

2026 PUBLIC TRANSPORTATION FACT BOOK



**American
Public Transportation
Association**

2026 PUBLIC TRANSPORTATION **FACT BOOK**

77th Edition
April 2026

APTA's Purpose Statement

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

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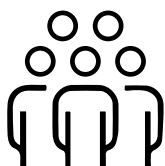
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TODAY, PUBLIC TRANSIT

Job Creation

450K+
People

work for public
transportation agencies



41K Jobs

created and supported
per \$1 billion investment
in job creation

5-to-1

ECONOMIC RETURN

produced by long-term
investment in public transit

\$251 Million

IN TAX REVENUE

supported per \$1 billion
investment in job creation

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

Supporting Private Sector Jobs

More than

77%

**OF FEDERAL FUNDING
FOR TRANSIT**

flows to the private sector

3,000

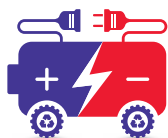
SUPPLIERS

more than 1,700 communities
in 50 States

Fostering Energy Independence

Leading in Clean Technology

Share of **Hybrid
Electric Buses**



2010: **7.0%**

2025: **20.8%**

1,600+

**ZERO-EMISSION
BUSES**

*(According to APTA's
2025 Vehicle Database)*

Lowering Carbon Emissions



55%



**less CO₂ emissions by using
public transit** rather than a car

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

**Reducing
Gasoline
Consumption**

**6.0
BILLION**



**Gallons of
Gas Saved**

**each year by using
public transportation**

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

**More
Efficient**



**Increase in vehicle
miles operated per
kilowatt-hour**

over the past 30 years

23%

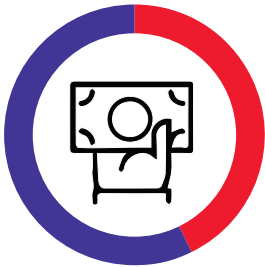
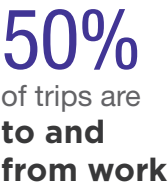
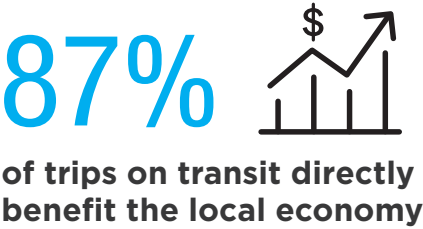
**Heavy
Rail**

6%

**Light Rail/
Streetcar**

IN AMERICA IS...

Growing the Economy



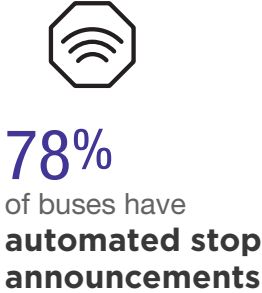
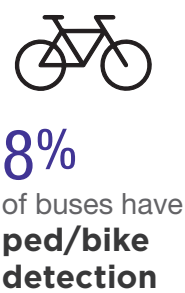
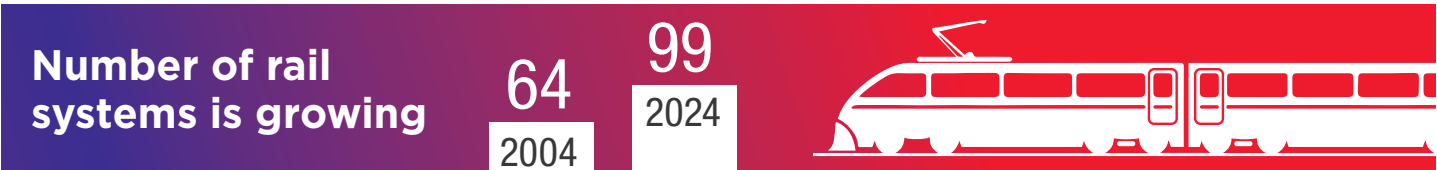
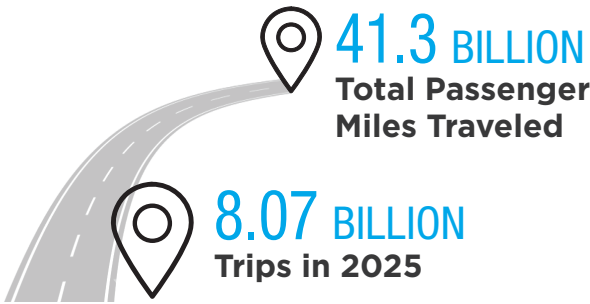
(According to APTA's "Who Rides Public Transportation")

Serving All Communities

Public transit agencies are...



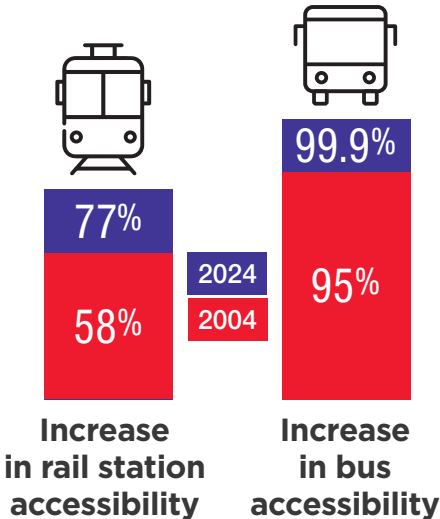
Current Ridership



Addressing Access*



* Transit system accessibility is also affected by station accessibility



National Totals for Selected Modes, Report Year 2024 (a)

Statistical Category	Bus	Commuter Bus	Demand Response	Transit Vanpool
Systems, Number of	1,162	153	6,421	113
Trips, Unlinked Passenger (Millions)	3,657.2	45.6	167.6	23.6
Miles, Passenger (Millions)	12,870.6	1,115.7	1,397.1	915.7
Trip Length, Average (Miles)	3.5	24.5	8.3	38.8
Miles, Vehicle Total (Millions)	2,173.4	135.9	1,545.8	194.2
Miles, Vehicle Revenue (Millions)	1,906.4	100.0	1,307.6	194.2
Hours, Vehicle Total (Millions)	173.9	5.5	102.0	4.7
Hours, Vehicle Revenue (Millions)	158.6	4.0	85.3	4.7
Speed, Vehicle in Revenue Service, Average (mph)	12.0	24.9	15.3	41.5
Fares Collected, Passengers (Millions)	3,311.9	282.6	578.9	136.2
Revenue per Unlinked Trip, Average	0.91	6.19	3.45	5.77
Expense, Operating Total (Millions)	30,120.9	1,118.7	7,867.8	191.2
Operating Expense by Object Class:				
Salaries and Wages (Millions)	10,897.1	327.4	1,505.4	31.7
Fringe Benefits (Millions)	8,206.5	248.0	882.3	20.4
Services (Millions)	2,806.7	95.0	478.4	22.2
Materials and Supplies (Millions)	2,852.7	105.7	440.1	22.3
Utilities (Millions)	359.6	9.7	59.6	3.6
Casualty and Liability (Millions)	1,097.7	55.2	184.0	8.4
Purchased Transportation (Millions)	3,575.4	246.9	4,261.1	79.3
Other (Millions)	325.3	30.8	57.0	3.3
Operating Expense by Function Class:				
Vehicle Operations (Millions)	14,339.3	453.4	1,953.8	24.0
Vehicle Maintenance (Millions)	4,737.9	136.3	366.1	18.7
Non-Vehicle Maintenance (Millions)	1,352.0	58.3	110.6	7.6
General Administration (Millions)	6,116.4	223.8	1,176.2	61.6
Purchased Transportation (Millions)	3,575.4	246.9	4,261.1	79.3
Expense, Capital Total (Millions)	6,870.5	99.2	1,080.1	27.8
Rolling Stock (Millions)	3,188.9	68.3	898.9	26.9
Facilities, Guideway, Stations, Admin. Buildings (Millions)	2,901.6	22.5	136.2	0.0
Other (Millions)	779.9	8.4	44.9	0.9
Revenue Vehicles Available for Maximum Service	65,073	4,015	69,234	13,611
Revenue Vehicles Operated at Maximum Service	47,326	2,648	53,888	10,878
Employees, Operating	208,172	7,761	100,008	1,033
Employees, Vehicle Operations	143,119	5,180	81,501	213
Employees, Vehicle Maintenance	33,291	1,381	7,311	179
Employees, Non-Vehicle Maintenance	7,976	339	1,601	90
Employees, General Administration	23,786	861	9,595	550
Employees, Capital	2,761	142	144	13
Diesel Fuel Consumed (Gallons, Millions)	303.3	16.0	7.1	0.0
Other Fossil Fuel Consumed (Gallons, Millions)	224.6	5.9	193.8	9.8
Electricity Consumed (kWh, Millions)	65.2	2.8	2.5	0.4

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

Total Roadway Modes	Commuter Rail	Heavy Rail	Light Rail	Streetcar	Ferryboat	Total Fixed-Guideway Modes	Total All Transit (b)
6,691	30	16	22	25	42	120	6,747
4,030.3	367.1	2,824.4	343.4	37.5	71.1	3,693.0	7,723.3
16,584.0	8,954.1	11,498.9	1,805.2	64.6	494.7	22,932.6	39,516.6
4.1	24.4	4.1	5.3	1.7	7.0	6.2	5.1
4,077.6	373.0	703.4	116.8	5.9	6.2	1,219.2	5,296.8
3,534.8	351.8	683.4	112.9	5.7	5.9	1,173.3	4,708.1
289.3	12.8	40.3	7.7	0.9	0.7	63.7	353.0
255.6	11.8	38.4	7.4	0.9	0.6	60.4	316.0
13.8	29.7	17.8	15.3	6.6	9.3	19.4	14.9
4,394.1	2,364.5	4,001.6	320.9	19.4	310.4	7,070.4	11,464.4
1.09	6.44	1.42	0.93	0.52	4.36	1.92	1.48
40,012.3	9,060.1	12,272.3	3,392.3	299.9	1,192.9	26,669.6	66,681.9
13,043.2	2,588.3	4,552.4	1,197.4	107.0	343.4	8,920.1	21,963.4
9,580.1	2,146.5	4,043.8	862.8	75.5	209.6	7,418.8	16,998.9
3,500.5	1,021.1	1,271.3	724.4	32.3	97.5	3,228.0	6,728.6
3,471.0	795.6	632.9	228.1	14.6	216.2	1,910.3	5,381.3
447.5	378.5	719.2	195.2	8.2	12.6	1,325.7	1,773.2
1,378.6	319.9	770.9	83.7	7.5	43.4	1,237.9	2,616.5
8,168.7	1,549.8	101.1	80.1	53.2	249.7	2,143.0	10,311.8
422.6	260.4	180.7	20.7	1.7	20.5	485.7	908.3
17,135.0	2,863.7	3,819.8	1,309.7	101.7	585.3	8,787.9	25,922.9
5,365.4	1,608.0	1,853.8	602.2	69.7	139.8	4,364.6	9,730.0
1,581.5	1,473.2	3,751.7	637.7	24.5	54.1	6,002.5	7,584.0
7,761.6	1,565.4	2,746.0	762.6	50.7	164.0	5,371.5	13,133.2
8,168.7	1,549.8	101.1	80.1	53.2	249.7	2,143.0	10,311.8
8,546.3	5,657.6	10,478.5	4,029.1	387.4	390.7	21,069.2	29,615.6
4,291.5	916.4	1,859.4	708.8	155.0	259.6	3,907.8	8,199.3
3,406.5	4,353.5	6,980.2	2,998.7	179.1	122.2	14,738.7	18,145.2
848.3	387.8	1,638.9	321.5	53.2	8.9	2,422.8	3,271.1
153,626	7,798	11,076	2,516	402	284	22,580	176,207
115,660	5,867	9,263	1,550	213	208	17,493	133,153
320,539	38,023	52,227	15,124	1,639	8,448	118,374	438,913
232,439	15,044	17,484	6,605	847	6,140	47,068	279,507
42,697	10,014	9,491	3,069	479	646	24,368	67,065
10,239	8,106	19,619	3,337	153	567	32,406	42,645
35,163	4,858	5,632	2,113	161	1,095	14,532	49,696
3,116	4,325	8,641	1,128	59	139	14,343	17,460
328.1	94.9	0.0	0.0	0.0	53.8	150.0	478.2
449.4	10.1	0.0	0.0	0.0	2.4	12.9	462.3
145.8	1,703.1	3,588.9	880.7	49.8	0.0	6,272.9	6,418.7



Public Transit System Overview

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

In report year 2024, approximately 6,700 organizations provided public transportation through a variety of modes. An estimated 4,580 nonprofit providers make up the majority of these organizations. Systems operating in urbanized

and rural areas receive grant money from the Federal Transit Administration (FTA) and report to the National Transit Database (NTD) as full, reduced or rural systems. Of the 2,238 NTD reporting systems, 1,218 were in rural areas and 1,020 were in urbanized areas (*Figure 1*).¹

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

Bus rapid transit systems offer lower-cost options for providing efficient, high-capacity transportation with features such as defined stations, traffic signal priority, and increased frequencies. The FTA defines fixed guideway BRT as operating at least 50 percent of peak service in a separate right of way, as opposed to corridor-based BRT systems, which do not. Twenty fixed guideway BRT systems were operating — nearly twice the number from 2014. In addition, there were also 1,162 bus and 153 commuter bus systems operating. A total of 42 ferryboat systems were operational in 2024.

Figure 3, on the next page, shows how the number of rail systems around the country continues to grow. Of the 99 rail systems now operated by public transit agencies, only nine have been operating since the 19th century. Compared with 2004, there were 18 additional commuter/hybrid rail systems and 20 additional light rail/streetcar systems. Heavy rail systems are often referred to as “subways” or “metros” and do not interact with traffic. Light rail and streetcars constitute “surface rail” and may operate on streets, with or without their own dedicated lanes. Finally, commuter rail services are higher-speed, higher-capacity trains with less-frequent stops. Commuter rail traditionally is used to connect people from suburban areas to city centers. Hybrid rail is a subset of commuter rail operating exclusively on freight railroad right-of-way.

Seven rail extensions opened in 2024. *Figure 4* shows these seven extensions along with one new BRT system and three extensions that opened in 2024.

In 2024, several cities with newer rail systems opened new extensions, resulting in increased rail ridership. From 2004 to the end of 2024, 76 new systems and 133 extensions (both rail and busway) opened, resulting in a total of 1,840 additional segment miles.

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

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

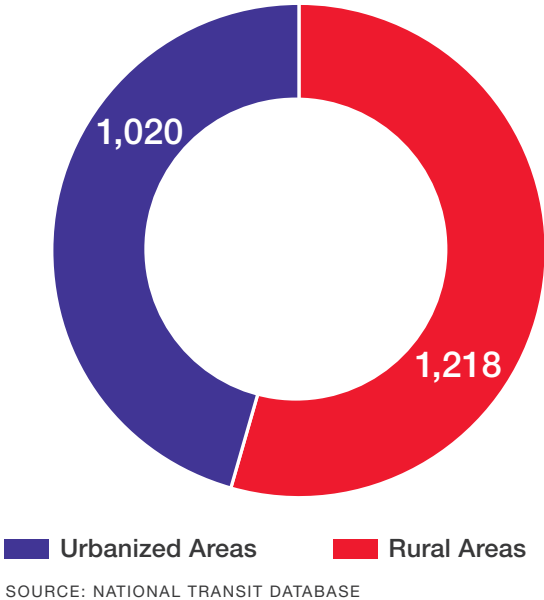


Figure 2: The Majority of Systems Operate Demand Response Service
Number of Systems Offering a Mode of Service

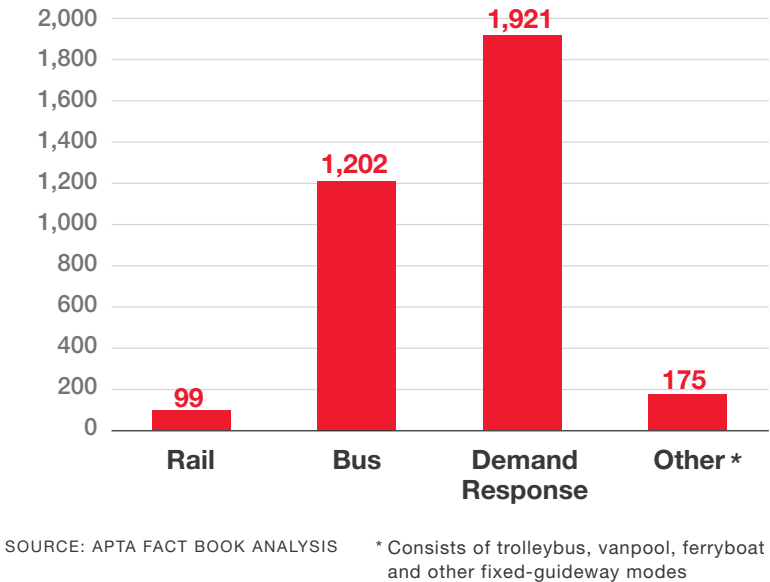
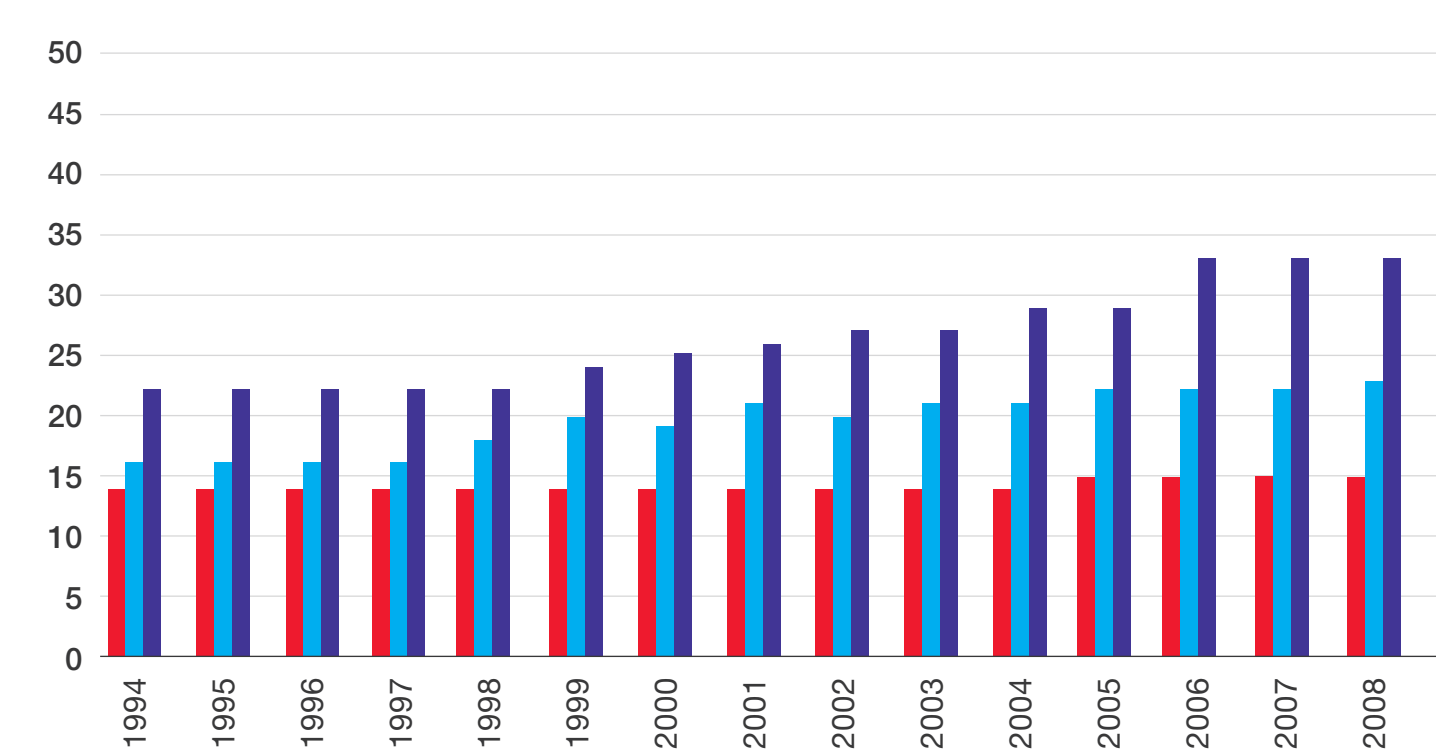


