 139,679 |
| OR | Yamhill County | 146,304 | 123,508 |
| VT | Marble Valley Regional Transit District | 141,247 | 122,494 |
| OR | City of Sandy | 101,306 | 90,603 |
| PA | New Castle Area Transit Authority | 102,638 | 70,578 |
| OR | Clackamas County Social Services | 64,946 | 58,402 |
| OR | Senior Citizens of Sweet Home, Inc. | 54,061 | 48,805 |
| CA | County of Sacramento | 58,083 | 47,024 |
| TX | Capital Area Rural Transp. System | 74,981 | 46,037 |
| SC | Williamsburg County Transit System | --- | 45,142 |
| VT | Tri-Valley Transit Inc | 57,918 | 44,306 |

The National Transit Database publishes a separate and less detailed database for rural transit agencies which provide service outside of urbanized areas. Tables 15 and 16 include only agencies reporting to the Federal Transit Administration FY 2020 National Transit Database for Rural Areas.

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

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

| STATE | TRANSIT AGENCY NAME | UNLINKED PASSENGER TRIPS (a) | |
|---|---|---|---|
| | | 2019 | 2020 |
| | **RURAL DEMAND RESPONSE AGENCIES** | | |
| MO | OATS, Inc. | 1,420,691 | 1,224,422 |
| OK | KI BOIS Community Action Foundation, Inc. | 636,691 | 535,797 |
| KY | Rural Transit Enterprises Coordinated, Inc. | 605,390 | 462,860 |
| AR | Central Arkansas Development Council | 440,678 | 372,896 |
| MO | Southeast Missouri Transportation, Inc. | 313,392 | 335,111 |
| IL | South Central Illinois Mass Transit District | 446,192 | 332,570 |
| AL | West Alabama Rural Public Transportation | 510,522 | 320,697 |
| IA | Southwest Iowa Planning Council/SW Iowa Transit | 332,142 | 291,201 |
| IA | East Central Iowa Council of Governments | 199,396 | 268,681 |
| MN | Arrowhead Economic Opportunity Agency, Inc. | 269,606 | 243,800 |
| MI | Isabella County Transportation Commission | 379,999 | 243,473 |
| MI | Huron Transit Corporation | 434,668 | 228,713 |
| IA | North Iowa Area Council of Governments | 257,512 | 225,011 |
| GA | Southwest Georgia RC | 261,694 | 206,681 |
| KY | Bluegrass Community Action Agency | 226,677 | 205,395 |
| MN | Trailblazer Joint Powers Board | 264,323 | 204,773 |
| KY | Sandy Valley Transportation Services | 248,397 | 203,627 |
| TX | Panhandle Community Services | 309,950 | 190,982 |
| TN | Northwest Tennessee Human Resource Agency | 189,219 | 184,373 |
| SD | CCTS d/b/a River Cities Transit | 293,843 | 184,152 |
| CA | Fresno County Rural Transit Agency | 234,009 | 180,872 |
| IA | 10-15 Regional Transit Agency | 211,790 | 162,620 |
| MN | Central Community Transit | 191,395 | 162,422 |
| AR | Area Agency on Aging of Southeast Arkansas, Inc. | 211,827 | 159,978 |
| TN | South Central Tennessee Development District | 188,238 | 159,136 |
| OK | Community Action Development Corporation | 178,716 | 154,679 |
| MN | United Community Action Partnership, Inc. | 195,000 | 153,768 |
| TN | Upper-Cumberland Human Resource Agency | 158,528 | 145,635 |
| HI | County of Hawaii Mass Transit Agency | 43,785 | 144,163 |
| TX | Rural Economic Assistance League, Inc. | 287,897 | 144,102 |
| TX | Rolling Plains Management Corporation/SHARP Lines | 172,750 | 143,315 |
| SD | Community Transit of Watertown/Sisseton, Inc. | - | 141,063 |
| MN | Tri-Valley Opportunity Council, Inc. | 166,916 | 140,866 |
| NC | Kerr Area Transportation Authority | 146,392 | 136,718 |
| IA | Regional Transit Authority/RIDES | 201,954 | 136,128 |
| | **RURAL COMMUTER BUS AGENCIES** | | |
| TX | El Paso County | 235,731 | 237,756 |
| WA | Island Transit | 145,645 | 55,531 |
| WA | Clallam Transit System | 70,448 | 53,694 |
| FL | FDOT - vanpool | 59,494 | 47,889 |
| ID | Mountain Rides Transportation Authority | 35,613 | 44,299 |
| WA | Grays Harbor Transit | 48,117 | 27,728 |
| MT | Missoula Ravalli Transp. Management Assoc. | 28,091 | 19,435 |
| IA | East Central Iowa Council of Governments | 17,319 | 18,275 |
| FL | Big Bend Transit | 14,302 | 15,614 |
| WA | Mason County Transportation Authority | 20,222 | 9,833 |
| WA | Grant County Transportation Authority | 36,089 | 9,166 |
| PA | Area Transp. Authority of North Central PA | 7,656 | 4,439 |
| WA | Columbia County Public Transportation | 7,815 | 3,958 |
| WA | Okanogan Transit | 12,321 | 3,648 |
| WA | Jefferson Transit | 5,290 | 2,861 |

The National Transit Database publishes a separate and less detailed database for rural transit agencies which provide service outside of urbanized areas. Tables 15 and 16 include only agencies reporting to the Federal Transit Administration FY 2020 National Transit Database for Rural Areas.

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

# 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 *2022 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 *2022 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 2020, which was released in December 2021. 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 "2020 Public Transportation Vehicle Database and 2019 Infrastructure Database," which are based on surveys of APTA transit system members. All aggregate data are for the United States only. Data for the section on Canada are provided by the Canadian Urban Transit Association.

Because NTD data are collected for "report years," Fact Book data are also calculated for report years. A report year is each public transit agency's fiscal year that ends during a calendar year. For example, report year 2020 contains agency data from the fiscal year that ended in 2020.

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 72 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.

- **2022 Fact Book Appendix A: Historical Tables**

## Appendix B: Transit Agency and Urbanized Area Operating Statistics

Appendix B presents six operating statistics for 2019 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.

- **2022 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**

# 2022 PUBLIC TRANSPORTATION FACT BOOK


**Author**

**Matthew Dickens**, Director, Policy Development & Research
202-496-4817
mdickens@apta.com

**APTA Government Affairs and Advocacy Department**

**Ward W. McCarragher**, Vice President, Government Affairs and Advocacy

**American Public Transportation Association**

**Paul P. Skoutelas**, President and CEO

1300 I Street, NW, Suite 1200 East
Washington, DC 20005
202-496-4800
statistics@apta.com
www.apta.com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American
Public Transportation
Association

1300 I Street NW | Suite 1200 East | Washington, DC 20005 | (202) 496-4800 | www.apta.com