2019 PUBLIC TRANSPORTATION

FACT BOOK

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

2019 PUBLIC TRANSPORTATION

FACT BOOK

70th Edition
April 2019

APTA's Purpose Statement

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

CONTENTS

TODAY, PUBLIC TRANSIT

MORE POPULAR

Total Passenger Miles Traveled

1997: **42.4 BILLION**
2007: **53.4 BILLION**
2017: **57.0 BILLION**

MORE COMFORTABLE

81% of **BUSES** have **SECURITY CAMERAS**

91% of **BUSES** have **EXTERIOR BIKE RACKS**

76% of **BUSES** have **AUTOMATED STOP ANNOUNCEMENTS**

MORE CONVENIENT

Total Number of Rail Systems

1997: **52** 2017: **88**

MORE THAN **60%** INCREASE IN RAIL RIDERSHIP

Since 1997

GROWING

Since 1997...

19% INCREASE IN POPULATION GROWTH

21% INCREASE IN PUBLIC TRANSIT RIDERSHIP

MORE BALANCED

Public transit trips are...

47% BY BUS

48% BY RAIL

MORE EFFICIENT

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

HEAVY RAIL: **24%**

LIGHT RAIL/STREETCAR: **33%**

MORE WIDESPREAD

1,304 **RURAL** public transit systems

925 **URBAN** public transit systems

4,500+ **NONPROFIT** transit systems

RECEIVING MORE INVESTMENT

Transit Spending in the Private Sector

1997: **$21.0 BILLION**
2007: **$31.3 BILLION**
2017: **$36.9 BILLION**

IN AMERICA IS...

MORE ACCESSIBLE

Share of Handicap-Accessible Public Transit Vehicles

FIXED-ROUTE BUS

51% 1993

99% 2018

DEMAND RESPONSE

85% 1993

91% 2018

LIGHT RAIL

41% 1993

89% 2018

COMMUTER RAIL

32% 1993

88% 2018

HEAVY RAIL

83% 1993

100% 2018

LEADING IN CLEAN TECHNOLOGY

Share of Hybrid Electric Buses

2009: 4.9%

2018: 20.9%

(According to APTA's 2018 Vehicle Database)

LOWERING CARBON EMISSIONS

73%

LESS CARBON DIOXIDE EMISSIONS by using the subway rather than a car

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

REDUCING GASOLINE CONSUMPTION

4.1 BILLION

GALLONS OF GAS SAVED

by using public transportation each year.

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

SAVING LIVES

Cities with more than 40 annual public transit trips per person have **HALF THE TRAFFIC FATALITY RATE** of those with fewer than 20 trips per person

(According to APTA's "The Hidden Traffic Safety Report: Public Transportation")

DRIVING THE ECONOMY

87%

OF TRIPS ON PUBLIC TRANSIT have a direct impact on the local economy

$4

GENERATED IN ECONOMIC RETURNS for every $1 invested in public transit

CREATING JOBS

430K+ PEOPLE

DIRECTLY WORK FOR PUBLIC TRANSPORTATION AGENCIES

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

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

National Totals for Selected Modes, Report Year 2017 (a)

Statistical Category	Bus	Demand Response
Systems, Number of	1,228	6,426
Trips, Unlinked Passenger (Millions)	4,630.5	206.9
Miles, Passenger (Millions)	17,503.1	2,031.0
Trip Length, Average (Miles)	3.8	9.8
Miles, Vehicle Total (Millions)	2,291.4	1,704.7
Miles, Vehicle Revenue (Millions)	1,987.9	1,471.4
Hours, Vehicle Total (Millions)	181.5	113.0
Hours, Vehicle Revenue (Millions)	165.8	97.1
Speed, Vehicle in Revenue Service, Average (mph)	12.0	15.2
Fares Collected, Passengers (Millions)	4,990.0	373.4
Revenue per Unlinked Trip, Average	1.1	1.8
Expense, Operating Total (Millions)	21,813.3	5,668.1
Operating Expense by Object Class:		
Salaries and Wages (Millions)	8,372.9	1,154.8
Fringe Benefits (Millions)	6,368.6	655.0
Services (Millions)	1,578.3	340.4
Materials and Supplies (Millions)	2,154.3	330.3
Utilities (Millions)	236.7	43.4
Casualty and Liability (Millions)	591.4	148.4
Purchased Transportation (Millions)	2,267.3	2,946.7
Other (Millions)	243.7	49.0
Operating Expense by Function Class:		
Vehicle Operations (Millions)	11,165.2	1,513.4
Vehicle Maintenance (Millions)	3,784.7	330.2
Non-Vehicle Maintenance (Millions)	1,022.4	83.0
General Administration (Millions)	3,573.7	794.8
Purchased Transportation (Millions)	2,267.3	2,946.7
Expense, Capital Total (Millions)	4,598.1	565.2
Rolling Stock (Millions)	2,910.0	445.5
Facilities, Guideway, Stations, Admin. Buildings (Millions)	1,118.0	63.3
Other (Millions)	570.1	56.3
Revenue Vehicles Available for Maximum Service	66,116.0	69,316.0
Revenue Vehicles Operated at Maximum Service	52,498.0	57,926.0
Employees, Operating	194,635.0	107,228.0
Employees, Vehicle Operations	134,215.2	87,604.7
Employees, Vehicle Maintenance	32,887.0	7,014.6
Employees, Non-Vehicle Maintenance	7,882.3	2,006.5
Employees, General Administration	19,650.8	10,602.7
Employees, Capital	3,174.6	125.8
Diesel Fuel Consumed (Gallons, Millions)	385.0	28.8
Other Fossil Fuel Consumed (Gallons, Millions)	228.8	185.6
Electricity Consumed (kWh, Millions)	8.3	—

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

Transit Vanpool	Commuter Rail	Heavy Rail	Light Rail	Streetcar	Ferryboat	Total All Transit (b)
103	28	15	23	19	47	6,770
35.4	502.5	3,816.3	498.1	56.6	85.1	10,151.6
1,310.9	12,384.0	17,591.1	2,577.8	112.5	509.8	56,952.9
37.0	24.6	4.6	5.2	2.0	6.0	5.6
230.9	378.2	703.6	120.0	6.9	4.6	5,696.2
230.9	351.1	683.2	117.3	6.7	4.5	5,056.1
6.0	12.3	36.3	7.8	1.0	0.6	372.4
6.0	11.1	34.0	7.5	1.0	0.6	334.5
38.5	31.5	20.1	15.7	6.9	8.1	15.1
130.1	3,223.8	5,510.6	555.6	43.0	204.8	15,839.2
3.7	6.4	1.4	1.1	0.8	2.4	1.6
166.4	6,144.3	8,711.2	2,143.0	207.1	744.7	47,544.4
23.9	1,910.1	3,460.0	783.3	61.1	271.9	16,687.8
11.6	1,448.9	3,085.3	557.2	46.7	113.2	12,729.2
19.4	695.1	581.5	349.7	24.4	66.4	3,829.1
24.5	600.6	494.7	189.0	9.9	131.0	4,116.0
1.8	284.5	576.7	140.5	6.5	8.9	1,327.7
11.7	183.2	290.7	37.6	6.5	17.2	1,341.3
66.0	856.3	50.9	68.5	50.2	108.3	6,771.5
7.6	165.7	171.5	17.2	2.0	27.9	741.8
26.1	2,046.9	3,051.2	813.9	66.2	365.7	19,902.3
14.0	1,279.8	1,490.5	453.1	35.7	88.7	7,774.6
2.6	1,028.0	2,847.9	354.3	16.7	53.4	5,552.8
57.8	933.2	1,270.7	453.2	38.4	128.7	7,543.2
66.0	856.3	50.9	68.5	50.2	108.3	6,771.5
33.5	3,580.5	6,859.4	3,311.4	209.8	454.7	20,184.9
30.0	474.8	797.4	483.9	56.3	228.1	5,605.9
2.4	2,599.2	4,610.0	2,630.5	139.6	201.7	11,720.0
1.1	506.5	1,451.9	197.0	13.9	24.9	2,859.0
15,670.0	7,290.0	10,705.0	2,143.0	359.0	214.0	181,652.0
13,550.0	6,359.0	9,511.0	1,648.0	244.0	187.0	149,104.0
583.0	30,088.0	49,228.0	12,014.0	1,456.0	5,585.0	415,948.0
80.6	11,104.5	18,243.6	5,298.1	790.4	4,208.1	271,623.6
67.1	8,829.6	8,906.5	2,503.4	337.7	413.0	63,561.6
14.0	7,162.9	17,927.8	2,383.3	146.4	235.2	38,696.3
421.7	2,990.6	4,150.5	1,829.4	181.3	728.8	42,068.2
3.6	3,685.4	7,218.6	832.5	110.4	127.0	15,565.8
0.0	104.2	—	—	—	45.3	603.1
14.2	—	—	—	—	1.2	437.3
0.0	1,776.4	3,728.0	930.0	57.6	—	6,648.6

77 percent of Americans think public transportation is the backbone of a multi-transit lifestyle.*

** According to APTA's report, "The Transformation of the American Commuter"*

Public Transit System Overview

In 2017, approximately 6,800 organizations provided public transportation through a variety of modes. An estimated 4,580 non-profit 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 2,229 NTD reporting systems, 1,304 were in rural areas and 925 were in urbanized areas ***(Figure 1)***.[1]

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

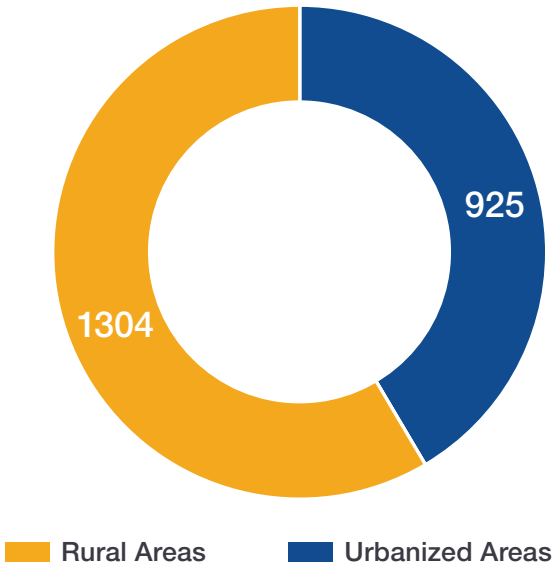
Bus rapid transit (BRT) systems offer lower-cost options to providing efficient, high-capacity transportation. The FTA defines BRT as a fixed-route system operating at least 50 percent of service on a fixed guideway. Eleven BRT systems were operating in 2017, double the number from 2010. A total of 47 ferryboat systems were operating in 2017, five more than in 2016. There were 1,226 bus systems, including commuter and BRT operating in 2017.

Figure 3 (page 10) shows how the number of rail systems around the country continues to grow. Of the 88 rail systems now operated by public transit agencies, only nine have been operating since the 19th century. Compared with 1997, there were 17 additional commuter/hybrid rail systems and 20 additional light rail/streetcar systems. Heavy rail systems are

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

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

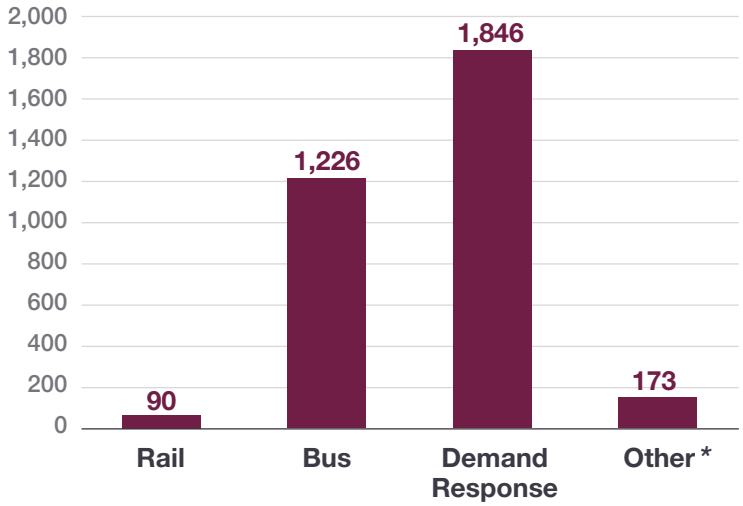
Number of NTD Reporting Transit Systems



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

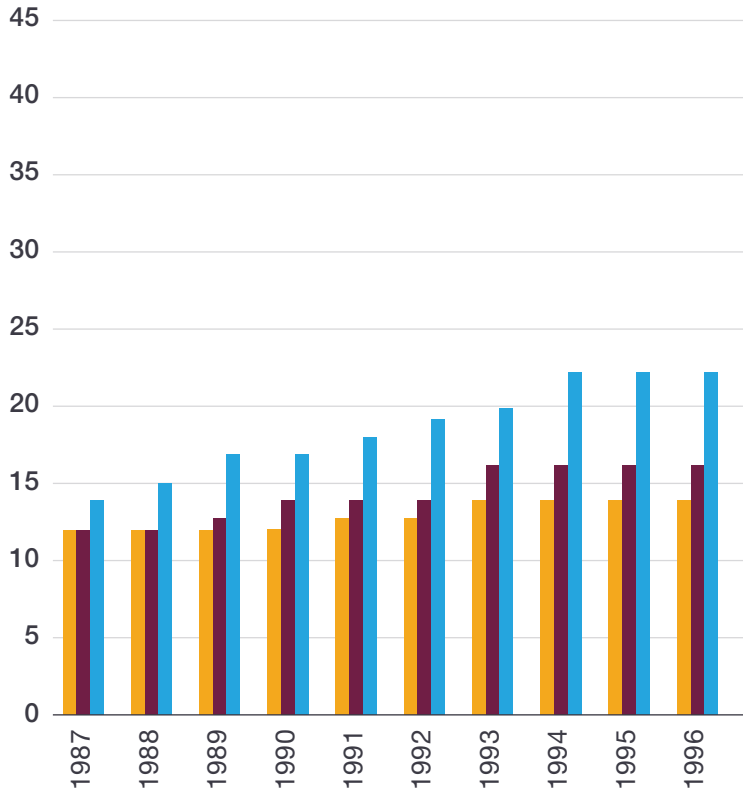
often referred to as “subways” or “metros” and do not interact with traffic. Light rail and streetcars constitute “surface rail” and may operate on streets, with or without their own dedicated lanes. Finally, commuter rail services are higher-speed, higher-capacity trains with less-frequent stops. Commuter 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.

The number of rail systems continued to grow with the opening of two new systems in 2017 (the Detroit M-1 Rail streetcar and the Sonoma-Marin Area Rail Transit train). ***Figure 4*** lists these new systems, along with the four additional rail extensions and BRT openings that occurred in 2017.

Cities such as Los Angeles and Denver continue to add new lines to their rail networks, making high-quality transit available to more people. Other cities, including Seattle, Phoenix and Dallas, have recently made significant investments in their rail systems, resulting in increased ridership. From 2000 to the end of 2017, 52 new systems and 124 extensions (both rail and busway) opened, resulting in a total of 1,393 additional segment miles.

Figure 3: 50 More Rail Systems Now Than

Count of Rail Systems



SOURCE: APTA FACT BOOK ANALYSIS

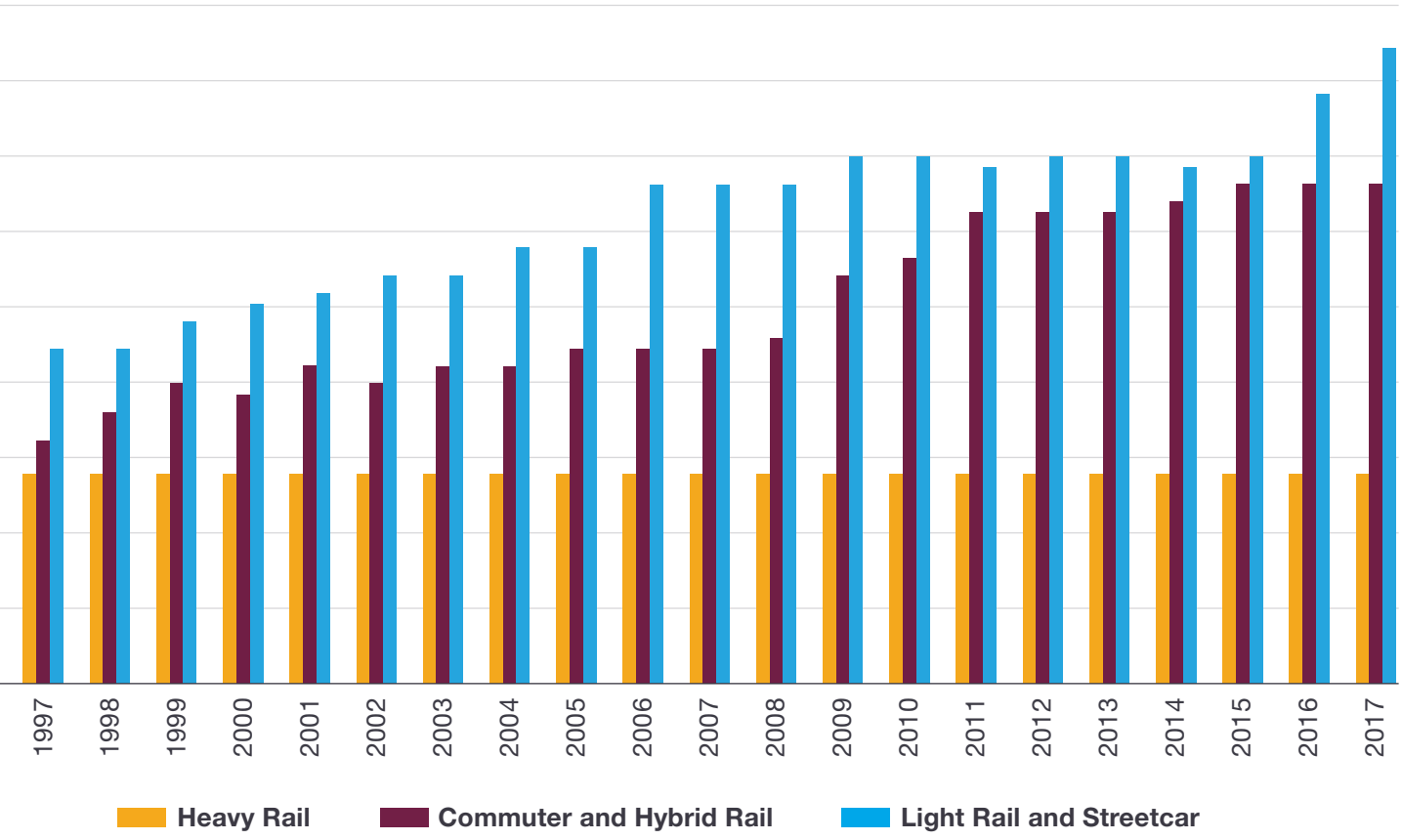
Figure 4: New Rail and BRT Infrastructure Expanding Public Transit’s Reach

2017 Rail and BRT Openings

Urbanized Area	Organization	Mode
New York, NY	New York MTA	Heavy Rail
Vancouver, WA	C-Tran	Bus Rapid Transit
Houston, TX	Metropolitan Transit Authority of Harris County	Light Rail
Denver, CO	Regional Transportation District	Light Rail
San Francisco, CA	San Francisco Bay Area Rapid Transit District	Heavy Rail
Detroit, MI	M-1 Rail	Streetcar
San Francisco, CA	Sonoma-Marin Area Rail Transit	Commuter Rail
Eugene, OR	Lane Transit District	Bus Rapid Transit
Albuquerque, NM	City of Albuquerque Transit Department	Bus Rapid Transit