Figure 3: 47 More Rail Systems Now Than 30 Years Ago

Count of Rail Systems



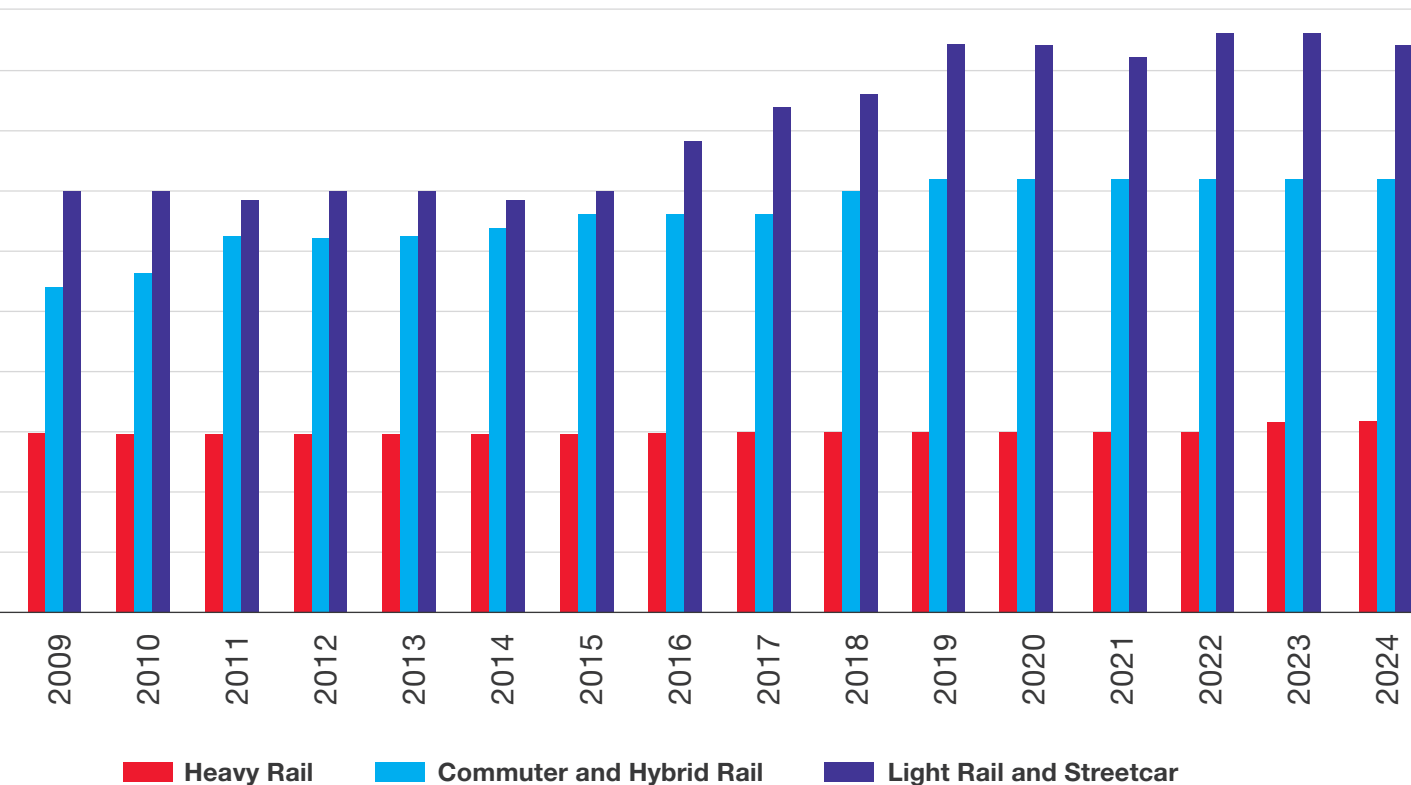
SOURCE: APTA FACT BOOK ANALYSIS

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

2024 Rail and BRT Openings

Urbanized Area	Organization	Mode
Miami, FL	South Florida RTA	CR
Phoenix, AZ	Valley Metro	LR
Seattle, WA	Community Transit	RB
Milwaukee, WI	City of Milwaukee	SR
Seattle, WA	Sound Transit	LR
Orlando, FL	Florida Department of Transportation	CR
Seattle, WA	Sound Transit	LR
Seattle, WA	King County Metro	RB
Madison, WI	City of Madison	RB
Indianapolis, IN	Indianapolis Public Transportation Corporation (IndyGo)	RB
Los Angeles, CA	Los Angeles County MTA (Metro)	LR

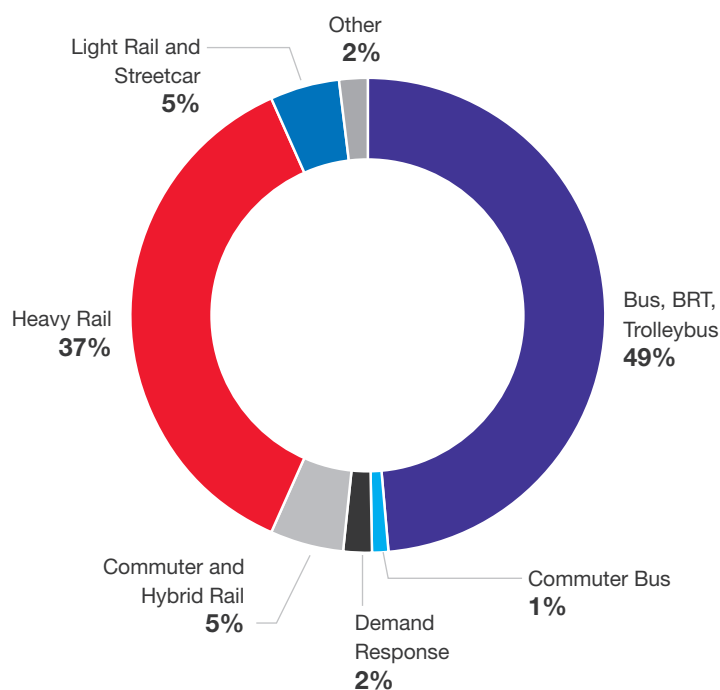
SOURCE: APTA FACT BOOK ANALYSIS



Segment Line or Route Name	Line Segment Miles	Number of Added Stations	Date Opened	Project Type
Downtown Miami Link	8.9	1	1/13/24	Extension
Northwest Extension Phase II	1.6	3	1/27/24	Extension
Swift Orange Line	11.3	13	3/30/24	Extension
Lakefront Line	0.4	3	4/11/24	Extension
East Link Extension (2 Line)	6.1	8	4/27/24	Extension
Sunrail, Phase 2 North	12.0	1	8/9/24	Extension
Lynnwood Link	8.5	4	8/30/24	Extension
Rapid Ride G	2.3	21	9/14/24	Extension
Rapid Route A	15.0	33	9/22/24	New System
Purple Line	15.2	31	10/18/24	Extension
Aviation/Century Station	1.1	1	11/3/24	Extension

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

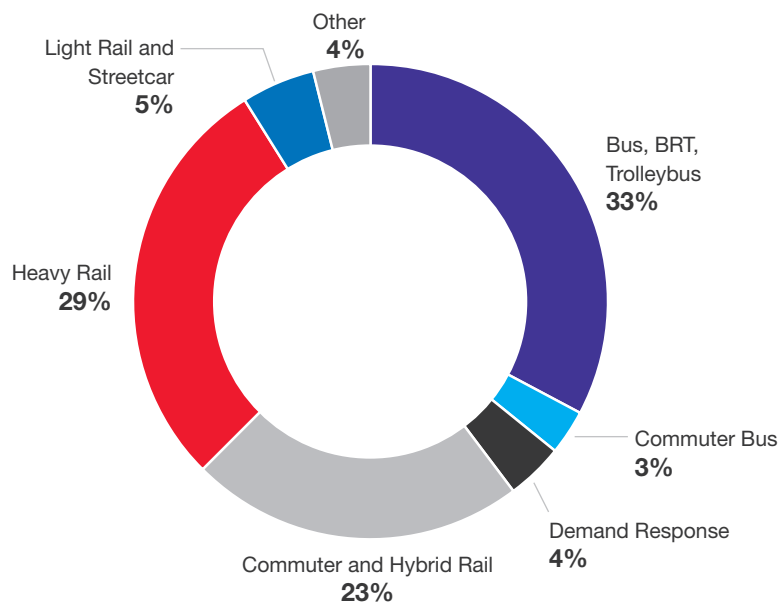
Share of Unlinked Passenger Trips by Mode, 2024



SOURCE: APTA FACT BOOK ANALYSIS

Figure 6: Rail Modes Carry Passengers for More Miles

Share of Passenger Miles by Mode, 2024



SOURCE: APTA FACT BOOK ANALYSIS

Passenger Travel

Public transportation ridership in report year 2024 was higher than in either report year 2022 or 2023. 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 7.72 billion unlinked passenger trips in report year 2024, an increase of 10 percent compared to 2023. *(Figure 7).*

Based on NTD data on rural and various reduced reporting systems, ridership in rural areas is estimated at 145.5 million trips.² Different demographics of rural communities may make public transit particularly valuable to society.³ While rural transit provided just under 2 percent of all transit trips across the country, the trips were typically critical for connecting users to needed services.

The pandemic changed the distribution of bus and rail trips dramatically. Rail trips declined more than bus trips, as rail systems carried more office commuters who could work from home. As a result, roadway modes such as bus and demand response made up 52.2 percent of trips taken, higher than the 2017-2019 average of 50.4%. *(Figure 8).*

When dissecting by mode, bus ridership increased by 10 percent from 2023 to 2024, to 3.8 billion trips.⁴ Heavy rail ridership increased 9 percent from 2023 to 2024, to 2.82 billion trips. Light rail and streetcar ridership increased by 9 percent from 2023 to 2024, to 381 million trips. Commuter and hybrid rail ridership increased by 14 percent from 2023 to 2024, to 373 million trips. Finally, demand response

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

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

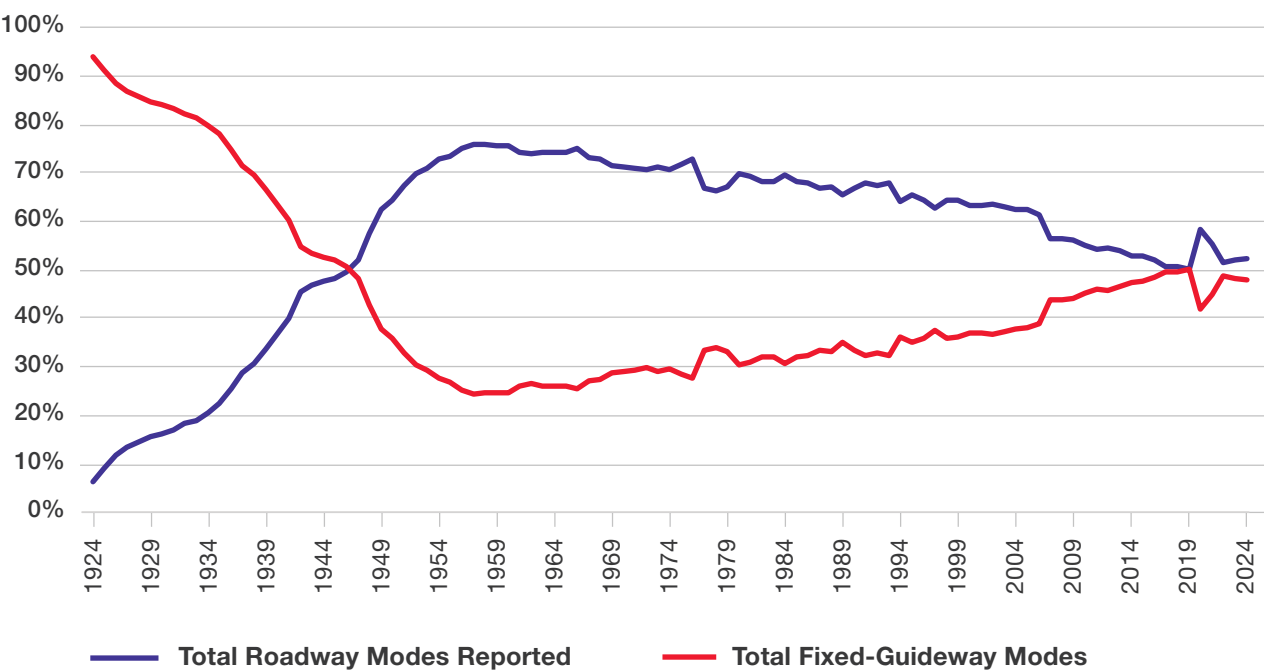
⁴ Bus counting methodology changed after 2006.

Figure 7: Ridership and Distance Traveled on Public Transit
2004-2024



SOURCE: APTA FACT BOOK ANALYSIS

Figure 8: Pandemic Temporarily Reversed Shift Toward Rail
Share of Unlinked Passenger Trips



SOURCE: APTA FACT BOOK ANALYSIS

ridership increased 6 percent from 2023 to 2024, to 168 million trips.

Passenger miles are the culmination of the distances traveled by passengers on public transportation. Mirroring ridership, the number of transit passenger miles traveled increased in report year 2024 to 39.5 billion, an 8 percent increase from 2023. Rail modes make up a majority of the total passenger miles taken (58 percent).

The average public transit trip length decreased by 0.1 miles to 5.1 miles in 2024. The longest average trip was taken on a vanpool at 38.8 miles, while the shortest average trip was taken on a trolleybus at 1.6 miles. The average trip length on light rail was 5.3 miles; heavy rail, 4.1 miles; bus, 3.5 miles; commuter bus, 24.5 miles; commuter rail, 24.2 miles; and streetcar, 1.7 miles.

Over the past two decades, the growth of public transit passenger miles had generally tracked with vehicle miles traveled, until the pandemic (*Figure 9*).⁵ These metrics compare the total distance traveled by riders on public transportation

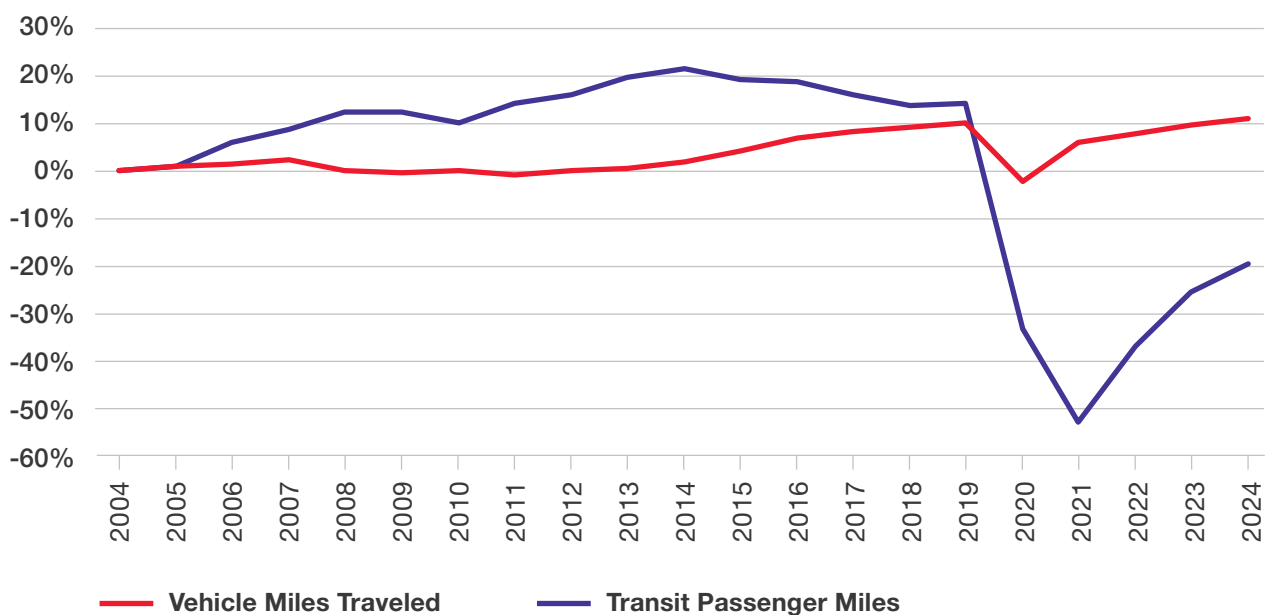
and the total distance traveled by drivers on highways. The growth of public transportation ridership fell slightly below that of the nation's population growth in the years leading up to the pandemic. (*Figure 10*).⁶ Increased automobile ownership, reduced gasoline prices, mobile ride-hailing, and flexible teleworking schedules are all likely contributors to the fluctuations in travel trends.

The importance of public transit as a means of travel to work is substantial, with more than 6.1 million Americans commuting to work on transit.⁷ That is equivalent to 3.7 percent of workers who commute by public transportation.

The top 10 metropolitan areas ranked by percentage of public transit commuters were New York City (27.2 percent); San Francisco (10.9 percent); Boston (9.8 percent); Chicago (9.0 percent); Washington, DC (9.0 percent); Bridgeport, CT (8.4 percent); Philadelphia (7.3 percent); Seattle (6.3 percent); Poughkeepsie, NY (5.6 percent); and Honolulu (5.5 percent). Since metropolitan statistical areas (MSAs) are comprised of entire counties and often

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

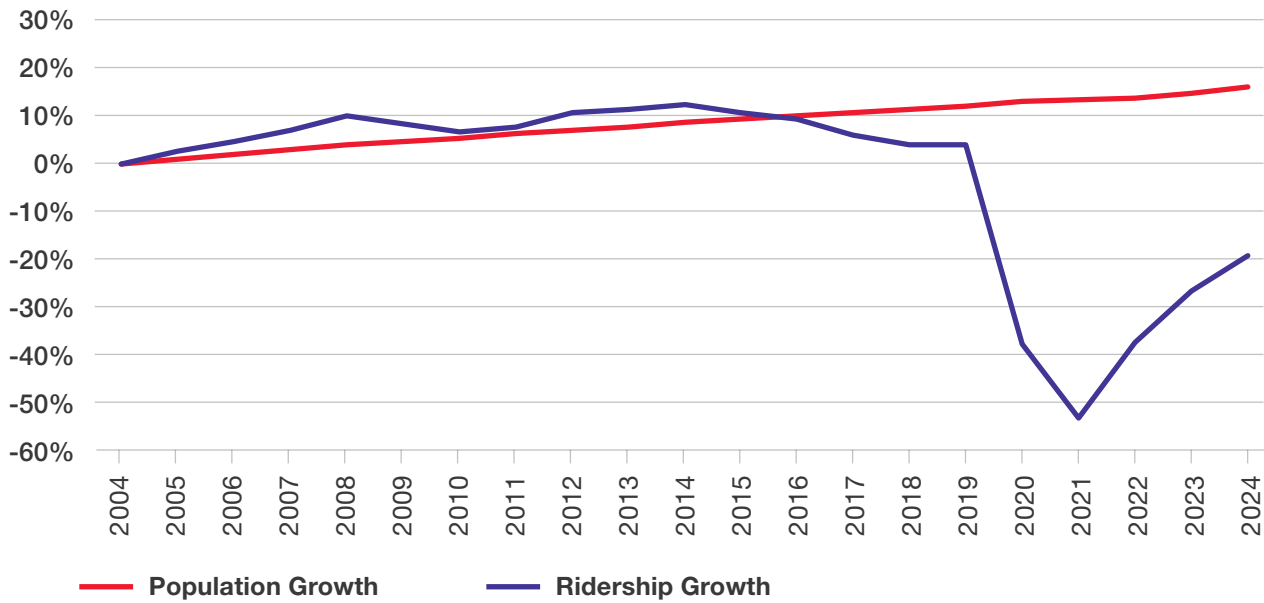
Vehicle Miles Traveled vs Transit Passenger Miles Growth Since 2004



SOURCE: APTA FACT BOOK ANALYSIS AND FHWA TRAVEL TRENDS

Figure 10: Transit Ridership Growth Fluctuates with Population Growth

Population vs Ridership Growth Since 2004



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

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

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

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

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

Service Provided

In report year 2024, public transportation in the United States provided 4.71 billion vehicle revenue miles of service, equating to 316.0 million hours of revenue service, both increases from 2023. (**Figure 11**). Vehicle revenue miles and hours are both critical service measurements and record the distance that public transportation vehicles travel while in service, and for how long they operate in service.

Figure 12 compares the percentages of all public transportation services provided and utilized by modal grouping. More than half of vehicle revenue hours operated are provided by buses, which carry a similar percentage of all passengers. Since bus passengers take

shorter trips and buses operate at lower speeds compared with other modes, they carry fewer than 40 percent of all passenger miles traveled. In contrast, rail vehicles provide only 19 percent of vehicle revenue hours of service, but—due to their longer and higher-speed trips—account for 57 percent of all passenger miles traveled on public transit.

