Federal Transit Administration
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National Transit Summaries and Trends

2024 Edition

Primary Contributors

Alexus Cook

Amanda Walton-Hawthorne

Andrew Gogolin

Chandrashekar Machiraju

Chelsea Champlin

Joseph Eldredge

Joseph Gallagher

Mahatha Oliver

Reed Kattmann

Sarah Davis

Tamalynn Kennedy

Additional Support

Abigail Harris

Andrew Patterson

Emily Import

Hayet Chekired

Kendall Mahavier

Matthew Bonzek

Melissa Conte

Mohammed Abdul Karim

Nathalie Marcus

Thomas Montenegro

Todd Schrecongost

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Acronyms and Abbreviations

Acronym	Description of Term
ADA	Americans with Disabilities Act of 1990
APTL	Average Passenger Trip Length
AR	Alaska Railroad
ARP	American Rescue Plan Act of 2021
BLS	Bureau of Labor Statistics
BRT	Bus Rapid Transit
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CB	Commuter Bus
CC	Cable Car
CEVRM	Capacity-Equivalent Vehicle Revenue Miles
CFR	Code of Federal Regulations
COVID-19	Coronavirus Disease 2019
CR	Commuter Rail

Acronym	Description of Term
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act of 2021
DO	Directly Operated
DOT	Department of Transportation
DR	Demand Response
DRM	Directional Route Miles
FAST Act	Fixing America's Surface Transportation Act
FB	Ferryboat
FFY	Federal Fiscal Year
FG	Fixed Guideway
FRB	Fixed-Route Bus
FTA	Federal Transit Administration
FY	Fiscal Year
GTFS	General Transit Feed Specification
HIB	High Intensity Bus

Acronym	Description of Term
HR	Heavy Rail
IIJA	Infrastructure Investment and Jobs Act
IP	Inclined Plane
LR	Light Rail
MAP-21	Moving Ahead for Progress in the 21st Century Act
MB	Bus
MG	Monorail / Automated Guideway
NAICS	North American Industry Classification System
NTD	National Transit Database
PB	Público
PMT	Passenger Miles Traveled
PT	Purchased Transportation – General
RB	Bus Rapid Transit
ROW	Right(s)-of-Way
RY	Report Year

Acronym	Description of Term
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SGR	State of Good Repair
SR	Streetcar Rail
TAM	Transit Asset Management
TB	Trolleybus
TEA-21	Transportation Equity Act for the 21st Century
TERM	Transit Economic Requirements Model
TN	Purchased Transportation – Transportation Network Company
TNC	Transportation Network Company
TOS	Type(s) of Service
TR	Aerial Tramway
TX	Purchased Transportation – Taxi
U.S.C.	United States Code
ULB	Useful Life Benchmark

Acronym	Description of Term
UMTA	Urban Mass Transportation Administration
UPT	Unlinked Passenger Trips
USOA	Uniform System of Accounts
UZA	Urbanized Area
VP	Vanpool
VRH	Vehicle Revenue Hour(s)
VRM	Vehicle Revenue Mile(s)
YR	Hybrid Rail

Executive Summary

This report contains key statistics and trends pertaining to public transportation in the United States (U.S.) as of 2024. The primary data sources are annual reports submitted to the Federal Transit Administration's (FTA) National Transit Database (NTD) program for Report Year (RY) 2024. Each agency that is reporting submits data on a Fiscal Year (FY) basis. Nearly **3,000** public transit agencies provided annual reports in 2024. This report aggregates and summarizes the data they reported. Based on this report, transit operators in the United States:

- Provided **7.6 billion passenger trips**, an increase of 9.8 percent from RY 2023, via **18** distinct modes of transportation.
- Carried passengers approximately **38.1 billion miles**, an increase of 8.7 percent from RY 2023.
- Operated in **502 urbanized areas (UZAs)**.

Topics of Interest

- Chapters 1–2: Introduction and Basis for Data Collection
- Chapters 3–4: Transit Agencies by Type, Modes of Transit
- Chapters 5–7: Areal Geography
- Chapters 8–9: Transit System Resources and Asset Conditions
- Chapters 10–11: Service Supplied and Consumed
- Chapters 12–14: Funding
- Chapters 15–16: Measures of System Performance
- Chapter 17: Transit Safety and Security

This report also approximates that **over 380,000** workers made public transit possible each day with a national fleet of over **177,000** vehicles providing transit service in 2024.

To simplify (for audiences interested in transit and less familiar with NTD terminology), this report groups modes of transit with similar attributes using the concept of "Consolidated Mode" (see Chapter 4). Transit can also be classified in terms of where it is provided. This report classifies transit service by the urbanized and non-urbanized areas served (see Chapter 6) to allow readers to identify similarities and differences among areas with similar characteristics.

This report is organized into 17 chapters, with similar topics of interest identified in the graphic above.

Chapter 1. Introduction and Fast Facts About Transit in 2024

Preface: Understanding the Data Collection

Most transit systems in the U.S. report to the NTD. After Congress required data reporting in 1974, it set up FTA's NTD to be the repository for data about the financial, operating, and asset conditions of American transit systems. The NTD data in this report are the result of a longitudinal, annual survey of these transit systems.

The NTD data are also intended to support planning efforts and aid governments and other decision-makers. This allows for the multiyear comparisons and trend analyses that this report will contain. Beyond the basic data mentioned above, this report also contains more detailed data regarding funding sources, inventories of vehicles and maintenance facilities, safety event reports, measures of transit service provided and consumed, and data on transit employees.

Many trends presented in this report will reflect the last decade in public transportation and will highlight trends before and during the COVID-19 public health emergency. Users should take note that certain trends are either exacerbated or diminished by the result of data collection along different transit agency fiscal years, as discussed further in Chapter 3.

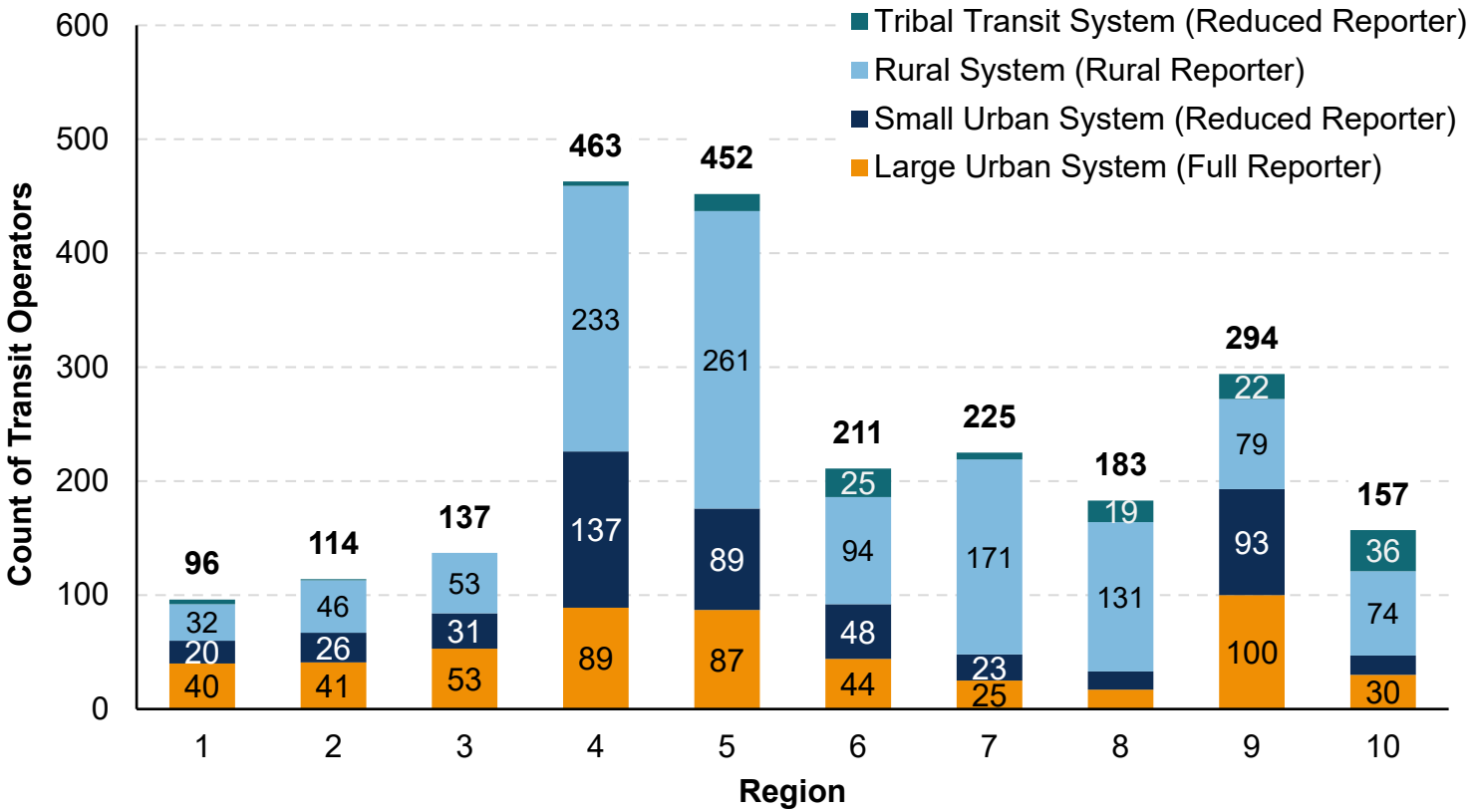
Key Differences Among Transit Systems Reporting to the NTD

The NTD collects different levels of data based on either the size or the service area of the reporting entity. Most notably, urban transit systems reporting fewer than 30 vehicles (Reduced Reporters) or operating exclusively in rural areas (Rural Reporters) **do not report the following data:**

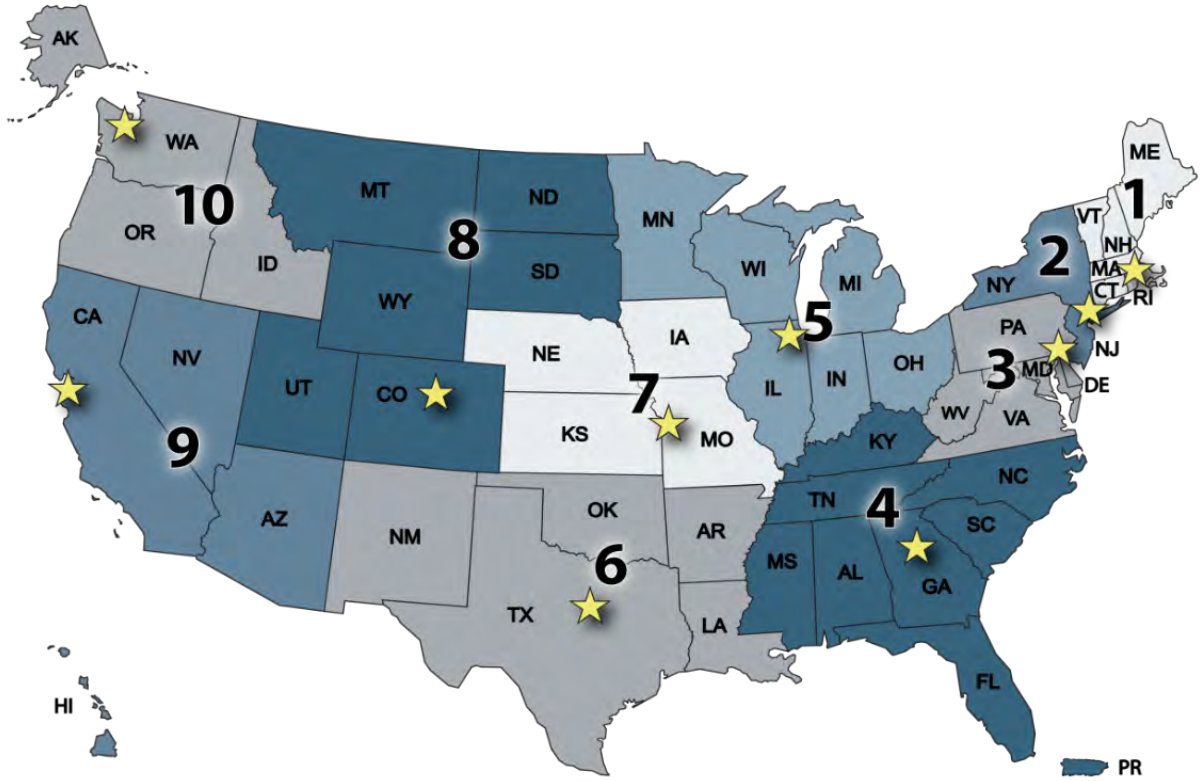
- Counts and hours of employees
- Statement of finances and reconciling operating expenses
- Vehicle maintenance data
- Energy consumption
- Transit station counts by size (Rural Reporters)
- Detailed Safety & Security event reports

Exhibit 1.1 identifies the number of agencies involved in providing transit service by FTA region in accordance with their reporter type (Full Reporter, Reduced Reporter, and Rural Reporter). These types reflect both the size of the system (Full vs. Small System) and the operating environment (urban vs. rural). The exhibit spotlights a higher concentration of transit operators in Regions 4 and 5, whereas Regions 1 and 2 contain a lower concentration of operators. The FTA regions are shown in the map below with stars representing the FTA Regional Offices.[1]

Exhibit 1.1 – National Count of Transit Operators by FTA Region



[1] For more information about the FTA Regional Offices, please see FTA Regional Offices. Accessed October 2025.



For more information on reporter types, see the most recent *NTD Annual Reporting Policy Manual*.

Key Methods of Aggregation in the NTD

In 2024, the NTD classified transit according to 18 distinct modes (see Chapter 4) in two major categories: Rail and non-Rail. These modes and categories are used throughout this report. Many statistics are collected by mode, whereas others are collected by transit agency systemwide. Some data records, such as revenue vehicle inventory or facility inventory, may span multiple modes, which creates some challenges with aggregation.

Comparing Transit Ridership with Other Forms of Transportation

As Exhibit 1.2 demonstrates, public transit supports far more Unlinked Passenger Trips (UPT) annually (defined further in Chapter 11) than other transportation modes. FTA encourages readers to consult the Bureau of Transportation Statistics' 2024 Transportation Statistics Annual Report for further comparisons.[2] It is important to note the transportation modes listed in Exhibit 1.2 have different service structures causing both ridership levels and average trip lengths to vary. As compared to an average trip length of 5.1 miles reported by Full Reporters for public transit, aviation and intercity rail are characterized by longer trip lengths, with the average for Amtrak in 2024 reported as 199 miles.

Exhibit 1.2 – 2024 Annual Ridership Across Transportation Modes and Change from 2023

Transportation Modes	UPT (Millions, 2024)	Change from 2023 Measure
Public Transit	7,569	+10%
Aviation[3]	852[4]	+4%
Amtrak	33[5]	+15%

This report will not otherwise include statistics on air transportation or long-distance (intercity) rail or bus.

[2] Transportation Statistics Annual Report 2024. United States. Department of Transportation. Bureau of Transportation Statistics. 2024-12-01. DOI: https://doi.org/10.21949/e0kq-gf72

[3] Aviation includes domestic flights only. UPT for aviation are measured as enplanements, which, unlike UPT in public transit, do not count trips involving transfers as multiple enplanements.

[4] Full Year 2024 U.S. Airline Traffic Data

[5] Amtrak Fact Sheet – FY24 Ridership

How Many People Work in Public Transit?

"Transit and Ground Passenger Transportation" is a North American Industry Classification System (NAICS) code used by the Bureau of Labor Statistics (BLS) to capture industry-specific data for the ground transportation industry, which includes the number of public transportation workers, as described in this report. There are various modes of transportation included in this industry, including buses, subways, and Light Rail systems.

In 2024, public transportation systems employed approximately 411,000 workers. Comparatively, the air transportation industry employs about 558,950 workers, according to the BLS. While the BLS does not provide a national count of all public transportation workers, it does provide an industry report stating that, as of May 2024, there were 148,980 bus drivers in the U.S. (excluding schools and hospitals). Exhibit 1.3 demonstrates that, among these drivers, around 114,000 work in public transportation. While not all of "Interurban and Rural Bus Transportation" consists of what transit law defines as public transportation (see Chapter 2), rural bus systems are typically open to the public.

Exhibit 1.3 – Count of Bus Drivers in the U.S. in Public-Transit-Related Jobs as of May 2024 (BLS)[6]

Industry	Employment	Hourly Mean Wage	Annual Mean Wage
Local Government, excluding schools and hospitals (Occupational Employment and Wage Statistics Designation)	82,210	$30.30	$63,030
Urban Transit Systems	24,540	$26.12	$54,320
Interurban and Rural Bus Transportation	7,650	$23.49	$48,870

[6] Bureau of Labor Statistics. Occupational Employment and Wages, May 2024 for Bus Drivers, Transit, and Intercity, accessed April 2025.

Industry	Employment	Hourly Mean Wage	Annual Mean Wage
Other Transit and Ground Passenger Transportation	5,630	$23.46	$48,800

At the end of NTD RY 2024, there was an estimated national total of over 411,000 employees, either contracted or directly employed by public transit agencies, involved in the operation, administration, and maintenance of public transit in the U.S. The NTD collects end-of-year employee counts from Full Reporters with Directly Operated modes only, therefore, Reduced and Rural Reporters are excluded from the exhibit below as well as any Purchased Transportation modes.

Exhibit 1.4 demonstrates the full-time and part-time employees reported from 2014 to 2024. From 2014 to 2016, the transit workforce grew by about 5 percent, adding over 10,000 jobs (full-time equivalents, measured as 2,080 hours worked per year). Service cuts during the COVID-19 public health emergency caused the employee counts to decrease in 2020 and again in 2021. Total full-time equivalents had nearly returned to pre-pandemic levels by 2023, and by 2024 there were nearly 10,000 more full-time equivalents in public transit compared to 2019.