SOURCE: APTA FACT BOOK ANALYSIS

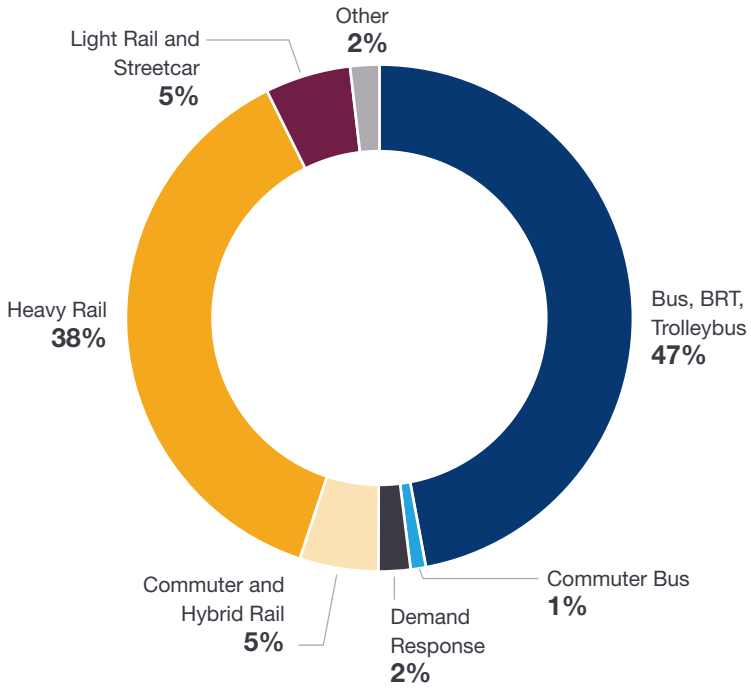
30 Years Ago



Segment Line or Route Name	Line Segment Miles	Number of Added Stations	Date Opened	Project Type
2nd Avenue Subway Phase 1	2	4	1/1/17	Extension
The Vine	6.7	34	1/8/17	New System
Green Line East End	0	2	1/11/17	Extension
R Line	10.5	8	2/24/17	Extension
Warm Springs Extension	5.4	1	3/25/17	Extension
QLINE / M-1 Rail	3.3	12	5/12/17	New System
SMART	43	10	8/25/17	New System
EMX West Eugene	4.4	15	9/17/17	Extension
ART	4	5	11/25/17	New System

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

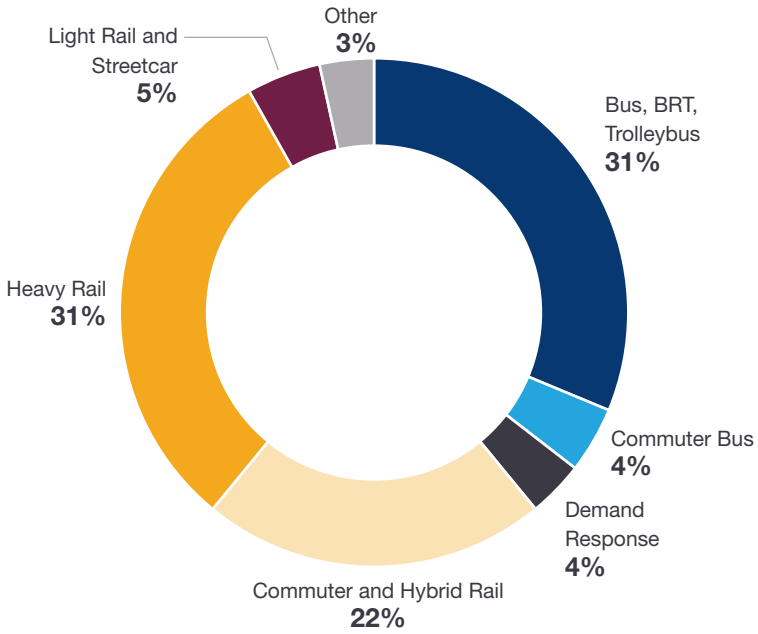
Share of Unlinked Passenger Trips by Mode, 2017



SOURCE: NATIONAL TRANSIT DATABASE

Figure 6: Rail Modes Carry Passengers for More Miles

Share of Passenger Miles by Mode, 2017



SOURCE: NATIONAL TRANSIT DATABASE

Passenger Travel

Since the mid 1990s (1997), public transportation has shown long-term growth in ridership, with more than 21 percent more unlinked passenger trips taken in 2017. 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 10.15 billion unlinked passenger trips in 2017 ***(Figure 7)***.

Based on NTD data on rural and various reduced reporting systems, ridership in rural areas has been estimated at 128.7 million trips.[2] Different demographics of rural communities may make transit ridership less subject to external trends.[3] While rural transit provided just over one percent of all transit trips across the country, the trips were typically critical for connecting users to needed services.

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

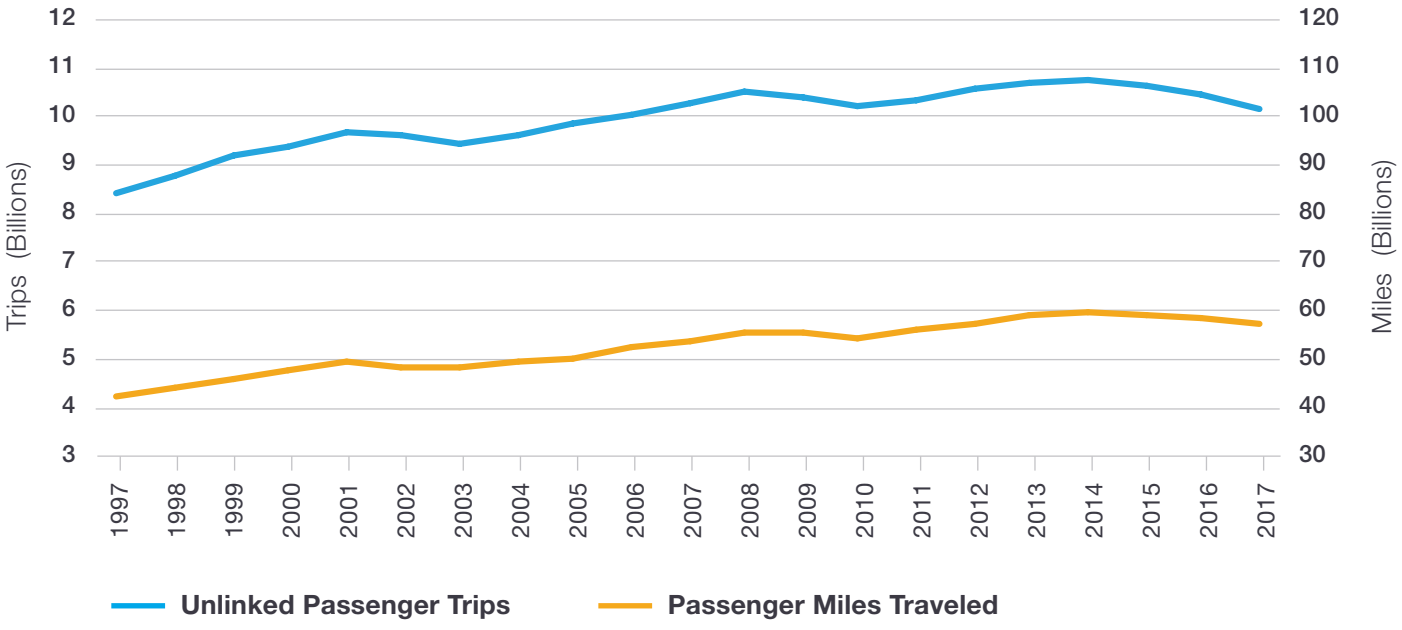
When dissecting by mode for the year 2016-2107, light rail and streetcar ridership increased by 0.9 percent with 555 million trips

[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.

Figure 7: Ridership and Distance Traveled on Public Transit Show Long-Term Growth

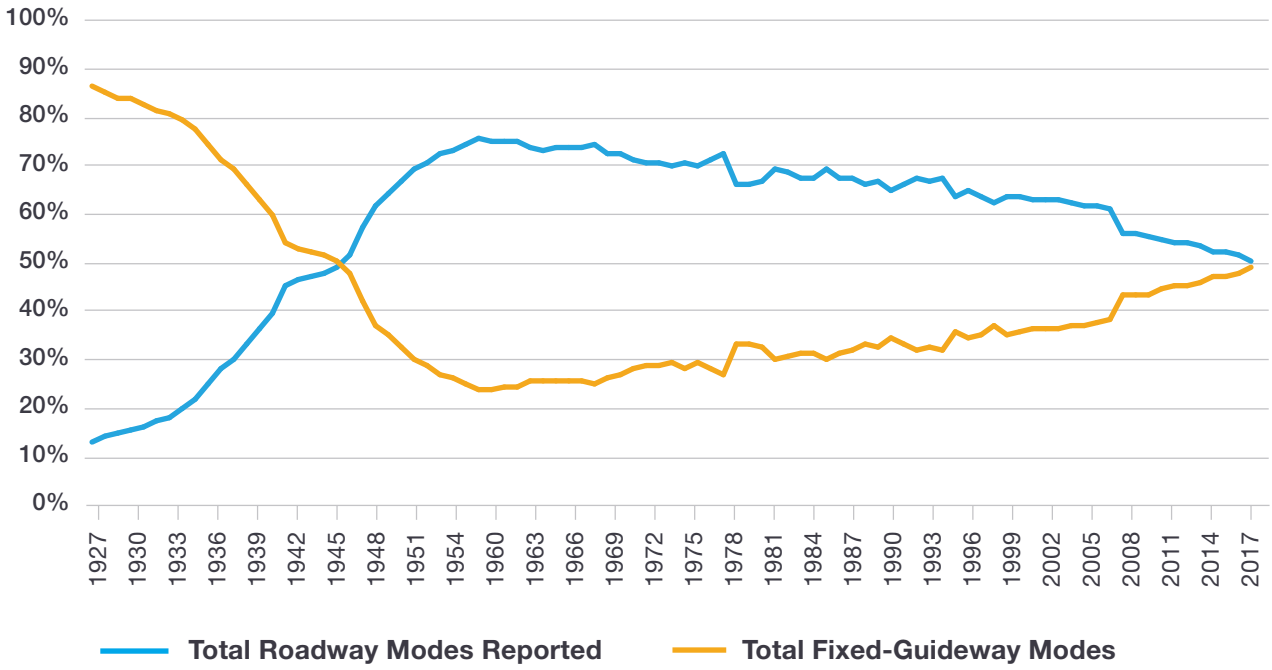
1990-2017



SOURCE: APTA FACT BOOK ANALYSIS

Figure 8- Ridership on Fixed-Guideway Modes Posed to Eclipse Roadway Modes

Share of Unlinked Passenger Trips



SOURCE: APTA FACT BOOK ANALYSIS

taken and is up 73 percent from 2000. Commuter and hybrid rail ridership declined by 0.4 percent during the same period with 510 million trips taken, but is up 23 percent from 2000. Heavy rail ridership declined by 0.8 percent, with 3.82 billion trips taken, but is up 45 percent from 2000. Bus ridership declined by 5.2 percent, with 4.79 billion trips taken, and is down 11 percent from 2007.[4] Demand response ridership is down 2.1 percent to 2017 million trips taken.

Mirroring ridership, the number of transit passenger miles traveled declined to 56.9 billion in 2017, a 2.5 percent drop from 2016. Rail modes make up a majority of the total passenger miles taken (57 percent). Passenger miles are the culmination of the distances traveled by passengers on public transportation.

The average public transit trip length in 2017 was 5.6 miles. The longest average trip was taken on a vanpool at 37.0 miles, while the shortest average trip was taken on a trollebus at 1.7 miles. The average trip length on light rail was 5.2 miles; heavy rail, 4.6 miles; bus, 3.8 miles; commuter bus, 24.3 miles; commuter rail, 24.6 miles; and streetcar, 2 miles.

Over the past two decades, the growth of public transit passenger miles has eclipsed that of vehicle miles traveled—34 percent to 26 percent ***(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 exceeds that of the nation's population, 21 percent to 19 percent ***(Figure 10)***.[6]

The importance of public transit as a means of travel to work has increased substantially over the past decade, even though the percentage of workers commuting by transit fell to 5 percent in 2017, down 0.23 percentage points from its high in 2015.[7] That's equivalent to 7.6 million workers who commute by public transportation. Increased automobile ownership, reduced gasoline prices, mobile ride-hailing, and flexible teleworking schedules are all likely contributors to this reversal.

[4]Bus counting methodology changed after 2006.

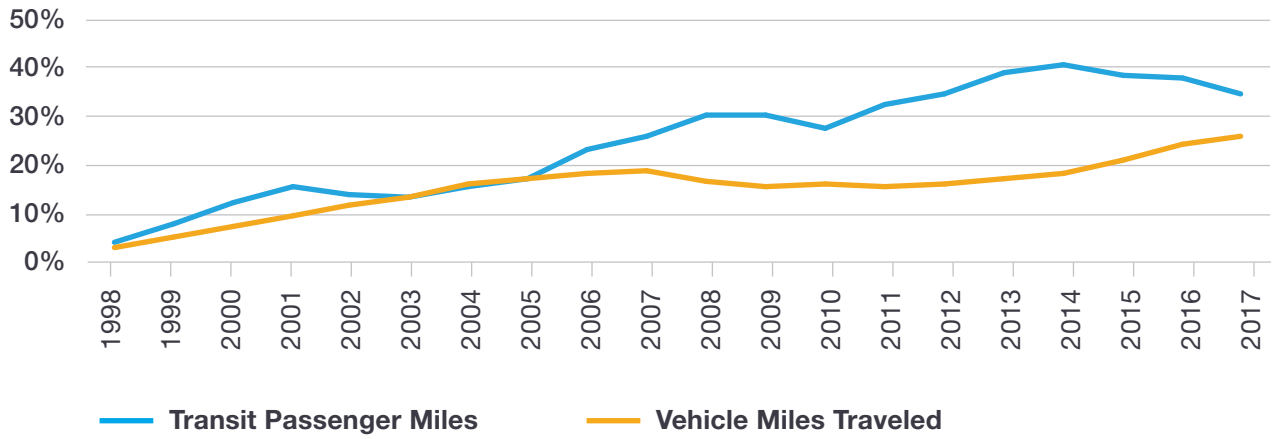
[5]Highway vehicle miles traveled sourced from the Federal Highway Administration's "Travel Volume Trends."

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

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

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

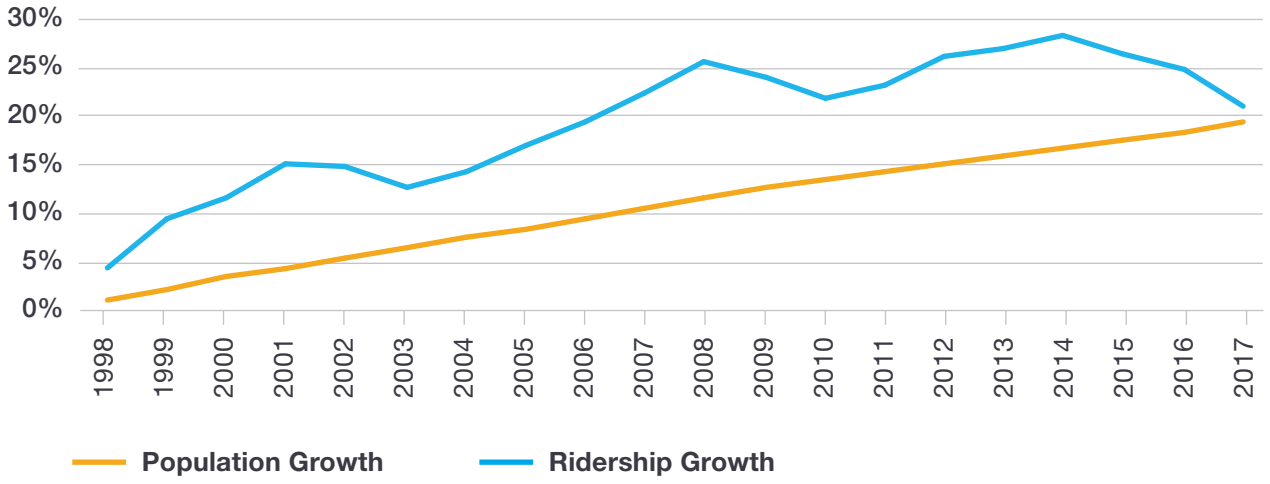
Vehicle Miles Traveled vs Transit Passenger Miles Growth Since 1997



SOURCE: APTA FACT BOOK ANALYSIS

Figure 10: Transit Ridership Growth Remains Above Population Growth

Population vs Ridership Growth Since 1997



SOURCE: APTA FACT BOOK ANALYSIS, US CENSUS BUREAU

The top 10 metropolitan areas ranked by percentage of public transit commuters were New York City (31.5 percent); San Francisco (16.5 percent); Washington, D.C. (13.6 percent); Boston (12.8 percent); Chicago (11.9 percent); Seattle (9.7 percent); Philadelphia (9.1 percent); Honolulu (8.7 percent), Glenwood Springs, Colorado (7.5 percent); and Portland, Oregon (6.4 percent). It should be noted that these metropolitan statistical areas (MSAs) are comprised of entire counties and often include significant amounts of rural land, which means the actual transit usage within each urban area is higher than the ACS number.

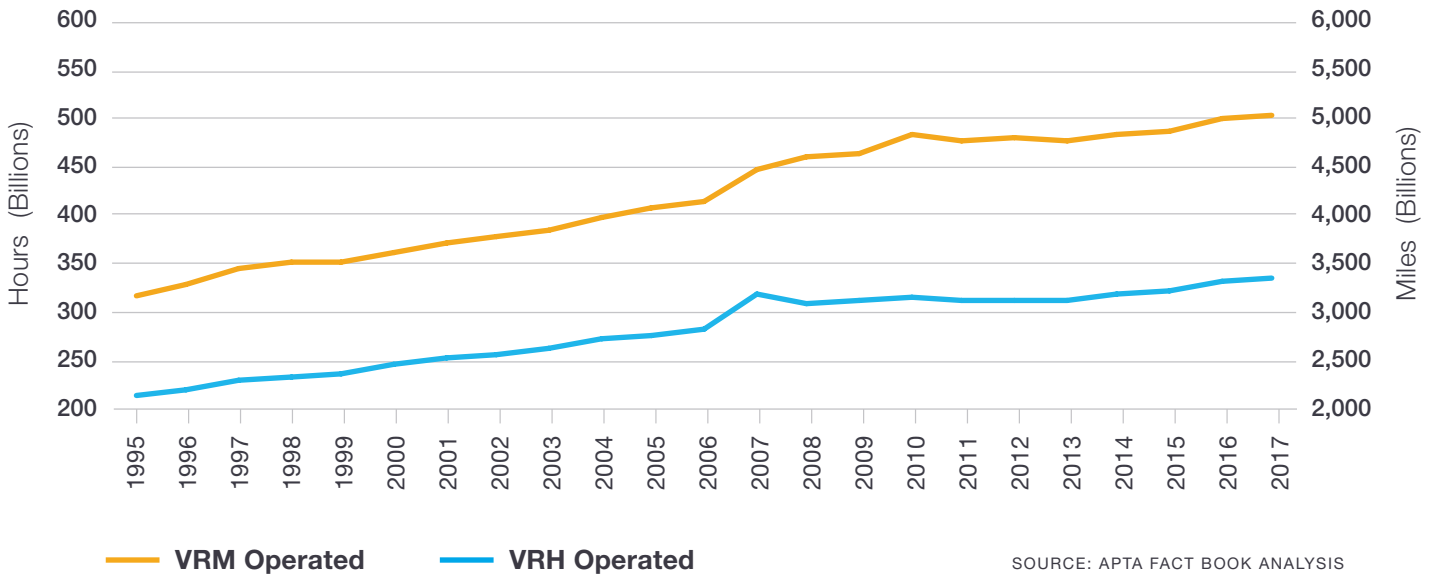
Service Provided

In 2017, public transportation in the United States provided 5.06 billion vehicle revenue miles of service, equating to 334.5 million hours of revenue service, both increases over 2016 ***(Figure 11).*** Vehicle revenue miles and hours are both critical service measurements and record the distance that public transportation vehicles travel while in service, and for how long they operate in service.