The highest average vehicle speed was provided by transit vanpool and commuter rail service, both of which carry passengers on long trips, at 41.5 and 29.6 miles per hour, respectively. Heavy rail, because of its right-of-way separation from other traffic, offers fast service in higher-density urban areas, operating at an average

Figure 11: Public Transit Agencies Decrease Service During Pandemic

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

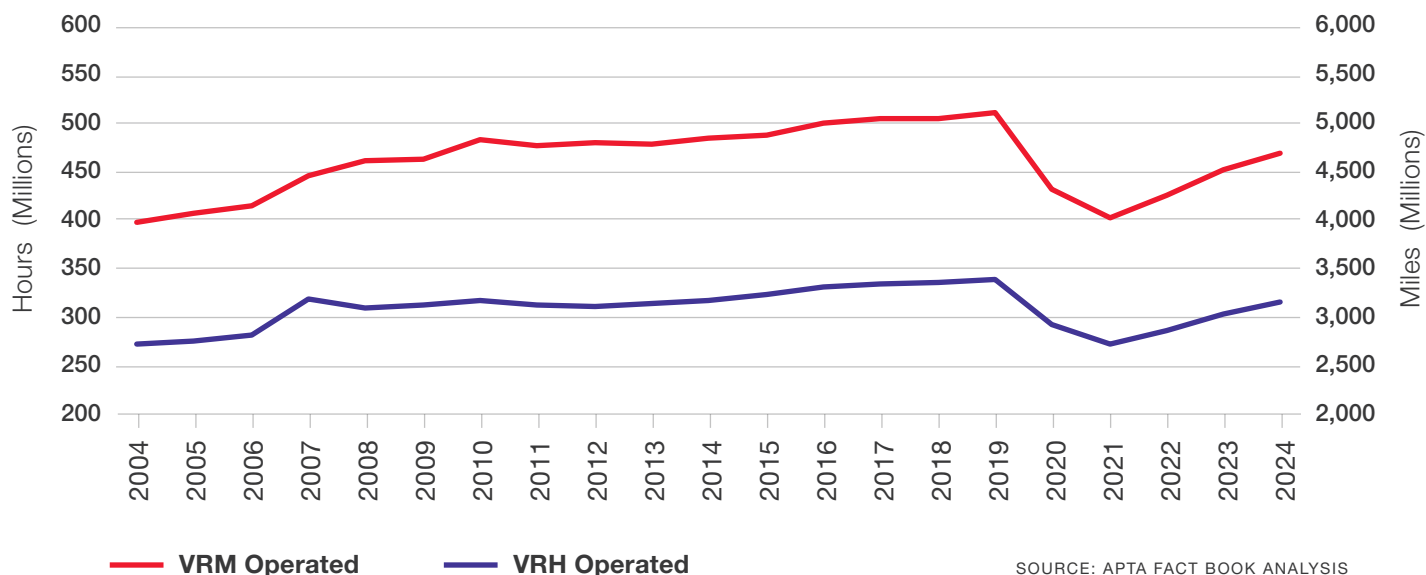
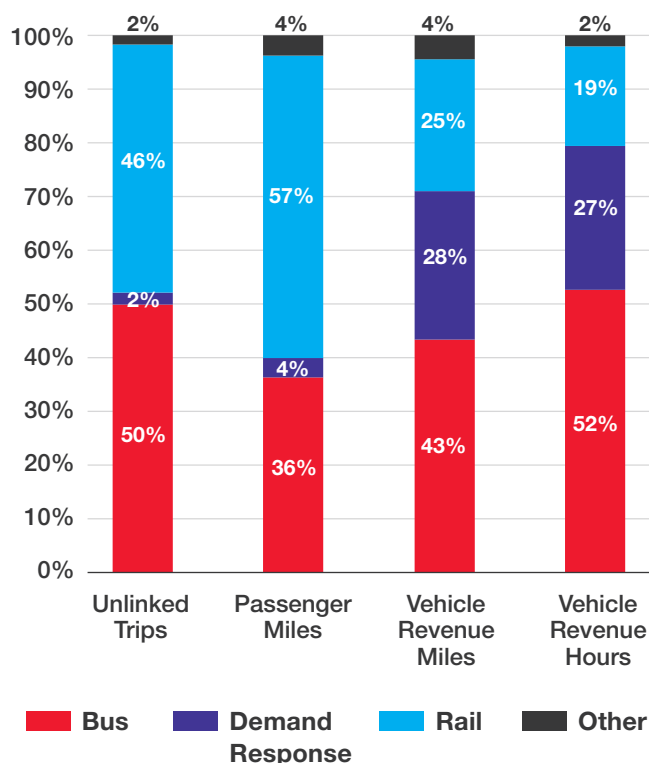


Figure 12: Different Modes Serve Different Purposes

Modal Shares of Service Provided and Consumed, 2024



SOURCE: APTA FACT BOOK ANALYSIS

speed of 17.8 miles per hour. Modes operating entirely in traffic on city streets are slower. Bus service, which operates in suburbs as well as in central cities, averages 12.3 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 "2025 Fare Database" recorded 80 transit agencies that have mobility pilots, either with Uber, Lyft, other private operators or in-house operators. For more details about new mobility initiatives, please visit the APTA Mobility Innovation Hub.⁸

⁸ <https://www.apta.com/research-technical-resources/mobility-innovation-hub/>

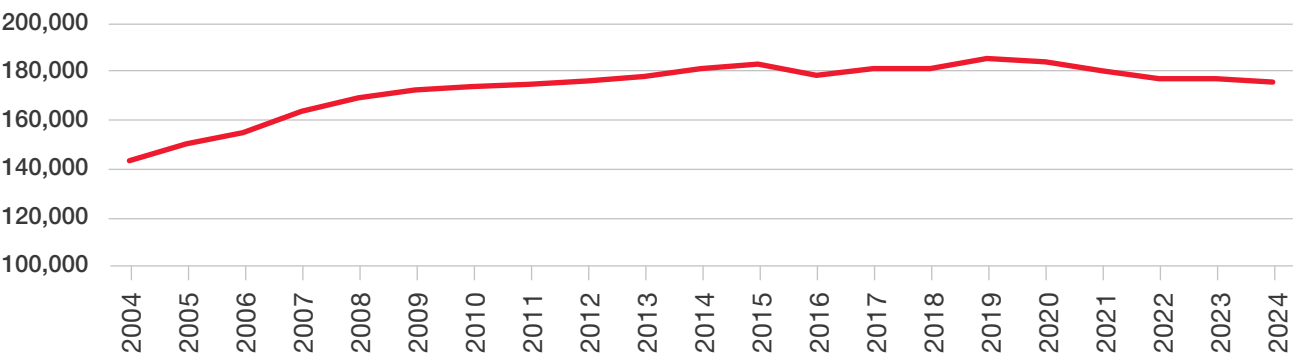
Vehicles

Public transportation systems in the United States operated 133,153 railcars, buses, vans and other vehicles in a typical peak period during report year 2024, out of a total of 176,207 vehicles available for service (Figure 13). Demand response service and bus modes make up the majority of vehicles

available, at 69,234 and 69,706, respectively. The heavy rail fleet of 11,076 vehicles is the largest among the rail modes.

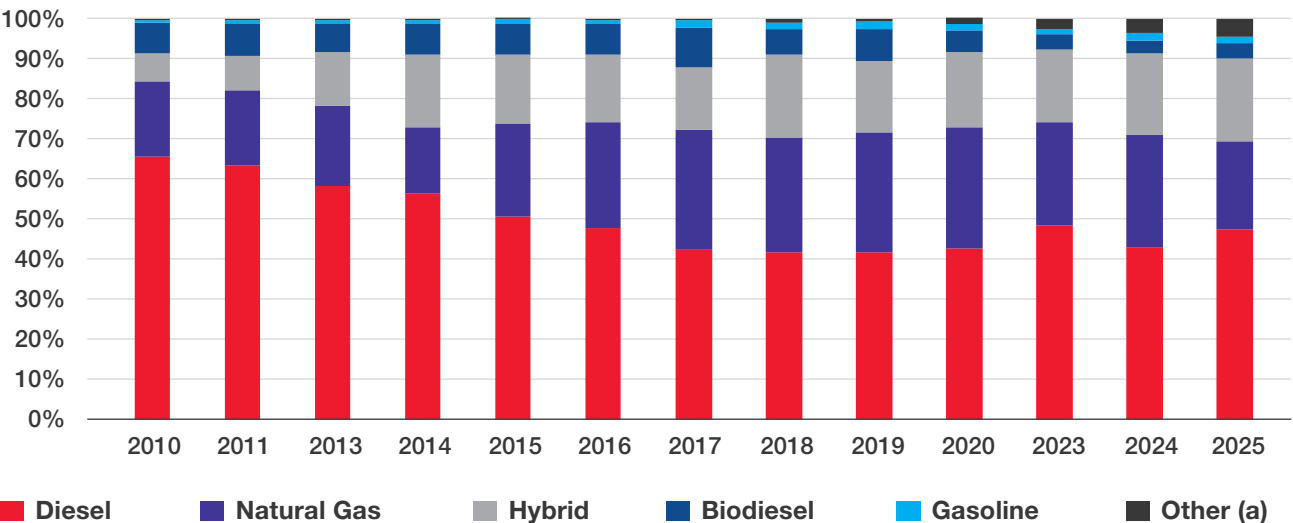
The fuel distribution of the bus fleet has evolved dramatically over the past two decades (Figure 14). More than 95 percent of buses

Figure 13: The Transit Vehicle Fleet On a 20-Year Upward Trend
Revenue Vehicles Available for Maximum Service



SOURCE: APTA FACT BOOK ANALYSIS

Figure 14: Buses Making Transition to Alternative Fuels
Percentage of Buses by Fuel Source



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

SOURCE: 2025 APTA VEHICLE DATABASE

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

Vehicle Age by Mode

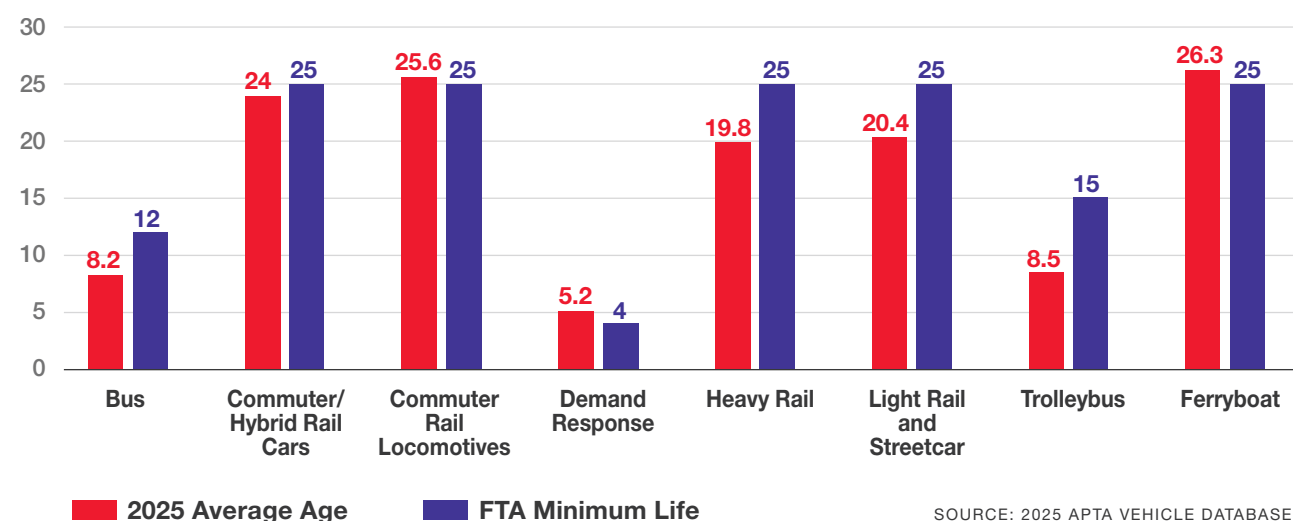
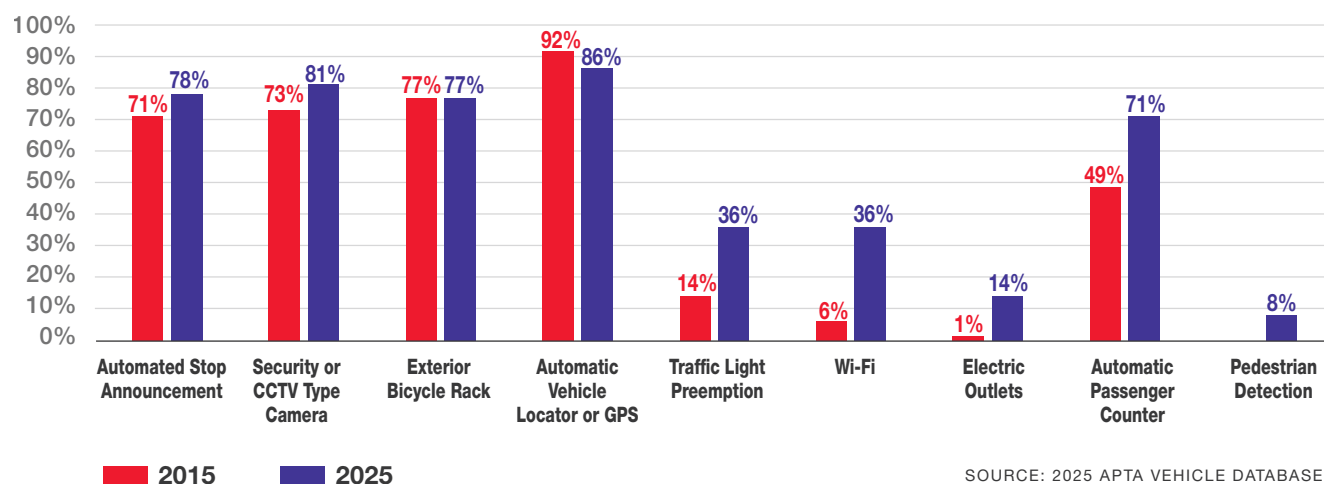


Figure 16: Transit Buses Continue to Add Amenities and Technology

Percentage of Buses with Passenger Equipment, 2015-2025



were diesel powered as recently as 1995, but that percentage has declined as more environmentally friendly natural gas and hybrid buses have been introduced. According to APTA's Vehicle Database, in 2025 less than half (27.5 percent) of all buses were diesel powered. Hybrid electric buses saw their market share increase from 1 percent in 2005 to 21 percent in 2025. The percentage of buses powered by natural gas has increased from 19 percent in 2010 to 22 percent in 2025.

The FTA establishes a minimum useful life that a vehicle must exceed before federal financial

assistance can be used to replace it. Many vehicles are rehabilitated, thereby extending their useful lives and reducing maintenance costs.

Figure 15 details how the average age of vehicles by mode compares with the stated minimum useful life.⁹ APTA estimates that approximately 22 percent of buses, 46 percent of commuter rail locomotives, 35 percent of commuter rail cars, 32 percent of heavy rail cars, 29 percent of light

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

rail vehicles and 61 percent of demand response vehicles exceed their useful life.

The increase in the percentage of buses with technological equipment illustrates the sustained effort by the public transportation industry to make travel safer, easier and more efficient for riders (Figure 16). The industry’s focus on security is seen in the increase in buses equipped with closed-circuit security cameras, which rose from 73 percent to 81 percent between 2015 and 2025. Enhanced passenger amenities such as automated stop announcements also increased, from 49 percent to 71 percent. The growth of automatic passenger counters and vehicle location systems increase the availability of information on bus arrival times and make public transit data more accurate and accessible. Increased use of technology, such as traffic light preemption, can help better deploy transit vehicles, manage congestion and increase system performance.

APTA’s Vehicle Database now includes data on autonomous features in transit vehicles, such as emergency braking, lane-keeping assist, adaptive cruise control, pedestrian detection and collision warning/mitigation. Many of these technologies are still in their infancy as it pertains to bus transit vehicles. The 2025 Vehicle Database noted an increase in buses with collision warning/mitigation, lane-keeping assist, and pedestrian/bicyclist detection. APTA

looks forward to monitoring the proliferation of these technologies.

As shown in Figure 17, the public transit vehicle fleet has reached near total accessibility for people using wheelchairs and those with other disabilities affecting travel. From 2005 to 2025, the percentage of accessible buses increased from 97 percent to 99.9 percent. Over the same period, the accessible portion of the commuter rail fleet increased from 76 percent to 88 percent, the light rail fleet increased from 87 percent to 92 percent, and the trolleybus fleet increased from 89 percent to 100 percent.

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

COMMUTER RAIL:

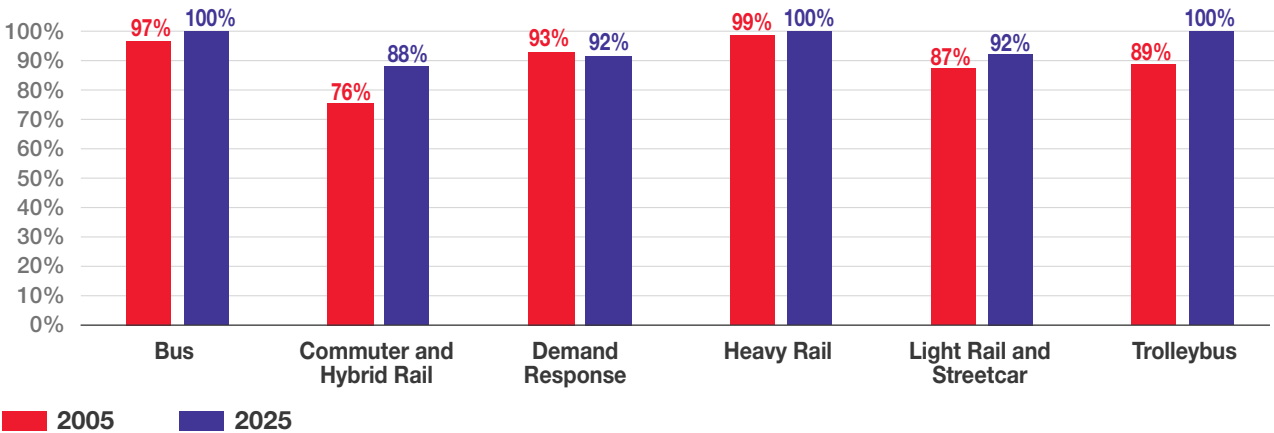
These longer-distance services typically connect suburban areas to the city center.

SURFACE RAIL:

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

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

Percentage of Vehicles Accessible by Mode, 2005-2025



SOURCE: 2025 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 9,314 miles combined), while heavy rail and light rail/streetcar have 1,717 and 1,945 miles, respectively. Light rail and streetcar modes have seen an impressive gain in the percentage of total rail directional route miles since 2014, increasing by 20 percent. Commuter and hybrid rail directional route mileage increased by 6 percent over the same time period. For rail modes, this translates into 13,019 miles of revenue service track, with a total of 9,142 grade crossings.

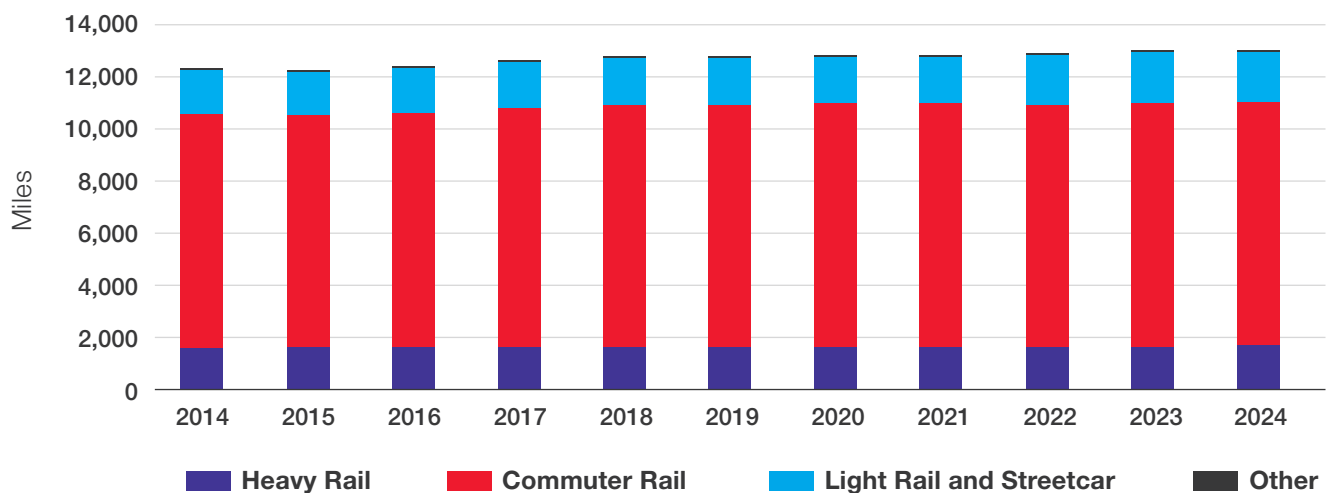
Buses (including BRT, trolley and commuter) operate on more than 214,000 miles of streets and roads throughout the United States.

Although most bus services operate in mixed traffic, they also operate on 5,000 miles of exclusive and controlled right-of-way roadway miles. Out of this, 1,594 miles are exclusive fixed-guideway, right-of-way roadways where only transit can operate, such as busways or dedicated bus lanes. The remaining lane miles are either permanent HOV lanes, or lanes that may be transit-dedicated for certain periods and open to general traffic for others (typically during off-peak times).

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

Figure 18: Commuter and Surface Rail Service Miles Growing

Rail Directional Route Miles



SOURCE: NATIONAL TRANSIT DATABASE

Figure 19: Rail Stations Adding Customer Amenities and Improving Access

Percentage of Rail Passenger Stations with Amenities, 2000-2018

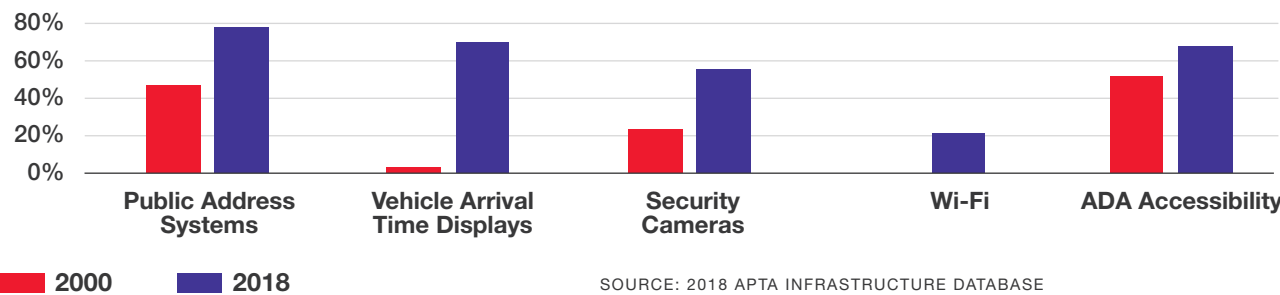
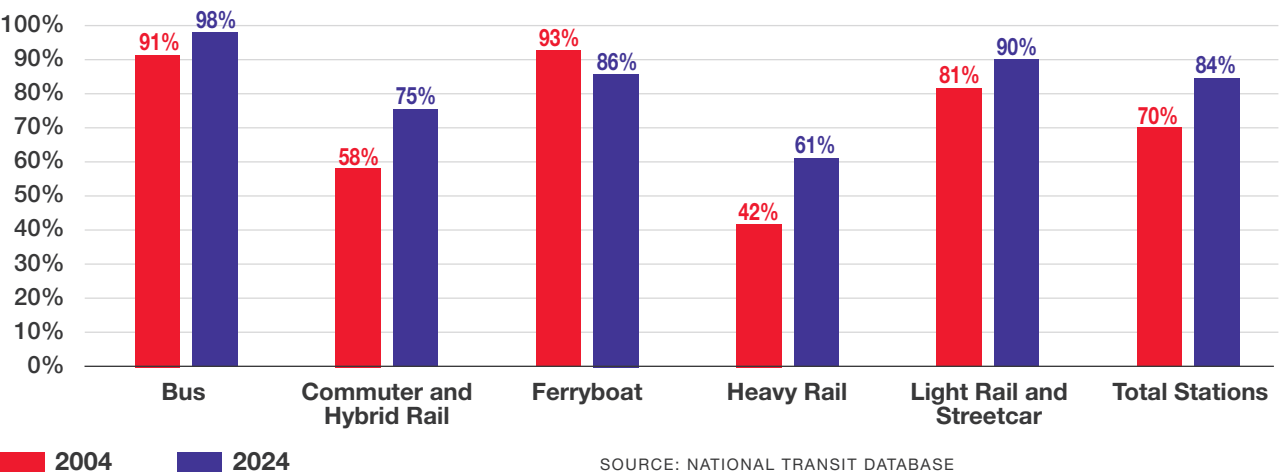


Figure 20: More Transit Stations Are Accessible

Public Transit Station Accessibility by Mode, 2004-2024



grown from 28 percent to 76 percent from 2004 to 2024. Figure 20 details accessibility percentages for all modes, according to the NTD.