Exhibit 1.4 – 10-Year Trend in Transit Workforce

Report Year	Full-Time Employee Count	Part-Time Employee Count	Total Employee Hours Worked	Total Full Time Equivalents (FTE)
2014	244,220	18,368	466,971,546	**224,506**
2015	247,263	17,377	488,011,037	**234,621**
2016	252,643	17,571	504,023,933	**242,319**
2017	252,142	17,223	507,850,684	**244,159**
2018	253,893	16,780	513,309,501	**246,783**
2019	254,959	15,123	511,927,567	**246,119**

Report Year	Full-Time Employee Count	Part-Time Employee Count	Total Employee Hours Worked	Total Full Time Equivalents (FTE)
2020	250,839	13,753	490,764,683	**235,945**
2021	244,908	11,872	476,901,405	**229,280**
2022	248,198	10,945	485,342,324	**233,338**
2023	258,334	11,413	506,745,113	**243,627**
2024	275,279	10,309	532,423,212	**255,973**

Passenger Stations Nationwide

Expanding access to transit is another important goal of FTA's funding programs. The NTD collects data that can be used to identify the location and type of passenger transit stations. As of 2024, there were **over 10,000** passenger facilities (including parking facilities) used in transit revenue service. Exhibit 1.5 spotlights the urban center of New York City (above ground and subway) to show how NTD data reflect the transit network, by the type of facility serving passengers.

Exhibit 1.5 – Transit Passenger Stations in Manhattan and Brooklyn, New York (Sized by Square Footage)

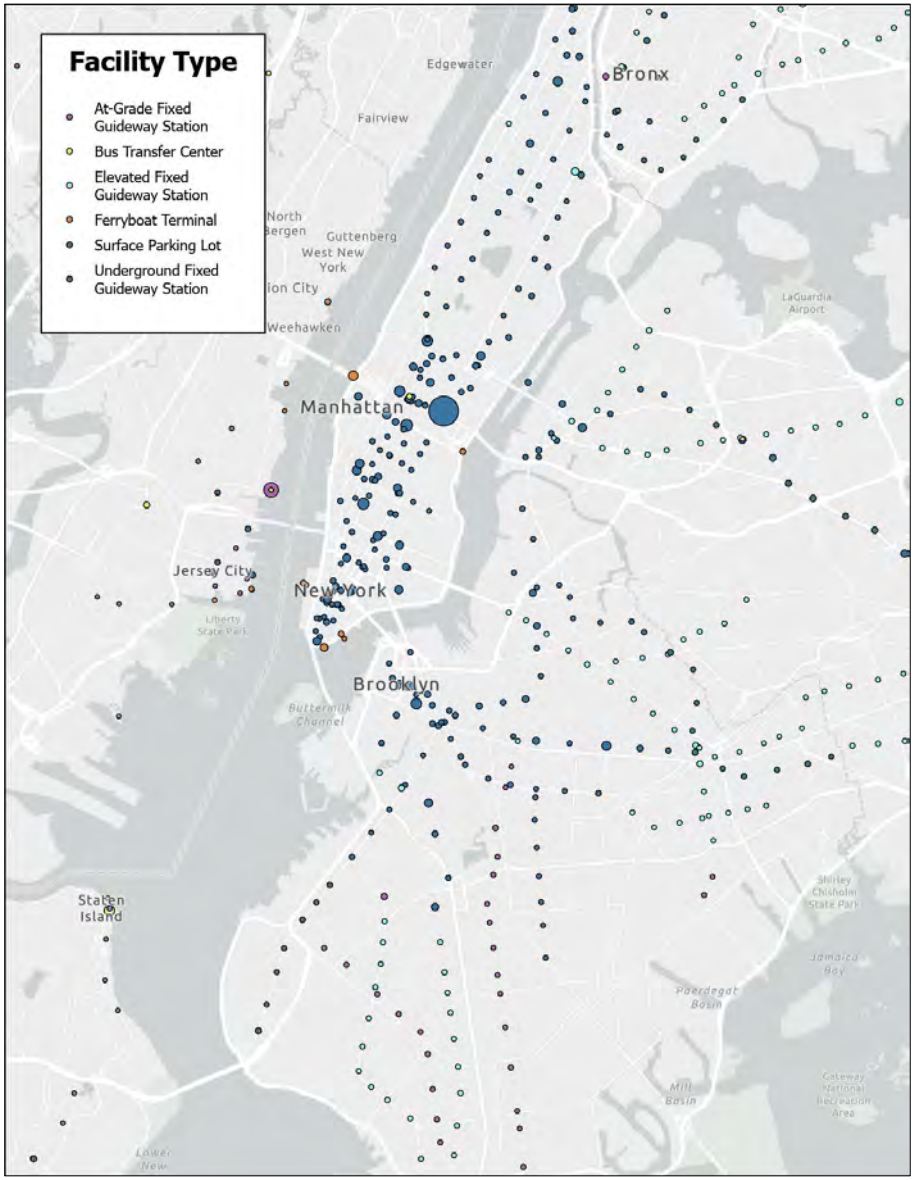
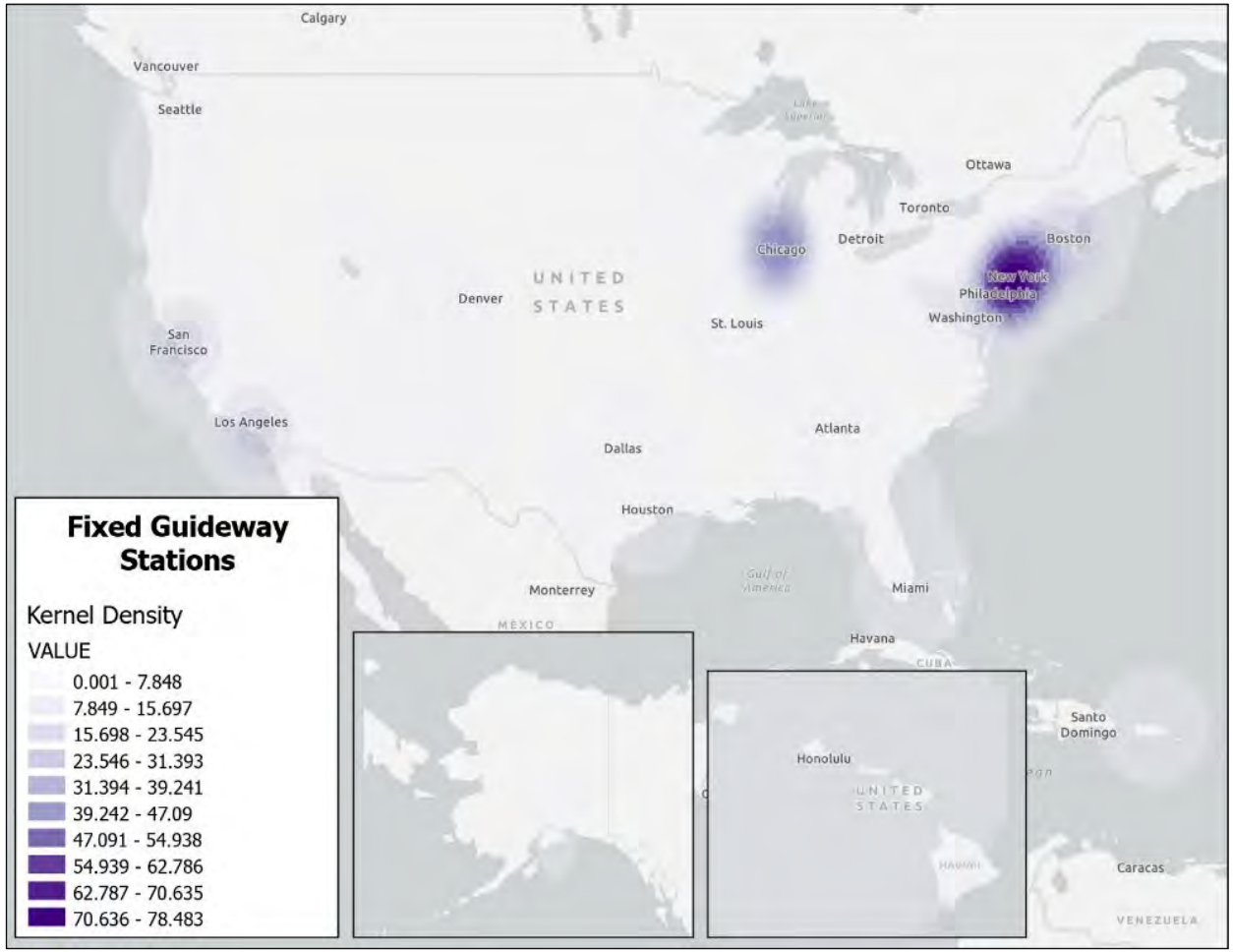
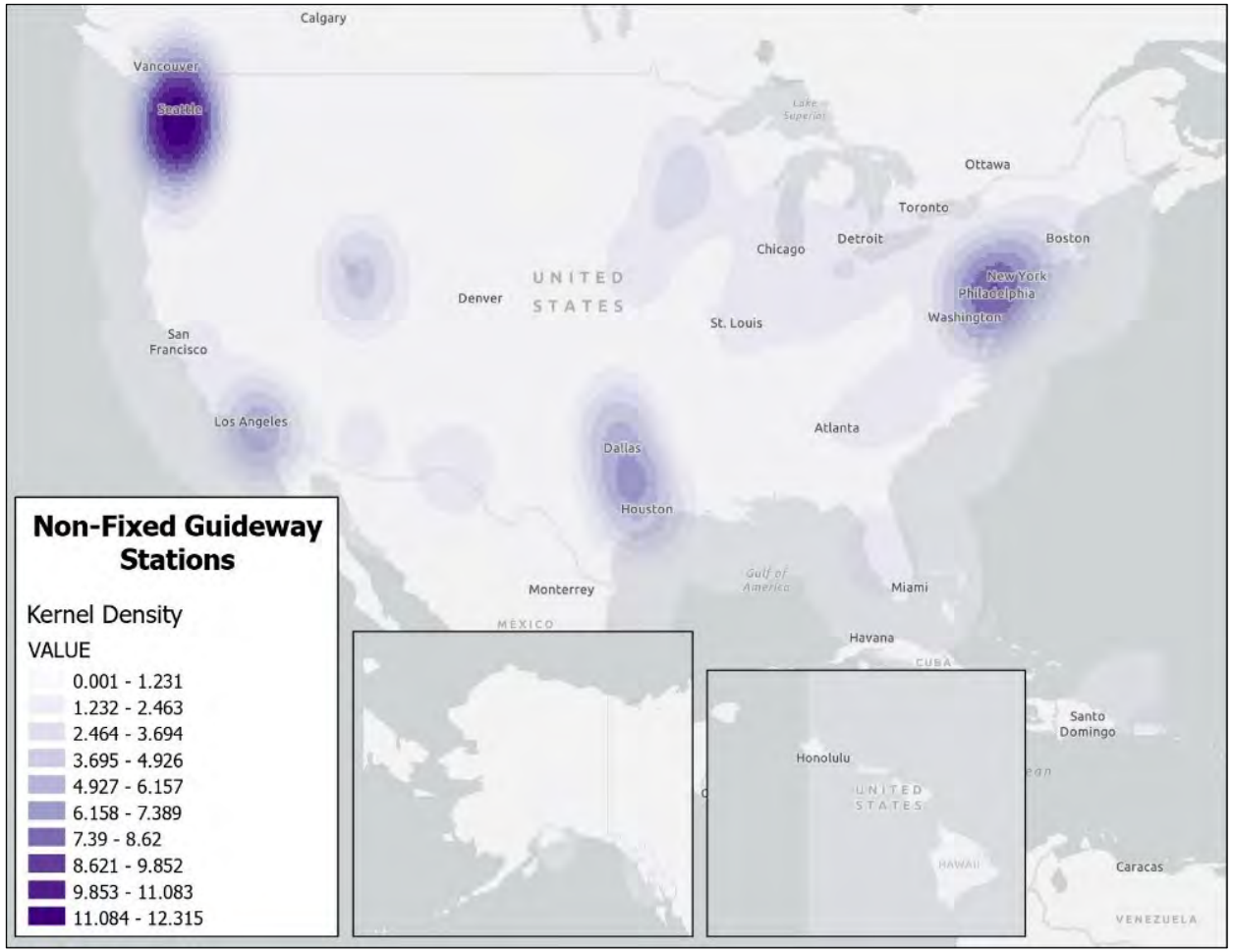


Exhibit 1.6 presents two heat maps that demonstrate the distribution of passenger stations used for Rail modes operating along Fixed Guideway (FG) (left) and passenger stations used by non-Rail modes (right). The darker coloration indicates a higher concentration of transit stations, whereas the lighter coloration indicates a lower concentration. The exhibit spotlights a high concentration of passenger stations in the New York, NY, Philadelphia, PA, Baltimore, MD, and Washington, D.C. areas used by Rail modes. The next highest concentration for FG passenger stations is in the Chicago, IL area. There is a high concentration of passenger stations used by non-Rail modes near Seattle, WA, New York, NY, and the area between Dallas and Houston, TX. Connections between the dense areas and outlying areas can be seen below reflecting common paths that commuters take when riding public transportation into UZAs.

Exhibit 1.6 – Transit Passenger Stations (FG v. Non-FG)




Calgary
Vancouver
Seattle
Lake Superior
Ottawa
Toronto
Detroit
Chicago
Boston
New York
Philadelphia
Washington
UNITED STATES
Denver
St. Louis
San Francisco
Los Angeles
Atlanta
Dallas
Houston
Gulf of America
Miami
Monterrey
MEXICO
Havana
CUBA
Santo Domingo
Honolulu
UNITED STATES
HAWAII
Caracas
VENEZUELA
Non-Fixed Guideway Stations
Kernel Density
VALUE
0.001 - 1.231
1.232 - 2.463
2.464 - 3.694
3.695 - 4.926
4.927 - 6.157
6.158 - 7.389
7.39 - 8.62
8.621 - 9.852
9.853 - 11.083
11.084 - 12.315

Chapter 2. Overview of Public Transportation and Reporting Requirements

Federal law establishes the NTD as the Nation's primary source of information on public transportation. The term "public transportation" (also referred to as *transit* or *mass transportation*) is defined by law at 49 United States Code (U.S.C.) § 5302(15):

Exhibit 2.1 – Definition of Public Transportation

The term public transportation

(A) means regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and

(B) does not include —

(i) intercity passenger Rail transportation provided by the entity described in chapter 243 (or a successor to such entity);

(ii) intercity Bus service;

(iii) charter Bus service;

(iv) school Bus service;

(v) sightseeing service;

(vi) courtesy shuttle service for patrons of one or more specific establishments; or

(vii) intra-terminal or intra-facility shuttle services.

Public transportation is defined as being a shared-ride service that is open to the general public, including paratransit services for older adults and individuals with disabilities. Airline and airplane services are not included.

Service described as “regular and continuing” operates on a schedule during specified hours during the week and weekend. Services that operate on an ad hoc basis (e.g., only for special events) are not regular and continuing. For this reason, the NTD does not collect data from limited-time pilot programs. However, seasonal services are included. The NTD also excludes intercity rail service operated by Amtrak, as well as intercity bus service. Currently there are three intercity rail services included in the NTD: the Alaska Railroad and two services that are preauthorized in the Federal transit program, the Pennsylvania Department of Transportation’s Amtrak Keystone Service and the Northern New England Passenger Rail Authority’s Amtrak Downeaster Service. There is no exclusion for *intercity ferryboat* services.

The NTD excludes service restricted to school pupils but includes school tripper service if transit agencies open it to the general public. The NTD also excludes sightseeing service primarily for purposes of enjoying the trip itself or resulting in nonstop service back to the point of origin.

History of the Federal Transit Program

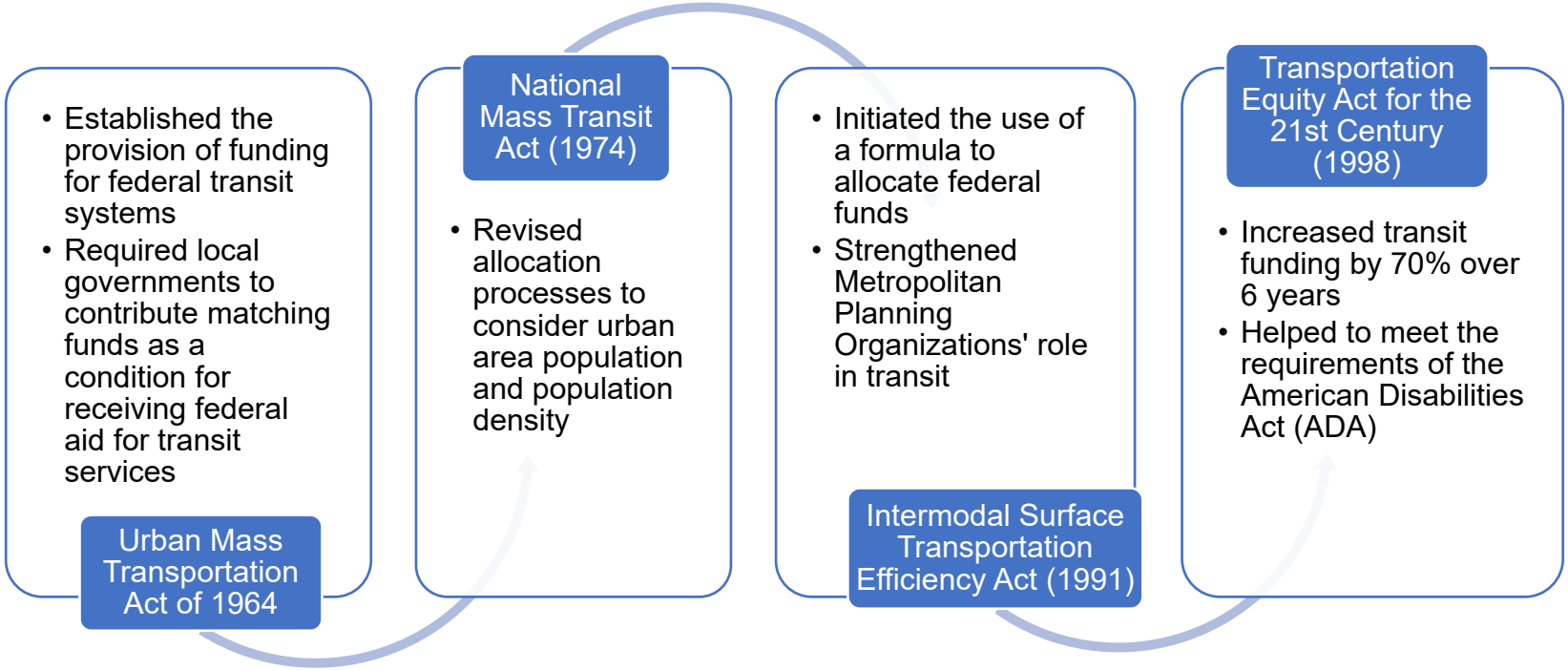
Transit systems in the U.S. date back to the 19th century. These early systems were privately owned, for-profit businesses that were instrumental in defining the urban communities of that time. By the postwar period, however, competition from the private automobile limited the ability of transit businesses to operate at a profit. As these businesses began to fail, government leaders at local, State, and Federal levels intervened to sustain transit services vital to growing communities. In 1962, President John F. Kennedy called for Federal support for transit, citing the need to expand urban transportation systems, and support grew among lawmakers.