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

Figure 11: Public Transit Agencies Providing More Service Each Year

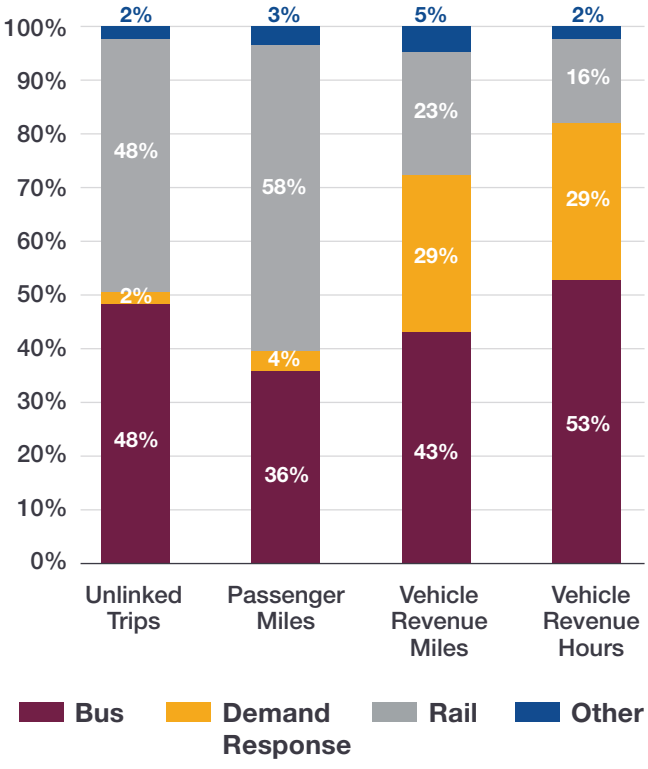
Vehicle Revenue Miles (VRM) and Hours (VRH) Operated



SOURCE: APTA FACT BOOK ANALYSIS

Figure 12: Different Modes Serve Different Purposes

Modal Shares of Service Provided and Consumed, 2017



SOURCE: APTA FACT BOOK ANALYSIS

The highest average vehicle speed was provided by transit vanpool and commuter rail service, both of which carry passengers on long trips, at 38.5 and 31.5 miles per hour, respectively. Heavy rail, because of its right-of-way separate from other traffic, offers fast service in higher-density urban areas, operating at an average speed of 20.1 miles per hour. Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as 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 "2018 Fare Database" recorded 26 transit agencies that have mobility pilots, either with Uber, Lyft, other private operators or in-house. For more details on new mobility initiatives, please visit the APTA Mobility Innovation Hub.[8]

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

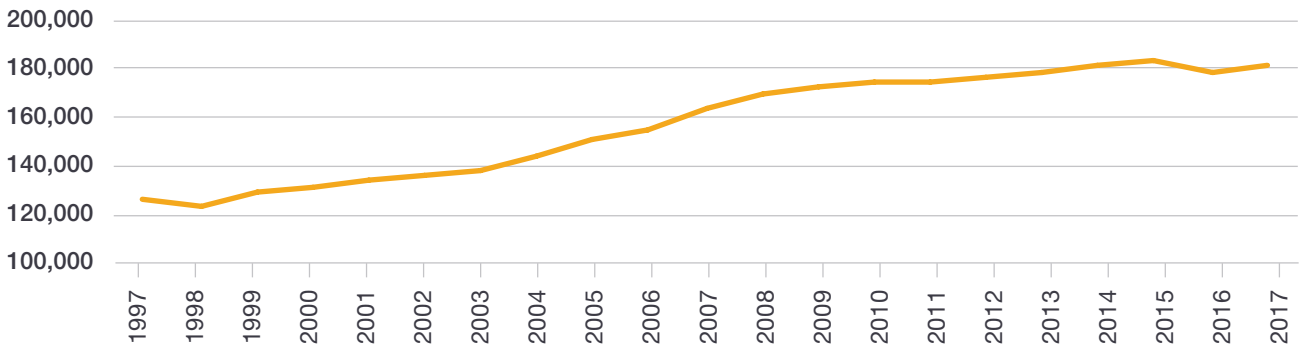
Vehicles

Public transportation systems in the United States operated 149,104 railcars, buses and vans in a typical peak period during 2017, out of a total of 181,652 vehicles available for service *(Figure 13)*. Demand response service and bus fleets make up most vehicles available, at 69,316 and 66,116, respectively. The heavy rail fleet of 10,705 vehicles is the largest among the rail modes.

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

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

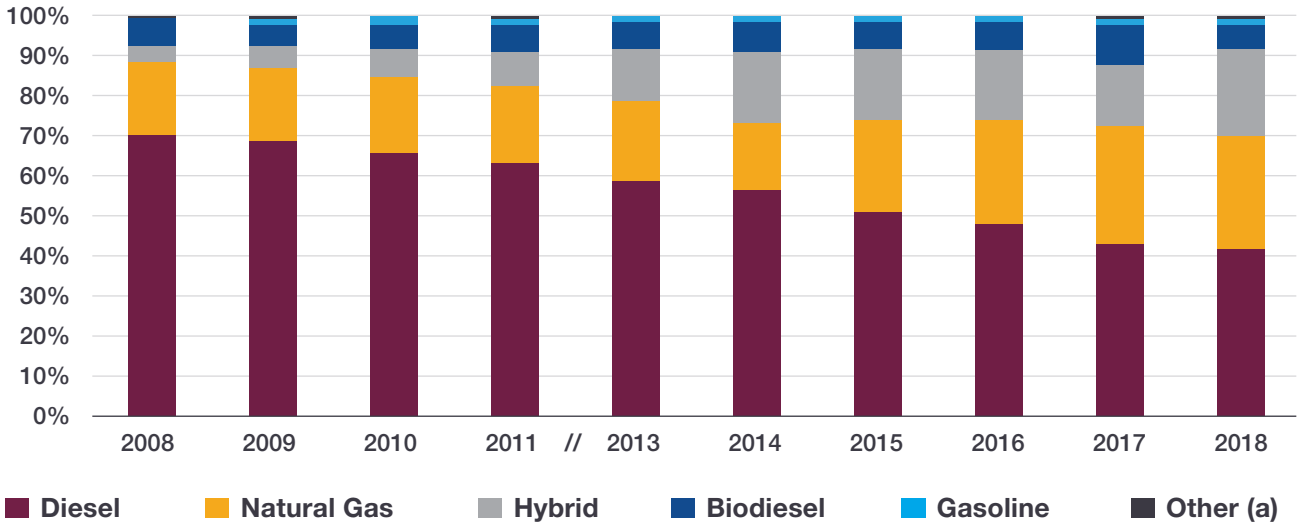
Vehicles Available for Maximum Service



SOURCE: APTA FACT BOOK ANALYSIS

Figure 14: Buses Making Transition to Alternative Fuels

Percentage of Buses by Fuel Source

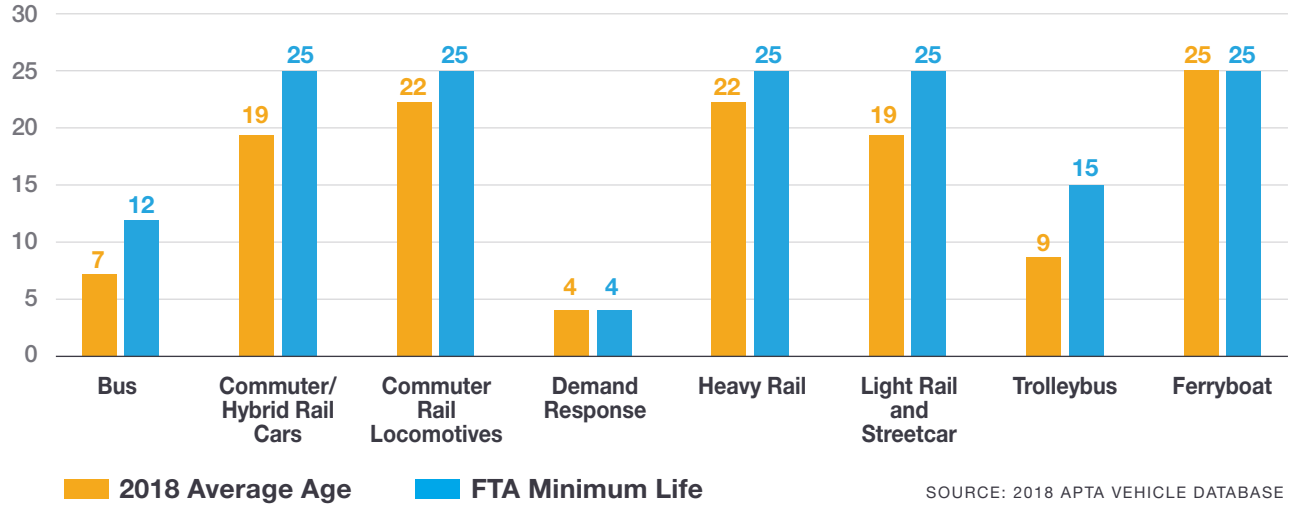


(a) includes Battery, Electric, Hydrogen and Propane Buses

SOURCE: 2008-2018 APTA VEHICLE DATABASE

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

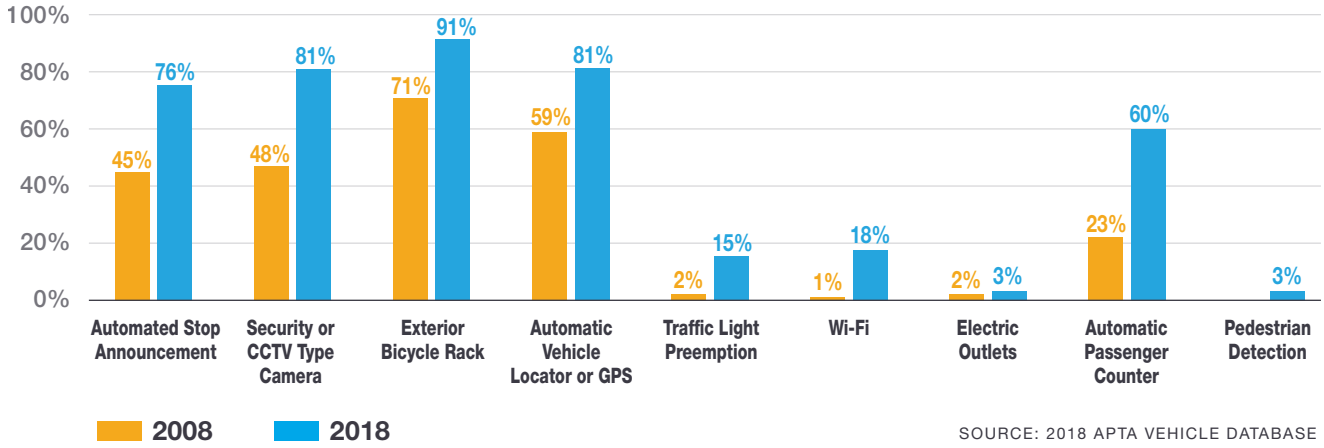
Vehicle Age by Mode



SOURCE: 2018 APTA VEHICLE DATABASE

Figure 16: Transit Buses Continue to Add Amenities and Technology

Percentage of Buses with Passenger Equipment, 2008-2018



SOURCE: 2018 APTA VEHICLE DATABASE

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 2017 less than half (41.8 percent) of all buses were diesel powered. Hybrid electric buses saw their market share increase from 1 percent in 2005 to 21 percent in 2018. The percentage of buses powered by natural gas has increased from 18.5 percent in 2008 to 28.5 percent in 2018.

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 age of vehicles by mode compares with the stated minimum useful life.[9]

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

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

buses equipped with closed-circuit security cameras, which rose from 48 percent to 81 percent between 2008 and 2018. Enhanced passenger amenities such as automated stop announcements and exterior bus bicycle racks also increased, from 45 percent to 76 percent and from 71 percent to 91 percent, respectively. The growth of automatic passenger counters and vehicle location systems, which improve the operation of bus fleets, as well as the availability of information on bus arrival times, has made public transit systems more efficient and data more accessible. Increased use of technology, such as traffic light preemption, can help better deploy transit vehicles, manage congestion and increase system performance.

APTA's 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 2018 Vehicle Database noted a total of 98 buses with blind-spot detection, 437 buses with collision warning/mitigation and 275 buses with lane-keeping assist. 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 1993 to 2018, the percentage of accessible buses increased from 51 percent to 99.7 percent. Over the same period, the accessible portion of the commuter rail fleet increased from 32 percent to 88 percent, the light rail fleet from 41 percent to 89 percent, the heavy rail fleet from 83 percent to 100 percent, and the trolleybus fleet from 47 percent to 100 percent. The accessible portion of the demand response fleet, where specific vehicles can be assigned to trips to meet a passenger's individual needs, increased from 85 percent to 90 percent.

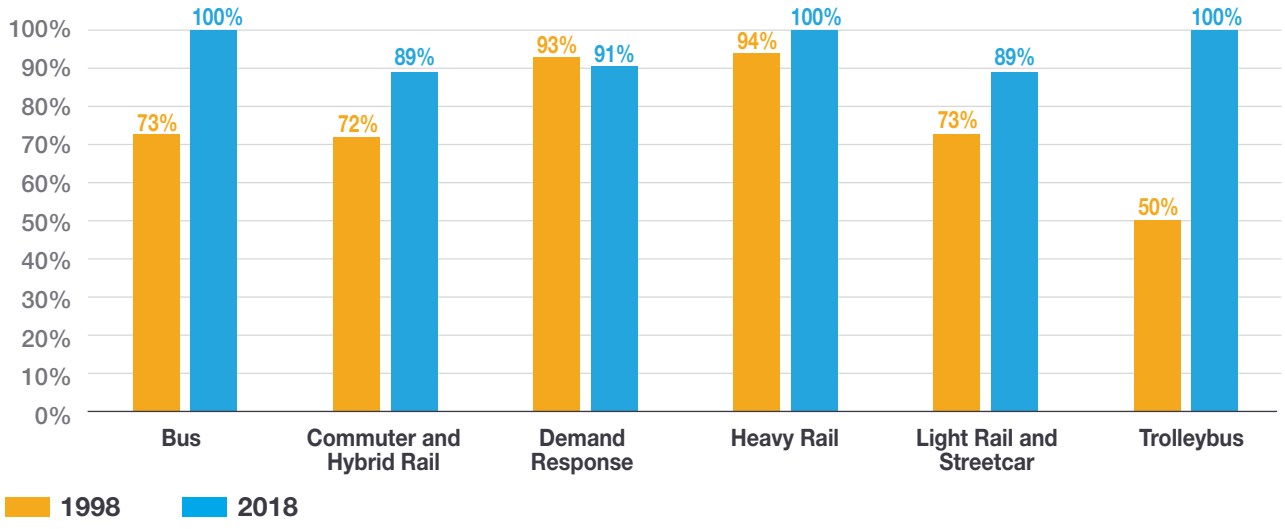
Vehicle maintenance performance improved in 2017 with the total number of mechanical failures down 3.1 percent to 500,171, even while the number of vehicles operated in maximum service (VOMS) increased by 0.5 percent to 106,846.

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, 1998-2018



SOURCE: 2018 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 9,121 combined), while heavy rail and light rail/streetcar have 1,660 and 1,789, respectively. Light rail and streetcar modes have seen an impressive gain in the percentage of total rail directional route miles compared with 2007, increasing by 33.4 percent. Commuter and hybrid rail directional route mileage increased by 13 percent over the same time period.

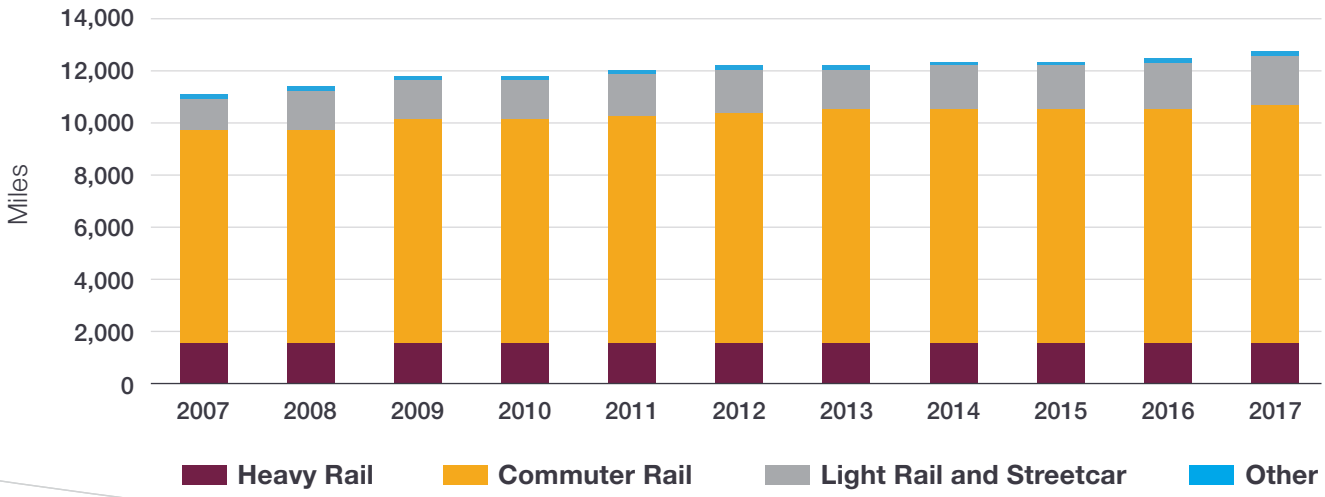
For rail modes, this translates into 13,138 miles of track, 802 of which are elevated on structure, 656 of which are elevated on fill, 947 of which are underground and 207 of which are open cut. The remaining miles are at grade and street running. A total of 7,785 crossings exist, 5,881 at grade and 1,904 street running.

Buses (including BRT, trolley and commuter) operate on more than 230,000 miles of streets and roads throughout the United States. Although most bus service operates in mixed traffic, it is also operates on more than 4,600 miles of exclusive and controlled right-of-way directional route miles. Out of this, 1,037 miles are exclusive fixed-guideway right-of-way, such as busways or dedicated bus lanes.

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

Figure 18: Commuter and Surface Rail Service Miles Growing

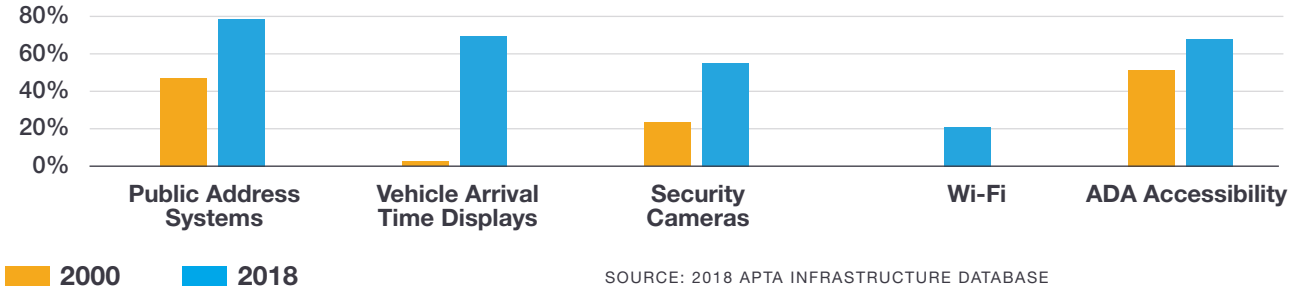
Rail Directional Route Miles



SOURCE: NATIONAL TRANSIT DATABASE

Figure 19: Rail Stations Adding Customer Amenities and Improving Access

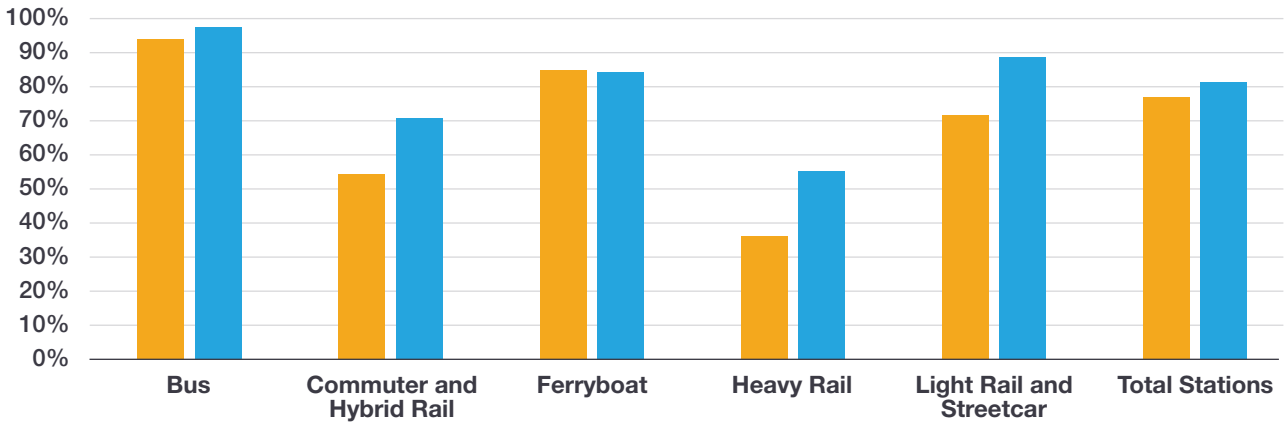
Percentage of Rail Passenger Stations with Amenities, 2000-2018



SOURCE: 2018 APTA INFRASTRUCTURE DATABASE

Figure 20: More Transit Stations Are Accessible

Public Transit Station Accessibility by Mode, 2002-2017



SOURCE: NATIONAL TRANSIT DATABASE

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

Rail stations make up 63 percent of the 5,414 total 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 2,818 escalators and 3,035 elevators.