There are 6,246 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 3,174 escalators and 3,733 elevators.

Transit payment systems are also quickly evolving. The percentage of public transit systems offering “smart cards” has jumped from 32 percent in 2015 to 56 percent in 2025. Some agencies are adopting open payment systems, which can accept contactless debit/

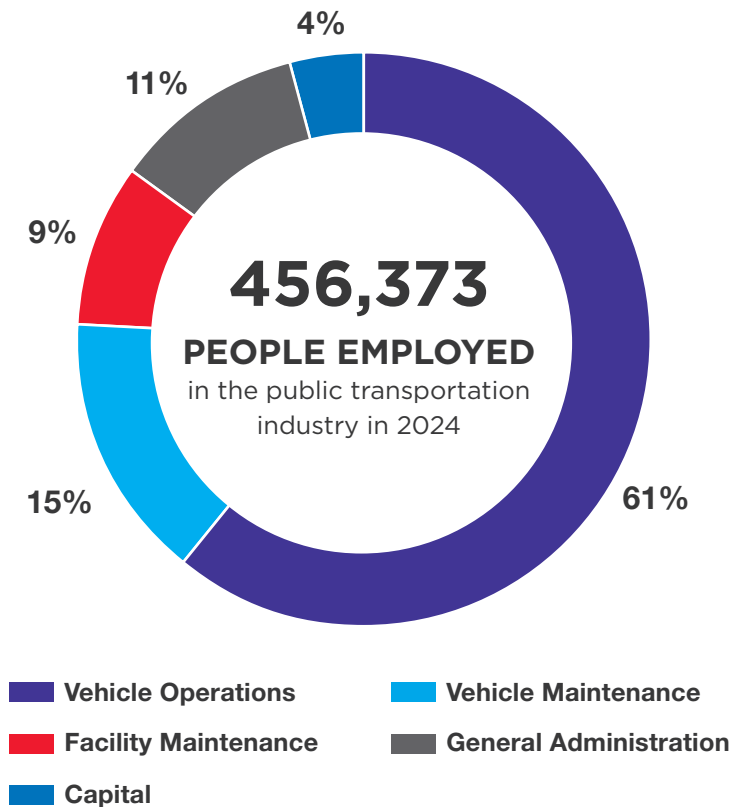
credit cards and mobile phone payments, as well as agency smart cards. APTA’s Fare Database estimates that 35 percent of public transit systems are now offering these open payment technologies.

Dependability is critical to ensuring high-quality public transit service. In report year 2024, 2,433 total maintenance facilities were recorded.¹⁰ For service directly operated by transit agencies, 1,493 facilities were owned and 132 were leased. For purchased transportation service, 220 were owned by private transit providers, 315 were owned by public agencies, and 273 were leased.

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

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

Percentage of Transit Employees by Function



SOURCE: APTA FACT BOOK ANALYSIS

Employment

In report year 2024, the public transportation industry employed 456,373 people. Approximately 96 percent were operating employees, and 4 percent were capital employees. Operating employees include workers in the vehicle operations and maintenance, non-vehicle maintenance, and general administration functions. Transit agency capital employees perform specialized activities and do not include employees of vehicle manufacturers, engineering firms, building contractors or other companies with capital investment contracts from public transit agencies.

The 2024 breakdown of transit operating employees by mode remains similar to past years, with 50 percent working with all bus modes, 23 percent with demand response, 12 percent with heavy rail, 9 percent with commuter and hybrid rail, 4 percent with surface rail, and 3 percent with the remaining modes.

Direct employees were paid a total of \$22.0 billion and received benefits of \$17.0 billion, for a total compensation of \$39.0 billion. Adjusted for inflation, this is more than the \$37 billion level in 2023. Average operating employee compensation decreased by less than 1 percent to \$85,374.

Energy

The public transit industry consumed 941 million gallons of fossil fuels in report year 2024, an increase of 2 percent from 2023. (*Figure 22*). Buses also used 96 million kilowatt-hours (kWh) of electric battery power, reflecting the increase in use of electric buses. While diesel remains the predominant fossil fuel, its market share has declined as cleaner fuels such as compressed natural gas (CNG) and biodiesel have gained in popularity. In report year 2024, public transit consumed 278 million gallons of diesel (compared to 603 million in 2014), 207 million gallons

of CNG, 184 million gallons of gasoline, 38 million gallons of biodiesel, and 33 million gallons of other fossil fuels.

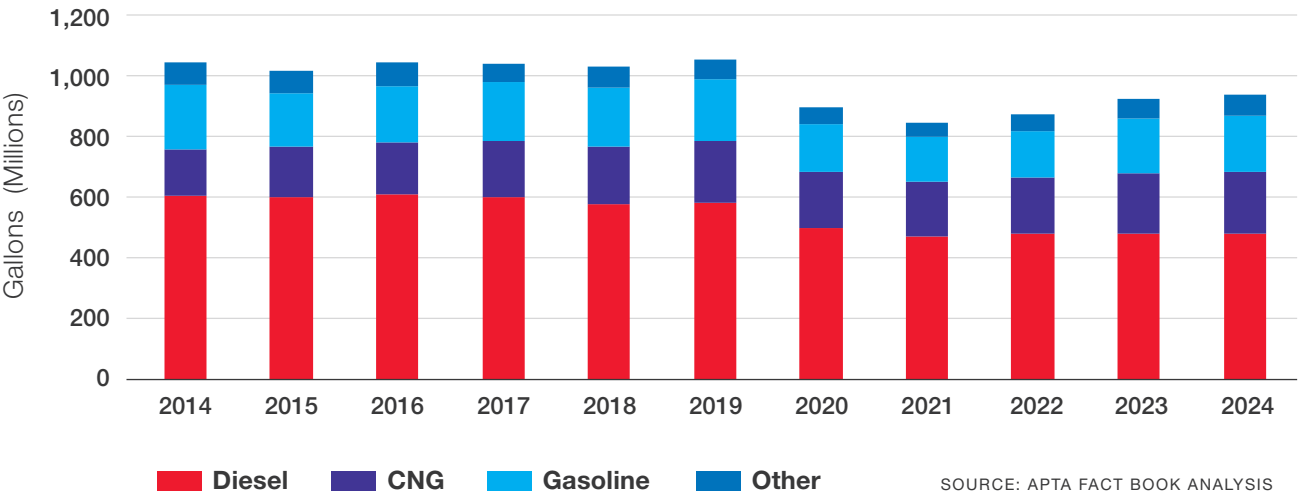
Public transit vehicles used a total of 6.4 billion kWh of electricity for propulsion power in report year 2024, up 4 percent from 2023. Of that, heavy rail modes were responsible for 3.6 billion kWh, commuter rail 1.7 billion kWh, light rail and streetcar 0.9 billion kWh, trolleybus 47 million kWh and other modes 149 million kWh. Advancements in technology and operations can help reduce

energy use. For example, data indicates that electrically powered transit rail cars have become more efficient. The number of vehicle miles operated for light rail vehicles and streetcars

per kWh of electricity used rose 6 percent from 1994 to 2024, and the number of vehicle miles per kWh of electricity used for heavy rail vehicles increased 23 percent for the same period.

Figure 22: Fuel Consumption Drops Due to Pandemic Service Decreases

Total Fossil Fuel Consumption



Safety¹¹

In 2024, there were 345 transit-related fatalities. Of these, 90 were transit passengers/occupants, 7 were transit workers/employees, and the remainder were other incidents. NTD also reported 7,877 transit collision events, 159 derailments and 2,628 security events in 2024.

Public transportation is one of the safest mobility options, as there were 114 times more fatalities on highways (39,345) than on transit in 2024. APTA's report "The Hidden Traffic Safety Solution: Public Transportation"¹² discusses the many benefits that transit offers for public safety.

One safety priority for commuter rail public transportation systems has been the transition to positive train control (PTC). PTC is complex signaling and communications technology designed to make rail operations even safer.

PTC uses a series of sensors and integrated monitoring systems that track key movement on trains and conditions on rail tracks in real time to identify potentially hazardous situations. If an unsafe speed situation arises, PTC will automatically trigger a train's braking system to slow it and prevent an accident, such as a train-to-train collision. All commuter rail systems have successfully met the December 2020 deadline for full PTC implementation. Full implementation of PTC for publicly funded commuter railroads is estimated to be a more than \$4 billion investment.

¹¹ <https://www.bts.gov/topics/national-transportation-statistics>.

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

Capital and Operating Funding

Public transportation operations are funded by passenger fares; public transit agency earnings; and financial assistance from state, local and federal governments. Capital investment is reported only as government funds in the NTD. Adjusted for inflation, report year 2024 total transit funding increased by 5.6 percent to 101.5 billion (Figure 23).

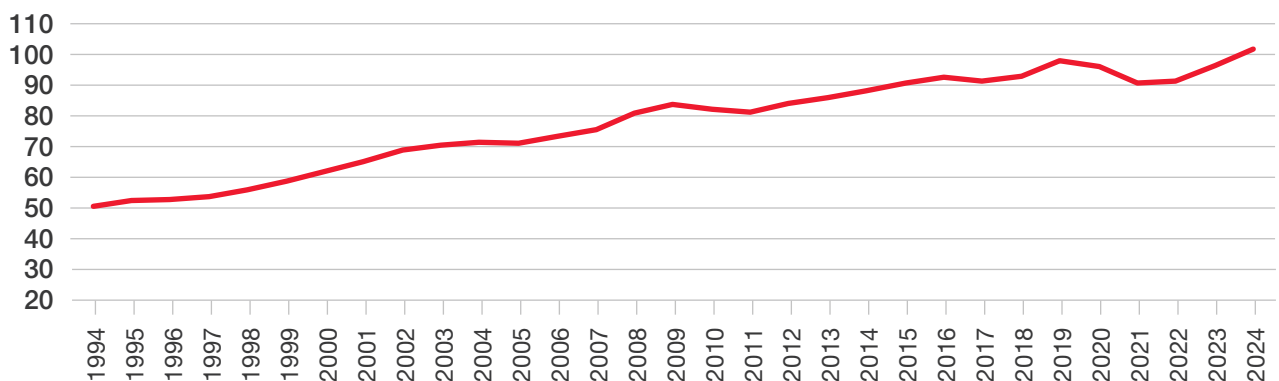
Revenue generated from passenger fares varies across transit modes. The highest level of average revenue per unlinked passenger trip was generated by commuter rail (\$6.36) and commuter bus (\$6.19), the modes that represent the longer trip lengths for passengers. Bus and light rail had

passenger fare revenues per unlinked trip of \$0.91 and \$0.93, respectively. Heavy rail had an average fare per trip of \$1.42. Among all modes, the average passenger fare per unlinked trip was \$1.48. As transit agencies recovered ridership, passenger fare revenue increased by 5 percent in report year 2024 to \$11.5 billion. (Figure 24).

Fare policies vary across agencies, but in general, fares were lower for bus modes and relatively similar for light rail and heavy rail modes. According to APTA's 2025 Fare Database, the average bus fare was \$1.55, the average light rail fare was \$2.34, the average heavy rail fare

Figure 23: Total Funding for Public Transit

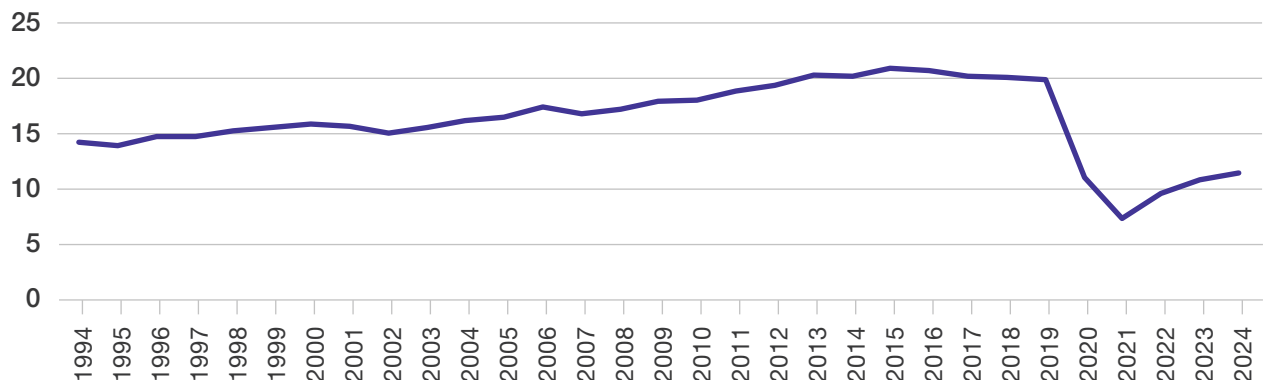
Transit Funding (In 2024 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 24: Passenger Fare Collections Declined Due to Pandemic

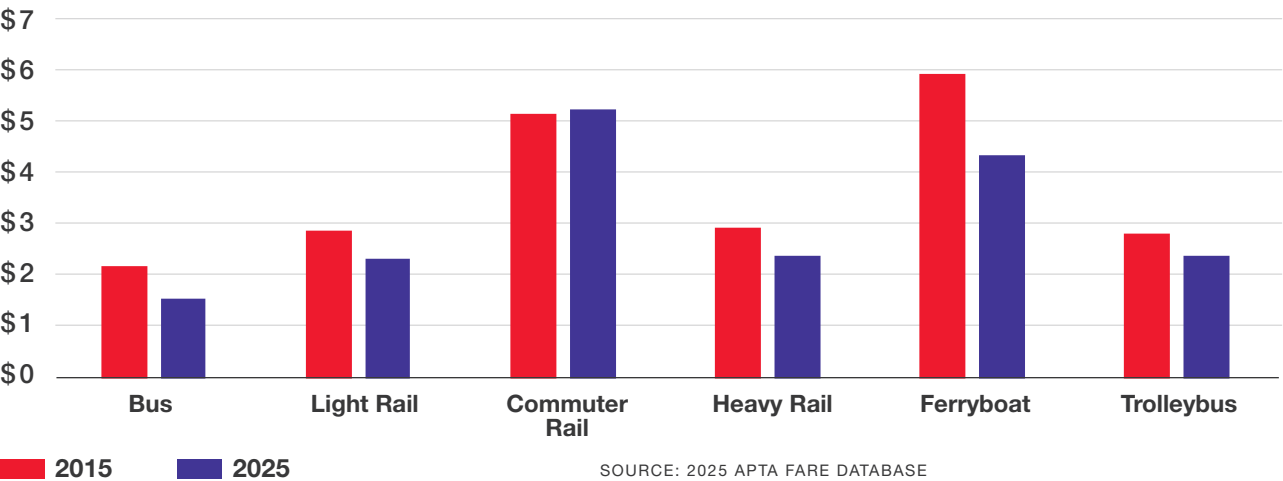
Passenger Fare Revenue (In 2024 dollars)



SOURCE: APTA FACT BOOK ANALYSIS

Figure 25: Revenue Generated from Passenger Fares Varies Across Modes

Average Base Fare Comparison, 2015 and 2025 (In 2025 dollars)



was \$2.38, and the average commuter rail fare was \$5.25. (Figure 25). These are all base fares and refer to the minimum adult fare for a single trip on a regular service.

Figure 26 shows how capital funding sources have changed since report year 1994. Federal capital funds increased by 7.5 percent from 2023 to 2024, to \$11.5 billion. State capital assistance (funding from state governments) decreased by 21 percent to \$5.6 billion. Directly generated and local capital assistance decreased by 17 percent to \$12.4 billion.

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

Federal assistance provided 39 percent of capital funds in report year 2024. State assistance made up 19 percent of funding, while local and directly generated assistance made up 42 percent of funding.

Figure 26: Local Communities Have Largest Share of Capital Investment

Capital Funding by Source (In 2024 dollars)

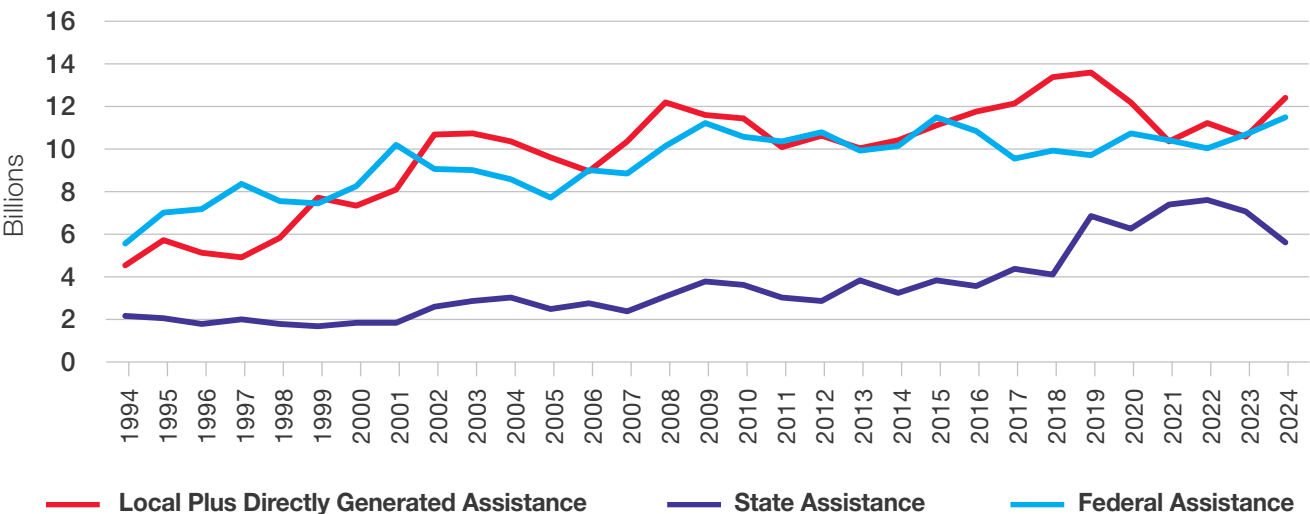
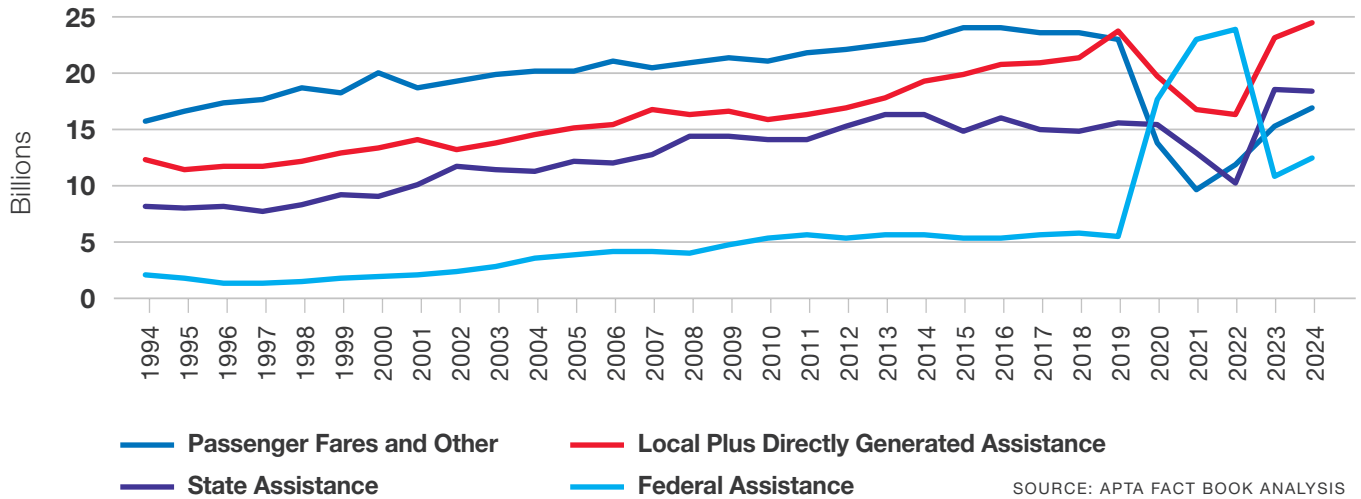


Figure 27: Federal COVID Relief Critical for Transit

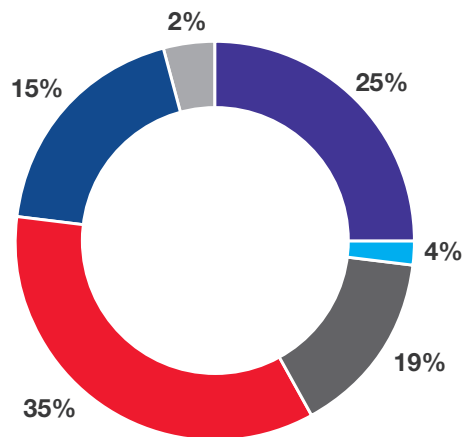
Operating Funding by Source (In 2024 dollars)



The operating funding mix has changed considerably since the onset of the COVID pandemic (*Figure 27*). In report year 2024, local and directly generated assistance was the largest source of funding (34 percent) while state assistance was the second-largest source (25 percent), followed by fares and agency revenues (23 percent) and federal assistance (17 percent).