In 1964, President Lyndon B. Johnson signed the Urban Mass Transit Act into law, creating the Urban Mass Transportation Administration (UMTA). During the next 10 years, UMTA provided capital assistance to public agencies to replace overage transit assets and to purchase the assets of failing private transit companies. The Urban Mass Transportation Act of 1964 established the provision of Federal funding for transit systems, changing the face of the industry from private firms to public agencies. The act also required local governments to contribute matching funds as a condition for receiving Federal aid for transit services, setting the stage for the multilevel governmental partnerships that characterize today’s transit industry.

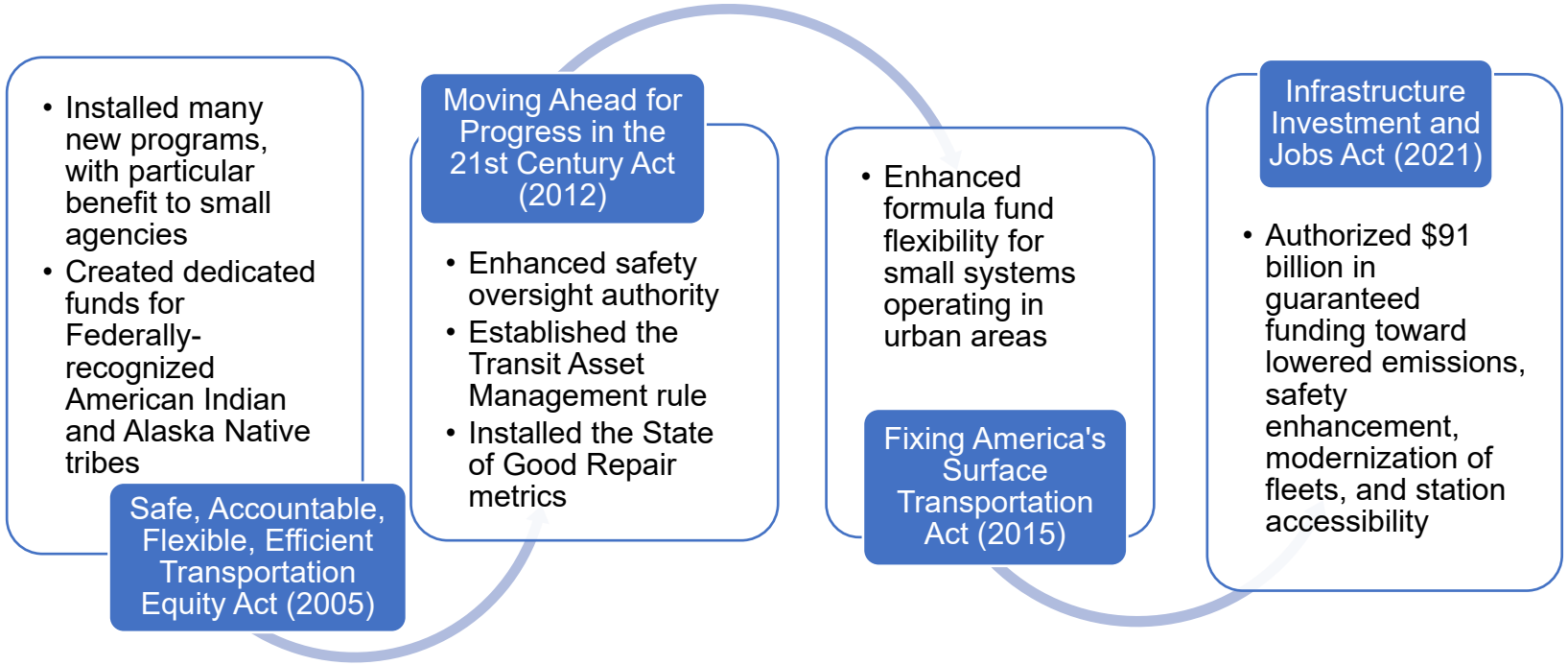
In 1974, Congress established the NTD to collect financial, operating, and asset information on transit agencies. Congress based the NTD program on the Uniform Financial Accounting and Reporting Elements, a project that the transit industry initiated with funding from UMTA. The NTD has become the Nation’s primary source of information on transit agencies.

Since the early 1980s, Congress has apportioned billions of dollars in funding annually using data reported to the NTD. In 1991, UMTA was renamed as FTA.

Exhibit 2.2 – History of the Federal Transit Program[7]



[7] FHWA Status of the Nation's Highways, Bridges, and Transit Conditions and Performance 23rd Edition, Accessed September 2024.



Further change came in 1991 when the Intermodal Surface Transportation Efficiency Act codified an existing formula that FTA had used to allocate Federal funds.[8] There were subsequent changes in funding legislation, including the Transportation Equity Act for the 21st Century (TEA-21) of 1998, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, the Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012, and the Fixing America's Surface Transportation (FAST) Act.

In 2021, the Bipartisan Infrastructure Law,[9] as enacted in the Infrastructure Investment and Jobs Act (IIJA), authorized up to $108 billion for public transportation—the largest Federal investment in public transportation in the nation's history. The legislation reauthorizes surface transportation programs for FY 2022 through 2026. The Bipartisan Infrastructure Law

[8] Federal Transit Administration History website. Accessed September 2025.
[9] FTA Bipartisan Infrastructure Law website. Accessed September 2025.

priorities include improving workforce and rider safety, modernizing transit infrastructure, addressing the climate crisis, and improving equity in transit.

Legislative Requirement for the NTD

Congress requires agencies to report to the NTD if they receive or benefit from Urbanized Area Formula Grants (§ 5307) or Formula Grants for Rural Areas (§ 5311). In addition, all recipients and subrecipients of Chapter 53 funds that own, operate, or manage public transportation capital assets are required to set performance targets for their capital assets based on the state of good repair (SGR) measures and to report their targets and information related to the condition of their capital assets to the NTD. All recipients and subrecipients must also report fatal Bus collisions and assaults on transit workers to the NTD.

FTA submits annual NTD reports that summarize transit data to Congress for review and use. The legislative requirement for the NTD can be found in Title 49 U.S.C. § 5335, as shown in Exhibit 2.3.

Exhibit 2.3 – Title 49 U.S.C. 5335 National Transit Database

(a) NATIONAL TRANSIT DATABASE —

To help meet the needs of individual public transportation systems, the United States Government, State and local governments, and the public for information on which to base public transportation service planning, the Secretary shall maintain a reporting system, using uniform categories to accumulate public transportation financial, operating, geographic service area coverage, and asset condition information and using a uniform system of accounts. The reporting and uniform systems shall contain appropriate information to help any level of government make a public sector investment decision. The Secretary may request and receive appropriate information from any source.

(b) REPORTING AND UNIFORM SYSTEMS —

The Secretary may award a grant under section 5307 or 5311 only if the applicant, and any person that will receive benefits directly from the grant, are subject to the reporting and uniform systems.

(c) DATA REQUIRED TO BE REPORTED —

Each recipient of a grant under this chapter shall report to the Secretary, for inclusion in the National Transit Database under this section—

(1) any information relating to a transit asset inventory or condition assessment conducted by the recipient;
(2) any data on assaults on transit workers of the recipients; and
(3) any data on fatalities that result from an impact with a Bus.

Urban Transit Programs

The § 5307 program provides capital, operating, and planning assistance for public transportation operated in UZAs. As discussed further in Chapter 5, a UZA is an area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Exhibit 2.4 – Urban Formula Program Reporting Requirements

Title 49 U.S.C. 5307 (c)

(1) Grant Recipient Requirements —

(K) in the case of a recipient for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under this section for associated transit improvements as defined in section 5302.

Rural Transit Programs

The § 5311 program provides capital, operating, and planning assistance for public transportation that is operated in rural areas. A rural area is defined as any place in the U.S. outside of Census-designated urban areas with at least 50,000 persons. Funding recipients are State Departments of Transportation (DOTs) which report on behalf of their subrecipients.

A subrecipient is a State or local government authority, nonprofit organization, or operator of rural public transportation or intercity bus service that receives § 5311 funding through a State Department of Transportation (DOT). This report will include rural transit funding subrecipients providing public transportation in exhibits along with urban transit operators where possible and unless otherwise noted. FTA considers Puerto Rico, American Samoa, Guam, and the Northern Mariana Islands as States for rural data collection and funding. Requirements for these recipients in terms of data collection, as shown in Exhibit 2.5, is also accomplished through the NTD.

Exhibit 2.5 – Rural Formula Program Reporting Requirements

Title 49 U.S.C. 5311 (b)

(4) Data collection —

Each recipient under this section shall submit an annual report to the Secretary containing information on capital investment, operations, and service provided with funds received under this section, including—

(A) Total annual revenue;

(B) Sources of revenue;

(C) Total annual operating costs;

(D) Total annual capital costs;

(E) Fleet size and type, and related facilities;

(F) Vehicle revenue miles (VRM); and

(G) Ridership.

Transit Asset Management Requirement

The Transit Asset Management (TAM) rule (49 Code of Federal Regulations [CFR] part 625) is a set of Federal regulations that outline minimum asset management practices for transit providers. Transit agencies that receive Chapter 53 funds and

own capital assets that are used for public transportation services are required to report asset information to the NTD, even if the agency does not manage or operate those assets. This requirement applies to all public transportation services funded through any FTA program. Unlike the preceding requirements, it is not limited to the § 5307 urbanized area formula program and the § 5311 rural area formula program.

Some agencies affected by the rule are only required to report TAM-related data to the NTD. As the rule does not mandate reporting information about service area, FTA has established two unique reporter types for these agencies to collect only asset inventory, condition, and performance data. These data are included in this report in asset-related exhibits, unless otherwise noted.

Exhibit 2.6 – TAM Reporting Requirements

Title 49 U.S.C. 5326 (b)

(3) A requirement that each designated recipient of Federal financial assistance under this chapter report on the condition of the system of the recipient and provide a description of any change in condition since the last report.

Title 49 U.S.C. 5326 (c)

(3) Reports —

Each designated recipient of Federal financial assistance under this chapter shall submit to the Secretary an annual report that describes —

(A) the progress of the recipient during the fiscal year to which the report relates toward meeting the performance targets established under paragraph (2) for that fiscal year; and

(B) the performance targets established by the recipient for the subsequent fiscal year.

Reporting to Congress on Transit Conditions and Performance

Some content presented in this report will be included in the Status of the Nation's Highways, Bridges, and Transit: Conditions and Performance report to Congress. This report is “intended to provide decision makers with an objective

appraisal of the physical conditions, operational performance, and financing mechanisms of highways, bridges, and transit systems based on… their current state."[10] Thus, NTD reporting requirements help FTA fulfill its statutory requirement to "prepare a complete assessment of public transportation facilities in the United States" and to report to Congress "on the current performance and condition of public mass transportation systems" in the U.S.

Exhibit 2.7 – C&P Requirements

Title 49 U.S.C 308 (c)

(1) The Secretary shall submit to Congress in March 1998, and in March of each even-numbered year thereafter, a report of estimates by the Secretary on the current performance and condition of public mass transportation systems with recommendations for necessary administrative or legislative changes.

(2) In reporting to Congress under this subsection, the Secretary shall prepare a complete assessment of public transportation facilities in the United States. The Secretary also shall assess future needs for those facilities and estimate future capital requirements and operation and maintenance requirements for one-year, 5-year, and 10-year periods at specified levels of service.

Human Services Transportation

FTA's § 5310 program for enhanced mobility of seniors and individuals with disabilities has four eligible purposes according to 49 U.S.C. 5310 (b)(1):

(A) Public transportation projects… to meet the needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;

(B) Public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (ADA);

[10] U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Report to Congress, 25th Edition (Washington, DC: 2024).

(C) Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit; and

(D) Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

The ADA requires most providers of public transportation to provide paratransit services to individuals with disabilities who do not use the fixed-route system. These paratransit services are defined as public transportation because they are limited to a segment of the public defined by disability. The § 5310 program provides funding to go beyond those requirements, including by providing service to a segment of the public defined by age.

The fourth purpose, *alternatives to public transportation*, is unique to the § 5310 program. Subrecipients of the § 5310 program for alternatives to public transportation do not have NTD reporting requirements and do not report these services to the NTD. These alternatives to public transportation can take several forms. For example, the provider could fund a client-specific transportation service that reduces the need for ADA-eligible persons to request paratransit trips, or they could fund a "Meals on Wheels" program to reduce the distance traveled to access a service.

In addition to FTA, there are nine other Federal agencies with 130 programs that may fund human services transportation for older adults, people with disabilities, and low-income individuals. Most of these programs are not public transportation because they are limited to clients of a specific program, service, or facility and are not open to a general segment of the public defined by age, disability, or low income. As such, these services are not included in the NTD, and by extension, are not included in this report. Nevertheless, by providing transportation services to these populations, they help reduce the demand for trips that might otherwise be provided by public transportation. The Secretary of Transportation chairs the Federal Coordinating Council on Access and Mobility to break down barriers between these programs and promote accessible, efficient, and effective transportation for disadvantaged populations.

The National Center for Mobility Management, a national technical assistance center, collects and publishes a full inventory of 1,538[11] identified human service transportation operators in the Community Transportation Database, which is funded through the § 5310 program.

[11] National Center for Mobility Management, Community Transportation Database, Accessed September 2025.

Chapter 3. Overview of Transit Agency Organizations

This chapter discusses the general data collection principles of the NTD and provides basic definitions to stratify the types of agencies filing NTD reports.

Transit Agency Fiscal Year Cohorts

NTD data, for the most part, represents annual data collected during the fiscal year of the agency. As such, agencies are grouped into three reporting groups representing the month in which their annual NTD report is due for submission: October reporters, January reporters, and April reporters. The assigned reporting group determines an agency's annual report due date, the last day to submit revisions of the report, as well as the report closeout date. NTD annual reports are generally due four months after the end of each agency's fiscal year.

As demonstrated in Exhibit 3.1, 53 percent of all transit agencies operate on a July to June fiscal year, 17 percent follow the Federal Fiscal Year (FFY) of October to September, and 28 percent follow a calendar year fiscal year.

However, the count of agencies in each cohort is not proportional to the share of the national total statistics in this report. For example, the July–June cohort accounts for just under half (47 percent) of all operating expenses. The calendar year cohort accounts for 44 percent of all operating expenses since the Metropolitan Transportation Authority of New York is included in that group. The FFY cohort accounts for only 8 percent of total operating expenses.

Exhibit 3.1 – 2024 Count of Transit Agency Fiscal Year Cohorts

FY End	Reporter Count	Percent of Total Reporters	Percent of Total Operating Expenses
January	0	0.0%	0.0%
February	3	0.1%	0.04%
March	11	0.3%	0.7%

FY End	Reporter Count	Percent of Total Reporters	Percent of Total Operating Expenses
April	10	0.3%	0.03%
May	0	0.0%	0.0%
June	1,781	52.7%	47.0%
July	0	0.0%	0.0%
August	53	1.6%	0.2%
September	581	17.2%	8.2%
October	7	0.2%	0.02%
November	0	0.0%	0.0%
December	933	27.6%	43.6%
Total	**3,379**	**100.0%**	**100.0%**

NTD Organization Types

Transit providers report their organization type in the NTD Annual Report. The organization types used in NTD reporting are defined in Exhibit 3.2. Further information on organization types can be found in the most recent *NTD Annual Reporting Policy Manual.*

Exhibit 3.2 – Definitions of Most Common NTD Organization Types

Independent Public Agency or Authority for Transit Service – Separate entities established by law as independent public benefit corporations for operating transit service.

Unit or Department of City, County, or Local Government – A transit operator that is part of a local government within a state.

Unit or Department of State Government – A transit operator that is a part of the State government and has one or more State employees.

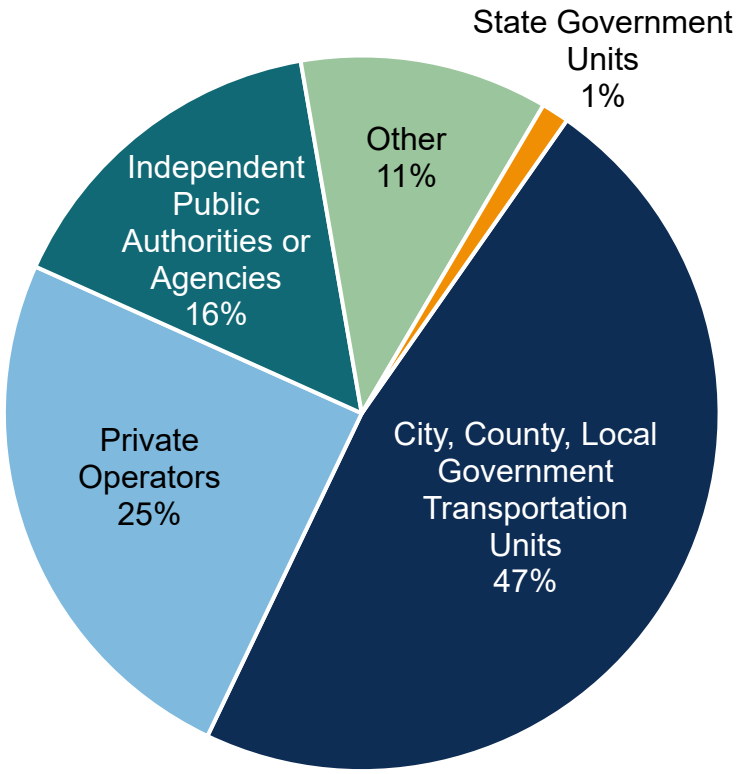
Area Agency on Aging – Organizations established under the Older Americans Act in 1973 to respond to the needs of Americans 60 and over.

Indian Tribe – The Bureau of Indian Affairs defines an Indian tribe as "an American Indian or Alaska Native Tribal entity that has a government-to-government relationship with the U.S. with the responsibilities, powers, limitations, and obligations attached to that designation." Indian tribes are eligible for funding from the U.S. government, including FTA transit programs.