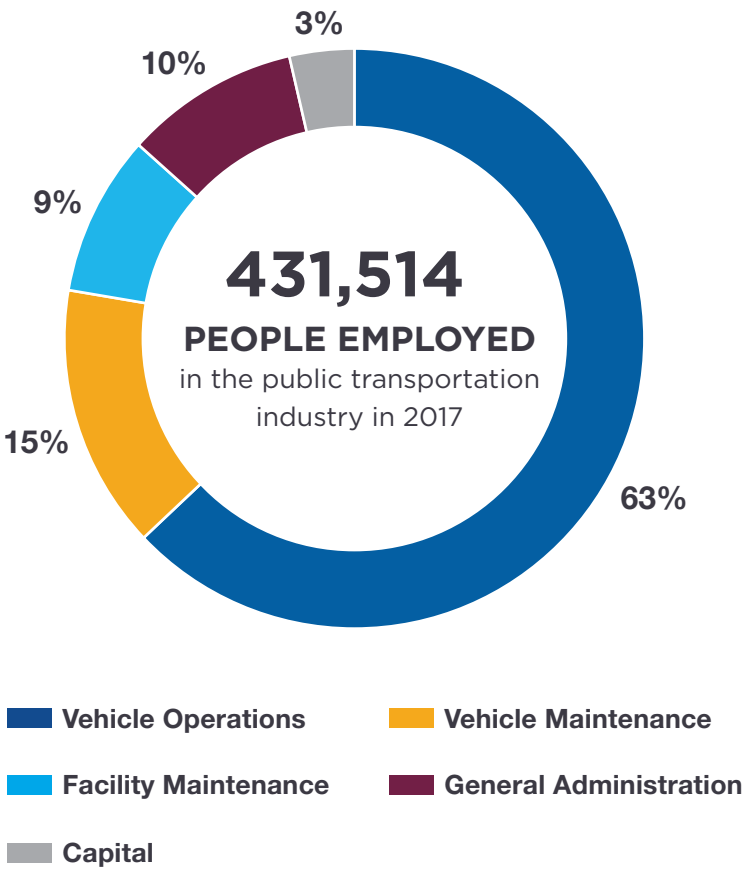
Transit payment systems are also quickly evolving. The percentage of public transit systems offering "smart cards" has jumped from 12 percent in 2008 to 46 percent in 2018. Some agencies are adopting open payment systems, which can accept contactless debit/credit cards and mobile phone payments, as well as agency smart cards.

Dependability is critical to ensuring high-quality public transit service. In 2017, 2,405 total maintenance facilities were recorded.[10] Out of these, 1,707 were directly owned by public transit agencies and 265 were owned by private transit providers.

[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 2017, the public transportation industry employed 431,514 people. More than 96 percent were operating employees, and less than 4 percent were capital employees. Operating employees include workers in the vehicle operations and maintenance, non-vehicle maintenance, and general administrative 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 2017 breakdown of transit operating employees by mode remains similar to past years, with 49 percent working with all bus modes, 26 percent with demand response, 12 percent with heavy rail, 7 percent with commuter and hybrid rail, 3 percent with surface rail, and 2 percent with the remaining modes.

Direct employees were paid a total of $16.7 billion and received benefits of $12.7 billion, for a total compensation of $29.42 billion. Adjusted for inflation, this is less than the $30.41 billion level in 2016. Average operating employee compensation declined by 1.5 percent to $70,723.

Energy

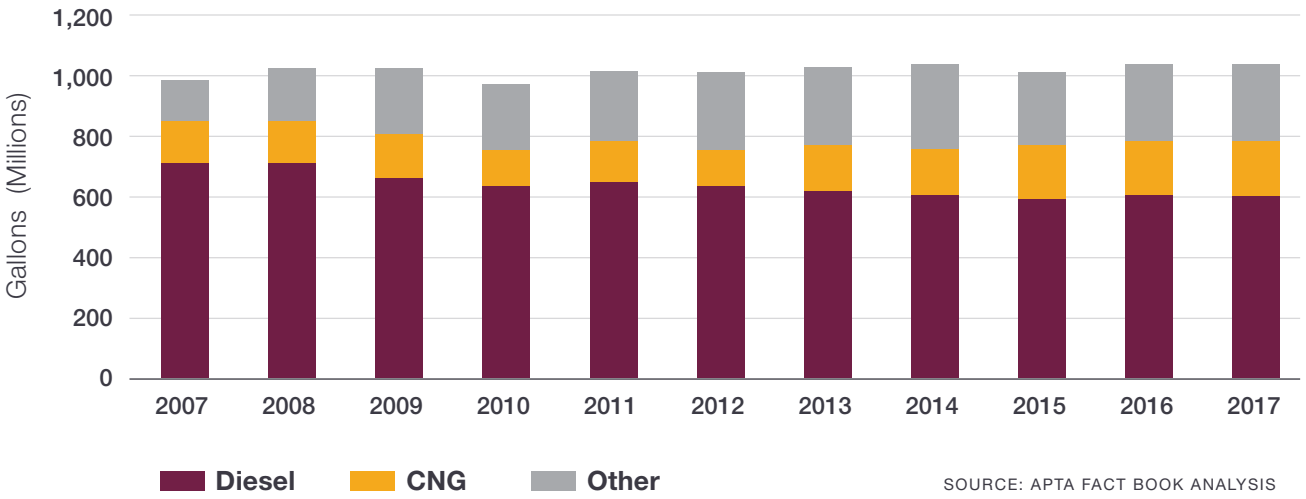
Public transit vehicles used a total of 6.63 billion kilowatt-hours of electricity for propulsion power in 2017 and 1.04 billion gallons of fossil fuels. Total fossil fuel consumption decreased by 0.4 percent in 2017, despite increases in vehicle revenue miles and vehicle revenue hours operated ***(Figure 22)***. Buses and vanpools used a combined 8.3 million kilowatt-hours 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.

Advancements in technology and operations can help reduce energy use. For example, data indicates that electrically powered transit

rail cars have become more efficient. The number of vehicle miles operated for light rail vehicles and streetcars per kilowatt-hour of electricity used rose 33 percent from 1987 to 2017, and the number of vehicle miles per kilowatt-hour of electricity used for heavy rail vehicles increased 24 percent for the same period.

Figure 22: Fuel Consumption Remains Level

Total Fossil Fuel Consumption



SOURCE: APTA FACT BOOK ANALYSIS

Safety[11]

In 2017, there were 241 transit-related fatalities, a 6 percent decrease from 2016. Of these, 47 were transit passengers/occupants, four were transit workers/employees, and 70 were suicides. NTD also reported 5,147 transit collision events, 85 derailments and 1,393 security events in 2017. The sum of all transit safety events decreased by 6 percent from 2016 to 2017.

Public transportation is one of the safest mobility options, as there were 77 times (18,294) more highway passenger car and motorcycle fatalities than transit fatalities in 2017. APTA's 2016 "The Hidden Traffic Safety Solution: Public Transportation"[12] discusses the many benefits that transit offers for public safety.

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

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

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

Capital and Operating Funding

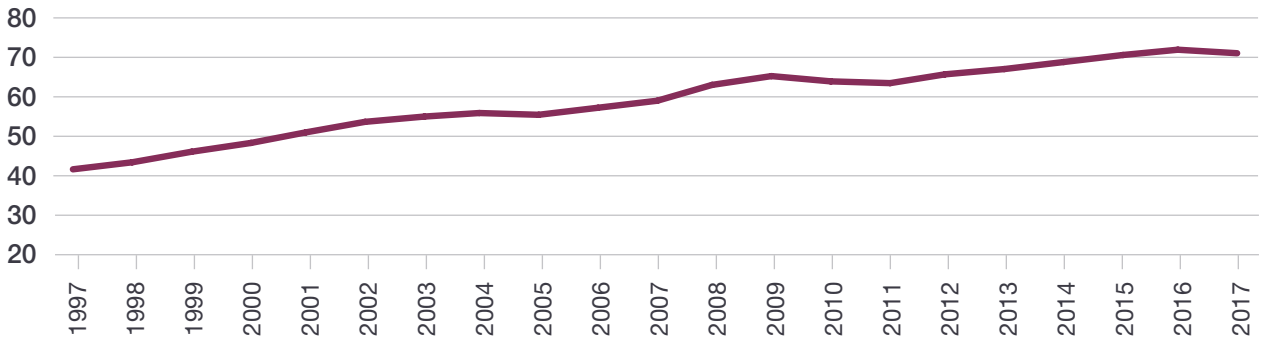
Public transportation operations are funded by passenger fares; public transit agency earnings; and financial assistance from state, local and federal governments. Capital investment is reported only as government funds in the National Transit Database. Adjusted for inflation, 2017 total transit funding decreased by 1.4 percent to $71.19 billion ***(Figure 23)***.

Revenue generated from passenger fares varies across transit modes. The highest level of average revenue per unlinked passenger trip is generated by commuter rail ($6.41) and commuter bus ($5.72), the modes that represent the longer trip lengths for passengers. Bus and light rail had passenger fare revenues per unlinked trip of $1.08 and $1.12, respectively. Heavy rail had an average fare per trip of $1.44. Among all modes, the average passenger fare per unlinked trip was $1.56. Overall, passenger fare revenue declined by 2.5 percent in 2017 to $15.84 billion ***(Figure 24)***.

Fare policies vary across agencies, but in general, fares were lower for bus trips and relatively similar for light rail and heavy rail. According to APTA's 2018 Fare Database, the

Figure 23: Total Funding For Public Transit

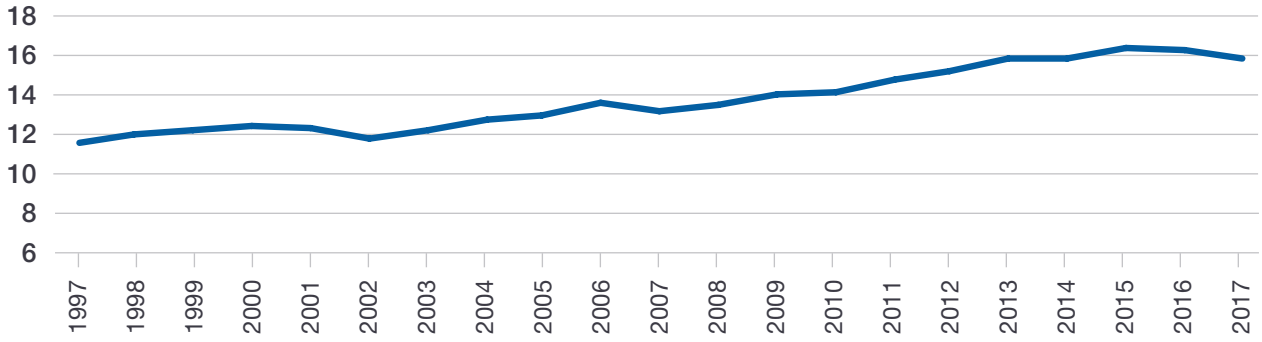
Transit Funding (In 2017 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 24: Passenger Fare Revenue Flattening with Ridership Decline

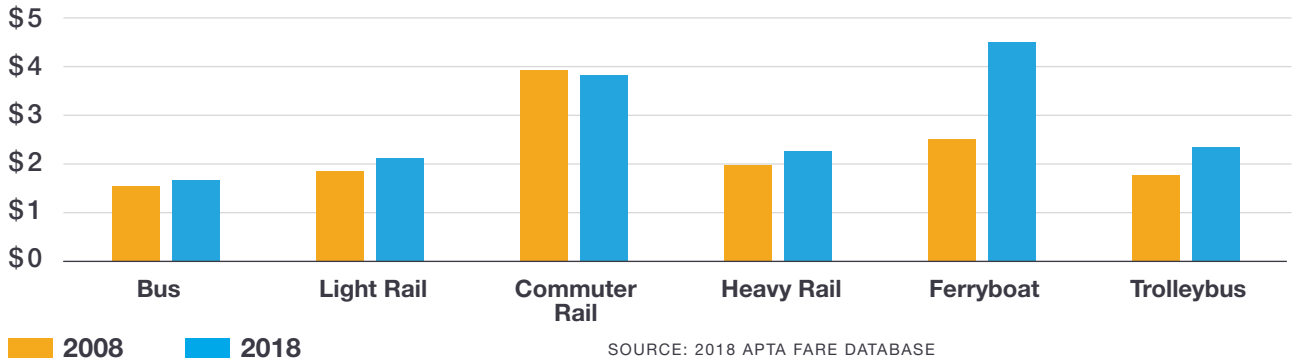
Passenger Fare Revenue, 1988-2017 (In 2017 Dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 25: Revenue Generated from Passenger Fares Varies Across Modes

Average Base Fare Comparison, 2008 and 2018 (In 2018 Dollars)



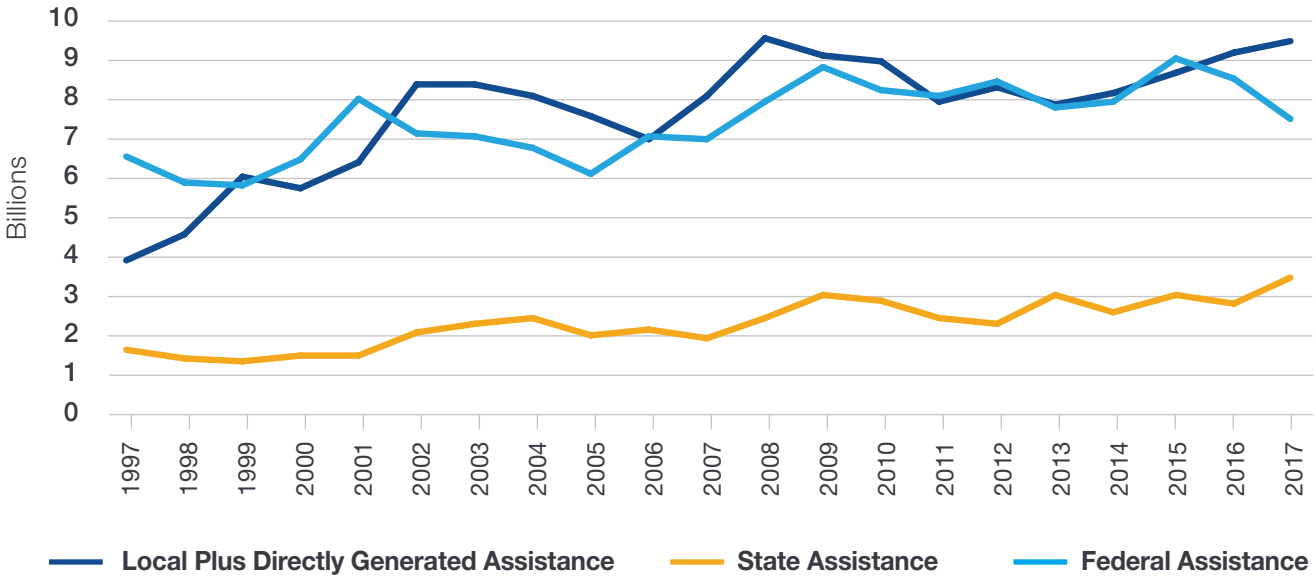
SOURCE: 2018 APTA FARE DATABASE

average bus fare was $1.67, the average light rail fare was $2.09, the average heavy rail fare was $2.25, and the average commuter rail fare was $3.83 ***(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 1997. Federal capital funds decreased by 12.1 percent from 2016 to 2017 to $7.45 billion. State capital assistance (funding from state governments) increased by 22.8 percent to $3.45 billion. Directly generated and local capital assistance increased by 3.2 percent over the past year to $9.48 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.

Figure 26: Local Communities Have Largest Share of Capital Investment

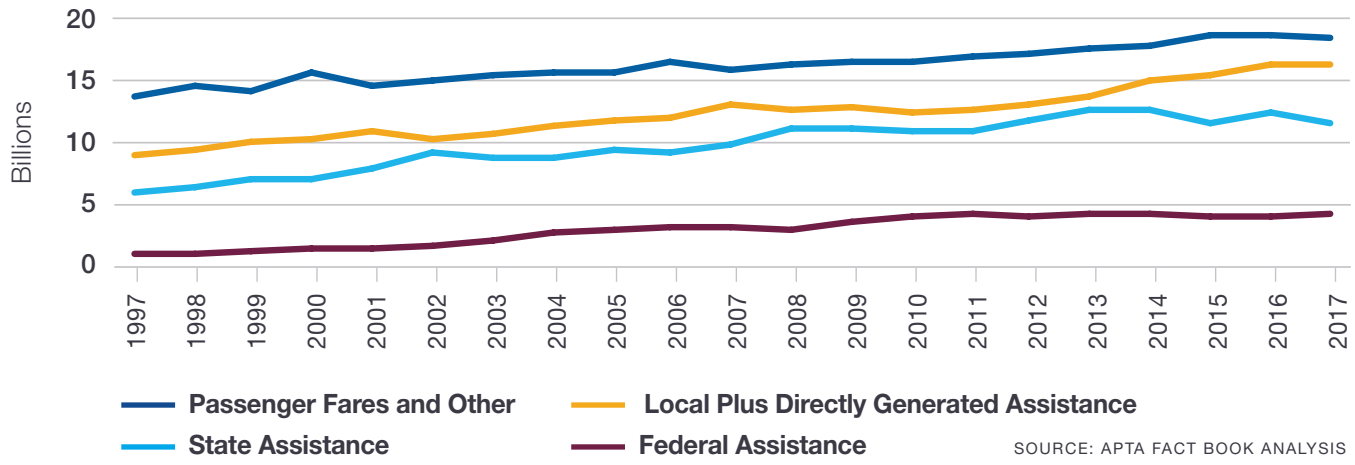
Capital Funding by Source (In 2017 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 27: Transit Users Remain Largest Source For Operating Funding

Operating Funding by Source (In 2017 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

The federal role is more significant for the capital program, providing 37 percent of capital funds, compared with only 9 percent of operating funds. State assistance made up 17 percent of capital funding in 2017, while local and directly generated assistance made up 47 percent of funding.

Operating funding from all sources increased from 2000 through 2017 ***(Figure 27)***. The majority of revenue for operations is derived from passenger fares (36 percent), along with state and local financial assistance (23 percent and 32 percent respectively). Passenger fares and other agency revenue fell by 1.8 percent from 2016 to 2017, to $18.5 billion. Local and directly generated assistance increased by 0.6 percent to $16.4 billion, while state assistance fell by 6.9 percent to $11.7 billion. Finally, from 2016 to 2017, federal operating funding grew by 4.4 percent to $4.3 billion.

Figure 28: Capital Expenses by Mode, 2017

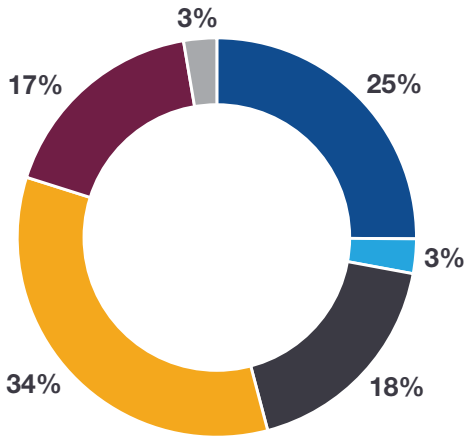
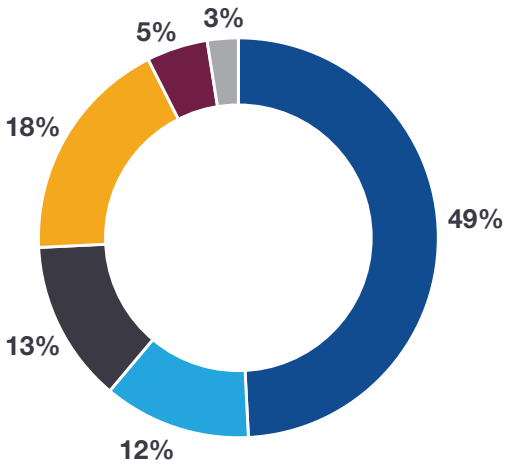
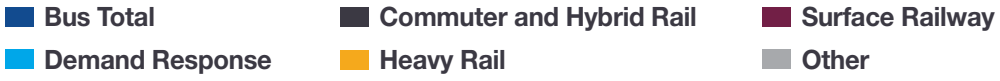


Figure 29: Operating Expenses by Mode, 2017





SOURCES: APTA FACT BOOK ANALYSIS

Capital and Operating Expenses

In 2017, total public transportation expenditures were $67.7 billion, with $47.5 billion spent on operations and $20.2 billion on capital investments. Heavy rail investments were the largest modal capital expenditures at $6.86 billion, followed by bus capital investments at $5.04 billion. Commuter and hybrid rail capital expenses were $3.63 billion in 2017, while surface rail capital expenses were $3.52 billion.