Passenger fares and other agency revenue increased by 11 percent from 2023 to 2024, to \$16.9 billion. Local and directly generated assistance increased by 5 percent to \$24.4 billion, and state assistance decreased by 1.4 percent to 18.3 billion. Federal operating funding grew by 15 percent to \$12.4 billion in report year 2024.

Figure 28: Capital Expenses by Mode, 2024



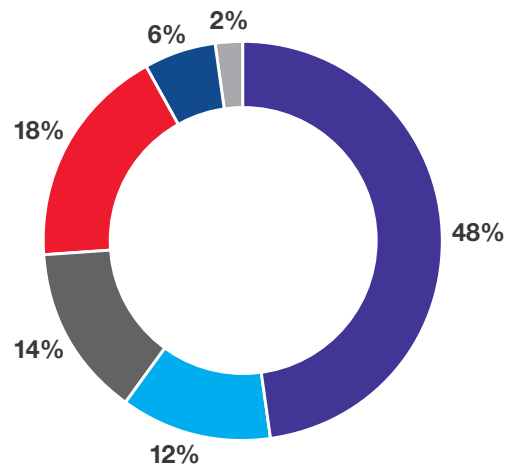
Bus Total
Demand Response

Commuter and Hybrid Rail
Heavy Rail

Surface Railway
Other

SOURCES: APTA FACT BOOK ANALYSIS

Figure 29: Operating Expenses by Mode, 2024



Capital and Operating Expenses

In report year 2024, total public transportation expenditures were \$96.3 billion, with \$66.7 billion (69 percent) spent on operations and \$29.6 billion (31 percent) on capital investments. When broken out by mode, the bus modes make up the largest amount of operating expenses at \$31.9 billion, followed by heavy rail at \$12.3 billion, commuter and hybrid rail at \$9.2 billion, and demand response at \$7.9 billion. Heavy rail had the largest amount of capital expenditures at \$10.5 billion, followed by bus modes at \$7.4 billion, regional railroad at \$5.7 billion, and surface rail at \$4.4 billion.

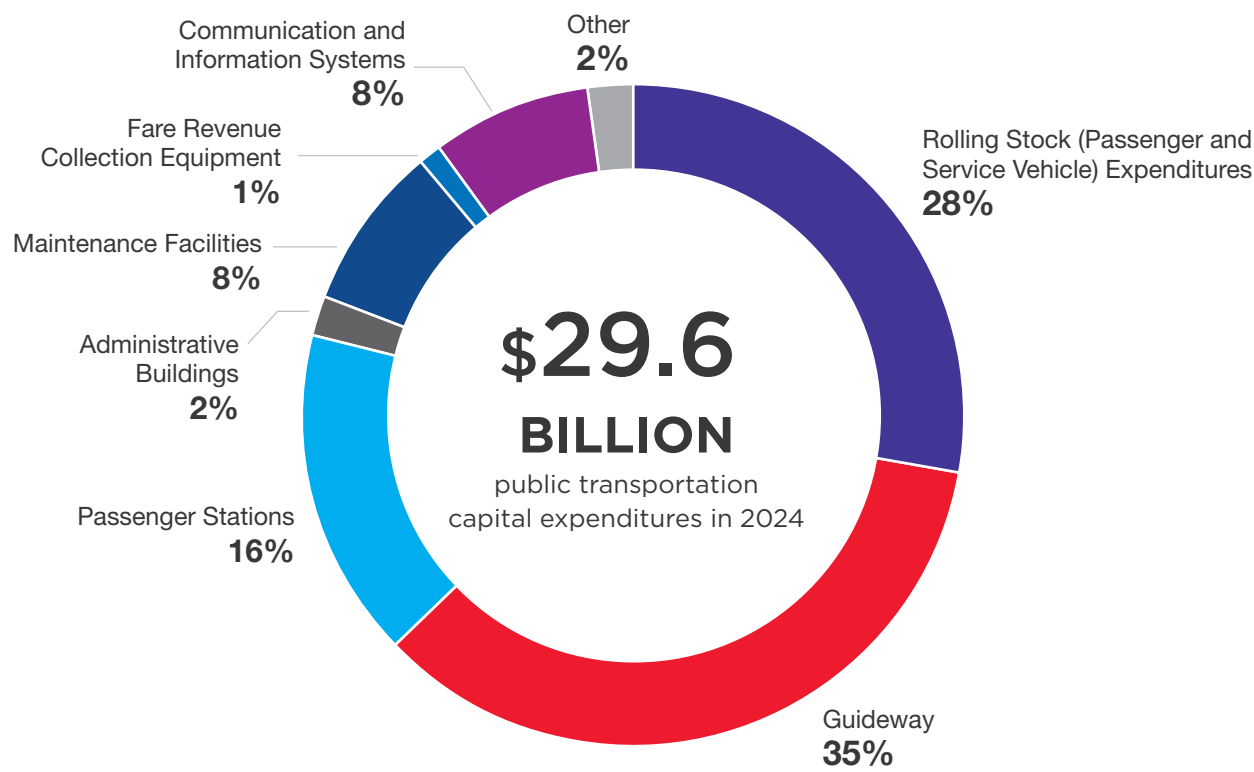
Of report year 2024 capital expenditures, 61 percent (\$18.1 billion) went to facilities, 28 percent (\$8.2 billion) to rolling stock, and

11 percent (\$3.3 billion) to other capital investments. **Figure 30** shows this breakdown by capital expenditure subcategory.

Of report year 2024 operating expenditures, 39 percent went to vehicle operations (\$25.9 billion), 20 percent to general administration (\$13.1 billion), 15 percent to purchased transportation (\$10.3 billion), 15 percent to vehicle maintenance (\$9.7 billion), and 11 percent to non-vehicle maintenance (\$7.6 billion).

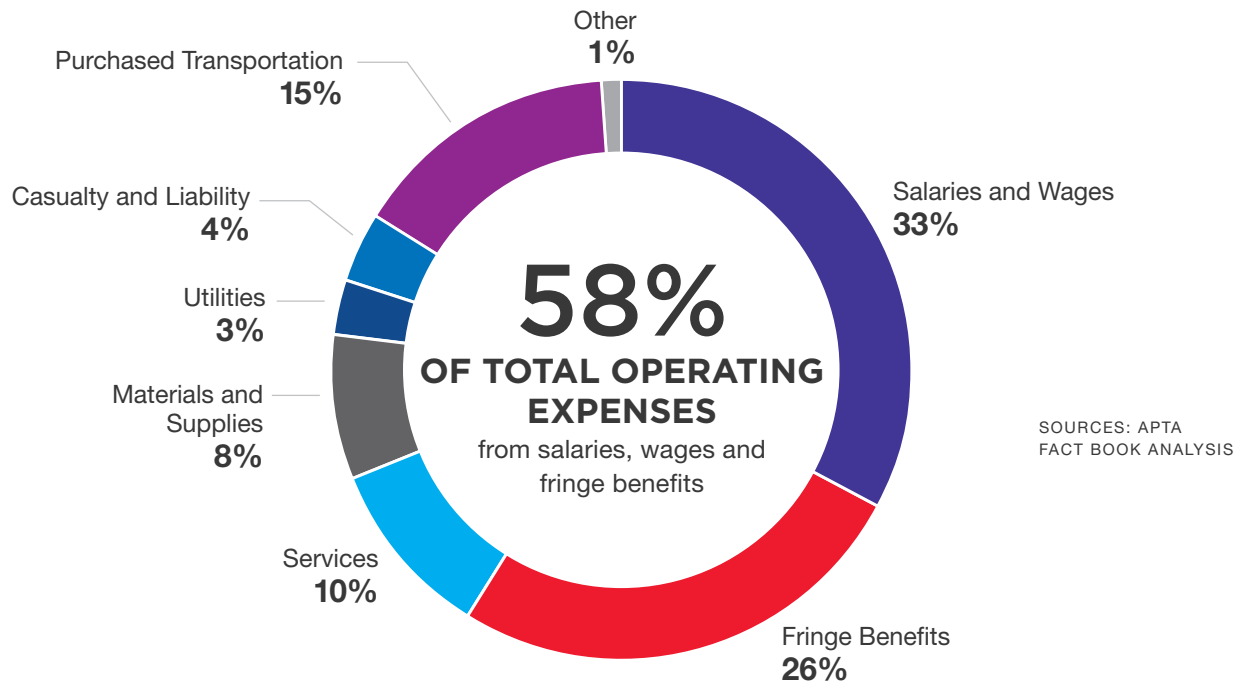
Operating expenditures are measured by function (the type of activity performed, as already listed) and by object (labor expenses and the type of goods or services purchased). Salaries, wages and fringe benefits for employees

Figure 30: Capital Expenditures by Type, 2024



SOURCE: APTA FACT BOOK ANALYSIS

Figure 31: Total Operating Expenses by Object Class, 2024



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

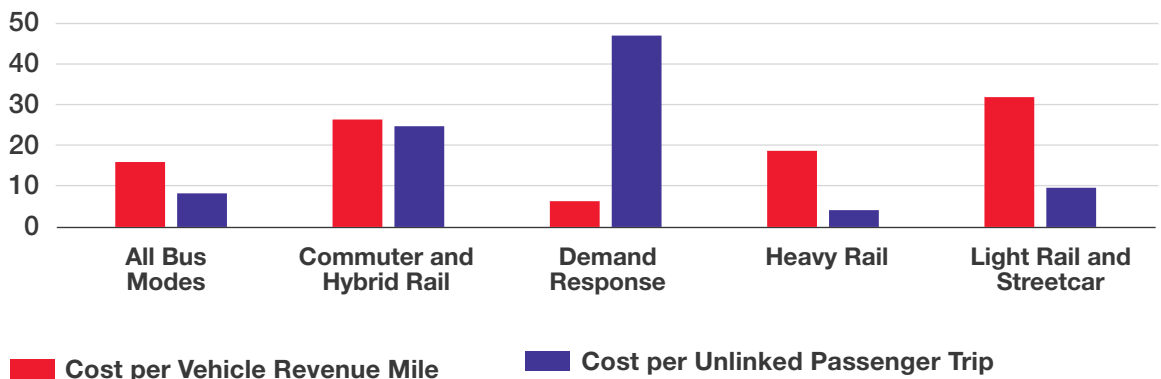
of public transit agencies account for 58 percent of total operating expenses. Operating expenses by object class are shown in *Figure 31*.

Figure 32 shows the variability when comparing operating costs based on different metrics. When measured by cost per vehicle mile, railway modes such as commuter rail and light rail are

more expensive than roadway modes because they use larger vehicles over shorter service miles. When measured by cost per unlinked passenger trip, heavy rail is the least expensive because of the high-capacity service offered. Demand response trips are more expensive per trip because these vehicles carry fewer passengers.

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

Comparative Operating Cost Among Modes, 2024



SOURCE: APTA FACT BOOK ANALYSIS

Transit Spending and Contracting in the Private Sector

Nearly all public transit services are provided by or contracted for by public agencies. A large portion of the funds expended by those agencies, however, is spent in the private sector (*Figure 33*). In report year 2024, expenditures in the private sector were estimated at \$55.1 billion (57 percent of all transit expenditures), a 5 percent increase from 2023 (inflation-adjusted). All capital expenditures are estimated to be for goods and services provided by the private sector, as well as operating expenditures for services, materials and supplies. This includes motor fuel, utilities (including propulsion power for electrically powered vehicles), a portion of casualty and liability costs and a portion of purchased transportation costs.

A significant number of public transit services are contracted for operation (formally known as purchased transportation)—approximately 28 percent in 2024.¹³ The percentage of service provided by contractors for different modes is shown in *Figure 34*. Measured by vehicle

revenue hours, about 72 percent of demand response service was provided by contractors, along with 68 percent of vanpool service, 35 percent of commuter bus service, 21 percent of bus service and 7 percent of rail service. The percentage of bus service contracted for operation has increased marginally over the past decade, from 17 percent to 21 percent. Most notable is the vanpool mode, which has seen its share of contracted revenue hours increase from 43 percent in 2014 to 68 percent in 2024.

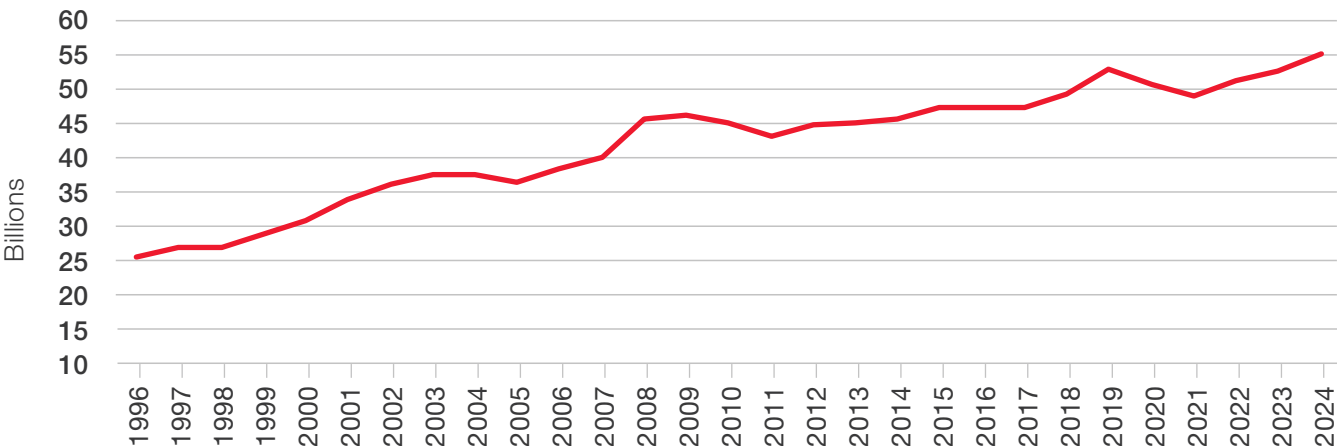
Most of the vehicles operated by contractors were provided by public transit agencies, with approximately 89 percent of all contractor-operated buses owned by transit agencies. About 74 percent of the vehicles used by contractors in demand response service were owned by public transit agencies, compared with just 2 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

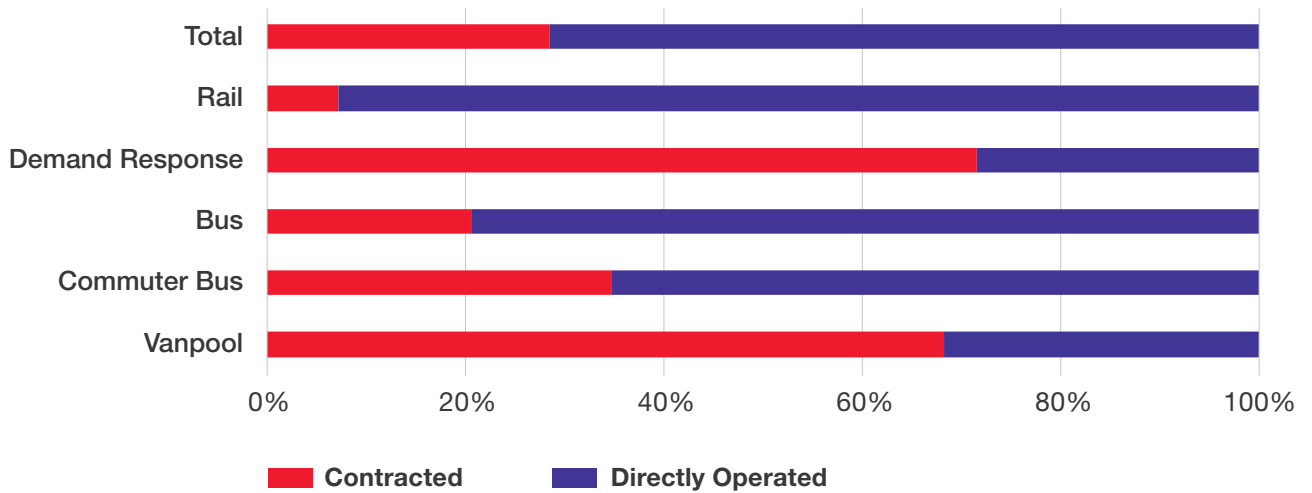
Estimated Transit Expenditures in the Private Sector (In 2024 dollars)



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 Summary¹⁴

¹⁴ Source: Canadian Urban Transit Association.

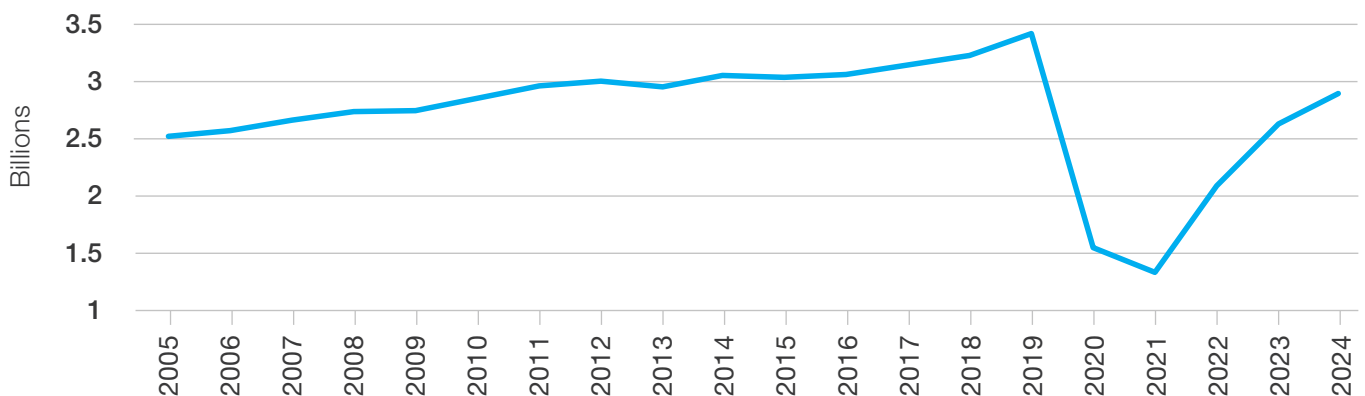
Passenger Travel

Information from 103 urban Canadian public transit systems reveals that passenger boardings (equivalent to U.S. unlinked passenger trips) in 2024 increased by 10 percent to 2.89 billion trips (*Figure 35*). Similarly to the United States,

public transportation ridership and service was severely impacted by the COVID-19 pandemic. According to the Canadian Urban Transit Association (CUTA), 70 percent of public transit trips were taken in the metropolitan Toronto, Montreal and Vancouver regions.

Figure 35: Ridership Impacted by COVID-19 Pandemic

Canadian Passenger Boardings



SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Service Provided

Total vehicle miles operated in Canada increased by 2.6 percent, compared to a 4.4 percent increase in the United States. (Figure 36). Total vehicle miles operated is the distance traveled by vehicles, including both revenue and “deadhead” miles.

Public transportation in Canada is also composed of specialized transit services, whose data is not included in the statistics above. Canadian specialized transit services are essentially demand response services for people who are unable to climb steps or walk long distances. According to CUTA, 337,183 registrants took more than 21.7 million passenger trips, an increase of 12 percent. The 111 systems reporting tallied 70.4 million total vehicle miles in 2024.