Transit authorities are independent public agencies, led by boards and focused on providing public transit, typically serving multiple local jurisdictions. A transit authority is the type of organization that may come to mind when someone thinks of a transit agency; however, as shown in Exhibit 3.3, transit authorities make up only about 16 percent of transit providers. In contrast, nearly half of all transit operators in the NTD are departments located within a city or county government. Private operators, including private nonprofits, for-profit corporations, and private providers reporting on behalf of a public agency accounted for 25 percent of all reporters. The Other category is comprised of organization types like Area Agencies on Aging, Metropolitan Planning Organizations, Tribes, and Universities.

Exhibit 3.3 – 2024 NTD Reporters by Organization Type

National Total of 2,818 NTD IDs



Chapter 4. Overview of Transit Operations

Transit Modes

A public transit mode is a system for carrying transit passengers described by specific right-of-way (ROW), technology, and operational features. A variety of modes are operated in the U.S. Most data collected by the NTD are reported by transit agencies according to the modes they operate, as defined in Exhibit 4.1. For the purpose of this report, modes with similar characteristics have been grouped under "Consolidated Modes" to show transit trends more clearly while allowing for easier comparisons across different service types at a broader level:

- **Core Rail** consists of Rail modes that travel relatively short distances. This consolidated mode includes Heavy Rail (HR), Light Rail (LR), Streetcar Rail (SR), Cable Car (CC), Inclined Plane (IP), and Monorail / Automated Guideway (MG).
- **Distance Rail** consists of Rail modes that travel longer distances between stops, often connecting suburban or rural areas to an urban center. This consolidated mode includes Commuter Rail (CR), Hybrid Rail (YR), and Alaska Railroad (AR).
- **Fixed-Route Bus (FRB)** consists of non-Rail modes with set routes including Bus (MB), Bus Rapid Transit (RB), Trolleybus (TB), Commuter Bus (CB), and Público (PB).

The remaining modes, Demand Response (DR), Vanpool (VP), Ferryboat (FB), and Aerial Tramway (TR) are included in the **Other Non-Rail** consolidated mode.

Exhibit 4.1– NTD Transit Mode Definitions

Rail Modes
Alaska Railroad (AR) – A public transportation system in Alaska that shares vehicles and facilities with freight Rail operations.

Rail Modes
Cable Car (CC) – A type of railway propelled by moving cables located beneath the street. Currently, the only operational system is in San Francisco.
Commuter Rail (CR) – An electric- or diesel-propelled railway for urban passenger train service consisting of local travel that operates between a central city and outlying areas. Service must be operated on a regular basis by or under contract with a transit operator for transporting passengers within UZAs or between UZAs and outlying areas. This mode is generally characterized by multi-trip tickets, specific station-to-station fares, railroad employment practices, relatively long distances between stops, and only one to two stations in the central Business district. Note: intercity rail service, such as Amtrak, is excluded from the CR mode.
Heavy Rail (HR) – An electric railway that operates service in exclusive ROW. The service is often provided by long trains of six to eight cars or more that travel relatively short distances between stops within a city and the immediate suburbs. The Nation's traditional subway systems are classified as HR.
Hybrid Rail (YR) – Systems primarily operate routes on the national system of railroads but do not operate with the characteristics of CR. This service typically operates LR-type vehicles as diesel multiple-unit trains.
Inclined Plane (IP) – A railway that operates on steep slopes and grades with vehicles powered by moving cables.
Light Rail (LR) – An electric railway that operates in mixed traffic or intersects with roadways at grade crossings. The service is characterized by short trains of one to four passenger cars that travel relatively short distances between stops within a city and the immediate suburbs, low or high platform loading, and vehicle power drawn from an overhead electric line via a trolley or a pantograph.
Monorail / Automated Guideway (MG) – An electrically powered mode that operates in an exclusive guideway. The service is characterized by either Monorail systems with automated or

Rail Modes

human-operated vehicles straddling a single guideway or by people mover systems with automated operation over relatively short distances.

Streetcar Rail (SR) – Systems predominantly operate routes on streets in mixed traffic. This service typically operates with one- or two-car trains powered by overhead catenaries and has frequent stops.

Non-Rail Modes

Aerial Tramway (TR) – A system of aerial cables with suspended vehicles. The vehicles are propelled by separate cables attached to the vehicle suspension system and powered by engines or motors at a central location not on board the vehicle.

Bus (MB) – A transit mode using rubber-tired passenger vehicles operating on fixed routes and schedules over roadways. Vehicles are powered by a motor and fuel, or by electricity stored on board the vehicle.

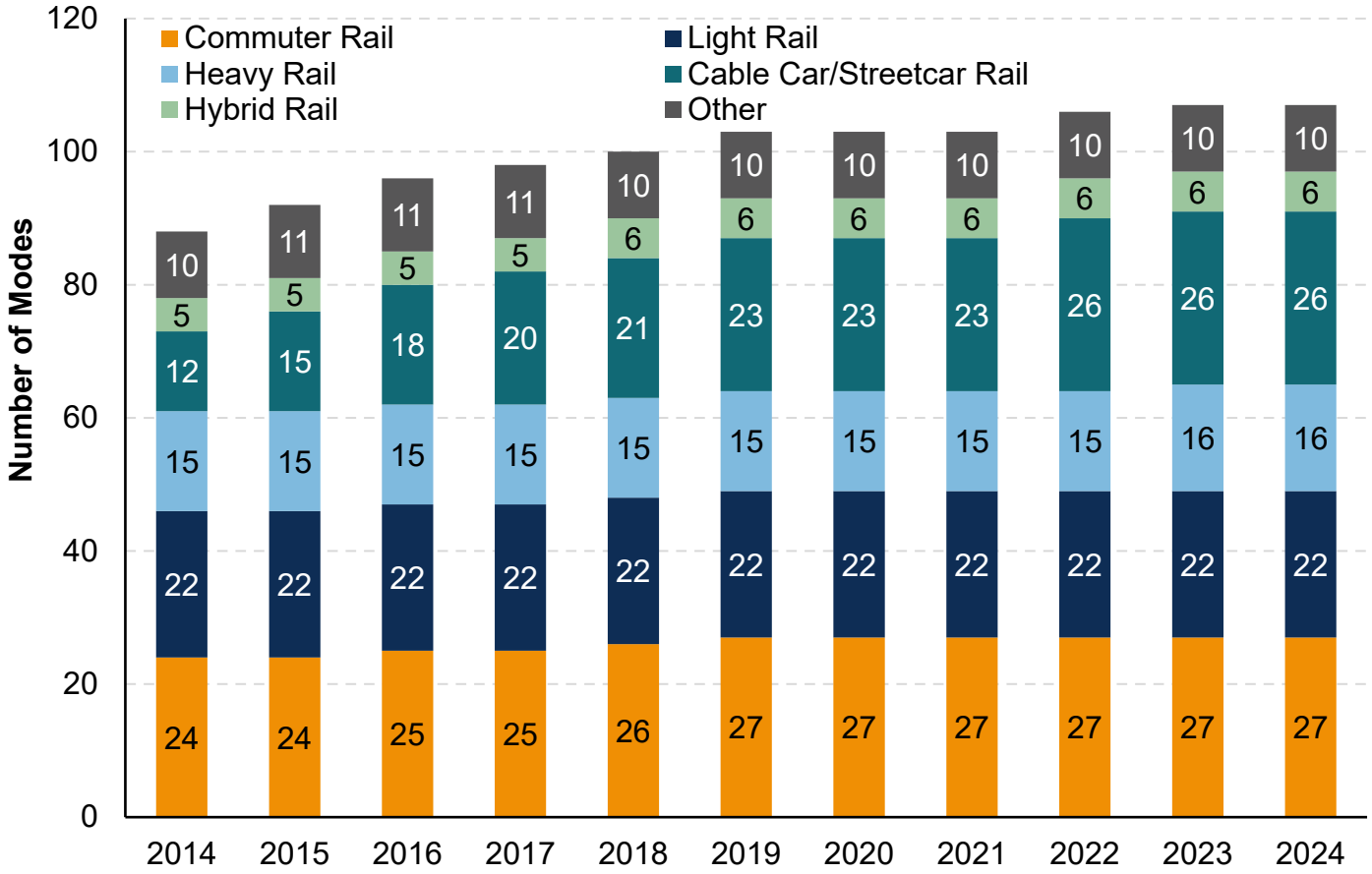
Bus Rapid Transit (RB) – An FRB system that:

- Operates over 50 percent of its route in a separate ROW dedicated for transit use during peak periods
- Has defined stations that are accessible for persons with disabilities and offer shelter from weather with information provided on schedules and routes
- Uses active signal priority in separated guideway and either queue-jump lanes or active signal priority in non-separated guideway
- Offers short headway, bidirectional service for at least a 14-hour span on weekdays and a 10-hour span on weekends
- Applies a separate and consistent brand identity to stations and vehicles.

Non-Rail Modes
Commuter Bus (CB) – A local, FRB transportation that primarily connects outlying areas with a central city and operates predominantly in one direction during peak periods. It has limited stops in outlying areas, limited stops in the central city, and at least five miles of closed-door service. **Demand Response (DR) –** A transit mode operating on roadways in response to requests from passengers or their agents to the transit operator, who groups rides together when possible and dispatches a vehicle to provide the rides. Vehicles do not operate over a fixed route or on a fixed schedule unless temporarily satisfying a special transit need. Many transit systems operate DR service to meet ADA requirements. **Ferryboat (FB) –** This transit mode carries passengers over a body of water. **Público (PB) –** This mode is comprised of passenger vans or small buses operating with fixed routes but no fixed schedules in Puerto Rico. **Trolleybus (TB) –** A Fixed-Route service that uses manually-steered, rubber-tired, passenger vehicles powered by electric current from overhead wires using trolley poles. Rubber-tired replica trolleys or historic trolleys powered by an onboard motor are not included in this mode. **Vanpool (VP) –** This mode operates as a ride sharing arrangement, providing transportation to a pre-arranged group of individuals. To be considered public transportation, VP programs must: • Use vehicles with a minimum seating capacity of seven people, including the driver • Use vehicles for which 80 percent of the yearly mileage come from commuting • Be open to the public (any Vans that are restricted by rule to particular employers are not public transportation) • Be actively engaged in advertising the VP service to the public and in matching interested members of the public to Vans with available seats • Be publicly sponsored

Exhibit 4.2 provides a count of total operating Rail modes. Over the last 10 years, the number of Rail modes stayed relatively consistent. However, there has been a notable increase in the prevalence of the SR mode. The SR mode usually operates with one-car or two-car passenger trains, and may use antique railcars, replicas, or modern vehicles. The table in the exhibit below outlines the additional 14 SR services, three CR services, and the Skyline rapid transit system in Honolulu, HI that began operation over the last 10 years.

Exhibit 4.2 – Total Rail Mode Inventory Increased from 88 in 2014 to 107 in 2024



List of Added SR and CR Modes Operated in the U.S. Since 2014

Mode	NTD ID	Agency Name	City, State
Streetcar Rail	30112	District Department of Transportation	Washington, D.C.
	40008	City of Charlotte North Carolina	Charlotte, NC
	40022	Metropolitan Atlanta Rapid Transit Authority	Atlanta, GA
	50213	M-1 Rail	Detroit, MI
	55311	City of Cincinnati	Cincinnati, OH
	55312	City of Milwaukee	Milwaukee, WI
	60006	City of El Paso	El Paso, TX
	60015	City of Galveston	Galveston, TX
	60017	Central Oklahoma Transportation and Parking Authority	Oklahoma City, OK
	60056	Dallas Area Rapid Transit	Dallas, TX
	70057	Loop Trolley Transportation Development District	Saint Louis, MO
	70271	Kansas City, City of Missouri	Kansas City, MO
	90033	City of Tucson	Tucson, AZ
	90209	Valley Metro Rail, Inc.	Phoenix, AZ
Commuter Rail	60007	Fort Worth Transportation Authority	Fort Worth, TX
	80006	Denver Regional Transportation District	Denver, CO
	90299	Sonoma-Marin Area Rail Transit District	Petaluma, CA

Most reporters operate non-Rail (3,442 modes total) due to the prevalence of the DR mode, as demonstrated in Exhibit 4.3. Many of the same operators use DR as the ADA complement to their FRB service; 53 percent of all operators provide FRB service in some format. In contrast, due to the long-distance nature of Distance Rail consolidated mode, there are significantly fewer modes (34) across 32 operators (two percent). Finally, Core Rail is common to many large cities, and there were 73 Core Rail modes operated across 58 reporters (two percent).

Exhibit 4.3 classifies transit agencies into the following categories based on the modes in which they operate: Core Rail and FRB, Other Rail, FRB and DR, FRB Only, DR Only, and Other:

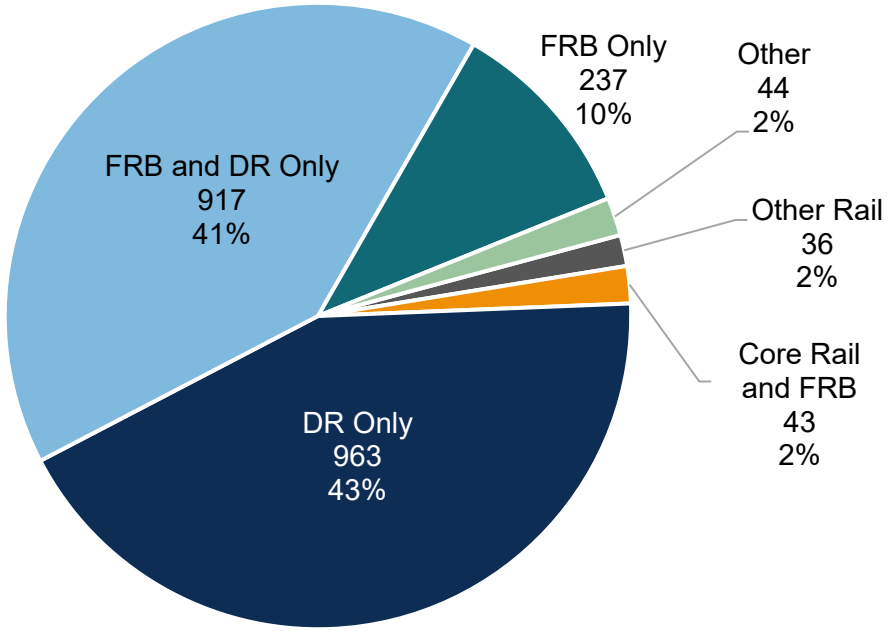
- **Core Rail and FRB** — All reporters that have a Core Rail mode and an FRB mode. These are the "multimodal" transit systems with both a Rail system operating in the central city as well as Fixed-Route operations.
- **Other Rail** — Reporters that have a Rail mode and do not fall into the *Core Rail and FRB* category. For example, a stand-alone CR operator would fall in this category.
- **FRB and DR** — Reporters with an FRB mode and a DR mode. DR is commonly used to fulfill the requirement of the ADA to provide service within three-quarters of a mile from any fixed Bus route or Rail station. A basic transit operation with fixed-route service and complementary paratransit for people with disabilities is in this category.
- **FRB Only** — Operators with FRB service and who do not provide their only DR service are in this category. In many cases, the complimentary paratransit requirements are fulfilled by a regional operator. In other cases, this may be a stand-alone CB operator that also meets the CB exemption for providing complementary paratransit under the ADA.
- **DR Only** — Reporters that provide DR service, but no other service. These agencies often operate county-wide paratransit services.
- **Other** — Reporters that do not fit into the above categories. For example, a stand-alone operator of FB service or VP service.

This exhibit demonstrates that there are only 43 multimodal transit agencies in the U.S. offering both Core Rail and FRB service. An additional 917 agencies offer both FRB service as well as a DR service; the latter typically being offered to provide complimentary paratransit service under the ADA. Another 237 provide FRB service but are either exempt from ADA requirements or partner with another transit agency to fulfill the ADA requirements. Finally, 963 transit agencies only

provide DR service. Most of these serve small urban areas, outlying areas of large urban areas, or rural areas; however, a few are specialized operators of DR service in the core of large urban areas.

Exhibit 4.3 – 2024 Count of Transit Operators by Modal Organization

National Total of 2,239 Transit Operators



Types of Service

Data the NTD collects by mode is further classified by Type of Service (TOS), as defined in Exhibit 4.4. Specifically, agencies report modal data to the NTD by four mutually exclusive categories that describe "who" operates the service:

- Directly Operated (DO)
- Purchased Transportation – General (PT)
- Purchased Transportation – Taxi (TX)
- Purchased Transportation – Transportation Network Company (TN)

Exhibit 4.4 – Types of Service (TOS)

Directly Operated (DO) – Transit agencies report service as DO if they use their own employees to operate the transit vehicles. Agencies that directly operate service typically employ drivers, schedulers, dispatchers, and street supervisors.

Purchased Transportation – General (PT) – Transit agencies report service as PT if the service is provided to the transit agency or governmental unit by a public or private transportation provider based on a written contract. PT services also include Purchased Transportation services operated by providers who are not taxi providers or transportation network companies (TNCs) and use non-dedicated vehicles.

Purchased Transportation – Taxi (TX) – TX is a special Purchased Transportation subtype in which a service is operated through taxicab providers with a system in place to facilitate ride sharing. Transit agencies contract with taxi companies, whose vehicles provide transit trips interspersed with private taxi trips.

Purchased Transportation – Transportation Network Company (TN) – TN is a special Purchased Transportation subtype in which a service is provided by a TNC on behalf of a public transportation agency using non-dedicated vehicles. The service is dispatched by the TNC using a mobile application.