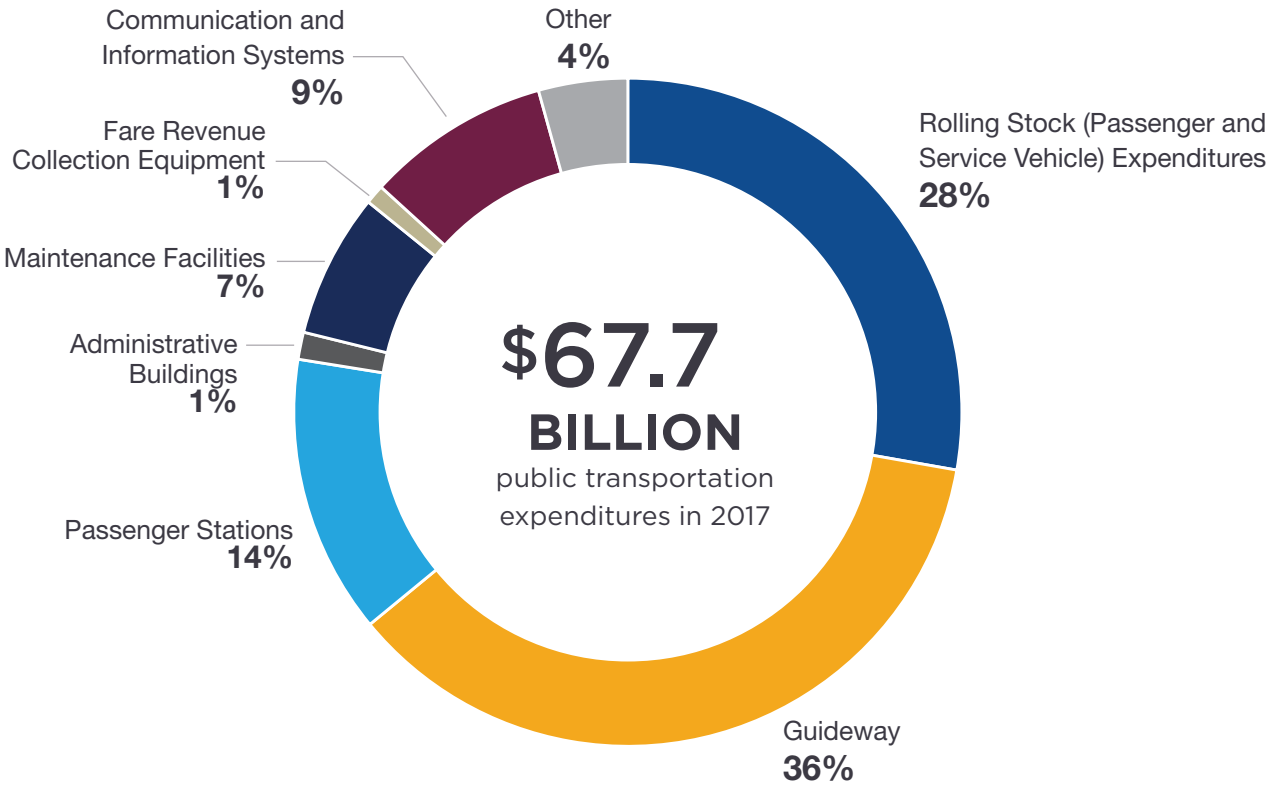
Of 2017 capital expenditures, 58 percent ($11.72 billion) went to facilities, 28 percent ($5.61 billion) to rolling stock, and 14 percent ($2.86 billion) to other capital investments.

Figure 30 shows this breakdown by capital expenditure subcategory.

Of 2017 operating expenditures, 42 percent went to vehicle operations ($19.9 billion), 16 percent to general administration ($7.5 billion), 16 percent to vehicle maintenance ($7.8 billion), 14 percent to purchased transportation ($6.8 billion), and 12 percent to non-vehicle maintenance ($5.6 billion).

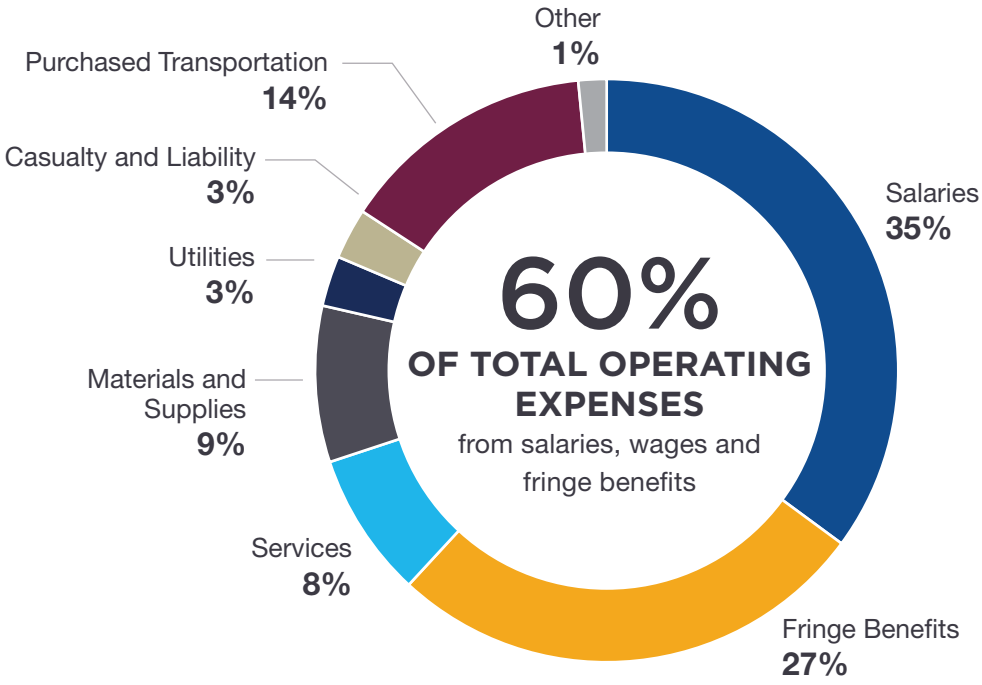
Operating expenditures are measured by function (the type of activity performed, as already listed) and by object (labor expenses and the type of goods or services purchased).

Figure 30: Capital Expenditures by Type, 2017



SOURCE: APTA FACT BOOK ANALYSIS

Figure 31: Total Operating Expenses by Object Category, 2017



SOURCES: APTA FACT BOOK ANALYSIS

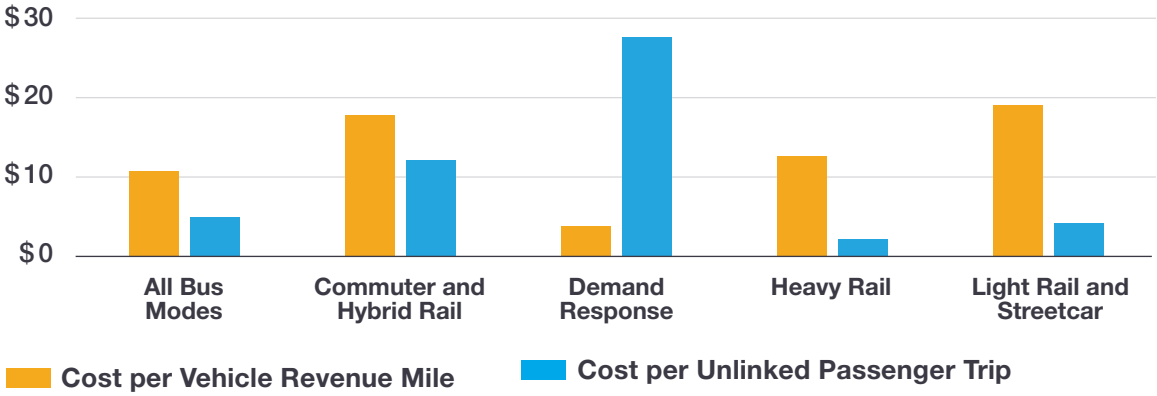
DEMAND RESPONSE: *Point-to-point operations commonly used by people with disabilities or people unable to travel on fixed-route service. Demand response vans may also substitute for fixed-route service at off-peak times (such as late at night).*

Salaries, wages and fringe benefits for employees of public transit agencies account for more than 60 percent of total operating expenses. Operating expenses by object category 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, 2017



SOURCE: APTA FACT BOOK ANALYSIS

Transit Spending and Contracting in the Private Sector

Nearly all public transit service is provided by or contracted for by public agencies. A large portion of the funds expended by those agencies, however, is spent in the private sector (**Figure 33).** In 2017, expenditures in the private sector were estimated at $36.90 billion (54 percent of all transit expenditures), a slight decrease from the $36.95 billion in 2016 (inflation-adjusted). All capital expenditures are estimated to be for goods and services provided by the private sector, as well as operating expenditures for services, materials and supplies including motor fuel, utilities including propulsion power for electrically powered vehicles, a portion of casualty and liability costs, and a portion of purchased transportation costs.

A significant amount of public transit service is contracted for operation (formally known as purchased transportation)—approximately 28 percent in FY 2017.[13] The percentage of service provided by contractors for different modes is shown in **Figure 34**. Measured by vehicle revenue hours, about 76 percent of demand response service was provided by contractors, along with 51 percent of vanpool service, 32 percent of commuter bus service, 18 percent of bus service, and 6 percent of rail service. The percentage of service contracted for operation has increased marginally over the past decade, demand response from 75 percent to 76 percent and bus service from 15 percent to 18 percent. Most notable is the vanpool mode, which has seen its share of contracted revenue hours go from 30 percent in 2007 to 55 percent in 2017.

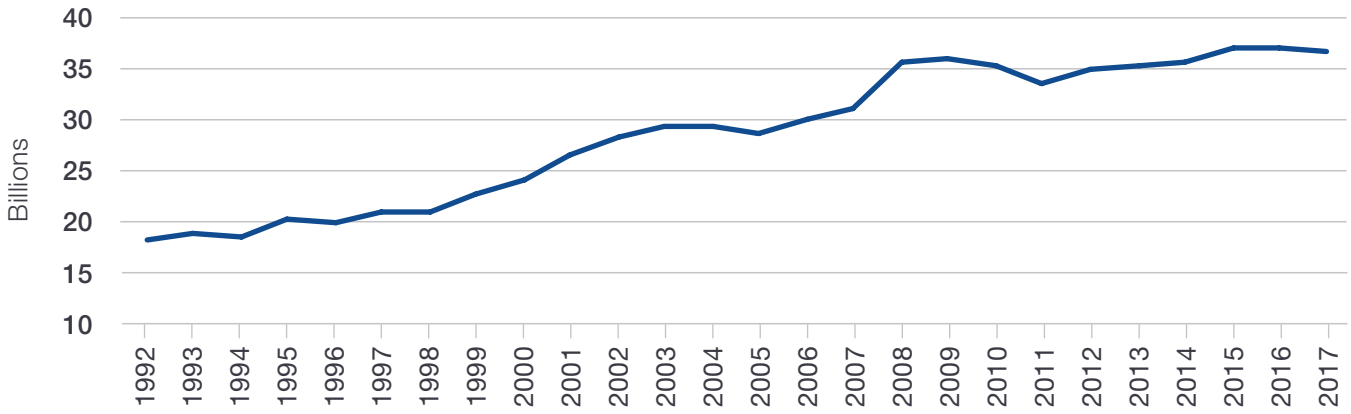
Most of the vehicles operated by contractors were provided by public transit agencies, with approximately 89 percent of all contractor-operated buses owned by transit agencies. About 58 percent of the vehicles used by contractors in demand response service were owned by public transit agencies, compared with just 7 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

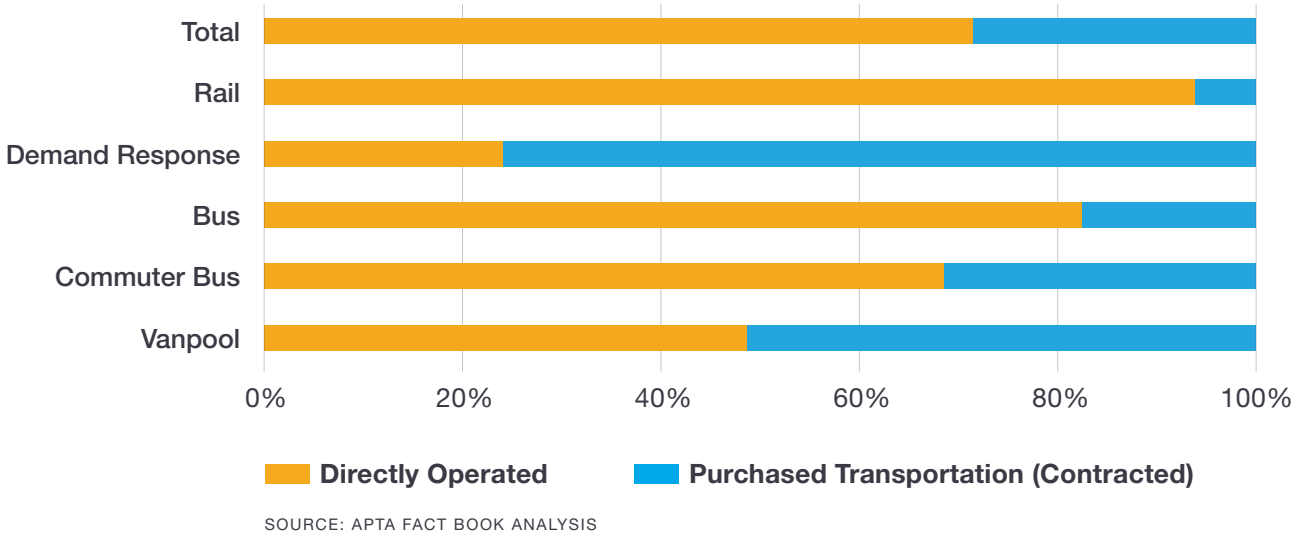
Estimated Transit Expenditures in the Private Sector (In 2017 dollars)



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]

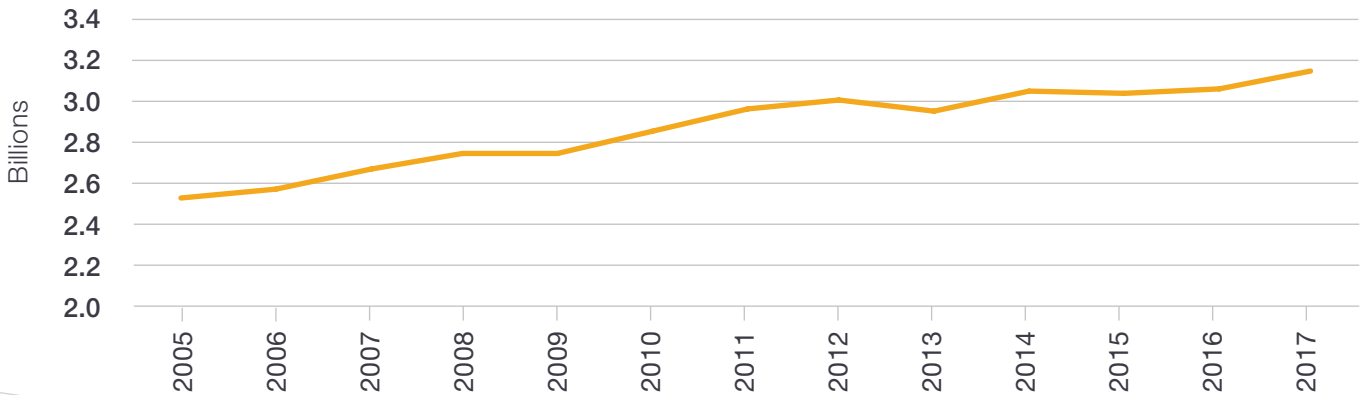
[14] Source: Canadian Urban Transit Association.

Passenger Travel

Information from 103 urban Canadian public transit systems reveals that passenger boardings (equivalent to U.S. unlinked passenger trips) in 2018 increased by 2.7 percent to 3.15 billion trips ***(Figure 35)***. The Canadian Urban Transit Association (CUTA) notes that the inclusion of new ridership data from a system that previously did not report accounts for around half of that growth. With a population of 36.71 million that year, Canada's 86 public transit trips per capita exceeds the United States' 31 public transit trips per capita. According to CUTA, 70 percent of public transit trips were taken in the metropolitan Toronto, Montreal and Vancouver regions.

Figure 35: Ridership on Upward Trend

Canadian Passenger Boardings



SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Service Provided

Accompanying this ridership increase was a 1.3 percent rise in total vehicle miles operated, compared with a 0.7 percent increase in the U.S. ***(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 meeting the eligibility criteria (those unable to climb steps or walk long distances). According to CUTA, 346,102 registrants took more than 21.8 million passenger trips, which is 12.7 percent above 2016 levels and is another record. The 112 systems reporting tallied 56.3 million total vehicle miles in 2017.

Vehicles

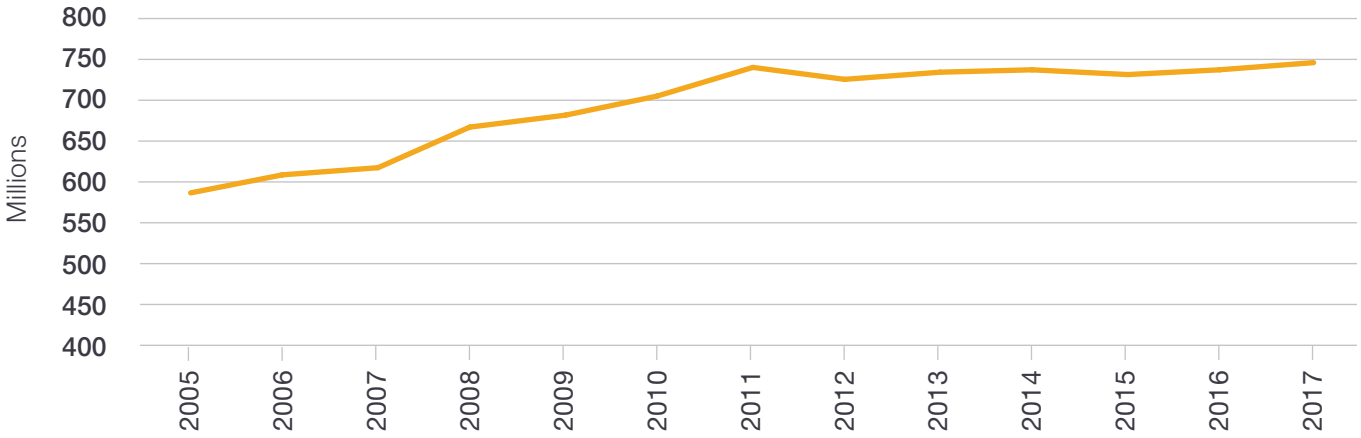
The average standard bus age remained at 8.7 years, with bus fleet accessibility at 98.8 percent in 2017. The average streetcar age was 28.6 years, the average light rail age was 19.8 years, and the average heavy rail age was 17.5 years. A total of 19,774 revenue vehicles were recorded across modes in 2017.

Employees

The number of Canadian transit employees in 2017 was 59,641, of which 52 percent were vehicle operators, 15 percent worked in vehicle maintenance, 14 percent in general administration, 10 percent in non-vehicle maintenance, and 9 percent in transportation operations.

Figure 36: Long-Term Growth in Service

Total Canadian Vehicle Miles



SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Amtrak Summary[15]

In fiscal year 2018, Amtrak continued to build on the progress it has made over the past decade. Intercity passenger rail is a critical resource for local economies and a valuable part of the transportation network. Amtrak operates more than 21,300 route miles and has more than 500 stations. An important contractor for public transit agencies, Amtrak operates commuter service for Maryland's MARC, Connecticut DOT and Metrolink in Southern California, and provides various services to Florida's SunRail, MBTA and Sound Transit. Amtrak also provides infrastructure access to other public transit agencies.

Passenger Travel

Amtrak employs approximately 19,600 people. Its FY 2018 ridership remained level with FY 2017 at 31.7 million trips, equivalent to 87,000 trips on an average day. Ridership on the Northeast Corridor increased by 0.8 percent to 12.12 million trips, ridership on state-supported routes increased by 0.4 percent to 15.08 million trips, and ridership on long-distance routes decreased by 3.9 percent to 4.51 million trips—attributed to weather events, infrastructure outages and poor on-time performance on host railroads.

Amtrak has 29 state-supported routes and 15 long-distance routes. ***Figure 37*** shows the 10 routes with the highest ridership.

Capital Expenditures

Amtrak increased total revenues by 2.2 percent to $3.4 billion and increased its operating earnings by 13.3 percent in FY 2018. It received $1.94 billion in federal appropriations.