Vehicles

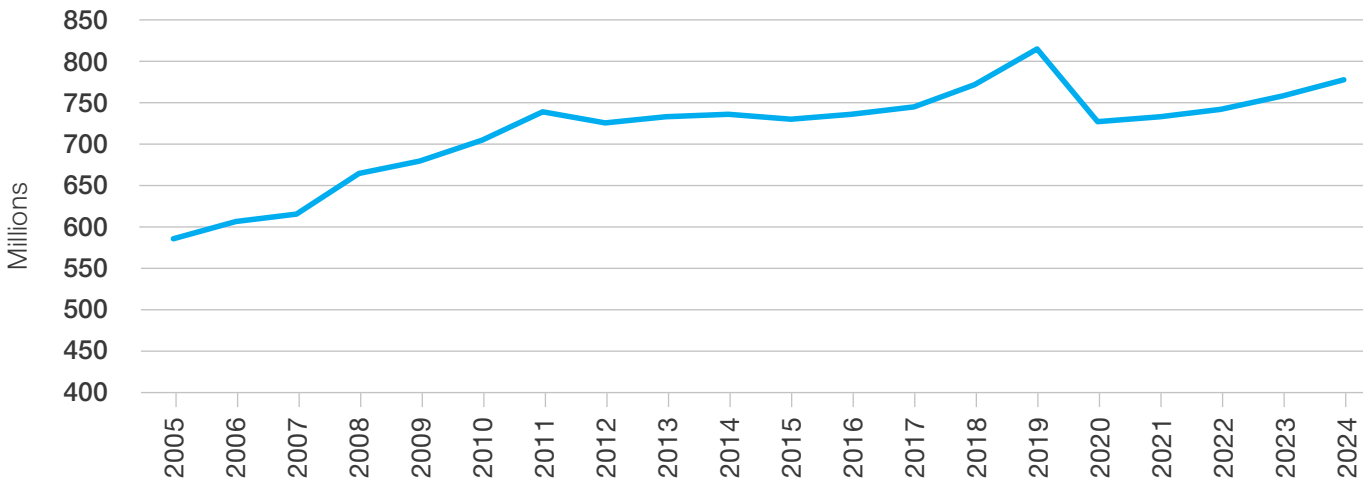
The average standard bus age in 2024 was approximately 9.5 years, with bus fleet accessibility at 98.6 percent. The average light rail age was 18 years, and the average heavy rail age was 25.2 years. A total of 19,291 revenue vehicles were recorded across modes in 2024.

Employees

The number of Canadian transit employees in 2024 was 66,700, of which 48 percent were vehicle operators and 14 percent worked in vehicle maintenance, 20 percent in general administration, 7 percent in non-vehicle maintenance, and 11 percent in transportation operations.

Figure 36: Long-Term Growth in Service Interrupted

Total Canadian Vehicle Miles



SOURCE: CANADIAN URBAN TRANSIT ASSOCIATION

Amtrak Summary¹⁵

Intercity passenger rail is a critical resource for local economies and a valuable part of the transportation network. Amtrak operates more than 21,000 route miles, has more than 500 stations and employs approximately 21,700 people. An important contractor for public transit agencies, Amtrak operates commuter service for Maryland's MARC, Connecticut DOT and Southern California's Metrolink. Amtrak also provides infrastructure access to other public transit agencies.

Passenger Travel

In fiscal year (FY) 2025, Amtrak ridership exceeded FY 2019 levels. FY 2025 ridership increased by 5 percent (to 34.5 million trips) compared to FY 2024. Ridership on the Northeast Corridor increased by 8 percent to 15.2 million trips. Ridership on state-supported routes increased by 2 percent to 14.8 million trips, and ridership on long-distance routes increased by 4 percent to 4.4 million trips.

Funding

In FY 2025, Amtrak increased total revenues by 9 percent to \$3.9 billion. It received \$5.5 billion in federal appropriations in FY 2025.

Capital Investments

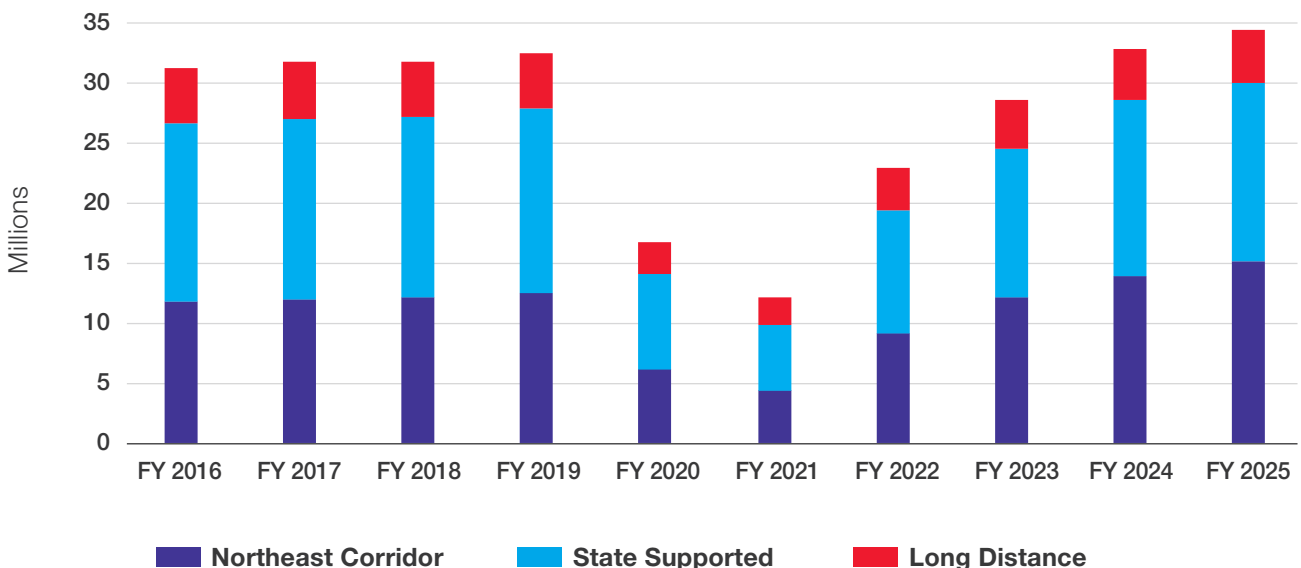
Amtrak is significantly investing to improve their capital assets. Current capital priorities include installing operational positive train control (PTC), launching a Safety Management System (SMS), state-of-good-repair work on the Northeast Corridor, new train interiors, the manufacturing of a new Acela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

¹⁵ Sources: <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/financial/Amtrak-Management-Discussion-Analysis-Audited-Financial-Statements-FY2025.pdf>

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/monthlyperformancereports/2025/Amtrak-Monthly-Performance-Report-September-2025.pdf>

Figure 37: Amtrak Ridership Now Exceeds FY 2019 Levels

Passenger Trips (FY 2016- FY 2025)



SOURCE: AMTRAK FY 2025 RIDERSHIP AND REVENUE

Modal Rankings, Report Year 2024

For complete size ranking lists of all transit agencies and urbanized areas reported in the Federal Transit Administration 2024 National Transit Database, see the **2026 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 2024 National Transit Database.

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

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2023	2024	2023	2024
MTA New York City Transit	New York, NY	2,632,003.0	2,902,018.9	9,591,253.7	9,241,232.0
Chicago Transit Authority	Chicago, IL	279,146.5	309,197.0	1,090,677.6	1,223,298.0
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	276,302.4	302,611.8	1,190,726.7	1,321,331.5
Washington Metro. Area Transit Authority	Washington, DC	231,023.8	262,474.1	912,604.9	1,150,610.9
Massachusetts Bay Transportation Authority	Boston, MA	234,975.6	251,724.9	1,103,417.6	1,262,075.2
New Jersey Transit Corporation	New York, NY	198,590.1	222,475.3	2,314,384.0	2,604,546.3
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	197,264.9	200,711.9	834,809.5	853,328.1
City and County of San Francisco	San Francisco, CA	139,127.7	160,544.0	265,976.5	312,145.7
MTA Bus Company	New York, NY	119,571.8	126,616.7	347,970.7	363,784.1
MTA Long Island Rail Road	New York, NY	83,835.7	97,220.5	2,033,685.8	2,499,870.2
King County	Seattle, WA	78,886.8	88,638.7	301,530.5	338,032.8
County of Miami-Dade	Miami, FL	77,961.9	88,249.7	414,129.0	434,926.9
Metro. Transit Auth. of Harris County, Texas	Houston, TX	68,575.8	75,859.2	394,716.9	443,975.4
San Diego Metropolitan Transit System	San Diego, CA	68,511.4	75,682.8	386,122.7	441,892.2
MTA Metro-North Railroad	New York, NY	66,645.3	74,395.8	1,150,894.9	1,780,301.5
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	62,093.0	65,587.4	352,116.0	375,779.3
Tri-County Metro. Transp. District of Oregon	Portland, OR	57,442.7	64,748.8	231,430.4	252,692.5
Denver Regional Transportation District	Denver, CO	64,533.9	64,292.0	382,906.5	380,001.8
Maryland Transit Administration	Baltimore, MD	57,907.0	64,238.7	343,206.7	374,521.4
Port Authority Trans-Hudson Corporation	New York, NY	55,108.9	62,489.6	268,404.8	304,004.4
San Francisco Bay Area Rapid Transit District	San Francisco, CA	50,764.4	54,927.4	681,315.3	751,217.9
Dallas Area Rapid Transit	Dallas, TX	48,736.4	54,358.4	283,376.2	309,448.0
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	51,029.7	53,714.7	198,958.2	213,398.3
Metro Transit	Minneapolis, MN	44,977.1	47,558.5	175,173.9	173,502.6
City and County of Honolulu	Honolulu, HI	40,117.5	43,408.7	193,327.8	205,582.3
Central Puget Sound Regional Transit Auth.	Seattle, WA	37,571.6	41,949.2	346,306.0	409,265.6
Utah Transit Authority	Salt Lake City, UT	35,059.9	40,503.0	279,373.1	314,284.3
Alameda-Contra Costa Transit District	San Francisco, CA	35,190.1	39,944.3	122,828.2	139,355.6
Pittsburgh Regional Transit	Pittsburgh, PA	37,908.5	37,876.5	155,119.5	166,448.3
Orange County Transportation Authority	Los Angeles, CA	32,674.7	36,466.6	137,085.6	150,194.4
Northeast Illinois Reg. Commuter Railroad Corp.	Chicago, IL	31,988.1	35,051.9	706,105.7	762,111.0
VIA Metropolitan Transit	San Antonio, TX	27,965.4	30,716.5	137,411.4	152,010.6
Santa Clara Valley Transportation Authority	San Jose, CA	23,853.9	27,710.8	117,822.0	133,936.2
Capital Metropolitan Transportation Auth.	Austin, TX	24,332.4	26,473.4	122,011.6	129,822.8
Milwaukee County	Milwaukee, WI	22,735.0	25,665.1	75,456.9	88,163.6
Broward County Bd. of County Commissioners	Miami, FL	23,210.0	25,255.1	119,090.3	125,286.4
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	22,415.4	24,888.8	102,838.6	111,725.6
Westchester County	New York, NY	21,998.0	24,745.8	90,095.3	98,651.2
City of Phoenix	Phoenix, AZ	19,524.3	24,023.9	76,499.3	87,550.3
County of Nassau	New York, NY	20,293.6	22,132.0	112,757.3	121,213.7
Bi-State Development Agency	St. Louis, MO	19,690.8	20,091.5	121,868.3	123,444.3
Central Florida Regional Transportation Auth.	Orlando, FL	18,418.2	19,621.5	111,018.4	118,389.4
Washington State Ferries	Seattle, WA	18,241.1	18,859.2	131,769.1	135,009.8
Long Beach Transit	Los Angeles, CA	16,803.0	18,503.3	51,874.4	55,366.3
Montgomery County, Maryland	Washington, DC	14,373.0	18,434.5	58,141.3	73,207.9
City of Tucson	Tucson, AZ	16,759.2	17,970.1	57,986.4	56,649.1
Pace - Suburban Bus Division	Chicago, IL	16,050.0	17,906.3	112,988.0	112,920.8
Capital District Transportation Authority	Albany, NY	13,833.2	16,580.4	58,050.4	71,198.9
Sacramento Regional Transit District	Sacramento, CA	14,349.7	16,361.6	65,711.2	73,215.7
New York City Department of Transp.	New York, NY	14,715.4	16,214.7	76,519.9	84,316.5

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

URBANIZED AREA	POPULATION (2020 CENSUS)	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2023	2024	2023	2024
New York-Jersey City-Newark, NY-NJ	19,426,449	3,176,227.4	3,510,090.9	15,428,181.0	16,402,061.4
Los Angeles-Long Beach-Anaheim, CA	12,237,376	384,756.8	421,758.8	1,676,998.4	1,858,502.2
Chicago, IL-IN	8,671,746	331,256.0	367,201.2	1,962,554.7	2,159,048.4
Washington-Arlington, DC-VA-MD	5,174,759	272,770.5	311,345.2	1,237,136.3	1,519,465.4
San Francisco-Oakland, CA	3,515,933	231,725.2	264,416.7	1,142,417.5	1,291,120.4
Boston, MA-NH	4,382,009	241,561.4	260,529.3	1,147,013.8	1,317,015.5
Philadelphia, PA-NJ-DE-MD	5,696,125	226,596.3	232,013.7	1,072,734.6	1,103,409.4
Seattle-Tacoma, WA	3,544,011	148,204.6	165,316.4	865,947.6	981,235.3
Miami-Fort Lauderdale, FL	6,077,522	114,094.3	128,151.3	685,641.1	725,649.2
San Diego, CA	3,070,300	76,138.1	83,890.2	504,890.5	561,767.8
Houston, TX	5,853,575	69,020.7	76,352.3	401,018.1	451,454.5
Portland, OR-WA	2,104,238	66,025.2	74,261.9	257,411.0	277,680.1
Atlanta, GA	5,100,112	65,206.4	69,270.0	396,891.2	426,669.8
Baltimore, MD	2,212,038	57,293.4	63,708.9	271,246.4	298,068.2
Dallas-Fort Worth-Arlington, TX	5,732,354	55,839.8	62,070.2	334,965.2	366,135.5
Denver-Aurora, CO	2,686,147	59,104.6	58,594.0	361,700.9	358,060.3
Minneapolis-St. Paul, MN	2,914,866	52,947.7	56,522.2	235,720.6	243,493.4
Las Vegas-Henderson-Paradise, NV	2,196,623	51,034.2	53,717.3	198,958.2	213,398.3
Phoenix-Mesa-Scottsdale, AZ	3,976,313	37,716.4	42,482.4	197,519.1	197,096.2
Honolulu, HI	853,252	39,160.9	42,443.4	188,535.7	200,793.2
Pittsburgh, PA	1,745,039	38,916.4	38,941.1	164,975.6	176,784.8
San Jose, CA	1,837,446	30,306.6	34,219.8	222,876.1	239,637.2
San Antonio, TX	1,992,689	27,966.5	30,717.3	137,424.9	152,020.3
Salt Lake City, UT	1,178,533	23,504.9	27,798.8	144,720.5	166,431.7
Austin, TX	1,809,888	24,393.8	26,539.8	122,011.6	129,822.8
Milwaukee, WI	1,306,795	23,752.9	26,492.9	79,214.5	91,092.1
Cleveland, OH	1,712,178	23,133.0	25,666.8	109,946.9	119,420.3
Tampa-St. Petersburg, FL	2,783,045	23,596.1	23,687.4	120,071.1	115,824.5
St. Louis, MO-IL	2,156,323	21,142.5	21,672.1	132,050.9	133,775.3
Detroit, MI	3,776,890	16,969.2	21,548.3	108,172.9	131,692.8
Tucson, AZ	875,441	16,960.1	18,288.0	59,157.6	60,086.4
Cincinnati, OH-KY	1,686,744	16,595.6	17,539.7	85,681.2	89,061.4
Sacramento, CA	1,946,618	15,013.1	17,040.4	69,467.1	77,132.3
Orlando, FL	1,853,896	15,536.4	17,008.7	104,262.2	115,043.8
New Orleans, LA	963,212	15,788.6	16,175.8	51,605.9	54,303.1
Kansas City, MO-KS	1,674,218	15,103.6	15,541.1	54,383.4	57,744.8
Charlotte, NC-SC	1,379,873	14,542.0	15,524.4	70,670.6	77,675.9
Buffalo, NY	948,864	14,526.0	15,480.9	46,205.3	48,795.2
Bridgeport-Stamford, CT-NY	916,408	16,338.6	15,345.2	135,634.6	181,376.3
Providence, RI-MA	1,285,806	12,800.9	14,873.5	60,841.0	66,795.1
Albany-Schenectady, NY	593,142	12,953.9	14,718.7	61,500.9	70,596.7
Hartford, CT	977,158	16,622.0	14,140.3	83,196.0	81,358.0
Atlantic City-Ocean City-Villas, NJ	294,921	12,041.9	13,182.7	99,109.2	105,529.0
Columbus, OH	1,567,254	11,701.4	12,591.6	53,866.0	61,487.6
New Haven, CT	561,456	13,252.4	12,210.2	133,175.4	175,083.2
Durham, NC	396,118	10,436.1	11,532.5	33,682.2	41,496.7
Richmond, VA	1,059,150	10,130.5	11,386.2	43,672.9	47,612.4
Riverside-San Bernardino, CA	2,276,703	10,095.7	11,281.0	96,576.7	100,167.2
Concord-Walnut Creek, CA	538,583	9,972.8	10,756.5	111,615.7	122,764.5
San Juan, PR	1,844,410	9,133.9	10,524.7	38,697.4	41,003.7

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

URBANIZED AREA	POPULATION (2020 CENSUS)	2024 UNLINKED PASSENGER TRIPS	RIDERSHIP PER CAPITA
New York-Jersey City-Newark, NY-NJ	19,426,449	3,510,090,880	180.7
San Francisco-Oakland, CA	3,515,933	264,416,713	75.2
Ames, IA	66,342	4,715,514	71.1
Champaign, IL	147,452	9,640,091	65.4
State College, PA	83,674	5,050,018	60.4
Washington-Arlington, DC-VA-MD	5,174,759	311,345,153	60.2
Boston, MA-NH	4,382,009	260,529,264	59.5
Blacksburg-Christiansburg, VA	72,400	4,080,333	56.4
Honolulu, HI	853,252	42,443,407	49.7
Davis, CA	77,034	3,604,781	46.8
Seattle-Tacoma, WA	3,544,011	165,316,435	46.6
Atlantic City-Ocean City-Villas, NJ	294,921	13,182,696	44.7
Chicago, IL-IN	8,671,746	367,201,180	42.3
Boulder, CO	120,828	5,067,757	41.9
Philadelphia, PA-NJ-DE-MD	5,696,125	232,013,660	40.7
Waterbury, CT	199,317	7,847,673	39.4
Danbury, CT-NY	171,680	6,606,149	38.5
Iowa City, IA	126,810	4,647,792	36.7
San Marcos, TX	70,801	2,554,910	36.1
Portland, OR-WA	2,104,238	74,261,910	35.3
Los Angeles-Long Beach-Anaheim, CA	12,237,376	421,758,848	34.5
Ithaca, NY	59,102	1,919,723	32.5
Bellingham, WA	128,979	3,994,935	31.0
Ann Arbor, MI	317,689	9,699,570	30.5
Athens-Clarke County, GA	143,213	4,331,197	30.2
Durham, NC	396,118	11,532,472	29.1
Baltimore, MD	2,212,038	63,708,898	28.8
Lafayette, IN	157,100	4,489,941	28.6
Morgantown, WV	77,620	2,202,142	28.4
Lansing, MI	318,300	8,854,028	27.8
San Diego, CA	3,070,300	83,890,154	27.3
Lawrence, KS	94,998	2,567,362	27.0
Trenton, NJ	370,422	9,588,025	25.9
Harrisonburg, VA	73,377	1,877,126	25.6
Gainesville, FL	213,748	5,418,875	25.4
Eugene, OR	270,179	6,708,446	24.8
Albany-Schenectady, NY	593,142	14,718,683	24.8
Amherst Town-Northampton-Easthampton Town, MA	90,570	2,222,372	24.5
Las Vegas-Henderson-Paradise, NV	2,196,623	53,717,349	24.5
Santa Barbara, CA	202,197	4,854,492	24.0
Salt Lake City, UT	1,178,533	27,798,806	23.6
Bloomington, IN	110,103	2,595,814	23.6
Spokane, WA	447,279	10,225,648	22.9
Pittsburgh, PA	1,745,039	38,941,085	22.3
Denver-Aurora, CO	2,686,147	58,594,011	21.8
New Haven, CT	561,456	12,210,202	21.7
Kiryas Joel, NY	71,582	1,521,759	21.3
Miami-Fort Lauderdale, FL	6,077,522	128,151,309	21.1
Tucson, AZ	875,441	18,288,010	20.9
Flagstaff, AZ	79,842	1,656,121	20.7