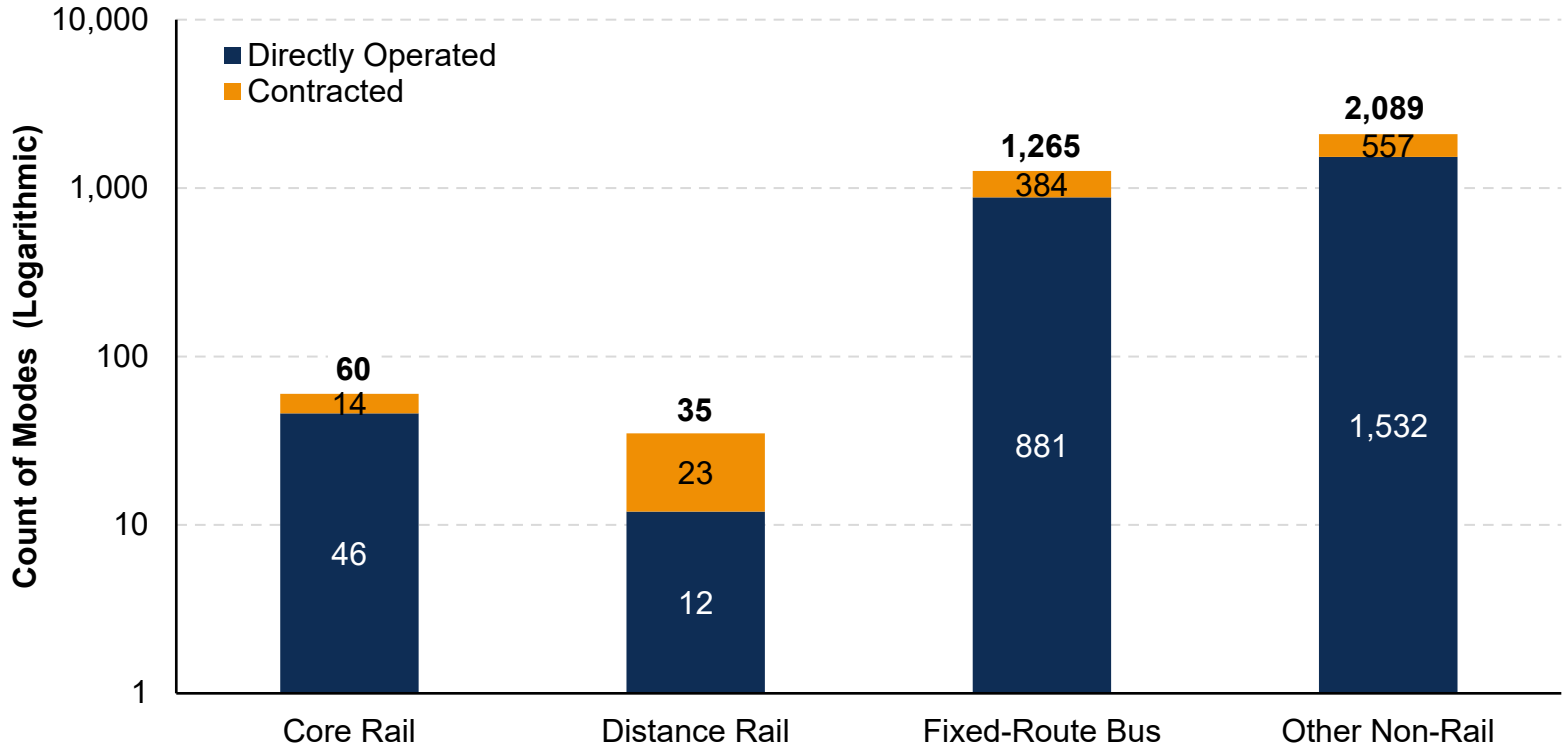
Further information on qualifying TOS criteria can be found in the most recent *NTD Annual Reporting Policy Manual.*

A total of 3,449 modal operations were reported to the NTD in 2024. Overall, there were more DO services reported to the NTD (2,471) compared to contracted services consisting of PT, TX, and TN services (978). As shown in Exhibit 4.5, there

were more DO types of services for Core Rail, FRB, and Other Non-Rail, as opposed to Distance Rail where contracted services are more common.

Exhibit 4.5 – 2024 Modes by TOS (Directly Operated vs. Contracted)

National Total of 3,449 Modes



DR service (included in Other non-Rail) can be directly operated or purchased through a contractual arrangement with a third party (Purchased Transportation). DR is unique in that it can be carried out by Taxicab operators using a non-dedicated fleet or by TNCs.

Exhibit 4.6 – 2024 DR Modes by TOS

Directly Operated	Purchased Transportation	Taxi	Transportation Network	Total DR Services
1,499	474	79	21	**2,073**

There are 79 reporters that provide DR service using taxi companies and a non-dedicated fleet. Additionally, there are 21 reporters that provide a TN TOS. Exhibit 4.7 lists the reporters with contracts for TNC services.

Exhibit 4.7 – Transit Agencies Providing DR via Contract with TNCs

NTD ID	Reporter Name	City, State	Count of TNC Contracts
00008	Tri-County Metropolitan District of Oregon	Portland, OR	1
30083	Transportation District Commission of Hampton Roads	Hampton, VA	1
40027	Pinellas Suncoast Transit Authority	Saint Petersburg, FL	1
40087	City of Durham	Durham, NC	1
40110	Charleston Area Regional Transportation Authority	North Charleston, SC	2
50050	Indianapolis and Marion County Public Transportation	Indianapolis, IN	1
50110	Bloomington Public Transportation Corporation	Bloomington, IN	1
50113	Pace - Suburban Bus Division	Arlington Heights, IL	1
50182	Pace - Suburban Bus Division, ADA Paratransit Services	Arlington Heights, IL	1
60041	City of Arlington	Arlington, TX	1
60056	Dallas Area Rapid Transit	Dallas, TX	2

NTD ID	Reporter Name	City, State	Count of TNC Contracts
60091	Hill Country Transit District	Belton, TX	1
60270	City of McKinney	McKinney, TX	1
90001	Regional Transportation Commission of Washoe County	Reno, NV	2
90008	City of Santa Monica	Santa Monica, CA	1
90019	Sacramento Regional Transit District	Sacramento, CA	1
90162	The Eastern Contra Costa Transit Authority	Antioch, CA	3
90258	City of Carson	Carson, CA	1
90296	City of Claremont	Claremont, CA	1
91078	City of Escalon	Escalon, CA	1
99425	Pomona Valley Transportation Authority	La Verne, CA	1
Total	-	-	**26**

Chapter 5. Overview of Urbanized Areas

Urbanized Areas or "UZAs"

The Census Bureau has been measuring urban populations since the 1870 Census. In the 1950 Census, the Census Bureau introduced the concept of UZAs to account for the growing process of suburbanization with densely settled areas outside of incorporated urban areas. Due to the limitations of technology in 1950, the Census Bureau limited these delineations to cities of 50,000 or more in population and their surrounding territory. This concept evolved into being any areas of 50,000 or more in population based on population density criteria, with some exceptions. This threshold of 50,000 in population was then codified in Federal transit law and provides the definition of "urbanized area" for FTA programs and, consequently, data collection for the NTD, to this day.

In the 2000 and 2010 decennial Censuses, the Census Bureau introduced the concept of urban clusters as areas meeting the same population density criteria of UZAs and having a population between 2,500 and 50,000 persons. The term "Urban Areas" was introduced to refer collectively to both UZAs and urban clusters together. The 2000 Census also delineated urban area boundaries down to Census block level for the first time and reduced the minimum population density for an urban area down to 500 persons per square mile. Effective with the 2020 decennial Census, the Census Bureau will no longer use this term and will instead use the term "Urban Areas" to include any areas with greater than 5,000 in population or at least 2,000 housing units. However, FTA still uses the term *urbanized areas*, or UZAs, based on those urban areas defined by the Census Bureau with a population of at least 50,000 persons.

Exhibit 5.1 – Statutory Definition of "Urbanized Area"

Title 49 U.S.C 5302 (24) URBANIZED AREA —

"The term 'urbanized area' means an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial Census as an 'urbanized area' by the Secretary of Commerce."

UZAs include the qualifying Census Urban Areas in Guam and Puerto Rico. Per special provisions in Federal transit law, the Lake Tahoe area and the entire Virgin Islands are also considered UZAs for purposes of FTA programs.[12]

UZA Population and Density

In 2020, the nationwide UZA population totaled **240,770,576**. Exhibit 5.2 presents the 25 most populous urban areas (which make up about half of the national UZA population), the population of each, the population expressed as a percent of the national total population, and the UPT reported to each UZA. Please see Chapter 11 for more information about UPT. In 2020, 72 percent of the total U.S. population resided in a UZA, which was an increase of 0.43 percent from 2010. Meanwhile, over 98 percent of UPT was reported within a UZA in 2024.

Exhibit 5.2 – 25 Most Populous Statutory UZAs (2020) and National Total UZA Population

UZA	UZA Population (millions)	Percent of National Population	2024 UPT (millions)
New York—Jersey City—Newark, NY—NJ	19.4	5.8%	3,510.1
Los Angeles—Long Beach—Anaheim, CA	12.2	3.7%	421.8
Chicago, IL—IN	8.7	2.6%	367.2
Miami—Fort Lauderdale, FL	6.1	1.8%	128.2
Houston, TX	5.9	1.7%	76.4
Dallas—Fort Worth—Arlington, TX	5.7	1.7%	62.1
Philadelphia, PA—NJ—DE—MD	5.7	1.7%	232.0

[12] Lake Tahoe population and density reflect the population and area specified in 49 U.S.C. 5303(r)(2)(c). The U.S. Virgin Islands population reflects their total population consistent with 49 U.S.C. 5307(g). See the 2020 Virgin Islands population from the U.S. Census for more details.

UZA	UZA Population (millions)	Percent of National Population	2024 UPT (millions)
Washington—Arlington, DC—VA—MD	5.2	1.5%	311.3
Atlanta, GA	5.1	1.5%	69.3
Boston, MA—NH	4.4	1.3%	260.5
Phoenix—Mesa—Scottsdale, AZ	4.0	1.2%	42.5
Detroit, MI	3.8	1.1%	21.5
Seattle—Tacoma, WA	3.5	1.1%	165.3
San Francisco—Oakland, CA	3.5	1.0%	264.4
San Diego, CA	3.1	0.9%	83.9
Minneapolis—St. Paul, MN	2.9	0.9%	56.5
Tampa—St. Petersburg, FL	2.8	0.8%	23.8
Denver—Aurora, CO	2.7	0.8%	58.6
Riverside—San Bernardino, CA	2.3	0.7%	11.3
Baltimore, MD	2.2	0.7%	63.7
Las Vegas—Henderson—Paradise, NV	2.2	0.7%	53.7
St. Louis, MO—IL	2.2	0.6%	21.7
Portland, OR—WA	2.1	0.6%	74.3
San Antonio, TX	2.0	0.6%	30.7
Sacramento, CA	1.9	0.6%	17.0

UZA	UZA Population (millions)	Percent of National Population	2024 UPT (millions)
All Other UZAs	121.3	36.2%	1,097.1
Total UZAs	**240.8**	**71.9%**	**7,524.8**

Rural Areas or "Non-Urbanized Areas"

Nationwide non-urbanized area (non-UZA) population totaled **94.5 million**.

- Populations for all Census Urban Areas with fewer than 50,000 people are included.[13] These areas account for 29.4 percent of the total non-urbanized population.
- The rural populations of Puerto Rico, Guam, American Samoa, and the Commonwealth of the Northern Marianas are included.

Exhibit 5.3 – Ten Most Populous Non-Urbanized (Rural) Areas by State (2020)

Non-UZA	Non-UZA Population (millions)	2020 Rural Pop. to total State Pop.	2024 UPT (millions)
Texas Non-UZA	6.9	24%	3.5
North Carolina Non-UZA	4.5	43%	5.9
California Non-UZA	4.3	11%	11.4
Pennsylvania Non-UZA	4.1	32%	4.1

[13] '[List of 2020 Census Urban Areas]'. U.S. Census Bureau. Accessed September 2025.

Non-UZA	Non-UZA Population (millions)	2020 Rural Pop. to total State Pop.	2024 UPT (millions)
Ohio Non-UZA	4.1	35%	2.5
Georgia Non-UZA	3.6	34%	1.2
New York Non-UZA	3.4	17%	6.6
Michigan Non-UZA	3.4	34%	6.0
Tennessee Non-UZA	3.0	44%	4.0
Wisconsin Non-UZA	2.8	47%	2.6
All Other Non-UZA	54.2	-	97.9
National Total Rural Population	**94.5**	**-**	**145.6**

Chapter 6. Transit Service by Area

Areas Served by Public Transportation

The remainder of this document will frequently separate data by grouping UZAs and non-UZAs by the level and TOS provided. Splitting UZAs and rural areas into groups helps communicate the high level of concentration of transit service in the U.S., particularly for attracting discretionary riders with other transportation options.

New York is the Nation's largest UZA and accounts for more than 46 percent of the Nation's transit trips by itself. Due to its size, in some analyses, the New York UZA must be treated separately.

Along with New York, seven other UZAs provide at least 160 million transit trips per year. Together, they account for 73 percent of all transit trips taken in the U.S. Transit provides at least 10 percent of all the commute trips to work in the Boston, Chicago, Philadelphia, San Francisco, Seattle, and Washington, D.C. UZAs. The last member of the **Next 7 Largest** is the Los Angeles UZA, with more than 400 million annual transit trips. However, Los Angeles transit provides only 5.5 percent of commute trips to work.

All Other UZAs, outside of the largest eight, provide 26 percent of the Nation's trips. **Rural Areas**, the non-UZAs, account for the remaining 1 percent.

Exhibit 6.1 outlines the eight largest UZAs with their population density, UPT, and UPT per capita for 2024.

Exhibit 6.1 – Largest 8 UZAs

UZA	Population Density (Pop. per UZA Sq. Mile)	UPT (Millions)	UPT Per Capita
New York—Jersey City—Newark, NY—NJ	5,981	3,510.1M	181
Los Angeles—Long Beach—Anaheim, CA	7,476	421.8M	34
Chicago, IL—IN	3,709	367.2M	42
Washington—Arlington, DC—VA—MD	3,997	311.3M	60
Boston, MA—NH	2,646	260.5M	59
San Francisco—Oakland, CA	6,843	264.4M	75
Philadelphia, PA—NJ—DE—MD	3,001	232.0M	41
Seattle—Tacoma, WA	3,607	165.3M	47

NTD Reporters and Modes Operated by Area

While possible that a single regional transit provider serves an entire metropolitan area, or “metro,” the reality in most areas is typically more complex. As shown in Exhibit 6.2, the New York UZA alone has 42 different transit providers, six of which are subsidiary units of the Metropolitan Transportation Authority that report separately to the NTD.

The next seven largest UZAs have a total of 39 independent public transportation agencies serving them. Overall, private operators account for 659 of the Nation’s transit providers, second only to units of Local Government.

Exhibit 6.2 – 2024 Transit Agencies by Organization Type and Area

Organization Type	New York	Next 7 Largest	All Other UZAs	Rural Areas
City, County, or Local Government Unit or DOT	17	116	194	758
Independent Public Agency or Authority of Transit Service	1	39	74	139
Private Operators	18	9	33	601
State Government Unit or DOT	-	3	10	8
Other	6	9	30	226
Total	**42**	**176**	**341**	**1,732**

Exhibit 6.3 demonstrates the count of services (by mode) operated in 2024 by area. The Other Non-Rail consolidated mode accounted for 61 percent of all services operated with 1,983 modes in 2024. This was the highest operated mode in all areas except New York. FRB followed closely with 1,204 modes operated and accounts for the majority of modes operated in the New York UZA. Core Rail and Distance Rail modes were only 3 percent of the total modes operated with 58 and 32 modes respectively.

Exhibit 6.3 – 2024 Modes by Area

Consolidated Mode	New York	Next 7 Largest	All Other UZAs	Rural Areas	Total
Core Rail	4	12	42	-	**58**
Distance Rail	3	10	19	-	**32**
Fixed-Route Bus	29	101	643	431	**1,204**
Other Non-Rail	18	137	725	1,103	**1,983**
Total	**54**	**260**	**1,429**	**1,534**	**3,277**

Chapter 7. Geographic Coverage

Areas Not Served by Public Transit

For NTD reporting, an operator that serves multiple UZAs must allocate their service data across each UZA served. In Exhibit 7.1, the listed UZAs either did not have FRB or DR VRM allocated to them in 2024. In the cases such as Beaufort—Port Royal, SC, where all transit service data was allocated to another UZA, the columns will include a *zero*, indicating that the area does not have local public transportation options. In the case that no service was provided in a given UZA, the columns will indicate a *dash*.

In the top rows of Exhibit 7.1, there are 30 UZAs that had DR service but no FRB service. This includes 11 UZAs that had Commuter service but no local Fixed-Route service. In the bottom rows, there are 9 cases where the UZAs were not served by public transit at all. Persons in these UZAs who, for reasons of age, youth, disability, or low income, could not rely on using an automobile to meet their mobility needs, had to either use active transportation (walking or biking), pay for a taxi trip, rely on friends or family, or forego making a trip at all.

Exhibit 7.1 – UZAs with No Transit Service, No FRB Transit Service

UZA	FRB VRM Allocated	DR VRM Allocated
Elizabethtown–Radcliff, KY	-	1,137,248
South Lyon–Hamburg–Genoa, MI	-	1,079,016
McKinney–Frisco, TX	0	721,331
Dothan, AL	-	665,703
Midland, MI	-	512,586
Chambersburg, PA	0	504,352

UZA	FRB VRM Allocated	DR VRM Allocated
Valdosta, GA	-	456,593
Auburn, AL	0	295,521
Joplin, MO	0	287,229
Grand Island, NE	-	278,018
Fernandina Beach–Yulee, FL	-	233,669
Enid, OK	-	212,772
Lee's Summit, MO	0	170,985
Helena, MT	-	170,323
Sherman–Denison, TX	0	168,780
Pinehurst–Southern Pines, NC	-	154,669
Lake Havasu City, AZ	-	146,635
Fairhope–Daphne, AL	-	141,390
Prescott–Prescott Valley, AZ	-	139,956
Conway, AR	0	135,339
Dalton, GA	-	134,469
Slidell, LA	-	131,703
Florence, AL	-	124,010
Nampa, ID	0	120,203

UZA	FRB VRM Allocated	DR VRM Allocated
New Braunfels, TX	0	118,762
Decatur, AL	-	104,129
Mandeville–Covington, LA	-	81,500
Casa Grande, AZ	-	57,392
Clayton, NC	-	36,318
Pascagoula–Gautier, MS	0	9,757
Beaufort–Port Royal, SC	0	0
Cartersville, GA	-	0
Idaho Falls, ID	-	-
Winder, GA	-	-
Brunswick–St. Simons, GA	-	-
Sebring–Avon Park, FL	-	-
Castle Rock, CO	-	-

DRM of Rail or FG

FG is a public transportation facility that meets any of the following criteria:

- Uses and occupies a separate ROW for the exclusive use of public transportation
- Uses rail including the national system of railroads
- Uses a fixed catenary system
- Is used by a passenger FB system
- Is used by a BRT system

FG may be usable by multiple forms of public transit (e.g., a fixed catenary system used by TB, LR, etc.). All Rail, catenary, and FB systems operate over FG. Bus lanes must be dedicated to transit according to certain rules to be considered FG. Lanes that allow taxis or commercial vehicles are not considered dedicated to transit and, therefore, are not considered FG. The NTD collects Directional Route Miles (DRM), the total miles in *each direction* on a public transportation route over FG or High Intensity Bus (HIB).