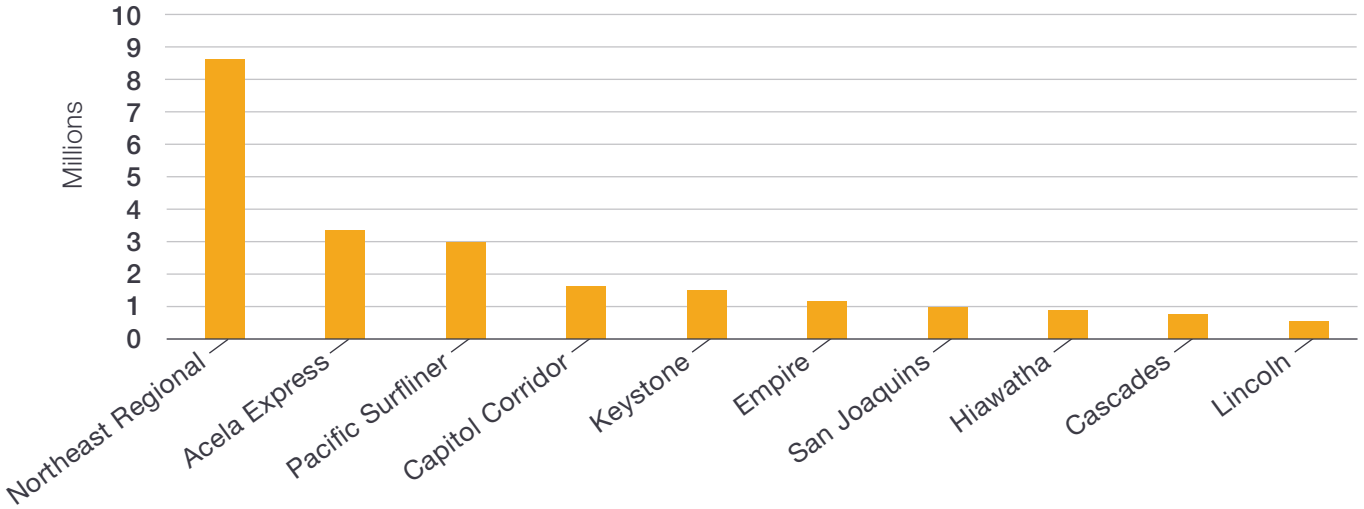
Amtrak invested over $1.46 billion on capital assets in FY 2018. These capital improvements included installing operational positive train control (PTC), the launch of a Safety Management System (SMS), state-of-good-repair work on the Northeast Corridor, new train interiors, the manufacturing of a new Acela train fleet, issuing an RFP for the replacement of the current diesel locomotive fleet, and station improvements across the nation.

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

http://media.amtrak.com/wp-content/uploads/2018/11/FY18-Ridership-Fact-Sheet-1.pdf.

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

Top 10 Amtrak Routes by Ridership



SOURCE: AMTRAK FY18 RIDERSHIP AND REVENUE

Modal Rankings, Report Year 2017

For complete size ranking lists of all transit agencies and urbanized areas reported in the Federal Transit Administration 2017 National Transit Database, see the “2019 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 2017 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)	
		2016	2017	2016	2017
MTA New York City Transit (NYCT)	New York, NY	3,464,743.5	3,440,643.4	12,832,195.0	12,401,537.4
Chicago Transit Authority (CTA)	Chicago, IL	497,704.3	479,435.2	2,078,851.8	1,972,073.6
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	432,985.2	407,153.7	2,172,060.6	2,088,280.0
Massachusetts Bay Transp. Auth. (MBTA)	Boston, MA	403,003.7	382,676.3	1,833,614.9	1,749,308.4
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	379,141.8	352,545.9	1,893,604.9	1,718,051.8
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	354,615.3	324,750.2	1,583,279.5	1,391,698.8
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	277,012.3	269,089.0	3,489,897.8	3,383,062.6
San Francisco Municipal Railway (Muni)	San Francisco, CA	232,827.5	226,262.0	490,623.3	471,529.6
San Francisco Bay Area Rapid Transit District (BART)	Oakland, CA	137,658.2	132,802.1	1,848,123.0	1,812,089.8
King County DOT (King County Metro)	Seattle, WA	127,384.8	127,954.2	602,791.4	600,556.3
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	133,383.1	126,428.7	744,348.5	729,390.1
MTA Bus Company (MTABUS)	New York, NY	125,617.0	122,214.3	369,132.8	347,110.0
MTA Long Island Rail Road (MTA LIRR)	Jamaica, NY	103,196.9	103,630.4	2,154,354.2	2,996,872.2
Maryland Transit Administration (MTA)	Baltimore, MD	110,727.6	103,571.4	833,364.1	836,993.0
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	101,702.6	99,045.3	507,767.9	511,087.7
Denver Regional Transportation District (RTD)	Denver, CO	103,340.8	98,077.5	602,120.8	607,643.4
Port Authority Trans-Hudson Corp. (PATH)	Jersey City, NJ	89,466.5	94,198.9	373,211.6	394,079.5
Miami-Dade Transit (MDT)	Miami, FL	98,962.3	89,465.2	559,919.4	553,692.4
San Diego Metropolitan Transit System (MTS)	San Diego, CA	92,437.3	88,194.8	432,493.6	416,630.0
Metro. Transit Authority of Harris County (METRO)	Houston, TX	89,970.9	88,129.1	584,215.8	566,357.0
Metro-North Commuter Railroad Co. (MTA-MNCR)	New York, NY	86,872.8	86,949.3	2,523,318.0	2,272,129.4
Metro Transit	Minneapolis, MN	82,624.6	81,927.4	369,149.2	359,406.1
Northeast Illinois Reg. Commuter Rail Corp. (Metra)	Chicago, IL	72,289.6	70,592.2	1,616,847.6	1,577,342.9
City and County of Honolulu DOT Services (DTS)	Honolulu, HI	69,553.7	66,560.0	363,912.9	332,927.4
Dallas Area Rapid Transit (DART)	Dallas, TX	66,800.0	65,583.0	460,076.1	432,887.9
Reg. Transp. Comm. of Southern Nevada (RTC)	Las Vegas, NV	67,346.3	65,535.0	259,288.6	259,457.8
Port Authority of Allegheny County	Pittsburgh, PA	63,823.5	63,230.6	271,913.4	266,556.7
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	54,575.7	53,416.0	226,345.5	210,591.5
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	42,732.2	46,795.7	494,598.7	520,035.5
Utah Transit Authority (UTA)	Salt Lake City, UT	45,521.9	45,078.9	373,717.7	364,859.2
Orange County Transportation Auth. (OCTA)	Orange, CA	46,356.8	42,863.5	221,994.0	206,235.6
Bi-State Development Agency (Metro)	St. Louis, MO	44,047.0	40,978.3	272,269.2	250,339.1
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	44,285.6	39,562.8	197,172.0	178,748.1
City of Phoenix Public Transit Dept. (Valley Metro)	Phoenix, AZ	34,156.2	39,314.7	126,944.5	149,950.3
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	43,996.9	39,137.6	253,137.2	205,543.8
VIA Metropolitan Transit (VIA)	San Antonio, TX	39,363.5	37,233.7	194,436.1	188,007.6
Milwaukee County Transit System (MCTS)	Milwaukee, WI	40,709.4	35,053.1	140,167.5	123,823.4
Pace - Suburban Bus Division (PACE)	Arlington Heights, IL	31,169.6	31,370.5	227,284.1	224,467.1
Capital Metropolitan Transp. Auth. (CMTA)	Austin, TX	31,048.8	29,779.4	158,678.2	158,801.7
Broward County Transit Division (BCT)	Plantation, FL	33,373.6	29,764.4	163,565.2	153,557.3
Westchester County Bee-Line System	Mount Vernon, NY	29,718.1	28,964.0	147,221.5	127,646.3
Niagara Frontier Transp. Auth. (NFT Metro)	Buffalo, NY	28,079.5	26,501.6	93,910.0	89,296.1
Central Florida Regional Transp. Authority (LYNX)	Orlando, FL	27,378.8	26,031.0	152,609.5	156,256.6
Nassau Inter County Express (NICE)	Garden City, NY	27,264.2	25,593.4	152,984.1	145,733.3
Long Beach Transit (LBT)	Long Beach, CA	26,323.5	25,263.3	84,719.4	81,592.5
Charlotte Area Transit System (CATS)	Charlotte, NC	26,248.9	24,985.3	134,395.1	119,582.0
City of Detroit Department of Transportation	Detroit, MI	27,416.2	24,894.1	136,530.3	124,836.7
New York City Department of Transportation	New York, NY	23,666.6	24,476.5	124,428.0	142,016.0
Washington State Ferries	Seattle, WA	24,089.5	24,239.9	189,679.9	192,462.7
Ride-On Montgomery County Transit	Rockville, MD	24,512.7	22,984.2	86,481.3	86,244.3

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)	
		2016	2017	2016	2017
New York-Newark, NY-NJ-CT	18,351,295	4,209,573.3	4,176,848.1	21,678,039.1	21,782,541.9
Chicago, IL-IN	8,608,208	608,034.6	588,902.3	4,043,386.6	3,902,384.4
Los Angeles-Long Beach-Anaheim, CA	12,150,996	615,522.2	578,158.7	3,220,869.4	3,078,963.4
Washington, DC-VA-MD	4,586,770	449,060.9	420,059.5	2,690,776.5	2,526,235.1
San Francisco-Oakland, CA	3,281,212	427,053.8	414,919.9	2,626,029.0	2,502,566.3
Boston, MA-NH-RI	4,181,019	413,334.7	392,621.9	1,902,290.3	1,808,983.8
Philadelphia, PA-NJ-DE-MD	5,441,567	398,314.9	366,970.1	1,986,651.0	1,780,653.9
Seattle, WA	3,059,393	211,283.6	215,973.7	1,427,262.8	1,453,239.1
Miami, FL	5,502,379	150,191.7	136,055.1	923,699.6	906,553.7
Atlanta, GA	4,515,419	141,077.7	133,276.7	863,288.8	825,756.4
Portland, OR-WA	1,849,898	114,383.8	112,465.7	548,721.4	553,052.0
San Diego, CA	2,956,746	106,071.2	100,582.4	646,027.9	604,459.3
Baltimore, MD	2,203,663	106,756.7	98,683.6	531,932.6	509,560.9
Minneapolis-St. Paul, MN-WI	2,650,890	95,877.9	95,332.0	472,458.4	462,219.8
Denver-Aurora, CO	2,374,203	96,043.9	89,321.1	576,347.4	570,397.1
Houston, TX	4,944,332	90,610.5	88,906.6	589,967.9	572,053.8
Dallas-Fort Worth-Arlington, TX	5,121,892	75,255.4	73,663.9	490,538.0	464,465.6
Phoenix-Mesa, AZ	3,629,114	68,089.7	72,864.6	336,606.4	379,275.0
Las Vegas-Henderson, NV	1,886,011	72,286.6	70,351.1	269,574.8	269,228.1
Urban Honolulu, HI	802,459	68,789.0	65,833.2	359,702.1	329,033.2
Pittsburgh, PA	1,733,853	65,880.6	65,205.5	297,927.0	292,433.8
San Jose, CA	1,664,496	50,614.1	45,805.5	422,302.6	347,051.4
St. Louis, MO-IL	2,150,706	46,438.0	43,146.4	292,111.4	268,553.8
Cleveland, OH	1,780,673	45,551.9	40,429.0	209,071.6	187,364.1
San Antonio, TX	1,758,210	39,372.2	37,242.8	194,550.8	188,115.8
Detroit, MI	3,734,090	39,377.7	37,080.6	234,306.5	228,318.3
Milwaukee, WI	1,376,476	42,135.1	36,424.1	153,677.4	136,403.5
Concord, CA	615,968	37,388.0	35,590.2	465,409.9	450,544.7
Salt Lake City-West Valley City, UT	1,021,243	33,745.5	33,396.9	216,142.1	217,310.7
Austin, TX	1,362,416	31,064.6	29,800.4	158,678.2	158,801.7
San Juan, PR	2,148,346	33,994.4	28,691.4	143,188.1	120,007.8
Tampa-St. Petersburg, FL	2,441,770	28,739.8	26,557.3	150,179.9	133,088.5
Buffalo, NY	935,906	28,063.4	26,485.7	93,857.4	89,244.1
Charlotte, NC-SC	1,249,442	26,696.4	25,506.4	134,395.1	122,693.3
Sacramento, CA	1,723,634	27,570.1	24,638.4	147,228.4	132,156.9
New Orleans, LA	899,703	22,510.1	22,590.5	69,996.6	70,300.6
Orlando, FL	1,510,516	23,138.2	20,458.1	134,941.5	126,517.7
Cincinnati, OH-KY-IN	1,624,827	19,862.3	19,101.6	114,439.2	109,289.4
Columbus, OH	1,368,035	19,001.8	18,857.0	78,986.6	76,307.0
Providence, RI-MA	1,190,956	19,813.2	18,181.4	88,765.8	83,637.1
Tucson, AZ	843,168	17,392.6	17,979.3	89,169.6	87,849.1
Riverside-San Bernardino, CA	1,932,666	18,865.8	17,583.9	138,995.0	131,620.6
Bridgeport-Stamford, CT-NY	923,311	18,764.0	17,522.9	235,144.1	210,304.1
Hartford, CT	924,859	17,528.8	16,960.2	103,579.7	106,527.4
Albany-Schenectady, NY	594,962	17,077.0	16,773.1	69,857.9	65,489.7
Kansas City, MO-KS	1,519,417	15,263.6	16,587.7	66,051.7	62,921.5
Rochester, NY	720,572	16,589.0	15,815.6	54,099.0	55,277.7
New Haven, CT	562,839	15,878.3	15,080.8	240,922.3	218,657.8
Atlantic City, NJ	248,402	15,060.7	14,924.5	134,447.5	128,542.9
Virginia Beach, VA	1,439,666	15,444.2	14,923.3	77,829.0	83,979.5

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

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

URBANIZED AREA	POPULATION (2010 CENSUS)	2017 UNLINKED PASSENGER TRIPS (THOUSANDS)	RIDERSHIP PER CAPITA
New York-Newark, NY-NJ-CT	18,351,295	4,176,848.1	227.6
San Francisco-Oakland, CA	3,281,212	414,919.9	126.5
Ames, IA	60,438	6,658.0	110.2
Boston, MA-NH-RI	4,181,019	392,621.9	93.9
Washington, DC-VA-MD	4,586,770	420,059.5	91.6
Champaign, IL	145,361	12,106.7	83.3
Urban Honolulu, HI	802,459	65,833.2	82.0
State College, PA	87,454	7,097.0	81.2
Seattle, WA	3,059,393	215,973.7	70.6
Chicago, IL-IN	8,608,208	588,902.3	68.4
Boulder, CO	114,591	7,768.6	67.8
Philadelphia, PA-NJ-DE-MD	5,441,567	366,970.1	67.4
Ithaca, NY	53,661	3,265.2	60.8
Portland, OR-WA	1,849,898	112,465.7	60.8
Atlantic City, NJ	248,402	14,924.5	60.1
Concord, CA	615,968	35,590.2	57.8
Iowa City, IA	106,621	6,135.3	57.5
Davis, CA	72,794	4,115.6	56.5
Athens-Clarke County, GA	128,754	7,179.5	55.8
San Marcos, TX	52,826	2,861.9	54.2
Gainesville, FL	187,781	9,270.9	49.4
Los Angeles-Long Beach-Anaheim, CA	12,150,996	578,158.7	47.6
Ann Arbor, MI	306,022	14,477.3	47.3
Blacksburg, VA	88,542	4,115.4	46.5
Waterbury, CT	194,535	8,971.5	46.1
Baltimore, MD	2,203,663	98,683.6	44.8
Eugene, OR	247,421	10,689.1	43.2
Danbury, CT-NY	168,136	7,262.9	43.2
Morgantown, WV	70,350	3,019.8	42.9
Bellingham, WA	114,473	4,871.0	42.6
Durham, NC	347,602	13,805.9	39.7
Lawrence, KS	88,053	3,445.6	39.1
Harrisonburg, VA	66,784	2,572.9	38.5
Denver-Aurora, CO	2,374,203	89,321.1	37.6
Pittsburgh, PA	1,733,853	65,205.5	37.6
Las Vegas-Henderson, NV	1,886,011	70,351.1	37.3
Minneapolis-St. Paul, MN-WI	2,650,890	95,332.0	36.0
Trenton, NJ	296,668	10,097.6	34.0
San Diego, CA	2,956,746	100,582.4	34.0
Santa Barbara, CA	195,861	6,593.6	33.7
Lansing, MI	313,532	10,298.0	32.8
Madison, WI	401,661	13,137.9	32.7
Salt Lake City-West Valley City, UT	1,021,243	33,396.9	32.7
Kahului, HI	55,934	1,810.9	32.4
Bloomington, IN	108,657	3,338.4	30.7
Lafayette, IN	147,725	4,522.3	30.6
Williamsburg, VA	75,689	2,261.4	29.9
Atlanta, GA	4,515,419	133,276.7	29.5
Flagstaff, AZ	71,957	2,104.7	29.2
Buffalo, NY	935,906	26,485.7	28.3

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

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

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2016	2017	2016	2017
MTA New York City Transit (NYCT)	New York, NY	743,752.5	691,273.0	1,553,770.2	1,450,951.3
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	312,787.6	282,451.0	1,285,627.4	1,146,791.8
Chicago Transit Authority (CTA)	Chicago, IL	259,058.4	249,231.2	633,607.2	613,043.9
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	182,484.6	163,236.1	587,747.6	532,244.2
New Jersey Transit Corporation (NJ Transit)	Newark, NJ	159,895.7	154,452.2	1,248,560.4	1,156,155.8
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	127,687.6	123,124.4	399,016.6	369,020.8
MTA Bus Company (MTABUS)	New York, NY	125,617.0	122,214.3	369,132.8	347,110.0
San Francisco Municipal Railway (Muni)	San Francisco, CA	101,846.9	107,795.8	230,498.1	231,620.6
Massachusetts Bay Transp. Authority (MBTA)	Boston, MA	113,777.5	106,326.1	298,780.4	276,815.5
King County DOT – Metro Transit	Seattle, WA	101,903.0	102,013.1	484,134.0	483,528.7
Maryland Transit Administration (MTA)	Baltimore, MD	75,619.3	69,934.3	271,568.6	270,836.9
City and County of Honolulu DOT Services (DTS)	Honolulu, HI	68,314.2	65,276.0	350,827.2	319,106.8
Denver Regional Transportation District (RTD)	Denver, CO	73,252.4	65,266.3	338,558.5	328,144.9
Reg. Transp. Comm. of Southern Nevada (RTC)	Las Vegas, NV	61,208.8	62,939.6	223,003.9	231,676.5
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	58,852.0	58,050.8	292,209.9	285,574.1
Miami-Dade Transit (MDT)	Miami, FL	65,150.6	58,038.0	357,875.0	358,068.4
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	59,982.4	57,837.8	277,385.6	282,061.3
Metropolitan Atlanta Rapid Transit Auth. (MARTA)	Atlanta, GA	60,779.1	57,460.3	258,545.5	251,234.9
Metro Transit	Minneapolis, MN	58,949.8	57,322.6	257,915.9	237,929.5
Port Authority of Allegheny County	Pittsburgh, PA	53,671.7	53,389.3	229,327.9	224,980.6
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	51,307.6	50,161.2	182,376.9	167,114.7
San Diego Metropolitan Transit System (MTS)	San Diego, CA	51,898.3	49,632.2	199,099.6	192,013.8
Orange County Transportation Authority (OCTA)	Orange, CA	42,968.4	39,686.1	151,517.0	139,011.1
City of Phoenix Public Transit Dept. (Valley Metro)	Phoenix, AZ	33,785.4	38,998.4	123,373.5	146,904.6
VIA Metropolitan Transit (VIA)	San Antonio, TX	37,773.8	35,623.8	158,318.2	149,949.7
Milwaukee County Transit System (MCTS)	Milwaukee, WI	40,256.3	34,606.0	137,115.8	120,815.7
Dallas Area Rapid Transit (DART)	Dallas, TX	33,521.2	31,951.2	144,619.4	117,278.6
Santa Clara Valley Transportation Auth. (VTA)	San Jose, CA	32,624.2	29,464.1	191,886.6	152,012.7
Broward County Transit Division (BCT)	Plantation, FL	32,657.6	28,980.5	155,365.8	144,419.7
Pace - Suburban Bus Division (PACE)	Arlington Heights, IL	28,399.5	28,804.7	184,815.8	184,751.6
Westchester County Bee-Line System	Mount Vernon, NY	29,395.2	28,639.8	143,792.6	124,225.1
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	28,585.3	27,297.1	116,469.8	115,795.8
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	30,156.6	26,711.9	124,284.3	112,204.0
Bi-State Development Agency (Metro)	St. Louis, MO	27,701.3	25,529.3	137,320.4	136,569.6
Nassau Inter County Express (NICE)	Garden City, NY	26,902.0	25,244.2	150,113.2	142,962.1
Long Beach Transit (LBT)	Long Beach, CA	26,272.0	25,220.5	84,483.6	81,388.8
City of Detroit DOT (DDOT)	Detroit, MI	27,149.4	24,593.6	134,298.4	121,436.5
Central Florida Regional Transp. Authority (LYNX)	Orlando, FL	25,104.4	23,785.9	130,016.1	131,719.5
Ride-On Montgomery County Transit	Rockville, MD	24,512.7	22,984.2	86,481.3	86,244.3
Niagara Frontier Transportation Authority (NFTA)	Buffalo, NY	22,680.5	21,602.5	78,051.6	75,092.4
Utah Transit Authority (UTA)	Salt Lake City, UT	19,467.7	19,196.3	88,666.7	86,462.3
Charlotte Area Transit System (CATS)	Charlotte, NC	19,474.7	18,402.3	87,201.8	74,532.1
Central Ohio Transit Authority (COTA)	Columbus, OH	18,549.4	18,401.5	71,088.9	68,304.6
City of Los Angeles DOT (LADOT)	Los Angeles, CA	19,711.0	18,128.0	26,788.7	28,046.8
City of Tucson	Tucson, AZ	15,743.5	16,388.3	79,460.5	78,573.0
Capital District Transportation Authority (CDTA)	Albany, NY	16,642.5	16,270.3	58,947.6	55,602.6
Rhode Island Public Transit Authority (RIPTA)	Providence, RI	17,813.1	16,239.1	74,489.8	72,630.0
RTS - Monroe County	Rochester, NY	16,561.7	15,774.7	53,131.7	54,326.0
Regional Public Transportation Authority (RPTA)	Phoenix, AZ	16,207.6	14,787.1	73,096.5	72,308.9
Southwest Ohio Regional Transit Authority	Cincinnati, OH	15,013.3	14,265.5	83,272.4	80,448.3