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

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2023	2024	2023	2024
MTA New York City Transit	New York, NY	570,625.2	647,859.2	1,373,347.9	1,196,432.3
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	206,240.4	229,711.0	717,395.4	789,320.0
Chicago Transit Authority	Chicago, IL	161,699.4	181,733.6	403,793.2	449,576.8
New Jersey Transit Corporation	New York, NY	123,821.3	138,844.8	877,349.4	944,499.5
MTA Bus Company	New York, NY	119,571.8	126,616.7	347,970.7	363,784.1
Washington Metro. Area Transit Authority	Washington, DC	102,855.9	117,539.6	307,224.1	339,332.0
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	101,457.4	105,093.5	280,733.2	295,673.4
Massachusetts Bay Transportation Authority	Boston, MA	79,488.0	88,822.9	204,609.0	222,935.1
City and County of San Francisco	San Francisco, CA	71,851.9	77,857.3	144,667.6	168,811.3
King County	Seattle, WA	64,109.1	73,119.3	247,086.5	275,562.2
County of Miami-Dade	Miami, FL	55,922.0	64,081.5	253,671.0	278,410.0
Metro. Transit Auth. of Harris County, Texas	Houston, TX	49,023.6	55,839.8	260,223.4	295,261.7
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	49,591.0	52,203.7	183,473.4	197,329.9
Maryland Transit Administration	Baltimore, MD	45,734.0	48,038.1	183,667.6	184,531.7
Denver Regional Transportation District	Denver, CO	42,438.5	44,041.7	187,556.8	198,951.9
City and County of Honolulu	Honolulu, HI	38,992.5	41,052.6	182,046.1	187,738.2
Tri-County Metro. Transp. District of Oregon	Portland, OR	34,970.1	40,600.7	113,234.6	141,161.3
San Diego Metropolitan Transit System	San Diego, CA	32,112.3	35,613.5	131,922.2	144,972.5
Orange County Transportation Authority	Los Angeles, CA	31,363.5	34,960.1	115,211.5	124,770.9
Alameda-Contra Costa Transit District	San Francisco, CA	30,197.0	34,128.6	102,348.9	116,027.7
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	30,878.8	33,417.8	129,904.4	145,411.7
Pittsburgh Regional Transit	Pittsburgh, PA	33,573.0	33,269.7	135,291.3	144,446.0
Metro Transit	Minneapolis, MN	30,124.0	31,941.9	119,831.3	119,534.7
Dallas Area Rapid Transit	Dallas, TX	25,874.9	29,091.2	102,522.5	118,702.5
VIA Metropolitan Transit	San Antonio, TX	26,460.2	28,947.8	106,373.6	120,619.6
Milwaukee County	Milwaukee, WI	22,384.3	25,300.6	73,141.6	85,805.4
Westchester County	New York, NY	21,640.2	24,344.0	86,452.5	94,553.9
Capital Metropolitan Transportation Auth.	Austin, TX	22,490.9	24,335.0	93,122.3	97,418.8
Broward County Bd. of County Commissioners	Miami, FL	22,299.6	24,206.8	110,499.4	114,451.8
City of Phoenix	Phoenix, AZ	19,227.6	23,730.2	73,463.8	84,822.5
Santa Clara Valley Transportation Authority	San Jose, CA	19,381.7	22,626.5	92,192.2	105,735.0
County of Nassau	New York, NY	19,994.9	21,787.3	110,452.5	118,566.8
Utah Transit Authority	Salt Lake City, UT	17,895.3	19,745.6	69,627.2	75,651.5
Long Beach Transit	Los Angeles, CA	16,780.5	18,481.1	51,774.9	55,262.6
Montgomery County, Maryland	Washington, DC	14,359.8	18,422.5	58,117.6	73,190.4
Central Florida Regional Transportation Auth.	Orlando, FL	17,061.3	18,217.3	98,095.7	104,741.3
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	15,963.5	18,188.0	64,887.3	73,259.0
Pace - Suburban Bus Division	Chicago, IL	14,908.2	16,966.3	100,920.6	100,765.8
Capital District Transportation Authority	Albany, NY	13,311.5	15,918.2	50,106.8	61,936.3
City of Tucson	Tucson, AZ	14,615.3	15,792.6	52,311.0	50,801.3
City of Los Angeles	Los Angeles, CA	14,344.2	14,512.7	24,548.2	22,812.4
Southwest Ohio Regional Transit Authority	Cincinnati, OH	12,902.1	13,315.6	68,980.6	69,637.9
Niagara Frontier Transportation Authority	Buffalo, NY	11,833.9	12,866.6	37,477.2	39,738.1
City of Detroit	Detroit, MI	10,229.5	12,857.6	52,320.6	70,116.3
Bi-State Development Agency	St. Louis, MO	12,508.9	12,728.2	72,681.7	76,719.5
Rhode Island Public Transit Authority	Providence, RI	11,040.1	12,691.6	46,337.5	51,264.8
Central Ohio Transit Authority	Columbus, OH	11,128.9	11,853.4	48,130.6	54,542.4
Connecticut DOT - Hartford Division	Hartford, CT	13,968.8	11,433.4	60,413.4	58,368.6
Hillsborough Area Regional Transit Authority	Tampa, FL	11,062.4	11,308.4	49,514.0	50,538.3
Kansas City Area Transportation Authority	Kansas City, MO	10,841.7	10,967.2	36,800.3	38,031.0

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2023	2024	2023	2024
MTA New York City Transit	New York, NY	31,784.2	35,007.7	55,443.5	64,823.9
Massachusetts Bay Transportation Authority	Boston, MA	8,908.5	9,955.4	19,433.3	19,328.6
Alameda-Contra Costa Transit District	San Francisco, CA	4,106.1	4,799.0	10,802.1	12,450.4
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	4,371.9	4,412.9	26,699.5	26,512.2
Lane Transit District	Eugene, OR	2,554.3	2,786.4	6,305.0	7,248.7
City of Albuquerque	Albuquerque, NM	2,067.8	2,315.2	7,382.1	7,769.2
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	1,714.1	2,080.0	4,782.2	5,375.4
Greater Richmond Transit Company	Richmond, VA	1,707.0	1,786.4	4,706.1	4,788.6
Indianapolis and Marion County Public Transp.	Indianapolis, IN	1,097.0	1,402.4	3,211.7	5,025.4
Connecticut DOT - Hartford Division	Hartford, CT	1,159.6	1,224.7	6,396.7	6,619.8
Roaring Fork Transportation Authority	Non-UZA	1,035.2	1,109.4	N/A	N/A
Kansas City Area Transportation Authority	Kansas City, MO	943.7	953.1	2,834.9	2,691.1
Pinellas Suncoast Transit Authority	Tampa, FL	1,058.2	761.1	4,031.6	3,131.0
City of Fort Collins	Fort Collins, CO	451.1	564.5	1,274.6	1,553.6
City of Madison	Madison, WI	N/A	527.2	N/A	2,003.4
Interurban Transit Partnership	Grand Rapids, MI	406.1	421.2	1,567.5	1,655.1
Central Florida Regional Transportation Auth.	Orlando, FL	431.1	416.4	451.9	598.1
Birmingham-Jefferson County Transit Auth.	Birmingham, AL	191.8	389.9	659.2	1,438.5
Central Oklahoma Transp. and Parking Auth.	Oklahoma City, OK	N/A	238.7	N/A	1,402.5
Metro. Transit Auth. of Harris County, Texas	Houston, TX	298.8	238.2	872.8	684.3

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2023	2024	2023	2024
MTA New York City Transit	New York, NY	8,995.4	9,053.9	135,709.7	158,782.7
Central Puget Sound Regional Transit Auth.	Seattle, WA	8,568.1	8,737.9	116,872.6	122,857.7
Metro. Transit Auth. of Harris County, Texas	Houston, TX	3,269.4	3,632.8	64,535.5	76,688.2
Shortline Transit LLC	New York, NY	1,832.8	1,929.0	93,151.9	98,053.1
Roaring Fork Transportation Authority	Non-UZA	1,567.2	1,654.6	N/A	N/A
Maryland Transit Administration	Baltimore, MD	1,188.4	1,295.2	22,143.9	22,798.6
Academy Lines, Inc.	New York, NY	1,064.2	1,119.8	44,972.8	47,322.2
City of Los Angeles	Los Angeles, CA	873.2	992.5	14,334.3	14,995.3
Potomac & Rappahannock Transp. Comm.	Washington, DC	758.2	916.2	22,289.2	26,935.5
Suburban Transit Lines LLC	New York, NY	763.6	833.2	25,775.4	28,124.7
Lakeland Bus Lines, Inc.	New York, NY	742.3	774.7	25,590.0	25,904.0
Snohomish County PTBA Corp.	Seattle, WA	975.7	724.5	17,013.6	12,578.6
Jalbert Leasing, Inc.	Portsmouth, NH	562.0	634.0	N/A	N/A
Utah Transit Authority	Salt Lake City, UT	592.6	576.6	9,082.3	8,924.0
County of Hawaii	Non-UZA	485.1	548.2	N/A	N/A
Hampton Jitney, Inc.	New York, NY	535.8	543.7	49,533.1	58,497.8
Atlanta-Region Transit Link Authority	Atlanta, GA	484.6	538.3	12,527.7	14,922.3
Alameda-Contra Costa Transit District	San Francisco, CA	467.7	536.6	5,755.6	6,249.7
Solano County Transit	Vallejo, CA	496.9	491.9	10,423.5	11,027.2
OBC Lines LLC	New York, NY	369.5	455.2	N/A	N/A
Rockland Coaches, Inc.	New York, NY	423.4	447.0	9,615.1	9,697.0
Trans-Bridge Lines, Inc.	New York, NY	415.6	409.8	31,092.9	30,657.8
County of Miami-Dade	Miami, FL	362.7	401.1	14,001.7	15,511.7
Ventura County Transportation Commission	Oxnard, CA	366.0	395.3	8,086.4	8,951.7
Gunnison Valley Rural Transportation Authority	Non-UZA	327.7	393.0	N/A	N/A
Adirondack Transit Lines, Inc.	New York, NY	362.7	357.0	31,065.2	31,235.0
Mass Transportation Authority	Flint, MI	N/A	319.7	N/A	5,223.0
Boston Express Bus, Inc.	Boston, MA	279.1	312.8	N/A	N/A
The Woodlands Township	The Woodlands, TX	279.9	292.1	10,673.8	10,010.5
Piedmont Authority for Regional Transportation	Greensboro, NC	259.2	268.2	3,018.1	3,012.3

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2023	2024	2023	2024
Access Services	Los Angeles, CA	3,545.4	4,167.5	42,741.1	49,738.9
Pace - Suburban Bus Division	Chicago, IL	3,013.5	3,215.1	26,019.1	27,840.7
Maryland Transit Administration	Baltimore, MD	2,417.5	2,939.5	21,744.6	22,750.8
MTA New York City Transit	New York, NY	2,716.6	2,828.2	24,803.0	26,681.7
Metropolitan Council	Minneapolis, MN	2,211.4	2,220.0	24,524.9	25,120.6
Metro. Transit Auth. of Harris County, Texas	Houston, TX	1,900.3	2,054.8	18,263.1	19,827.0
Dallas Area Rapid Transit	Dallas, TX	1,066.1	1,727.1	9,988.3	11,560.9
County of Miami-Dade	Miami, FL	1,424.1	1,554.9	18,527.0	19,955.2
Regional Transp. Comm. of Southern Nevada	Las Vegas, NV	1,438.8	1,511.0	15,484.8	16,068.4
VIA Metropolitan Transit	San Antonio, TX	1,141.2	1,441.7	12,735.0	14,118.2
Washington Metro. Area Transit Authority	Washington, DC	1,394.1	1,397.0	16,059.7	16,071.6
New Jersey Transit Corporation	New York, NY	1,485.1	1,390.4	9,795.8	9,166.5
City and County of Honolulu	Honolulu, HI	1,116.1	1,198.3	11,239.3	12,599.9
Orange County Transportation Authority	Los Angeles, CA	1,031.9	1,192.2	11,737.7	13,547.4
King County	Seattle, WA	1,010.2	1,156.9	7,980.2	8,929.5
Capital Metropolitan Transportation Auth.	Austin, TX	915.0	1,089.6	5,611.3	6,092.2
Broward County Bd. of County Commissioners	Miami, FL	910.4	1,048.4	8,590.9	10,834.6
Bd. of Cty. Cmsrs, Palm Beach County	Miami, FL	1,025.1	1,024.3	11,471.0	11,306.1
Massachusetts Bay Transportation Authority	Boston, MA	1,008.5	960.9	7,243.9	7,691.0
Pittsburgh Regional Transit	Pittsburgh, PA	926.8	945.4	7,281.9	7,563.1
Utah Transit Authority	Salt Lake City, UT	758.5	935.9	5,338.9	5,865.0
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	856.7	907.5	5,713.3	6,309.9
OATS, Inc.	St. Louis, MO	993.9	905.1	N/A	N/A
Denton County Transportation Authority	Denton, TX	884.1	900.3	4,392.9	3,813.2
Delaware Transit Corporation	Philadelphia, PA	811.1	885.6	10,488.8	10,872.7
Susquehanna Regional Transportation Authority	Harrisburg, PA	765.0	794.0	8,545.6	8,504.6
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	696.1	762.8	2,670.4	3,203.8
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	683.9	759.1	8,612.3	8,799.7
Denver Regional Transportation District	Denver, CO	776.8	757.1	7,857.3	7,630.1
Central Florida Regional Transportation Auth.	Orlando, FL	668.9	721.2	6,835.5	7,405.7
City of Arlington	Dallas, TX	905.8	677.3	5,543.9	4,521.2
Suffolk County	New York, NY	571.8	667.6	7,421.3	8,527.6
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	603.4	661.1	5,259.4	5,798.3
Tri-County Metro. Transp. District of Oregon	Portland, OR	539.5	639.6	4,456.0	5,423.8
KI BOIS Community Action Foundation, Inc.	Non-UZA	573.0	623.1	N/A	N/A
Bi-State Development Agency	St. Louis, MO	296.0	610.5	3,534.4	5,282.2
Kansas City Area Transportation Authority	Kansas City, MO	438.1	609.4	3,617.1	5,767.1
Montachusett Regional Transit Authority	Leominster, MA	532.3	591.8	5,635.9	8,253.4
Sacramento Regional Transit District	Sacramento, CA	493.6	551.7	3,129.0	3,687.5
Sarasota County	Bradenton, FL	452.4	542.4	3,263.6	3,607.5
Southwest Iowa Planning Council	Non-UZA	526.0	536.5	N/A	N/A
Mass Transportation Authority	Flint, MI	495.2	509.5	4,555.9	4,294.4
City of Tucson	Tucson, AZ	476.8	506.2	4,290.8	4,321.0
Rural Transit Enterprises Coordinated, Inc.	Non-UZA	464.7	499.4	N/A	N/A
Central Ohio Transit Authority	Columbus, OH	397.6	496.5	3,151.0	3,506.0
Regional Transit Service	Rochester, NY	397.2	490.1	2,581.4	2,926.6
Alameda-Contra Costa Transit District	San Francisco, CA	419.3	480.1	3,921.6	4,627.9
Greater Hartford Transit District	Hartford, CT	503.7	479.9	4,871.4	4,962.6
Capital District Transportation Authority	Albany, NY	352.3	479.5	2,809.7	3,725.7
Blue Water Area Transportation Commission	Port Huron, MI	439.9	442.2	6,029.0	6,115.3

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2023	2024	2023	2024
California Vanpool Authority	Visalia, CA	3,569.3	3,467.0	105,110.7	104,466.7
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	1,551.1	1,596.6	69,855.5	72,575.8
King County	Seattle, WA	1,104.5	1,397.8	23,349.0	30,103.2
Metropolitan Transportation Commission	San Francisco, CA	1,113.3	1,220.9	66,800.7	71,125.6
Utah Transit Authority	Salt Lake City, UT	1,033.1	1,151.6	38,627.4	41,971.4
San Diego Association of Governments	San Diego, CA	1,048.6	972.3	52,485.4	48,985.6
San Joaquin Council	Stockton, CA	909.7	888.6	44,444.8	42,657.6
Regional Transp. Comm. of Washoe County	Reno, NV	722.8	656.2	24,731.6	22,612.0
Potomac and Rappahannock Transp. Comm.	Washington, DC	575.8	613.5	28,240.9	29,952.6
Regional Public Transportation Authority	Phoenix, AZ	514.6	546.8	22,335.9	24,869.5
Pace - Suburban Bus Division	Chicago, IL	470.3	533.9	7,879.0	9,183.9
Victor Valley Transit Authority	Victorville, CA	469.6	527.5	23,983.9	26,515.4
Metro. Transit Auth. of Harris County, Texas	Houston, TX	413.2	441.3	12,621.3	13,662.6
Fort Worth Transportation Authority	Dallas, TX	373.8	391.8	12,219.4	12,812.5
Atlanta-Region Transit Link Authority	Atlanta, GA	360.7	384.0	15,211.3	15,411.3
Snohomish County PTBA Corporation	Seattle, WA	381.1	382.0	8,878.2	8,964.0
El Paso County	El Paso, TX	343.7	380.7	N/A	N/A
County of Miami-Dade	Miami, FL	445.8	380.0	14,132.9	12,544.6
Capital Metropolitan Transportation Auth.	Austin, TX	328.0	376.7	13,547.2	15,683.4
Pierce County Transp. Benefit Area Auth.	Seattle, WA	412.0	362.7	11,904.3	11,039.4
Pinellas Suncoast Transit Authority	Tampa, FL	N/A	347.3	N/A	10,226.4
Ben Franklin Transit	Kennewick, WA	306.1	328.1	10,565.3	11,352.0
VIA Metropolitan Transit	San Antonio, TX	363.9	327.0	18,302.9	17,272.8
Orange County Transportation Authority	Los Angeles, CA	279.3	314.3	10,136.4	11,876.1
Michigan Department of Transportation	Detroit, MI	239.8	284.0	10,442.1	12,393.8
Central Florida Regional Transportation Auth.	Orlando, FL	256.9	266.5	5,635.3	5,644.3
Denton County Transportation Authority	Denton, TX	239.4	251.8	10,989.2	10,824.3
Municipality of Anchorage	Anchorage, AK	219.1	227.4	8,795.2	9,029.3
Stanislaus Council of Governments	Modesto, CA	52.3	219.8	3,672.7	14,435.3
Intercity Transit	Olympia, WA	198.3	208.2	8,049.4	7,358.2

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2023	2024	2023	2024
City and County of San Francisco	San Francisco, CA	37,694.5	46,447.9	55,160.1	65,859.1
King County	Seattle, WA	10,851.6	11,025.5	20,078.7	19,966.0
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	3,439.3	3,840.9	6,963.1	7,765.2
Greater Dayton Regional Transit Authority	Dayton, OH	432.7	1,713.2	2,002.6	7,840.2

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
		2023	2024	2023	2024	
COMMUTER RAIL AGENCIES						
MTA Long Island Rail Road	New York, NY	83,835.7	97,220.5	2,033,685.8	2,499,870.2	137,431.6
MTA Metro-North Railroad	New York, NY	66,366.3	74,064.1	1,150,348.9	1,779,620.3	77,069.8
New Jersey Transit Corporation	New York, NY	53,763.5	60,447.1	1,329,182.9	1,544,630.8	63,709.0
Northeast Illinois Reg. Commuter Railroad Corp.	Chicago, IL	31,988.1	35,051.9	706,105.7	762,111.0	29,811.1
Massachusetts Bay Transportation Authority	Boston, MA	23,494.8	29,186.0	503,068.8	623,645.5	37,507.4
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	19,103.6	22,480.4	260,671.1	286,947.8	36,968.3
Denver Regional Transportation District	Denver, CO	8,578.3	8,331.4	106,621.6	100,614.4	92,921.9
Peninsula Corridor Joint Powers Board	San Francisco, CA	7,012.1	7,405.0	133,313.3	144,203.5	41,493.9
Southern California Regional Rail Authority	Los Angeles, CA	3,703.4	4,321.3	154,381.6	170,265.0	5,861.6
South Florida Regional Transportation Auth.	Miami, FL	3,735.9	4,299.8	105,501.7	112,800.9	25,639.8
Utah Transit Authority	Salt Lake City, UT	3,736.6	4,128.5	107,783.0	118,630.6	33,685.2
Maryland Transit Administration	Baltimore, MD	3,376.8	3,836.6	93,614.7	106,782.1	7,790.3
Central Puget Sound Regional Transit Auth.	Seattle, WA	1,755.8	1,916.4	43,432.0	45,961.9	12,061.4
Northern Indiana Commuter Transportation District	Chicago, IL	1,526.8	1,771.5	49,941.9	57,773.2	11,763.8
Virginia Railway Express	Washington, DC	1,466.3	1,589.7	45,696.5	49,660.6	8,224.4
Dallas Area Rapid Transit	Dallas, TX	1,136.1	1,270.1	18,537.5	17,413.9	27,296.6
Central Florida Commuter Rail	Orlando, FL	1,001.9	1,136.3	16,823.2	19,481.5	10,987.4
North County Transit District	San Diego, CA	813.2	853.0	22,553.7	23,659.2	7,759.4
Sonoma-Marín Area Rail Transit District	Santa Rosa, CA	640.1	850.3	13,922.2	18,402.0	16,006.6
Fort Worth Transportation Authority	Dallas, TX	652.2	779.8	10,396.5	12,375.9	25,178.2
Altamont Corridor Express	Stockton, CA	474.5	681.4	24,448.9	33,578.2	4,784.8
Pennsylvania Department of Transportation	Philadelphia, PA	530.3	634.8	33,974.3	39,356.3	3,942.9
Northern New England Passenger Rail Auth.	Portland, ME	517.3	598.4	44,255.9	52,331.7	3,026.9
Rio Metro Regional Transit District	Albuquerque, NM	545.9	593.7	26,779.0	29,443.1	5,253.3
Alaska Railroad Corporation	Anchorage, AK	225.4	234.7	27,930.7	29,263.3	409.2
Connecticut Department of Transportation	Hartford, CT	199.6	151.6	6,016.4	4,901.1	402.1
Metro Transit	Minneapolis, MN	97.3	127.4	2,501.4	3,247.3	1,757.0
Regional Transportation Authority	Nashville, TN	98.5	108.2	1,757.0	1,785.5	3,393.4
HYBRID RAIL AGENCIES						
New Jersey Transit Corporation	New York, NY	1,757.6	1,858.6	26,112.4	27,024.3	32,441.1
North County Transit District	San Diego, CA	1,684.6	1,822.8	13,034.6	13,140.0	50,064.5
San Francisco Bay Area Rapid Transit District	San Francisco, CA	1,263.7	1,273.1	9,189.8	8,987.0	66,586.5
Capital Metropolitan Transportation Auth.	Austin, TX	477.3	540.8	7,330.6	8,000.5	8,066.9
Denton County Transportation Authority	Denton, TX	225.2	261.5	3,357.0	3,967.3	9,112.1
Tri-County Metro. Transp. District of Oregon	Portland, OR	117.5	115.0	912.2	914.6	5,822.1