Only one transit agency, mode, and TOS may claim the DRM for a segment of FG/HIB, even if multiple agencies operate along the segment. This “claiming” approach is used to ensure that the DRM for the segment is only used once in FTA apportionment of funds to a UZA. Agencies then allocate the FG DRM from their claimed segments to the UZAs that they serve according to NTD Serve Rules. FG service is highly concentrated. Exhibit 7.2 illustrates that the largest 8 UZAs, New York City, Chicago, Boston, Philadelphia, San Francisco, Washington D.C., Los Angeles, and Seattle, alone account for 53 percent (8,079 miles) of the Nation’s FG. There are 103 other UZAs that have FG, which (along with rural Alaska) account for 7,074 miles of FG, or about 46.7 percent of all FG route miles.

Exhibit 7.2. – 2024 FG DRM by UZA

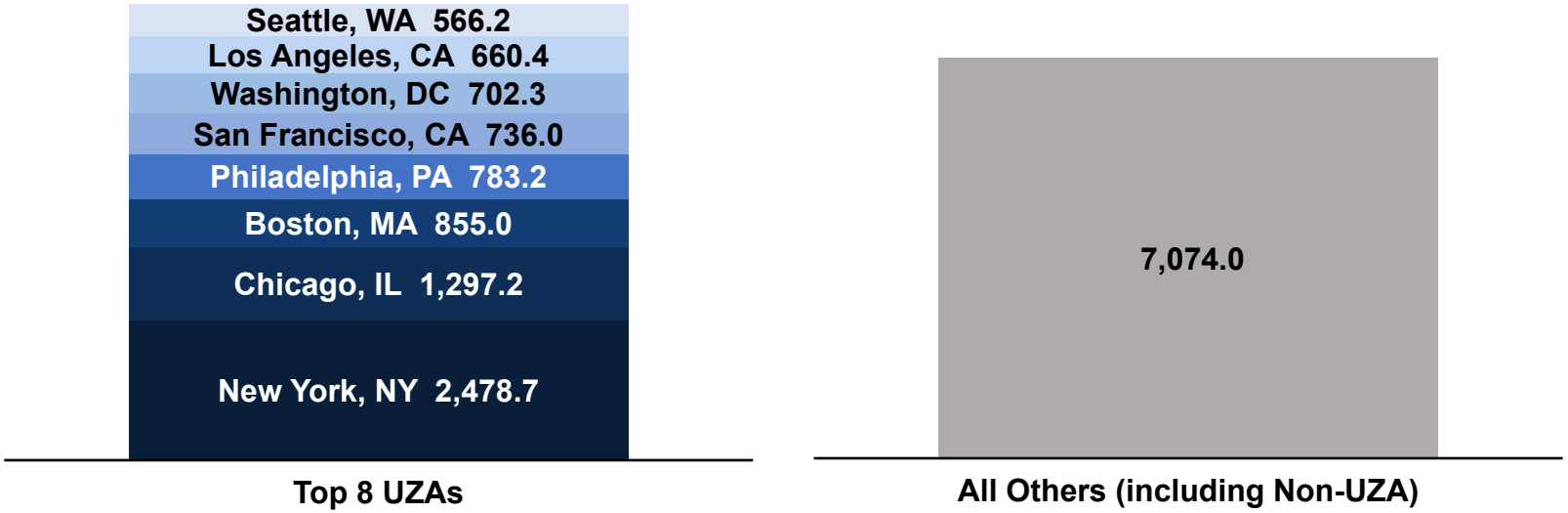
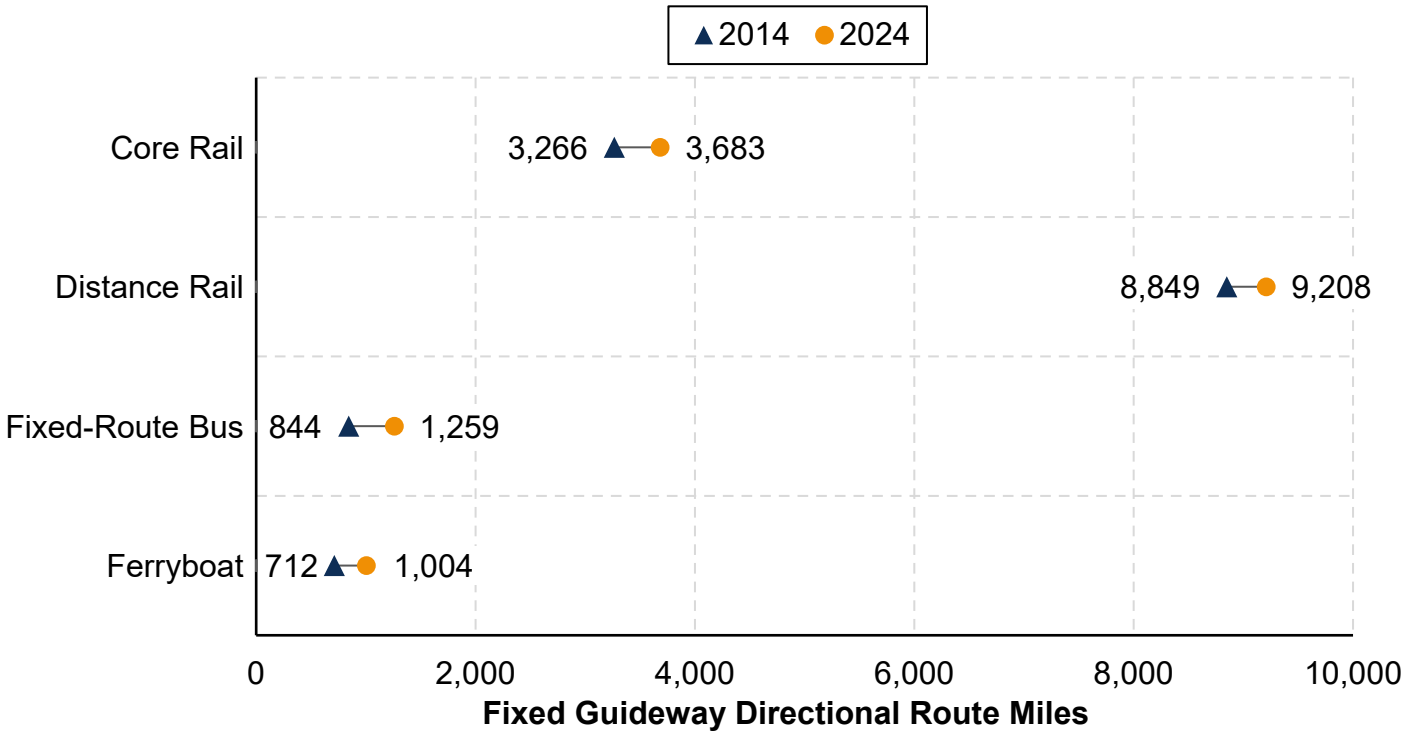


Exhibit 7.3 demonstrates that all four categories of FG DRM have increased substantially since 2014. Core Rail mileage has increased by 13 percent and Distance Rail mileage has increased by 4 percent. FRB guideway has shown the largest increase, with a 49 percent increase in mileage. This reflects the introduction of several new Bus Rapid Transit (RB) systems, as well as exclusive bus lanes for some other bus systems that did not fully qualify as RB systems. FB mileage also increased by 41 percent, although this was largely driven by existing FB systems reporting to the NTD for the first time, rather than the introduction of new FB services.

In 2024, 60.8 percent of the total FG DRM was reported under the Distance Rail consolidated mode. Core Rail contributed 24.3 percent of the FG DRM, followed by FRB (8.3 percent) and FB (6.6 percent).

Exhibit 7.3 – 10-Year Change in National Total DRM by Consolidated Mode

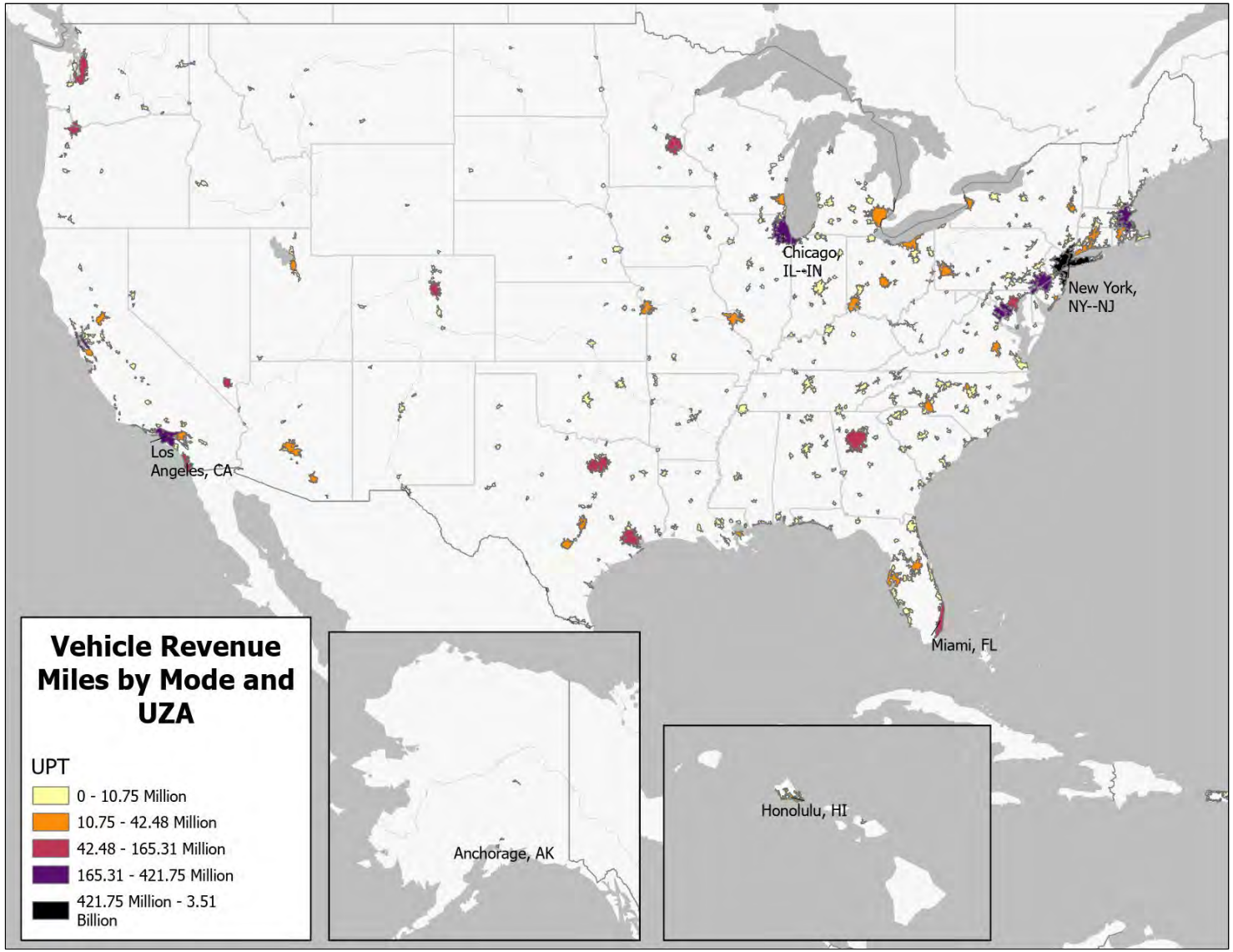


Not depicted in this exhibit are an additional 1,804.6 miles of HIB segments. Federal transit law defines HIB as "public transportation that is provided on a facility with access for other high-occupancy vehicles." HIB differs from FG in that non-transit vehicles are permitted to operate on the facility.

Map of UZAs

Exhibit 7.4 provides a map of UZAs in the U.S. using color to indicate the level of transit service allocated to each UZA. There are many small UZAs in Puerto Rico in addition to the larger San Juan UZA. There are three UZAs in Hawaii, three in Alaska, and one in Guam.

Exhibit 7.4 – Location of Transit Operators in 2024



General Transit Feed Specification Data

Beginning in RY 2023, transit agencies with fixed-route modes are required to create and maintain a General Transit Feed Specification (GTFS) feed. The GTFS data submitted can be used in mapping applications and trip planners to showcase current and accurate snapshots of transit services provided by area. Exhibit 7.5 provides a table of the top 26 UZAs in the U.S. with maps using GTFS data linked in Appendix A of this document. Appendix A also includes the list of Full Reporters submitting GTFS data for each UZA. The table below demonstrates the total UPT, VRM, and Vehicle Revenue Hours (VRH) for fixed-route modes by UZA.

Exhibit 7.5 – 2024 GTFS and Service Data in Top 26 UZAs

UZA	UPT (Millions)	VRM (Millions)	VRH (Millions)
New York—Jersey City—Newark, NY—NJ	3,504.5	765.0	52.8
Los Angeles—Long Beach—Anaheim, CA	412.6	189.6	12.8
Chicago, IL—IN	362.9	164.1	13.8
Washington—Arlington, DC—VA—MD	309.1	189.1	11.7
San Francisco—Oakland, CA	262.1	110.9	7.8
Boston, MA—NH	258.9	81.1	6.0
Philadelphia, PA—NJ—DE—MD	230.1	96.5	7.4
Seattle—Tacoma, WA	161.1	70.0	5.7
Miami—Fort Lauderdale, FL	124.1	60.1	4.4
San Diego, CA	82.5	39.7	3.0
Houston, TX	73.7	48.5	3.5
Portland, OR—WA	73.2	33.6	2.8

UZA	UPT (Millions)	VRM (Millions)	VRH (Millions)
Atlanta, GA	67.8	51.0	3.1
Baltimore, MD	60.6	33.6	2.5
Dallas—Fort Worth—Arlington, TX	58.5	45.6	3.3
Denver—Aurora, CO	57.7	35.9	2.6
Minneapolis—St. Paul, MN	53.9	30.3	2.4
Las Vegas—Henderson—Paradise, NV	52.2	18.2	1.4
Phoenix—Mesa—Scottsdale, AZ	41.6	34.9	2.9
Honolulu, HI	41.3	20.6	1.5
Pittsburgh, PA	37.7	22.2	1.7
San Jose, CA	33.8	25.2	1.8
Salt Lake City, UT	26.8	17.7	1.2
Cleveland, OH	24.7	18.2	1.4
St. Louis, MO—IL	20.8	19.8	1.2
Sacramento, CA	16.4	12.9	0.9

Chapter 8. Vehicle and Facility Asset Inventory

Transit Asset Management

Managing and maintaining capital assets like vehicles, track, equipment, and facilities is a fundamental part of providing public transit. As Chapter 2 outlines, public transit providers receiving Chapter 53 funding have reported more detail on capital assets to the NTD since RY 2018, resulting directly from the TAM final rule that took effect in July 2016. Since most transit asset inventory data collected via the NTD became available in 2018, this period is referred to as the "TAM era" in exhibits below.

The purpose of the TAM Rule is to help achieve and maintain an SGR for the nation's public transportation assets. TAM is a business model that uses transit asset condition to guide the optimal prioritization of funding. Chapter 8 focuses on the inventory or count of assets and Chapter 9 discusses progress towards meeting SGR targets in more detail, both by asset category and specific asset class.

Exhibit 8.1 outlines the asset categories that agencies report to the NTD, the respective performance measures, and the inputs for the performance measures. Assets that do not meet the associated performance measure (e.g., vehicles at or beyond their Useful Life Benchmark (ULB), facilities below the 3.0 Transit Economic Requirements Model (TERM) rating, and track with performance restrictions are considered not in SGR.

Exhibit 8.1 – Asset Categories and Performance Measures

Asset Category	Performance Measure	Key Metric
Rolling Stock: Revenue vehicles by mode	Percentage of revenue vehicles (by type) that meet or exceed the ULB	**ULB:** The expected life cycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment
Equipment: Nonrevenue support-service and maintenance vehicles	Percentage of nonrevenue service vehicles (by class) that meet or exceed the ULB	Same as above
Facilities: Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities	Percentage of facilities that are rated less than 3.0 on the TERM scale	**TERM scale** for defining asset condition; 1 - Poor, 2 - Marginal, 3-Adequate, 4 - Good, 5 - Excellent
Infrastructure: Only Rail FG track, signals, and systems	Percentage of track miles (by mode) with performance restrictions	**Performance Restriction:** Exists on a segment of Rail FG when the maximum permissible speed of transit vehicles is set to a value that is below the guideway's full-service speed. These restrictions are often referred to as "slow zones."

Revenue Vehicles

The most prevalent asset category used to provide public transit is Revenue Vehicles. Transit agencies report the vehicle asset class for each fleet used in their service each year. There are 24 vehicle asset classes that transit agencies report to the NTD, and these vehicle asset classes are grouped into four asset types: Rail Vehicles, Buses, Vans/Cutaways, and Other Vehicles.

Rail Vehicles include all vehicle asset classes used for Rail modes including Heavy Rail Passenger Car, Light Rail Vehicle, and Commuter Rail vehicles. Buses, the most popular vehicle asset class, are rubber-tired passenger vehicles powered by diesel, gasoline, battery charge, or alternative fuel engines contained within the vehicle. Buses are made up of Articulated Bus, Double Decker Bus, Over-the-Road Bus, School Bus, and Trolleybus as shown in the exhibit below.

Cutaways are the second most prevalent vehicle type used in transit service. A Cutaway is a transit vehicle built on a van or truck chassis by a second stage manufacturer. The chassis is purchased by the body builder, a framework is built for the body, and then the body is finished for a complete vehicle. Cutaways typically seat 15 or more passengers and typically may accommodate some standing passengers. Van is another popular vehicle asset class. A Van is an enclosed vehicle having a typical seating capacity of 8 to 18 passengers and a driver. It is typically taller and with a higher floor than a passenger car, such as a hatchback or station wagon. Vans normally cannot accommodate standing passengers. Since these two vehicle asset classes are both popular, they are grouped together as a separate asset type.

The Other Vehicles asset type consists of unique vehicle asset classes like Aerial Tramway Vehicle and Ferryboat. It also contains Automobile, Minivan, and Sports Utility Vehicle, which are very common vehicle asset classes for DR and VP services and carry fewer passengers at one time.