(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)	
		2016	2017	2016	2017
MTA New York City Transit (NYCT)	New York, NY	28,750.6	31,656.4	54,624.6	58,472.4
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	11,371.3	10,538.1	20,862.3	19,893.7
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	8,082.2	7,548.1	52,054.0	49,520.7
Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	4,609.4	4,219.8	11,641.5	10,429.8
Lane Transit District (LTD)	Eugene, OR	2,698.6	2,716.9	7,487.4	7,476.6
Connecticut Department of Transportation (CTTransit)	Hartford, CT	1,312.0	1,485.6	7,102.1	7,856.9
Transfort	Fort Collins, CO	1,399.2	1,472.3	4,327.3	3,711.6
Kansas City Area Transportation Authority (KCATA)	Kansas City, MO	1,350.5	1,240.9	3,545.3	3,308.9
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	1,316.5	1,208.9	1,641.0	2,627.7
Roaring Fork Transportation Authority (RFTA) (b)	Non-UZA	832.0	897.6	N/A	N/A
Interurban Transit Partnership (The Rapid)	Grand Rapids, MI	773.5	817.5	2,575.9	2,509.7

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

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2016	2017	2016	2017
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	18,470.4	18,374.8	264,105.8	256,761.9
MTA New York City Transit (NYCT)	New York, NY	12,641.2	12,387.0	158,465.4	155,687.5
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	8,440.4	7,882.6	152,686.7	149,172.2
Hudson Transit Lines, Inc. (Short Line)	New York, NY	4,348.0	4,391.7	200,250.0	199,921.5
Maryland Transit Administration (MTA)	Baltimore, MD	3,928.1	3,869.9	163,486.2	171,683.9
Academy Lines, Inc.	New York, NY	3,702.2	3,381.4	174,940.8	162,048.0
Snohomish County PTBA Corp. (Community Transit)	Seattle, WA	2,868.1	2,889.8	51,118.9	51,583.7
Suburban Transit Corp. (Coach USA)	New York, NY	2,753.3	2,712.2	103,439.6	102,392.0
Alameda-Contra Costa Transit District (AC Transit)	San Francisco, CA	2,536.7	2,526.1	36,487.8	35,848.0
Rockland Coaches, Inc.	New York, NY	2,468.1	2,193.2	57,104.8	49,939.3
DeCamp Bus Lines	New York, NY	1,852.2	1,938.6	28,764.7	31,766.5
Lakeland Bus Lines, Inc.	New York, NY	1,629.7	1,693.8	57,545.3	57,486.0
Georgia Regional Transportation Authority (GRTA)	Atlanta, GA	1,548.9	1,626.3	39,016.3	40,800.2
Potomac and Rappahannock Transp. Comm. (PRTC)	Washington, DC	1,563.1	1,527.7	39,189.0	38,055.4
City of Los Angeles Dept. of Transportation (LADOT)	Los Angeles, CA	1,531.6	1,337.8	25,872.7	22,747.7
Regional Transportation Commission of Southern Nevada	Las Vegas, NV	---	1,290.2	---	13,498.1
Trans-Bridge Lines, Inc.	New York, NY	1,147.9	1,114.7	83,459.9	79,838.7
Loudoun County Commuter Bus Service (LC Transit)	Washington, DC	1,086.1	1,036.7	36,177.4	36,368.5
Charlotte Area Transit System (CATS)	Charlotte, NC	880.4	950.5	12,115.3	12,649.8
Hampton Jitney, Inc.	New York, NY	815.9	809.0	76,263.6	74,329.4
Clark County PTBA Authority (C-TRAN)	Portland, OR	793.3	750.4	9,122.4	8,689.7
Jalbert Leasing, Inc. dba C&J	Portsmouth, NH	714.3	746.2	---	---
Ventura Intercity Service Transit Authority (VISTA)	Oxnard, CA	786.8	722.8	9,134.4	14,703.5
Solano County Transit (SolTrans)	Vallejo, CA	705.2	677.7	8,969.0	9,338.6
Olympia Trails Bus Company, Inc.	Elizabeth, NJ	563.7	634.1	---	---
Adirondack Transit Lines, Inc,	New York, NY	540.6	632.4	41,597.9	41,243.1
Monsey New Square Trails Corporation	New York, NY	632.6	628.8	25,284.8	25,127.7
Boston Express Bus, Inc. (BX)	Boston, MA	603.9	596.3	---	---
The Woodlands Township	The Woodlands, TX	608.0	561.3	20,976.0	20,711.3
New York City Department of Transportation	New York, NY	---	554.7	---	17,622.4

(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)	
		2016	2017	2016	2017
MTA New York City Transit (NYCT)	New York, NY	6,316.9	5,789.4	56,308.8	52,578.5
Pace-Suburban Bus Division, ADA Para Services (PACE)	Chicago, IL	4,064.5	3,971.2	38,707.2	38,170.0
Access Services (AS)	Los Angeles, CA	2,769.8	2,459.8	32,902.1	28,224.5
Washington Metropolitan Area Transit Authority (WMATA)	Washington, DC	2,170.7	2,212.2	17,081.0	20,352.1
Metro Mobility	Minneapolis, MN	2,133.7	2,176.8	24,264.3	25,160.6
Maryland Transit Administration (MTA)	Baltimore, MD	1,981.9	2,052.9	18,511.8	20,329.2
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	2,187.8	1,985.1	17,047.4	17,077.0
Southeastern Pennsylvania Transportation Authority (SEPTA)	Philadelphia, PA	1,792.3	1,704.5	12,508.3	12,173.4
Metropolitan Transit Auth. of Harris County, Texas (METRO)	Houston, TX	1,659.3	1,669.7	18,641.4	18,532.7
Miami-Dade Transit (MDT)	Miami, FL	1,643.3	1,633.2	21,288.8	21,038.2
New Jersey Transit Corporation (NJ TRANSIT)	New York, NY	1,550.6	1,610.1	9,454.9	9,898.4
Port Authority of Allegheny County	Pittsburgh, PA	1,527.7	1,486.8	11,993.4	11,791.6
Orange County Transportation Authority (OCTA)	Orange, CA	1,677.5	1,475.9	18,946.0	16,656.2
Regional Transp. Commission of Southern Nevada (RTC)	Las Vegas, NV	1,272.8	1,305.2	13,413.4	14,283.3
Denver Regional Transportation District (RTD)	Denver, CO	1,186.0	1,215.5	10,495.0	10,585.9
VIA Metropolitan Transit (VIA)	San Antonio, TX	1,099.2	1,109.4	12,696.8	13,437.1
City and County of Honolulu Dept. of Transp. Services (DTS)	Urban Honolulu, HI	1,052.4	1,086.1	11,685.3	12,330.3
Pace - Suburban Bus Division (PACE)	Chicago, IL	1,028.8	954.6	6,437.5	6,680.0
Delaware Transit Corporation (DTC)	Wilmington, DE	981.7	953.2	11,862.6	11,765.1
Tri-County Metropolitan Transp. District of Oregon (TriMet)	Portland, OR	925.8	889.6	8,551.5	8,163.9
Board of County Comm., Palm Beach County (PalmTran)	Fort Lauderdale, FL	874.2	860.0	11,285.2	11,816.3
King County DOT- Metro Transit Div. (King County Metro)	Seattle, WA	870.8	854.2	9,725.9	8,550.3
Broward County Transit Division (BCT)	Miami, FL	715.9	783.9	8,199.4	9,137.7
Alameda-Contra Costa Transit District (AC Transit)	Oakland, CA	731.3	728.6	7,480.8	7,628.9
Suffolk County Dept. of Public Works – Transp. Division (ST)	New York, NY	669.2	699.6	8,819.5	9,077.7
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	658.7	687.5	8,504.2	9,343.8
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	656.5	670.7	5,222.3	5,548.1
San Diego Metropolitan Transit System (MTS)	San Diego, CA	632.1	636.4	6,307.1	6,606.0
Blue Water Area Transp. Comm. (Blue Water Area Transit)	Port Huron, MI	613.1	630.4	5,194.3	5,336.6
Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland, OH	633.6	593.7	4,993.5	4,892.5
Central Florida Regional Transp. Authority (LYNX)	Orlando, FL	550.2	582.9	9,537.3	8,676.6
City of Tucson (COT)	Tucson, AZ	577.8	569.6	4,475.0	4,480.5
Central Pennsylvania Transp. Authority (rabbittransit)	York, PA	434.4	567.3	5,264.8	7,114.5
Salem Area Mass Transit District (Cherriots)	Salem, OR	560.1	567.2	---	4,982.8
Bi-State Development Agency (Metro)	St. Louis, MO	568.1	550.7	5,575.5	5,941.4
Mass Transportation Authority (MTA)	Flint, MI	440.1	529.4	4,232.6	5,122.8
South Central Transit Authority	Lancaster, PA	296.2	526.6	3,569.4	5,450.0
Greater Hartford Transit District (GHTD)	Hartford, CT	524.8	503.8	4,581.2	4,446.5
Capital Area Transportation Authority (CATA)	Lansing, MI	498.7	501.3	3,152.1	3,503.2
Cape Cod Regional Transit Authority (CCRTA)	Barnstable Town, MA	495.2	489.7	4,446.8	3,659.7
Lehigh and Northampton Transp. Authority (LANTA)	Allentown, PA	411.0	482.5	5,776.8	5,648.5
Spokane Transit Authority (STA)	Spokane, WA	467.3	476.8	4,155.3	4,285.7
San Francisco Municipal Railway (Muni)	San Francisco, CA	479.3	475.8	2,888.8	2,935.5
Milwaukee County Transit System (MCTS)	Milwaukee, WI	453.0	447.1	3,051.8	3,007.7
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	651.7	433.8	6,595.7	4,443.2
Omnitrans (OMNI)	Riverside, CA	434.0	432.3	6,178.0	6,055.3
Riverside Transit Agency (RTA)	Riverside, CA	414.0	415.3	5,191.8	4,682.9
Suburban Mobility Authority for Regional Transp. (SMART)	Detroit, MI	578.4	412.4	3,950.2	3,106.8
Transit Authority of River City	Louisville, KY	378.5	390.4	3,523.0	3,596.7
Montachusett Regional Transit Authority (MRTA)	Leominster, MA	398.6	388.5	4,715.7	3,035.9

(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)	
		2016	2017	2016	2017
Los Angeles County Metropolitan Transp. Auth. (LACMTA)	Los Angeles, CA	4,025.6	3,756.8	182,841.3	168,255.7
King County Department of Transp. (King County Metro)	Seattle, WA	3,540.5	3,626.4	68,191.3	65,856.7
California Vanpool Authority (CalVans)	Hanford, CA	2,462.9	2,601.0	109,082.8	109,970.3
Metropolitan Transit Auth. of Harris County, Texas (METRO)	Houston, TX	2,217.6	1,961.9	65,459.0	59,209.8
San Diego Association of Governments (SANDAG)	San Diego, CA	2,120.5	1,898.0	103,460.8	92,438.2
Pace - Suburban Bus Division (PACE)	Chicago, IL	1,664.5	1,518.1	35,556.5	32,447.2
Orange County Transportation Authority (OCTA)	Orange, CA	1,299.9	1,297.1	44,944.6	44,765.7
Potomac and Rappahannock Transp. Commission (PRTC)	Washington, DC	1,178.5	1,292.0	53,830.4	59,138.7
Utah Transit Authority (UTA)	Salt Lake City, UT	1,333.8	1,264.4	49,245.9	46,756.7
Enterprise Rideshare - Michigan	Detroit, MI	1,189.2	1,176.7	38,462.9	53,567.3
vRide, Inc. - Valley Metro	Phoenix, AZ	1,184.1	1,164.0	29,143.8	39,927.4
Snohomish County PTBA (Community Transit)	Seattle, WA	867.8	861.4	21,723.6	21,261.4
Pierce County Transp. Benefit Area Auth. (Pierce Transit)	Lakewood, WA	828.3	810.4	23,037.9	22,680.6
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	771.7	727.0	27,231.3	27,415.3
Ben Franklin Transit (BFT)	Richland, WA	709.3	643.2	22,376.4	21,608.2
Victor Valley Transit Authority (VVTA)	Victorville, CA	566.5	577.8	26,686.9	28,151.8
Intercity Transit (I.T.)	Olympia, WA	602.4	550.2	21,589.2	19,953.7
Miami Lakes - vRide, Inc.	Miami, FL	598.7	529.8	16,601.6	14,387.9
Dallas Area Rapid Transit (DART)	Dallas, TX	515.9	514.9	19,023.6	19,495.8
VIA Metropolitan Transit (VIA)	San Antonio, TX	490.5	500.5	23,421.2	24,620.8
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	432.6	459.6	14,763.8	16,720.9
Central Florida Regional Transportation Authority (LYNX)	Orlando, FL	397.4	448.8	11,205.4	13,155.2
Greater Richmond Transit Company (GRTC Transit System)	Richmond, VA	373.7	380.6	27,519.1	30,853.7
vRide, Inc. – Atlanta	Atlanta, GA	738.3	308.2	30,389.5	8,336.3
Regional Transportation Commission of Washoe County	Reno, NV	236.1	299.2	11,329.4	13,569.1
Piedmont Authority for Regional Transportation (PART)	Greensboro, NC	266.6	260.8	13,262.7	13,192.7
Fort Worth – vRide, Inc.	Arlington, TX	280.0	229.9	10,402.1	10,760.8
Enterprise Rideshare	Atlanta, GA	106.8	225.3	6,665.3	11,949.5
GoTriangle	Durham, NC	260.1	221.2	7,340.4	6,070.9
vRide, Inc. – Denver	Denver, CO	227.0	206.1	8,691.4	8,310.3

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2016	2017	2016	2017
San Francisco Municipal Railway (Muni)	San Francisco, CA	65,120.9	53,301.3	97,411.0	79,086.7
King County Department of Transp. (King County Metro)	Seattle, WA	18,999.5	19,339.1	34,676.2	36,445.2
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	6,500.3	6,171.0	12,579.2	12,105.3
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,313.8	1,988.8	2,846.6	4,559.7
Greater Dayton Regional Transit Authority (RTA)	Dayton, OH	2,138.9	1,932.8	6,465.8	8,019.5

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)		RIDERSHIP PER MILE OF TRACK
		2016	2017	2016	2017	
COMMUTER RAIL AGENCIES						
MTA Long Island Rail Road (MTA LIRR)	New York, NY	103,196.9	103,630.4	2,154,354.2	2,996,872.2	154,603.0
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	90,872.3	88,578.3	2,090,913.2	2,077,067.5	102,048.7
MTA Metro-North Commuter Railroad (MTA-MNCR)	New York, NY	86,297.5	86,362.5	2,522,415.7	2,270,934.4	106,884.3
Northeast Illinois Reg. Commuter Railroad Corp. (Metra)	Chicago, IL	72,289.6	70,592.2	1,616,847.6	1,577,342.9	58,539.0
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	33,830.9	33,949.6	697,963.3	697,665.0	48,743.2
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	36,187.6	33,209.5	455,691.6	426,163.6	54,611.9
Peninsula Corr. Joint Powers Board, Caltrain	San Carlos, CA	18,355.6	18,648.9	488,208.1	406,014.9	121,332.8
Southern California Regional Rail Authority (Metrolink)	Los Angeles, CA	13,758.4	14,396.2	425,150.3	419,663.4	21,198.9
Maryland Transit Administration (MTA)	Baltimore, MD	8,961.9	9,215.1	266,288.4	272,481.9	19,564.9
Denver Regional Transportation District	Denver, CO	4,317.4	6,950.3	41,854.0	93,501.8	123,670.0
Utah Transit Authority (UTA)	Salt Lake City, UT	4,545.8	4,854.1	125,131.3	122,258.0	40,518.4
Virginia Railway Express (VRE)	Alexandria, VA	4,352.8	4,676.1	145,777.0	143,468.9	25,892.2
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	4,312.1	4,445.6	106,687.8	111,028.3	27,977.1
South Florida Regional Transportation Auth. (Tri-Rail)	Pompano Beach, FL	4,241.5	4,261.1	117,303.7	118,514.3	27,996.8
Northern Indiana Commuter Transp. District (NICTD)	Chesterton, IN	3,504.1	3,455.8	113,035.1	112,953.8	26,501.9
Dallas Area Rapid Transit (DART)	Dallas, TX	2,054.0	2,098.0	40,270.2	41,313.6	37,938.5
Pennsylvania Department of Transportation (PennDOT)	Philadelphia, PA	1,416.0	1,539.2	126,281.7	133,551.1	10,659.0
North County Transit District (NCTD)	Oceanside, CA	1,556.1	1,454.9	43,722.5	38,461.1	14,404.6
Altamont Corridor Express (ACE)	Stockton, CA	1,290.1	1,299.7	55,471.7	55,703.2	9,127.2
Central Florida Commuter Rail (SunRail)	Orlando, FL	910.4	901.2	13,104.9	12,850.0	28,338.2
Rio Metro Regional Transit District (RMRTD)	Albuquerque, NM	886.4	835.6	39,741.5	38,021.6	7,427.2
Connecticut Department of Transportation (CDOT)	Hartford, CT	849.9	800.4	21,215.2	19,960.6	7,336.0
Metro Transit	Minneapolis, MN	711.2	793.8	17,608.1	19,441.5	11,487.7
Northern New England Passenger Rail Auth. (NNEPRA)	Portland, ME	473.9	511.4	38,232.2	40,742.7	3,586.4
Regional Transportation Authority (RTA)	Nashville, TN	277.7	294.4	4,434.1	4,693.0	8,920.9
Alaska Railroad Corporation (ARRC)	Anchorage, AK	187.3	192.3	22,971.4	23,455.3	281.9
HYBRID RAIL AGENCIES						
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	2,746.7	2,713.2	40,273.0	39,719.8	47,851.1
North County Transit District (NCTD)	Oceanside, CA	2,677.9	2,549.1	23,329.1	21,868.2	78,432.4
Capital Metropolitan Transportation Authority (CMTA)	Austin, TX	806.3	824.7	13,241.5	13,035.0	12,766.3
Denton County Transportation Authority (DCTA)	Lewisville, TX	545.3	505.0	8,000.3	7,298.6	17,594.4
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	457.4	448.5	3,884.1	3,801.3	23,359.9