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
		2023	2024	2023	2024	
MTA New York City Transit	New York, NY	2,017,881.7	2,207,269.8	8,001,949.4	7,794,511.3	2,806,553.1
Washington Metro. Area Transit Authority	Washington, DC	126,773.7	143,537.6	589,321.1	795,207.4	415,016.3
Chicago Transit Authority	Chicago, IL	117,447.1	127,463.4	686,884.5	773,721.2	488,946.3
Massachusetts Bay Transportation Authority	Boston, MA	84,030.2	84,772.4	275,137.4	285,908.3	816,061.0
Port Authority Trans-Hudson Corporation	New York, NY	55,108.9	62,489.6	268,404.8	304,004.4	1,068,015.4
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	57,976.4	54,877.3	242,101.1	223,995.2	549,873.1
San Francisco Bay Area Rapid Transit District	San Francisco, CA	49,043.3	53,222.2	670,728.3	740,857.1	186,875.7
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	30,395.5	31,126.9	213,500.3	221,342.0	249,814.6
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	26,854.9	22,841.6	133,671.1	115,767.5	532,189.7
County of Miami-Dade	Miami, FL	13,261.3	14,515.5	106,633.0	101,774.2	244,122.8
Port Authority Transit Corporation	Philadelphia, PA	5,452.0	5,643.4	47,004.5	48,545.8	147,850.0
Staten Island Rapid Transit Operating Auth.	New York, NY	5,194.6	5,343.0	30,544.9	31,417.8	168,550.2
Maryland Transit Administration	Baltimore, MD	1,756.1	3,658.3	6,650.2	19,224.4	109,661.6
Alternativa de Transporte Integrado	San Juan, PR	2,733.3	3,309.4	12,125.9	14,715.7	132,746.9
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	3,472.3	3,151.6	24,757.8	22,627.1	73,652.7
City and County of Honolulu	Honolulu, HI	8.9	1,157.8	42.4	5,244.2	43,316.2

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
		2023	2024	2023	2024	
LIGHT RAIL AGENCIES						
Los Angeles County Metro. Transp. Auth.	Los Angeles, CA	36,588.0	43,287.0	240,434.8	313,952.3	202,540.7
San Diego Metropolitan Transit System	San Diego, CA	36,047.4	39,649.5	248,512.1	290,715.1	292,335.7
Massachusetts Bay Transportation Authority	Boston, MA	37,035.9	36,668.3	86,273.0	91,716.0	503,478.0
Central Puget Sound Regional Transit Auth.	Seattle, WA	26,867.8	29,843.2	185,378.0	232,615.4	344,053.4
City and County of San Francisco	San Francisco, CA	23,281.3	28,230.7	56,446.7	66,007.1	399,302.4
Tri-County Metro. Transp. District of Oregon	Portland, OR	21,815.5	23,393.6	112,827.7	105,192.8	180,019.9
Dallas Area Rapid Transit	Dallas, TX	20,495.4	22,102.3	152,050.9	161,491.4	106,486.2
New Jersey Transit Corporation	New York, NY	17,563.7	19,738.0	64,577.3	71,682.1	400,772.5
Metro Transit	Minneapolis, MN	14,755.9	15,489.2	52,841.2	50,720.6	302,228.2
Utah Transit Authority	Salt Lake City, UT	11,043.7	13,964.8	48,914.3	63,241.8	123,845.7
Metro. Transit Auth. of Harris County, Texas	Houston, TX	13,670.6	13,652.2	38,200.8	37,851.6	235,544.7
Denver Regional Transportation District	Denver, CO	12,740.4	11,161.8	80,870.8	72,805.4	87,474.6
Valley Metro Rail, Inc.	Phoenix, AZ	9,499.0	10,215.1	72,243.4	66,394.5	149,935.8
Sacramento Regional Transit District	Sacramento, CA	6,140.9	6,783.4	35,062.1	38,007.1	80,850.7
Bi-State Development Agency	St. Louis, MO	6,886.0	6,752.8	45,652.1	41,442.7	70,057.2
City of Charlotte North Carolina	Charlotte, NC	5,084.6	5,804.7	24,678.3	29,380.9	141,784.3
Santa Clara Valley Transportation Authority	San Jose, CA	4,147.8	4,723.0	22,191.6	24,410.3	56,549.4
Maryland Transit Administration	Baltimore, MD	3,434.2	4,471.1	15,385.7	18,433.7	78,357.9
Pittsburgh Regional Transit	Pittsburgh, PA	3,243.8	3,397.7	12,527.1	14,408.3	59,091.3
Niagara Frontier Transportation Authority	Buffalo, NY	2,478.2	2,394.9	6,523.3	6,845.6	173,546.4
Transp. Dist. Commission of Hampton Roads	Virginia Beach, VA	728.4	867.6	2,523.4	3,229.1	55,123.8
The Greater Cleveland Regional Transit Auth.	Cleveland, OH	662.1	808.1	3,151.8	4,665.7	31,564.6
STREETCAR AGENCIES						
Southeastern Pennsylvania Transp. Auth.	Philadelphia, PA	14,431.4	13,512.2	38,627.6	32,636.6	62,182.1
City and County of San Francisco	San Francisco, CA	3,136.1	3,828.1	4,445.9	5,123.9	284,829.8
New Orleans Regional Transit Authority	New Orleans, LA	3,859.3	3,518.7	6,830.9	6,228.0	90,222.2
City of Portland	Portland, OR	2,601.3	2,860.9	3,715.4	3,263.4	196,487.8
Kansas City, City of Missouri	Kansas City, MO	1,734.5	1,806.9	2,552.7	2,667.9	410,669.5
City of Tucson	Tucson, AZ	1,667.2	1,671.4	1,384.5	1,526.7	214,279.0
King County	Seattle, WA	1,411.8	1,492.4	1,556.4	1,648.9	165,817.8
Hillsborough Area Regional Transit Authority	Tampa, FL	1,281.4	1,323.7	1,713.3	1,745.5	378,204.3
City of Cincinnati	Cincinnati, OH	1,019.6	1,159.0	1,304.4	1,229.1	313,245.4
M-1 Rail	Detroit, MI	938.6	1,143.1	1,525.9	1,857.5	165,426.9
Central Puget Sound Regional Transit Auth.	Seattle, WA	380.0	992.1	623.4	1,621.4	132,101.5
DDOT - DC Streetcar	Washington, DC	623.9	836.4	617.6	830.6	149,363.9
Valley Metro Rail, Inc.	Phoenix, AZ	622.2	793.6	487.4	680.7	148,619.3
City of Charlotte North Carolina	Charlotte, NC	604.3	561.8	654.0	628.7	70,227.1
City of Milwaukee	Milwaukee, WI	494.4	370.0	550.2	532.5	79,904.8
McKinney Avenue Transit Authority	Dallas, TX	370.5	361.5	455.6	435.1	79,790.5
Metropolitan Atlanta Rapid Transit Auth.	Atlanta, GA	134.8	283.5	99.0	225.8	105,013.3
City of Memphis	Memphis, TN	358.7	261.7	434.8	341.0	24,923.0
City of El Paso	El Paso, TX	89.5	240.3	149.4	446.2	50,060.2
Central Oklahoma Transp. and Parking Auth.	Oklahoma City, OK	252.4	234.6	561.0	444.1	45,552.2
Dallas Area Rapid Transit	Dallas, TX	163.9	167.6	277.1	279.3	46,568.1
Rock Region Metropolitan Transit Authority	Little Rock, AR	65.0	66.4	120.4	122.9	18,983.4
City of Kenosha	Kenosha, WI	19.5	22.5	32.2	37.1	11,832.1
City of Galveston	Galveston, TX	15.3	16.1	24.5	26.0	3,831.7
Loop Trolley Transp. Development Dist.	St. Louis, MO	8.5	12.3	16.8	24.3	3,983.2

(a) Service Did Not Operate.

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2023	2024	2023	2024
Washington State Ferries	Seattle, WA	18,241.1	18,859.2	131,769.1	135,009.8
New York City Department of Transp.	New York, NY	14,715.4	16,214.7	76,519.9	84,316.5
New York City Economic Development Corp.	New York, NY	6,593.1	7,116.1	33,254.5	36,443.1
Port Imperial Ferry Corporation	New York, NY	4,335.2	4,694.4	9,978.5	10,587.0
Woods Hole, Martha's Vineyard and Nantucket Steamship Authority	Barnstable Town, MA	2,921.8	2,920.0	35,789.3	35,803.7
San Francisco Bay Area Water Emer. Transp. Auth.	San Francisco, CA	2,024.6	2,388.4	28,440.9	35,320.2
Puerto Rico Maritime Transport Authority	San Juan, PR	1,385.8	1,595.4	17,869.6	19,724.6
Golden Gate Bridge, Highway and Transp. Dist.	San Francisco, CA	1,155.7	1,421.4	11,506.9	14,776.8
North Carolina Department of Transportation — Ferry Division	Non-UZA	1,418.1	1,377.4	N/A	N/A
Massachusetts Bay Transportation Authority	Boston, MA	1,009.6	1,359.0	7,652.2	10,850.7
SeaStreak, LLC	New York, NY	1,192.4	1,311.0	23,567.0	25,957.2
Kitsap County Public Transportation Benefit Area Authority	Bremerton, WA	1,092.2	1,229.3	12,008.2	13,718.5
Casco Bay Island Transit District	Portland, ME	1,053.2	1,090.9	3,749.3	3,883.5
Hyannis Harbor Tours, Inc.	Barnstable Town, MA	891.9	928.9	24,769.6	25,896.9
Eastern Upper Peninsula Transp. Auth.	Non-UZA	858.5	877.2	N/A	N/A
New Orleans Regional Transit Authority	New Orleans, LA	967.6	836.8	483.8	418.4
Cape May Lewes Ferry	Atlantic City, NJ	745.2	746.7	12,593.8	12,619.2
Plaquemines Port, Harbor and Terminal District	New Orleans, LA	555.0	629.2	249.3	314.6
Chatham Area Transit Authority	Savannah, GA	602.0	613.2	210.7	249.1
Maine Department of Transportation	Non-UZA	453.2	459.7	N/A	N/A
County of Pierce	Seattle, WA	446.5	450.6	1,762.3	1,774.3
King County	Seattle, WA	399.7	446.8	1,479.7	1,822.9
Jacksonville Transportation Authority	Jacksonville, FL	304.9	424.2	146.3	209.4
Chicago Water Taxi (Wendella)	Chicago, IL	14.9	384.9	26.7	691.6
City of Baltimore	Baltimore, MD	174.6	238.6	74.6	104.9
Transp. Dist. Commission of Hampton Roads	Virginia Beach, VA	227.2	209.1	167.8	160.8
Chemehuevi Indian Tribe	Non-UZA	200.0	140.4	N/A	N/A
Confed. Tribes of the Colville Indian Reservation	Non-UZA	131.0	137.7	N/A	N/A
Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	New York, NY	97.9	127.1	406.7	544.6
City of Fort Lauderdale	Miami, FL	87.0	110.3	24.7	30.1

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

TRANSIT AGENCY	URBANIZED AREA	UNLINKED PASSENGER TRIPS (THOUSANDS)		PASSENGER MILES (THOUSANDS)	
		2023	2024	2023	2024
CABLE CAR / AERIAL TRAMWAY / INCLINED PLANE					
City and County of San Francisco	San Francisco, CA	2,926.5	3,925.8	3,879.7	4,875.1
Town of Mountain Village	Non-UZA	3,114.8	3,126.9	N/A	N/A
City of Portland	Portland, OR	1,091.4	1,240.4	698.5	793.9
Chattanooga Area Regional Transportation Auth.	Chattanooga, TN	522.4	503.6	449.2	433.0
Pittsburgh Regional Transit	Pittsburgh, PA	165.0	263.7	19.3	30.8
Cambria County Transit Authority	Johnstown, PA	(a)	(a)	(a)	(a)
MONORAIL AND AUTOMATED GUIDEWAY TRANSIT					
County of Miami-Dade	Miami, FL	6,546.1	7,316.7	7,163.4	6,731.3
City of Seattle	Seattle, WA	2,135.0	2,160.9	1,921.5	1,944.8
West Virginia University	Morgantown, WV	1,600.3	1,565.7	2,890.6	2,849.9
Detroit Transportation Corporation	Detroit, MI	608.3	1,040.3	839.4	1,456.4
San Francisco Bay Area Rapid Transit District	San Francisco, CA	457.4	432.0	1,397.2	1,373.8
Jacksonville Transportation Authority	Jacksonville, FL	299.5	307.3	284.6	292.0

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	
		2023	2024
	RURAL BUS AGENCIES		
CO	Town of Vail	2,582,661	2,623,386
TN	City of Pigeon Forge	2,112,478	2,112,281
CO	Roaring Fork Transportation Authority	1,950,297	1,986,538
UT	Park City Municipal Corporation	1,906,237	1,681,930
NC	AppalCart	1,393,029	1,476,171
MD	Mayor and City Council Town of Ocean City	1,295,517	1,366,720
CO	Summit County	1,340,872	1,285,716
CO	Town of Breckenridge	847,534	1,208,760
UT	High Valley Transit District	894,598	1,097,457
CO	City of Steamboat Springs	1,112,501	1,094,682
MA	Martha's Vineyard Transit Authority	899,699	1,038,650
CO	Eagle County	1,381,335	1,027,297
WA	Grays Harbor Transit	750,509	891,944
CA	Eastern Sierra Transit Authority	845,436	883,954
WY	Southern Teton Area Rapid Transit	737,665	878,824
AK	City and Borough of Juneau	693,767	852,070
WA	Clallam Transit System	626,837	803,963
CA	Mountain Area Regional Transit Authority	816,510	774,854
MS	City of Oxford	507,144	753,265
TN	City of Gatlinburg	667,302	736,164
WA	City of Pullman	749,831	695,887
ID	Mountain Rides Transportation Authority	688,534	654,259
VT	Advance Transit, Inc. NH	514,913	637,735
IL	Rides Mass Transit District	659,023	636,290
CO	Mountain Express	599,160	600,507
VT	Marble Valley Regional Transit District	530,487	556,041
CO	Town of Avon	492,736	541,155
HI	County of Kaua'i	588,976	529,237
CO	Town of Snowmass Village	479,263	488,671
WA	Mason County Transportation Authority	365,803	481,207
CO	Town of Winter Park	385,914	477,864
AK	Ketchikan Gateway Borough	386,624	470,996
ME	Downeast Transportation, Inc.	425,007	466,941
CO	City of Durango	422,765	454,919
TX	City of South Padre Island	457,732	449,898
	RURAL COMMUTER BUS AGENCIES		
CO	Roaring Fork Transportation Authority	1,567,181	1,654,599
HI	County of Hawaii	485,058	548,206
CO	Gunnison Valley Rural Transportation Authority	327,692	393,006
OR	Yamhill County	112,587	114,450
AZ	Navajo Nation	79,017	80,219
CO	Summit County	70,900	79,920
OR	City of Sandy	64,380	70,434
VT	Tri-Valley Transit Inc	46,668	54,359
OR	Hood River County Transportation District	50,675	51,971
OR	Senior Citizens of Sweet Home, Inc.	41,923	47,721
OR	Confederated Tribes of the Umatilla Indian Reservation	40,852	45,757
TX	Capital Area Rural Transportation System	41,354	45,559
CO	City of Steamboat Springs	46,406	42,466
SC	Williamsburg County	42,815	39,454
CO	San Miquel Authority for Regional Transportation	36,993	36,529

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

STATE	TRANSIT AGENCY NAME	UNLINKED PASSENGER TRIPS	
		2023	2024
	RURAL DEMAND RESPONSE AGENCIES		
OK	KI BOIS Community Action Foundation, Inc.	573,032	623,101
IA	Southwest Iowa Planning Council	526,033	536,472
KY	Rural Transit Enterprises Coordinated, Inc.	464,667	499,362
MI	Huron County Board of Commissioners	426,435	432,936
UT	High Valley Transit District	286,887	350,909
IL	South Central Illinois Mass Transit District	294,306	331,399
MI	Isabella County Transportation Commission	261,621	292,993
MO	Southeast Missouri Transportation, Inc.	263,512	280,568
AL	West Alabama Rural Public Transportation	259,396	272,406
SD	Community Coordinated Transportation Systems	282,748	237,888
TX	Capital Area Rural Transportation System	178,692	231,108
NC	City of Wilson, NC	217,569	228,052
MN	Trailblazer Joint Powers Board	221,202	225,896
IA	North Iowa Area Council of Governments	267,204	207,860
MN	Arrowhead Economic Opportunity Agency, Inc.	203,288	203,256
AR	Area Agency on Aging of Southeast Arkansas, Inc.	186,098	201,579
IA	10-15 Regional Transit Agency	184,110	191,009
SD	Community Transit of Watertown/Sisseton, Inc.	182,624	190,704
GA	Southwest Georgia RC	179,324	188,260
MN	Tri-Valley Opportunity Council, Inc.	163,041	186,134
WY	Southern Teton Area Rapid Transit	131,622	177,897
OK	Community Action Development Corporation	164,950	177,115
MN	United Community Action Partnership, Inc.	164,630	176,357
OH	South East Area Transit	103,878	174,976
TN	Upper-Cumberland Human Resource Agency	187,803	173,656
MN	Central Community Transit Joint Powers Board	175,097	172,448
KY	Sandy Valley Transportation Services	137,485	165,666
SD	Brookings Area Transit Authority	143,863	153,081
MI	Peoples Express	93,902	148,362
KY	Bluegrass Community Action Agency	140,298	147,833
OH	FRS Transportation, Inc	127,783	147,305
MN	Prairie Five CAC, Inc.	143,930	147,215
MI	Branch Area Transit Authority	123,275	136,228
CA	Fresno County Rural Transit Agency	129,664	135,896
MI	Cadillac/Wexford Transit Authority	137,378	135,733
	RURAL VANPOOL AGENCIES		
HI	County of Hawaii	92,315	127,482
FL	Florida Department of Transportation	79,955	76,091
WA	Island Transit	68,070	65,373
ID	Mountain Rides Transportation Authority	45,067	46,922
WA	Clallam Transit System	46,181	46,693
WA	Grant County Transportation Authority	23,184	21,336
WA	Grays Harbor Transit	20,934	20,704
MT	Missoula Ravalli Transportation Management Association	15,797	19,434
FL	Big Bend Transit	16,976	12,480
WA	Okanogan County Transit Authority	9,358	10,622
CO	San Miguel Authority for Regional Transportation	7,664	8,038
WA	Spokane Tribe of Indians	7,488	6,480
IA	Southwest Iowa Planning Council	0	4,240
PA	Area Transportation Authority of North Central PA	3,297	4,220
WA	Columbia County Public Transportation	918	1,868

APTA and the Fact Book

Fact Book Methodology

APTA and the History of the Fact Book

Additional Fact Book Resources Published on APTA Website

Fact Book Methodology

The *2026 Public Transportation Fact Book* includes only data for public transportation service available to the general public. With some exceptions, it does not include taxicab, unregulated jitney, school bus, sightseeing service, intercity bus, charter bus, military transportation, long-distance rail, services not available to the general public (e.g., governmental and corporate shuttles), or special application systems (e.g., amusement parks or airport systems not connected to the greater transit network).

The procedure for estimating total data in this *2026 Public Transportation Fact Book*, and prior issues of the Fact Book, is to expand available data by standard statistical methods to estimate U.S. national totals. Base data are taken from the Federal Transit Administration's National Transit Database (NTD) for 2024, which was released in November 2025. To account for public transit services not reported to the NTD, APTA expands NTD data by mode in stratified categories of similar systems based on population and other characteristics according to vehicles operated. All procedures are adapted to minimize the maximum possible error, a standard statistical procedure. These data are supplemented by sample data from other sources, including APTA's "2025 Public Transportation Vehicle Database and 2025 Fare Database," which are based on surveys of APTA transit system members. All aggregate data are for the United States only. Data for the section on Canada are provided by the Canadian Urban Transit Association.

Because NTD data are collected for "report years," Fact Book data are also calculated for report years. A report year is each public transit agency's fiscal year that ends during a calendar year. For example, report year 2024 contains agency data from the fiscal year that ended in 2024.

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

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

APTA and the History of the Fact Book

The American Public Transportation Association is a nonprofit international association of 1,700 public- and private-sector organizations that represents a \$101 billion industry that directly employs 456,000 people and supports millions of private-sector jobs. APTA members are engaged in the areas of bus, paratransit, light rail, commuter rail, subways, waterborne services, and intercity and high-speed passenger rail. This includes transit systems; planning, design, construction, and finance firms; product and service providers; academic institutions; transit associations and state departments of transportation. APTA is the only association in North America that represents all modes of public transportation. APTA members serve the public interest by providing safe, efficient, and economical transit services and products.

The Fact Book can be indirectly traced to the Bureau of Census' "Report on Transportation in the United States at the Eleventh Census: 1890, Part II - Street Railway Transportation,"

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

Additional Fact Book Resources Published on APTA Website

The 76 previous Fact Book editions, as well as the following resources, can be accessed at apta.com/factbook.

Glossaries and Compendiums

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

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

Appendix A: Historical Tables

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

- **2026 Fact Book Appendix A: Historical Tables**

Appendix B: Transit Agency and Urbanized Area Operating Statistics

Appendix B presents six operating statistics for 2024 for each public transit agency in urbanized areas (UZAs) in size order, totaled for all service modes operated by the agency and in size order for each individual mode. Data are also summed and ranked for UZAs, both for all modes totaled and for individual modes. These lists allow a simple method to determine comparably sized transit agencies. Agencies operating in rural areas are ranked according to four operating statistics

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

- **2026 Appendix B tables in Excel format**

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

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

- **Appendix C tables in Excel format**

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