Exhibit 8.2 – Categorization of Revenue Vehicles by Asset Type and Vehicle Asset Class

Asset Type	Vehicle Asset Class	
Rail Vehicles	Automated Guideway Vehicle Cable Car Commuter Rail Locomotive Commuter Rail Passenger Coach Commuter Rail Self-Propelled Passenger Car	Heavy Rail Passenger Car Inclined Plane Vehicle Light Rail Vehicle Monorail Vehicle Vintage Trolley/Streetcar
Buses	Articulated Bus Bus Double Decker Bus Over-the-Road Bus	School Bus Trolleybus
Vans/Cutaways	Cutaway	Van
Other Vehicles	Aerial Tramway Vehicle Automobile Ferryboat	Minivan Other Sports Utility Vehicle

In 2024, agencies reported having capital responsibility for 147,555 revenue vehicles out of the 177,389 active revenue vehicles reported in total. An agency has direct capital responsibility for an asset if any of the following are true:

- The agency owns the asset;
- The agency jointly owns the asset with another entity; or
- The agency is responsible for replacing, overhauling, refurbishing, or conducting major repairs on an asset, or the cost of those activities is itemized as a capital line item in the agency's budget.

Exhibit 8.3 shows the number of revenue vehicles that agencies reported having capital responsibility for by area in 2024 and the total vehicle counts reported in 2023. Rail Vehicles are only reported by urban agencies because of the Full Reporter requirements for Rail modes. Buses are the most common asset type overall, but Vans/Cutaways are more commonly reported by both Rural and Asset Reporters.

Exhibit 8.3 – Count of Revenue Vehicles by Reporter Type (Capital Responsibility Only)

Asset Type	2023 Total	2024			
		Urban	Rural	Asset	Total
Rail Vehicles	**20,194**	20,910	N/A	N/A	**20,910**
Buses	**63,558**	60,427	2,740	316	**63,483**
Vans/Cutaways	**47,430**	33,091	13,514	2,468	**49,073**
Other Vehicles	**12,833**	8,330	4,909	850	**14,089**
Total	**144,015**	**122,758**	**21,163**	**3,634**	**147,555**

Exhibit 8.4 provides an overview of the Nation's transit vehicles as of 2024, showing the concentration of each asset type in groups of UZAs and non-UZAs served. Note that Rail Vehicles represent only a small proportion of the Nation's total transit fleet (roughly 13 percent) and are almost entirely found in large urban areas (or the surrounding suburbs, i.e., for commuting). In contrast, rubber-tired, road-based transit vehicles, such as Buses, Cutaways, and Vans make up close to 87 percent of the national fleet and support a range of transit modes.

Exhibit 8.4 – 2024 Count of Active Fleet Vehicles by Asset Type & Area

National Total of 177 Thousand Active Fleet Vehicles

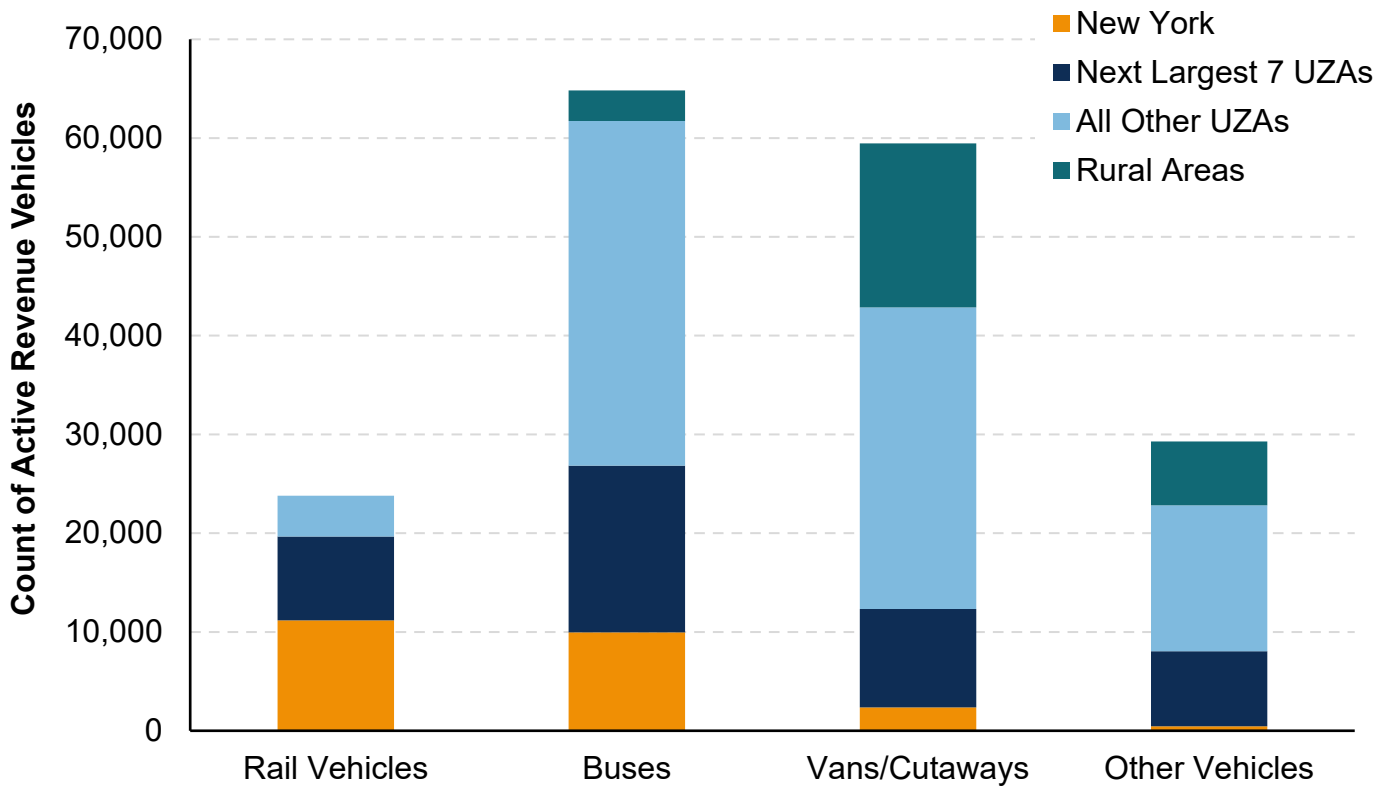
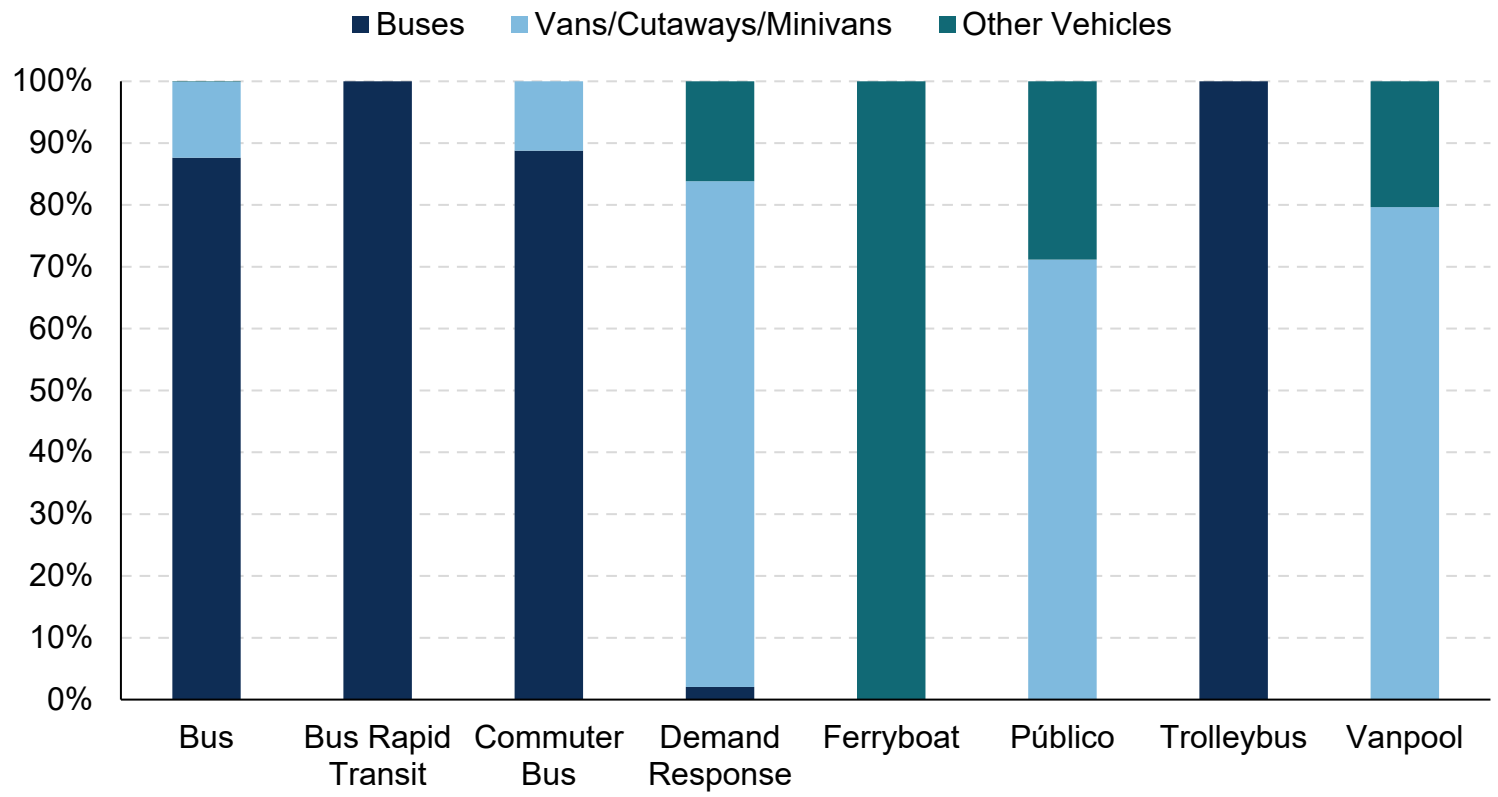


Exhibit 8.5 demonstrates how the different non-Rail vehicles are used in different modes of transit. While buses are most commonly used in FRB service, they can also be used in DR service. In this exhibit, Minivans are included with Vans and Cutaways as they are frequently used in DR, PB, and VP service. In 2024, there were 14,637 Minivans used in revenue service, with almost 32 percent of that total utilized in VP modes and 67 percent utilized in DR modes.

Exhibit 8.5 – 2024 Count of Active Vehicle Fleet by Asset Type and Non-Rail Mode

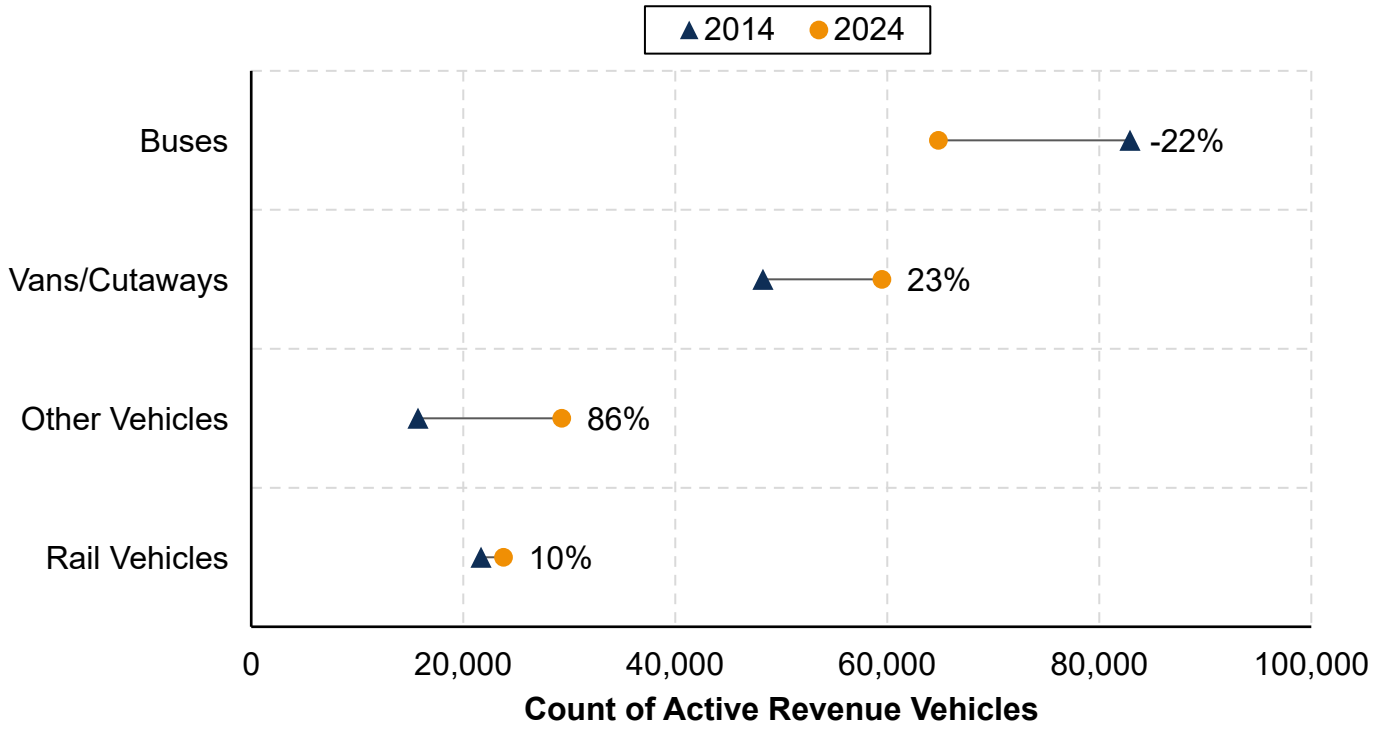
National Total of 154 Thousand Non-Rail Active Fleet Vehicles



Among the DR mode, Cutaway vehicles (sometimes referred to as “minibuses”) far outnumber any other mode in the nationwide fleet inventory. Among Rail vehicles, the vehicle asset classes vary by mode: LR and SR services typically use LR Vehicles, HR uses HR Passenger Cars, and CR has Locomotives, Passenger Coaches, and CR Self-Propelled Passenger Cars. Overall, Rail fleets by agency have remained relatively consistent since 2014, as shown in Exhibit 8.6.

Exhibit 8.6 demonstrates the extraordinary growth in Vans/Cutaways and Other Vehicles, including Automobiles and Minivans, in the national transit fleet since 2014. These increases reflect the growing role of public transportation in providing DR services in small urban areas, outlying areas of large urban areas, and in rural communities.

Exhibit 8.6 – 10-Year National Transit Fleet by Asset Type



Service Vehicles

Service vehicles are vehicles used to indirectly support transit service, maintain revenue vehicles and infrastructure, and perform transit-oriented administrative activities. Agencies only report service vehicles for which they have capital responsibility. There are three asset classes of service vehicles:

- Automobiles
- Trucks and Other Rubber Tire Vehicles
- Steel Wheel Vehicles

As shown in Exhibit 8.7, Trucks and Other Rubber Tire Vehicles had the highest count of service vehicles (26,658) reported in 2024, followed by Automobiles at 5,676, and Steel Wheel Vehicles at 1,423. Steel Wheel Vehicles are only reported by urban agencies with Rail modes.

Exhibit 8.7 – Count of Service Vehicles by Reporter Type (Capital Responsibility Only)

Asset Class	2023 Total	2024			
		Urban	Rural	Asset	Total
Automobiles	**5,615**	5,291	364	21	**5,676**
Trucks and Other Rubber Tire Vehicles	**25,313**	25,791	818	49	**26,658**
Steel Wheel Vehicles	**1,443**	1,423	N/A	N/A	**1,423**
Total	**32,371**	**32,505**	**1,182**	**70**	**33,757**

Facilities

Transit agencies report the facilities used for their service each year with the facility type, year of construction, percentage of capital responsibility, and condition assessment (if required). Agencies also report whether a facility is a "Section of a Larger Facility" if the facility shares an address with another facility but has a different year of construction or facility type. In 2024, there were 14,789 facilities reported by all agencies and 14 percent of those facilities were marked as a section of a larger facility (2,103).

In Exhibit 8.8, facilities are grouped into four asset classes: Administrative, Maintenance, Parking, and Passenger. In 2024, agencies reported having capital responsibility for 12,581 facilities out of 14,789 facilities reported in total. Passenger Stations account for 44 percent of the total facilities reported in 2024 with most stations being reported by urban agencies. Out of all asset classes, Maintenance Facilities were most commonly reported by Rural and Asset Reporters.

Exhibit 8.8 – Count of Facilities by Reporter Type (Capital Responsibility Only)

Asset Class	2023 Total	2024			
		Urban	Rural	Asset	Total
Administrative	**863**	680	203	4	**887**
Maintenance	**3,647**	3,066	605	25	**3,696**
Parking	**2,426**	2,393	50	9	**2,452**
Passenger	**5,403**	5,407	115	24	**5,546**
Total	**12,339**	**11,546**	**973**	**62**	**12,581**

As shown in Exhibit 8.9, Rail stations are heavily concentrated in the largest UZAs. There are over 2,000 transit Bus stations in the country. About a third of the Bus stations are in the 8 largest UZAs, and the other two thirds are across All Other UZAs. Please note that Rural Reporters do not report passenger stations and are excluded from Exhibits 8.9 and 8.10.