(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
		2016	2017	2016	2017	
MTA New York City Transit (NYCT)	New York, NY	2,673,282.3	2,699,537.6	11,009,026.1	10,683,847.8	3,227,181.8
Chicago Transit Authority (CTA)	Chicago, IL	238,645.8	230,204.0	1,445,244.6	1,359,029.7	868,694.5
Washington Metro. Area Transit Auth. (WMATA)	Washington, DC	249,173.2	227,053.0	1,475,685.2	1,326,262.7	776,780.8
Massachusetts Bay Transportation Auth. (MBTA)	Boston, MA	174,517.4	164,102.7	612,346.8	557,734.9	1,519,469.5
San Francisco Bay Area Rapid Transit District (BART)	San Francisco, CA	136,627.1	131,810.2	1,844,823.6	1,808,935.7	474,137.5
Southeastern Pennsylvania Transp. Auth. (SEPTA)	Philadelphia, PA	101,883.8	93,879.9	452,194.9	344,859.7	940,680.3
Port Authority Trans-Hudson Corporation (PATH)	New York, NY	88,329.8	92,930.4	370,185.7	390,795.2	2,156,158.1
Metropolitan Atlanta Rapid Transit Authority (MARTA)	Atlanta, GA	71,945.3	68,280.9	477,298.8	468,811.4	658,446.1
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	46,003.8	45,632.9	224,277.7	228,179.5	1,338,208.9
Miami-Dade Transit (MDT)	Miami, FL	21,461.0	19,984.7	157,122.1	151,178.9	342,791.3
Port Authority Transit Corporation (PATCO)	Philadelphia, PA	10,653.4	10,839.1	95,238.3	96,952.2	282,267.2
Maryland Transit Administration (MTA)	Baltimore, MD	12,221.9	10,452.8	57,376.8	49,581.7	307,433.8
Staten Island Rapid Transit Operating Auth. (SIRTOA)	New York, NY	8,614.3	8,251.1	53,992.7	51,461.3	260,287.9
Alternativa de Transporte Integrado -ATI (PRHTA)	San Juan, PR	8,217.7	7,411.8	40,216.6	35,511.6	290,658.8
Greater Cleveland Reg. Transit Authority (GCRTA)	Cleveland, OH	6,417.6	5,904.8	41,530.9	37,907.6	154,982.0

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
		2016	2017	2016	2017	
LIGHT RAIL AGENCIES						
Los Angeles County Metro. Transp. Auth. (LACMTA)	Los Angeles, CA	62,086.0	67,764.9	427,260.1	495,532.4	375,221.0
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	64,538.4	62,296.4	171,740.2	158,992.4	798,672.2
San Francisco Municipal Railway (Muni)	San Francisco, CA	52,124.6	50,993.2	141,541.5	139,398.2	747,700.4
Tri-County Metro. Transp. District of Oregon (TriMet)	Portland, OR	40,198.2	39,741.4	216,465.2	215,622.7	331,178.0
San Diego Metropolitan Transit System (MTS)	San Diego, CA	39,614.9	37,638.9	220,170.0	210,971.1	366,851.3
Dallas Area Rapid Transit (DART)	Dallas, TX	29,762.2	29,993.8	244,404.5	243,220.2	145,248.7
Denver Regional Transportation District (RTD)	Denver, CO	24,585.1	24,645.5	211,213.4	175,410.9	216,758.7
Metro Transit	Minneapolis, MN	22,963.6	23,811.0	93,625.2	102,035.2	464,151.9
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	19,011.4	23,002.3	122,981.3	151,386.3	478,217.5
New Jersey Transit Corporation (NJ TRANSIT)	Newark, NJ	21,175.3	21,008.3	73,465.1	72,805.7	416,831.5
Utah Transit Authority (UTA)	Salt Lake City, UT	19,220.0	18,823.6	93,503.1	92,586.6	174,131.2
Metro. Transit Auth. of Harris County, Texas (METRO)	Houston, TX	18,532.1	18,319.4	52,480.7	51,261.2	304,816.0
Valley Metro Rail, Inc.	Phoenix-Mesa, AZ	15,574.7	16,511.8	104,671.0	113,077.7	296,975.1
Bi-State Development Agency (Metro)	St. Louis, MO	15,777.6	14,898.3	129,373.2	107,828.2	154,707.1
Sacramento Regional Transit District (SacRT)	Sacramento, CA	12,216.2	11,442.5	69,170.7	68,759.5	136,382.1
Santa Clara Valley Transportation Authority (VTA)	San Jose, CA	10,721.1	9,132.1	54,654.9	47,937.3	114,724.7
Port Authority of Allegheny County	Pittsburgh, PA	8,132.1	7,759.2	30,534.6	29,714.9	151,547.2
Maryland Transit Administration (MTA)	Baltimore, MD	7,431.1	7,345.4	51,174.9	48,343.2	127,525.0
Charlotte Area Transit System (CATS)	Charlotte, NC	4,899.8	4,770.9	23,197.2	22,711.9	513,004.0
Niagara Frontier Transportation Authority (NFT Metro)	Buffalo, NY	5,212.1	4,695.6	14,110.7	12,421.9	333,024.0
Greater Cleveland Reg. Transit Auth. (GCRTA)	Cleveland, OH	2,468.3	2,114.8	14,721.9	12,790.0	69,793.8
Transportation Dist. Comm. of Hampton Roads (HRT)	Virginia Beach, VA	1,369.5	1,405.3	5,178.8	5,005.5	189,909.5
STREETCAR AGENCIES						
Southeastern Pennsylvania Transp. Authority (SEPTA)	Philadelphia, PA	25,766.7	26,549.3	62,557.8	64,152.7	122,177.9
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	8,075.0	8,097.7	15,555.7	15,599.4	378,397.1
San Francisco Municipal Railway (Muni)	San Francisco, CA	7,455.6	7,471.9	11,049.7	10,674.1	344,325.1
City of Portland (PBOT)	Portland, OR	4,313.6	4,710.9	4,960.6	9,820.0	303,926.1
Kansas City, City of Missouri	Kansas City, MO	---	1,983.1	---	2,979.4	450,701.1
King County Dept. of Transp. (King County Metro)	Seattle, WA	1,358.3	1,417.5	1,555.3	1,556.6	179,431.3
Progressive Transportation Services Admin. (DDOT)	Washington, DC	497.2	1,121.3	465.1	829.7	200,226.1
Central Puget Sound Regional Transit Authority (ST)	Seattle, WA	938.3	973.0	823.8	859.0	360,369.6
City of Tucson (COT)	Tucson, AZ	950.0	900.5	1,463.1	1,467.9	230,907.4
M-1 Rail	Detroit, MI	---	719.6	---	1,140.5	107,404.6
McKinney Avenue Transit Authority	Dallas, TX	601.8	613.5	850.8	816.3	136,342.2
Southwest Ohio Regional Transit Authority (SORTA)	Cincinnati, OH	330.7	578.2	503.8	827.9	481,816.7
Charlotte Area Transit System (CATS)	Charlotte, NC	517.5	439.2	449.7	371.0	274,493.8
City of Atlanta- Dept. of Public Works (COA DPW)	Atlanta, GA	686.7	401.2	577.1	379.2	154,306.9
Hillsborough Area Regional Transit Authority (HART)	Tampa, FL	286.7	280.6	504.5	497.4	80,171.7
Dallas Area Rapid Transit (DART)	Dallas, TX	49.8	155.9	72.4	243.8	32,469.2
Rock Region METRO	Little Rock, AR	64.6	95.1	112.0	244.9	27,176.6
Kenosha Transit (KT)	Kenosha, WI	51.1	45.1	57.3	50.5	22,560.0
Memphis Area Transit Authority (MATA)	Memphis, TN	---	---	---	---	---

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2016	2017	2016	2017
Washington State Ferries (WSF)	Seattle, WA	24,089.5	24,239.9	189,679.9	192,462.7
New York City Department of Transportation (NYCDOT)	New York, NY	23,067.0	23,921.9	119,948.2	124,393.6
Port Imperial Ferry Corporation dba NY Waterway	New York, NY	4,419.1	4,586.1	18,165.5	19,257.5
Martha's Vineyard and Nantucket Steamship Authority	Barnstable Town, MA	3,127.3	3,058.8	39,760.3	37,235.3
San Francisco Bay Area Water Emergency Transp. Auth.	San Francisco, CA	2,479.9	2,609.4	36,829.0	39,179.5
Golden Gate Bridge, Hwy. and Transp. District (GGBHTD)	San Francisco, CA	2,545.1	2,523.1	27,885.0	27,369.7
New York City Economic Development Corporation	New York, NY	1,557.1	1,819.1	3,423.4	7,350.1
BillyBey Ferry Company, LLC	New York, NY	1,688.6	1,794.3	3,291.0	3,136.7
Massachusetts Bay Transportation Authority (MBTA)	Boston, MA	1,466.6	1,489.5	12,028.0	16,570.1
Port Authority Trans-Hudson Corporation (PATH)	New York, NY	1,136.7	1,268.4	3,025.9	3,284.4
Casco Bay Island Transit District (CBITD)	Portland, ME	1,078.8	1,086.4	3,926.9	3,896.4
New Orleans Regional Transit Authority (NORTA)	New Orleans, LA	1,102.9	1,071.1	545.8	535.6
Plaquemines Parish Government (PPG)	Belle Chasse, LA	864.6	856.6	432.3	428.3
Chatham Area Transit Authority (CAT)	Savannah, GA	745.5	665.2	283.3	252.8
Kitsap Transit	Bremerton, WA	487.3	618.0	756.3	2,610.7
King County Ferry District (KCFD)	Seattle, WA	601.9	600.0	2,976.3	2,992.1
Jacksonville Transportation Authority (JTA)	Jacksonville, FL	252.5	442.0	113.6	198.9
Pierce County Ferry Operations	Lakewood, WA	405.6	436.3	1,620.4	1,727.7
Chicago Water Taxi (Wendella)	Chicago, IL	N/A	400.9	N/A	633.1
Baltimore City Department of Transportation	Baltimore, MD	337.2	360.6	146.5	166.2
Transportation District Comm. of Hampton Roads (HRT)	Virginia Beach, VA	247.0	296.0	181.4	213.4
MTA Metro-North Commuter Railroad (MTA-MNCR)	New York, NY	191.2	188.8	778.5	767.2
City of Fort Lauderdale	Fort Lauderdale, FL	78.1	60.8	23.1	17.5
Rock Island County Met. Mass Transit District (MetroLink)	Davenport, IA-IL	44.5	43.6	259.8	223.6
Rhode Island Department of Transportation	Providence, RI	N/A	42.8	N/A	1,104.2
Central Oklahoma Transp. and Parking Auth. (COTPA)	Oklahoma City, OK	12.0	13.4	27.6	30.3

(a) Table does not include rural ferryboat reporters

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2016	2017	2016	2017
CABLE CAR / AERIAL TRAMWAY / INCLINED PLANE					
San Francisco Municipal Railway (Muni)	San Francisco, CA	5,800.2	6,224.1	7,234.4	7,814.5
Town of Mountain Village (a)	Mountain Village, CO	2,778.9	2,813.3	---	---
City of Portland (PBOT)	Portland, OR	2,103.2	2,159.5	1,346.0	1,382.1
Port Authority of Allegheny County	Pittsburgh, PA	492.0	595.3	57.5	69.6
Chattanooga Area Regional Transp. Authority (CARTA)	Chattanooga, TN	465.6	481.8	465.5	481.8
Cambria County Transit Authority (CamTran)	Johnstown, PA	65.3	63.8	11.0	10.8
MONORAIL AND AUTOMATED GUIDEWAY TRANSIT					
Miami-Dade Transit (MDT)	Miami, FL	10,318.1	9,463.4	9,334.9	8,834.4
Las Vegas Monorail Company (LVMC)	Las Vegas, NV	4,940.3	4,816.1	10,286.2	9,770.3
Detroit Transportation Corp. (Detroit People Mover)	Detroit, MI	2,286.4	2,212.7	3,223.8	2,958.3
City of Seattle - Seattle Center Monorail Transit	Seattle, WA	2,243.3	2,129.5	2,019.0	1,916.5
West Virginia University, Morgantown PRT	Morgantown, WV	2,213.1	2,064.0	4,354.0	3,812.9
Jacksonville Transportation Authority (JTA)	Jacksonville, FL	1,186.4	1,053.6	972.8	748.1
San Francisco Bay Area Rapid Transit District (BART)	Oakland, CA	1,031.1	991.9	3,299.5	3,154.1

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

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

STATE	TRANSIT AGENCY NAME	UNLINKED PASSENGER TRIPS (a)	
		2016	2017
	RURAL BUS AGENCIES		
TN	Pigeon Forge Fun Time Trolleys	2,806,828	2,809,975
CO	Roaring Fork Transportation Authority	2,413,424	2,674,980
MD	Mayor and City Council Town of Ocean City	2,611,384	2,554,385
UT	Park City Municipal Corporation	1,851,003	2,048,480
NC	AppalCart	1,815,310	1,750,267
CO	Summit County	1,752,528	1,713,967
MA	Martha's Vineyard Transit Authority	1,364,768	1,358,867
IL	City of Macomb	1,551,104	1,350,789
WA	Pullman Transit	1,319,781	1,348,276
MS	City of Oxford	1,228,240	1,273,045
CO	Steamboat Springs, City of	1,123,381	1,134,565
CA	Eastern Sierra Transit Authority	1,074,990	1,133,869
CO	Town of Breckenridge	885,508	1,009,179
AK	City and Borough of Juneau	1,056,521	1,008,978
WY	Southern Teton Area Rapid Transit	967,472	1,038,751
CO	Eagle County Regional Transportation Authority	917,202	985,965
TN	City of Gatlinburg	925,529	820,794
VT	Advance Transit, Inc. NH	796,370	885,092
WA	Grays Harbor Transit	668,242	732,681
HI	County of Kaua'i - Transportation Agency	764,086	714,920
WA	Clallam Transit System	744,366	705,249
NY	City of Oneonta	689,478	688,180
MS	SMART Starkville-MSU Area Rapid Transit	650,052	644,452
WY	University of Wyoming	681,320	597,919
ME	Downeast Transportation, Inc.	543,975	585,438
WA	Island Transit	613,033	568,682
OK	OSU-Stillwater Community Transit	619,104	539,226
VT	Marble Valley Regional Transit District	459,673	509,962
ID	Mountain Rides Transportation Authority	480,624	492,991
CO	City of Durango	464,779	472,105
PA	New Castle Area Transit Authority	444,033	460,123
NM	Incorporated County of Los Alamos	486,241	457,432
CO	City of Winter Park	410,208	453,821
TX	City of South Padre Island	489,885	452,675
TX	Island Transit	---	442,913
	RURAL COMMUTER BUS AGENCIES		
CO	Roaring Fork Transportation Authority	1,574,189	1,672,474
HI	County of Hawaii Mass Transit Agency	874,424	766,472
CA	Humboldt Transit Authority	615,656	546,561
TX	Island Transit	---	264,436
SC	Lowcountry Regional Transportation Authority	122,545	192,696
TX	El Paso County	198,049	186,627
OR	Yamhill County	155,057	177,216
CO	Gunnison Valley Transportation Authority	---	174,839
AZ	Navajo Nation	160,238	149,429
TX	Capital Area Rural Transportation System	166,817	140,955
VT	Marble Valley Regional Transit District	122,546	134,193
PA	New Castle Area Transit Authority	123,953	117,430
OR	City of Sandy	108,215	105,976
OR	South Clackamas Transportation District	78,706	74,143
AK	Valley Mover	72,888	70,546

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 2017 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)	
		2016	2017
	RURAL DEMAND RESPONSE AGENCIES		
MO	OATS, Inc.	1,500,339	1,485,288
KY	Rural Transit Enterprises Coordinated, Inc.	671,393	649,105
OK	KI BOIS Community Action Foundation, Inc.	665,570	619,994
AL	West Alabama Rural Public Transportation	636,201	592,838
IL	South Central Illinois Mass Transit District	420,748	421,666
AR	Central Arkansas Development Council	408,894	414,748
MI	Huron Transit Corporation	386,989	401,487
MI	Isabella County Transportation Commission	364,947	380,489
SD	CCTS d/b/a River Cities Trans	367,987	379,468
IA	Southwest Iowa Planning Council /SW Iowa Transit	365,570	355,966
IA	North Iowa Area Council of Governments	406,679	351,586
TX	Panhandle Community Services	336,361	311,128
MO	Southeast Missouri Transportation, Inc.	284,494	300,947
IA	Heart of Iowa Regional Transit Agency	295,537	297,560
CA	Fresno County Rural Transit Agency	320,645	296,490
OH	Knox Area Transit	249,427	284,611
FL	Good Wheels, Inc.	339,198	276,155
TX	Rural Economic Assistance League, Inc.	295,429	271,244
GA	Southwest Georgia RC	274,630	267,804
IA	East Central Iowa Council of Governments	258,557	258,736
MN	Trailblazer Joint Powers Board	225,491	250,596
ME	Penquis Community Action Program	227,122	234,922
KY	Bluegrass Community Action Agency	216,346	228,050
AR	Area Agency on Aging of Southeast Arkansas	238,970	227,868
IA	Regional Transit Authority/RIDES	225,871	227,857
IN	Southern Indiana Development Commission Ride Solution	219,063	221,182
TN	South Central Tennessee Development District	244,514	217,700
OH	Wilmington City Cab Service	217,620	208,095
OK	Community Action Development Corporation	227,557	197,498
MN	Arrowhead Economic Opportunity Agency, Inc.	192,539	193,299
IA	Siouxland Regional Transit System	187,982	192,000
MN	Central Community Transit	112,617	191,940
TN	Northwest Tennessee Human Resource Agency	184,472	190,547
IL	Shawnee Mass Transit District	149,615	187,745
VT	Rural Community Transportation	175,487	182,893
	RURAL COMMUTER BUS AGENCIES		
TX	El Paso County	96,931	184,757
WA	Island Transit	184,633	182,128
WA	Grays Harbor Transit	103,444	104,120
WA	Clallam Transit System	97,372	88,767
FL	VPSI- Clermont	108,638	74,924
ID	Mountain Rides Transportation Authority	39,563	40,594
WA	Grant County Transportation Authority	41,521	37,429
MT	Missoula Ravalli Transportation Management Association	35,478	33,061
WA	Mason County Transportation Authority	29,167	25,743
FL	Big Bend Transit	23,038	21,799
FL	Ride Solution	---	17,640
MT	Big Sky Transportation District	16,696	16,357
CO	Town of Mountain Village	15,530	14,887
WA	Columbia County Public Transportation	15,576	10,621
WA	Stillaguamish Tribe of Indians	10,464	10,511

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 2017 National Transit Database for Rural Areas.

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

APTA and the Fact Book

Fact Book Methodology

APTA

Public Transportation Appendices

Fact Book Methodology

The procedure for estimating total data in this *2019 Public Transportation Fact Book*, and prior issues of the Fact Book, is to expand available data by standard statistical methods to estimate U.S. national totals. It includes only public transportation data and excludes taxicab, unregulated jitney, school bus, sightseeing service, intercity bus, charter bus, military transportation, services not available to the general public or segments of the general public (e.g., governmental and corporate shuttles), and special application systems (e.g., amusement parks, airports, and the following types of ferry service: international, rural, rural interstate, and urban park).

All data in the Fact Book calculated by APTA and its predecessors are statistical expansions of sample data designed to represent the total activity of all public transit agencies. Base data are taken from the Federal Transit Administration's National Transit Database (NTD) for 2017, which was released in November 2018. These data are supplemented by sample data from other sources, including APTA's "2018 Public Transportation Vehicle Database and 2018 Infrastructure Database," which are based on surveys of APTA transit system members. Data are expanded by mode in stratified categories of similar systems based on population and other characteristics. All procedures are adapted to minimize the maximum possible error, a standard statistical procedure.

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

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

The Fact Book can be indirectly traced to the Bureau of Census' "Report on Transportation in the United States at the Eleventh Census: 1890, Part II - Street Railway Transportation," published in Washington, 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 were not published for 1942. In response, the APTA predecessor American Transit Association (ATA) published "The Transit Industry of the United States: Basic Data and Trends, 1942 Edition," in March 1943. The following year the summary of transit data, titled the "Transit Fact Book 1944," was published and dated for the year in which it was published, which has been continued as the Fact Book dating policy since then.

APTA

APTA is a nonprofit international association of more than 1,500 public and private sector organizations, which represents a $71 billion industry that directly employs 420,000 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.

This is the 70th edition of the "Public Transportation Fact Book" (formerly the "Transit Fact Book"), which was first published in 1943. Available data are expanded by standard statistical methods to estimate U.S. national totals. All data are for the U.S. only, except for the section on Canada. Data for Canada are provided by the Canadian Urban Transit Association. A glossary of terms, a description of Fact Book appendices and other APTA statistical publications, may be found online. The 69 previous editions are available at **http://www.apta.com/ resources/ statistics/Pages/transitstats.aspx**.

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

Public Transportation Appendices Published on APTA Website

The following resources can be accessed at **apta.com/factbook**.

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.

- **2019 Fact Book Appendix A: Historical Tables**
- **2019 Appendix A Tables in Excel Format**
- **Public Transportation Glossary**

Appendix B: Transit Agency and Urbanized Area Operating Statistics

Appendix B presents six operating statistics for 2017 for each public transit agency in urbanized areas in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed and ranked for urbanized areas, both 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.

- **2019 Appendix B Tables in Excel Format**

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

The population, land area and density of each urbanized area (UZA) are traced from the 1950 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**

2019 PUBLIC TRANSPORTATION FACT BOOK

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Cover photo courtesy of Metropolitan Transit Authority of Harris County in Houston, Texas

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