Exhibit 8.9 – 2024 Stations by Consolidated Mode and UZA
(Urban Reporters Only)

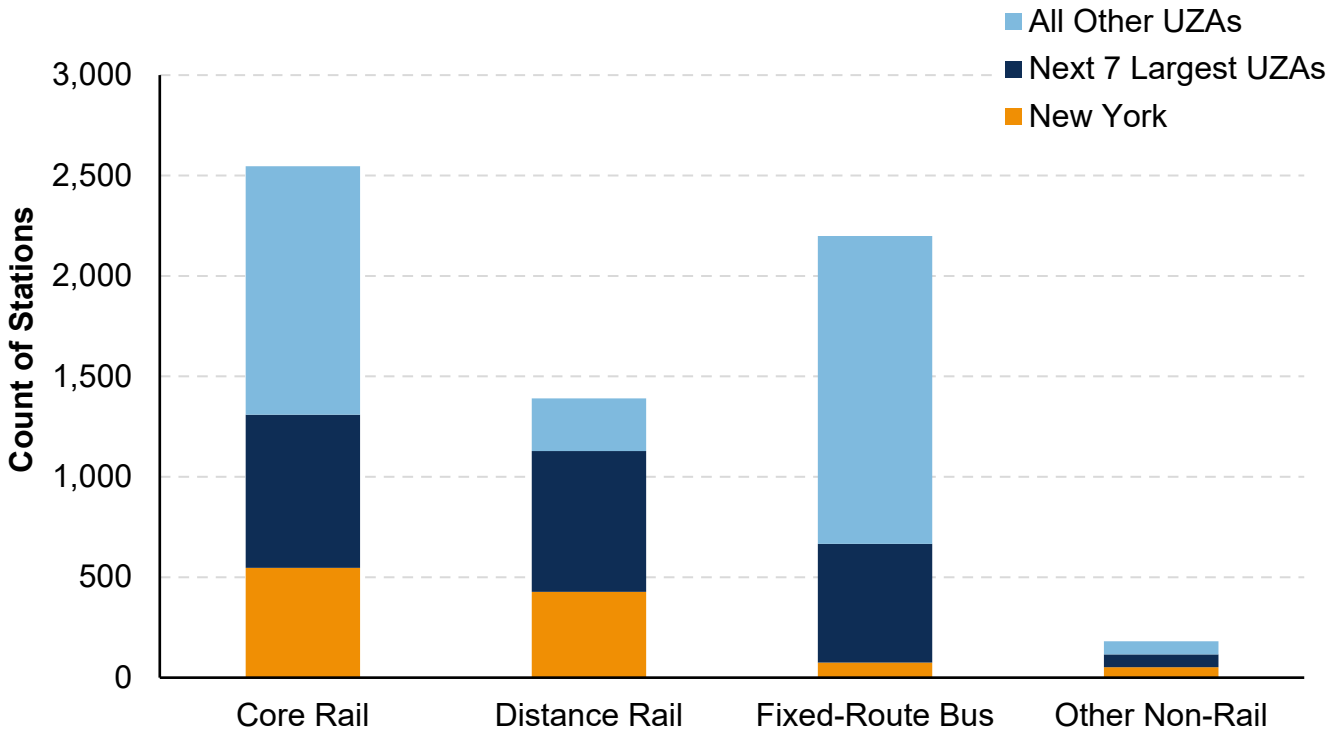
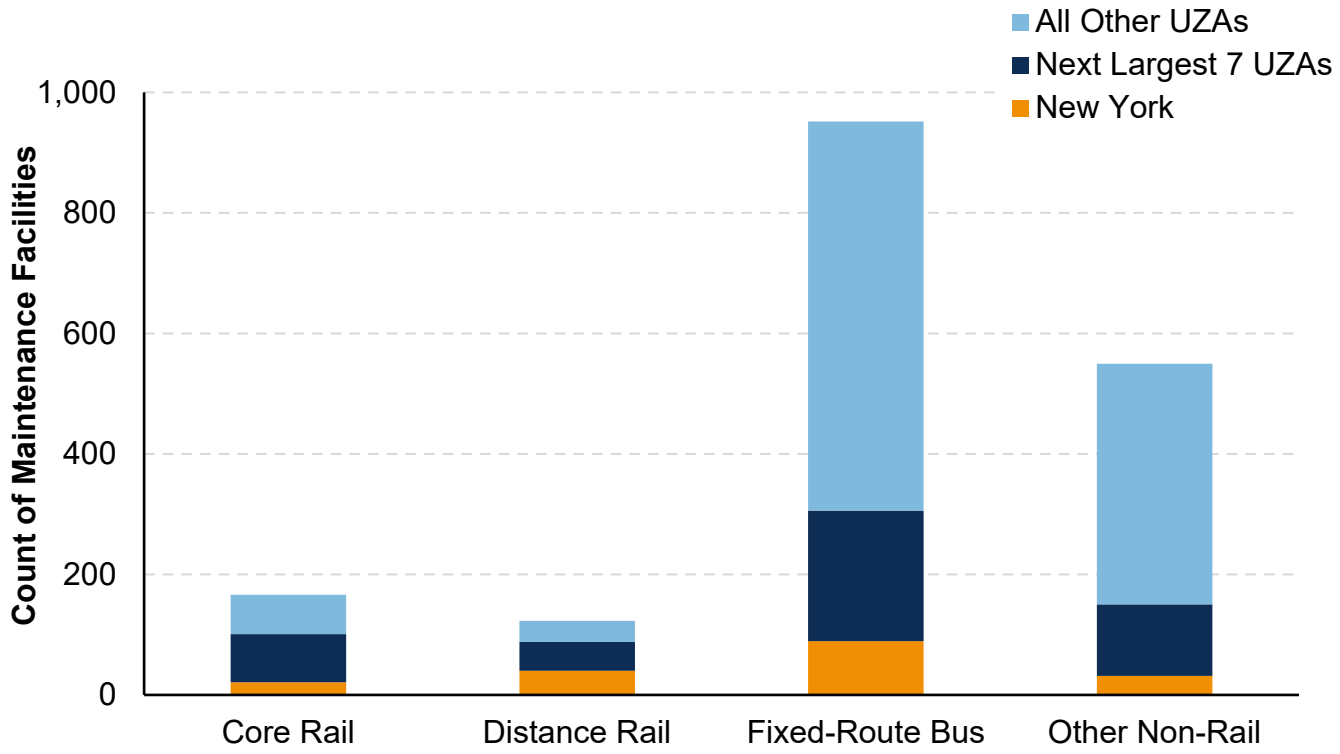


Exhibit 8.10 demonstrates that out of 1,791 transit maintenance facilities nationwide, the 952 FRB maintenance facilities far outpace the number of Rail facilities, reflecting the larger number of Bus mode operations around the country.

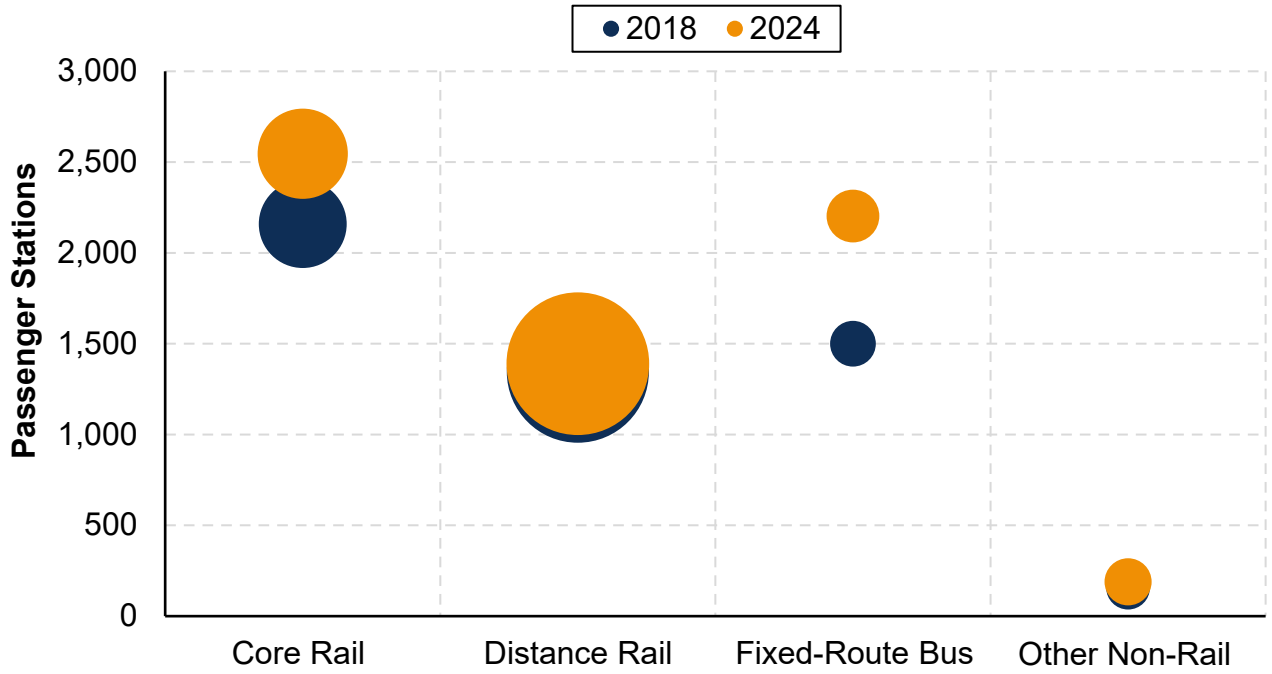
Exhibit 8.10 – 2024 Maintenance Facilities by Consolidated Mode and UZA (Urban Reporters Only)



FG DRM for Core Rail and Distance Rail remained consistent from the start of the TAM era in 2018 to 2024. FRB had the largest increase in DRM from 946 miles to 1,259 miles (33 percent) followed by Other Non-Rail at 16 percent. The DRM for FRB has increased significantly because of the additional RB services provided in recent years. Since 2018, the number of RB services have increased by over 85 percent.

Similar to FG DRM, the number of stations has remained consistent with moderate increases since 2018 for Core Rail, Distance Rail, and Other Non-Rail. FRB increased over 700 passenger stations. As mentioned previously, RB services have caused a significant increase in the number of Simple At-Grade Platform facilities from 2018 to 2024. Exhibit 8.11 shows the positive relationship between passenger stations and DRM. For every additional FG DRM for Core Rail, there are about 2.1 passenger stations added for that consolidated mode. Likewise, there are an additional 2.3 stations for every directional route mile added for FRB. Each bubble is sized by the amount of FG DRM for each consolidated mode.

Exhibit 8.11 – Passenger Stations and FG DRM by Consolidated Mode in the TAM Era (2018 v. 2024)



Consolidated Mode	2018 FG DRM	2024 FG DRM	Percent Change from 2018 to 2024	2018 Stations	2024 Stations	Percent Change from 2018 to 2024
Core Rail	3,496	3,683	5.4%	2,159	2,546	17.9%
Distance Rail	9,133	9,208	0.8%	1,346	1,390	3.3%
Fixed-Route Bus	946	1,259	33.1%	1,500	2,203	46.9%
Other Non-Rail	867	1,004	15.8%	157	189	20.4%

ADA Station Accessibility

Exhibit 8.12 presents the change in the number of urban transit ADA-accessible stations and percentage of total ADA-accessible stations by consolidated mode. In 2024, 84.6 percent of total transit stations were either 100 percent accessible or self-certified as accessible, an increase from 78.3 percent in 2014. There were significant increases in the ADA-accessible station share for both Core Rail and Distance Rail. Meanwhile, FRB stayed relatively consistent.

Exhibit 8.12 – 10-Year Change in National Total ADA Station Accessibility by Consolidated Mode

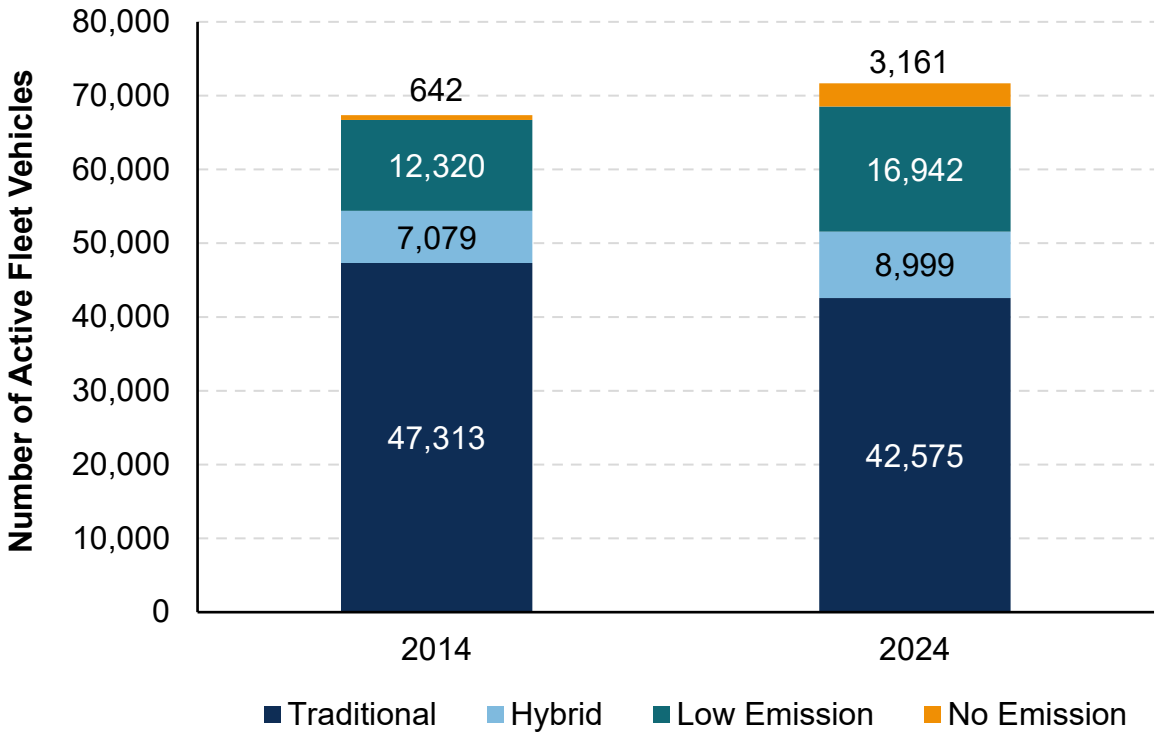
Consolidated Mode	2014 Stations	2024 Stations	2014 ADA Stations	2024 ADA Stations	2014 ADA Stations Share	2024 ADA Stations Share
Core Rail	2,108	2,546	1,425	1,982	67.6%	77.8%
Distance Rail	1,311	1,390	915	1,048	69.8%	75.4%
Fixed-Route Bus	1,746	2,203	1,693	2,162	97.0%	98.1%
Other Non-Rail	103	189	93	161	90.3%	85.2%
Total	**5,268**	**6,328**	**4,126**	**5,353**	**78.3%**	**84.6%**

Bus Fuel Usage

Diesel and gasoline are the traditional Bus fuels. Transit agencies use alternative fuels to address concerns ranging from effect on air quality to fuel efficiency. Low-emission fuels include compressed natural gas, ethanol, hydrogen, liquefied petroleum gas (propane), liquefied natural gas, and biodiesel. Hybrid fuel consists of hybrid diesel and hybrid gasoline. Lastly, the no-emission fuel category includes battery charge and propulsion power.

Exhibit 8.13 demonstrates substantial increases in hybrid and no-emission fuel types from 2014 to 2024. The exhibit below includes fuel usage for Bus fleets fully dedicated to transit service.

Exhibit 8.13 – TAM Era Non-Rail, Road Vehicle Fleet by Fuel Type



Chapter 9. Asset Conditions & Performance

Overall Performance Measures

Exhibit 9.1 summarizes the overall transit asset inventory and the percentage of assets in SGR between 2020 and 2024. An asset is in an SGR when the asset can perform its designed function, does not pose a known unacceptable safety risk, and its life cycle investments have been met or recovered. As established in Exhibit 8.1, ULB is the metric used to determine if a revenue or service vehicle is in SGR. Facilities use the TERM scale and are considered in SGR when their condition assessment is a 3 or greater. Lastly, track miles in SGR are determined by the amount of track miles under performance restrictions reported each year.

The percentage of Revenue Vehicles in SGR remains around 77 to 80 percent, while Equipment shows 60 to 64 percent of assets in SGR, decreasing over the last three years. The percentage of facilities in SGR has consistently increased from 82 percent in SGR in 2020 to almost 92 percent in SGR in 2024. Finally, the percentage of track miles in SGR has remained very consistent over the past five years around 97 percent.

Exhibit 9.1 – Overall Transit Asset Inventory and Percentage of Assets in SGR

Asset Category	Year	Total Number of Assets	Assets with Capital Responsibility	Percentage of Assets in SGR
Revenue Vehicles	2020	172,845	147,879	79.8%
	2021	168,235	145,731	80.0%
	2022	166,095	143,497	78.2%
	2023	170,499	144,015	77.6%
	2024	177,389	147,555	76.9%

Asset Category	Year	Total Number of Assets	Assets with Capital Responsibility	Percentage of Assets in SGR
Equipment (Service Vehicles)	2020	30,929	30,757	63.8%
	2021	31,202	30,996	63.4%
	2022	31,013	30,943	61.4%
	2023	32,405	32,371	60.4%
	2024	33,772	33,757	60.7%
Facilities	2020	13,800	11,726	88.9%
	2021	14,099	11,943	89.6%
	2022	14,478	12,275	91.9%
	2023	14,537	12,339	92.5%
	2024	14,789	12,581	92.4%
Infrastructure (Track Miles)	2020	13,827	13,078	97.2%
	2021	13,544	12,794	96.9%
	2022	13,941	13,192	97.0%
	2023	13,951	13,202	96.9%
	2024	14,016	13,267	97.3%

Useful Life and Age for Revenue Vehicles

A revenue vehicle is a vehicle used to carry passengers. Transit agencies report the ULB of passenger-carrying vehicles used in their transportation service to the NTD. ULB is the expected life cycle of a capital asset for a particular transit agency's operating environment, or the acceptable period of use in that environment. Of all active passenger-carrying vehicles reported in 2024, 16.8 percent did not have a reported ULB. Only vehicles for which the agency has capital responsibility have a ULB reported to the NTD. If the agency did not have capital responsibility for the vehicle, this typically means that the vehicle is leased or provided by a purchased transportation contractor. Of all active passenger-carrying vehicles reported in 2024, 16.8 percent did not have a reported ULB.

Exhibit 9.2 demonstrates the number of revenue vehicles remaining within their useful life, meeting their useful life, or exceeding their useful life by selected Vehicle Asset Classes in 2024. The category ULB +2 + consists of all vehicles still within their useful life by more than two years, and ULB +2 is the number of vehicles two years from meeting their ULB. Similarly, ULB +1 is the number of vehicles within one year of meeting their ULB. The category ULB includes all vehicles meeting their ULB in 2024. ULB -1 is the group of vehicles exceeding their ULB by one year, ULB -2 is the group of vehicles exceeding their ULB by two years, and ULB -2 + is the group of vehicles exceeding their useful life by more than two years.

Each of the Vehicle Asset Classes represented in Exhibit 9.2 have more than half of their vehicles within their useful life by more than two years, except for Automobile, Minivan, and Van.

Exhibit 9.2 – Useful Life for Revenue Vehicles by Asset Class

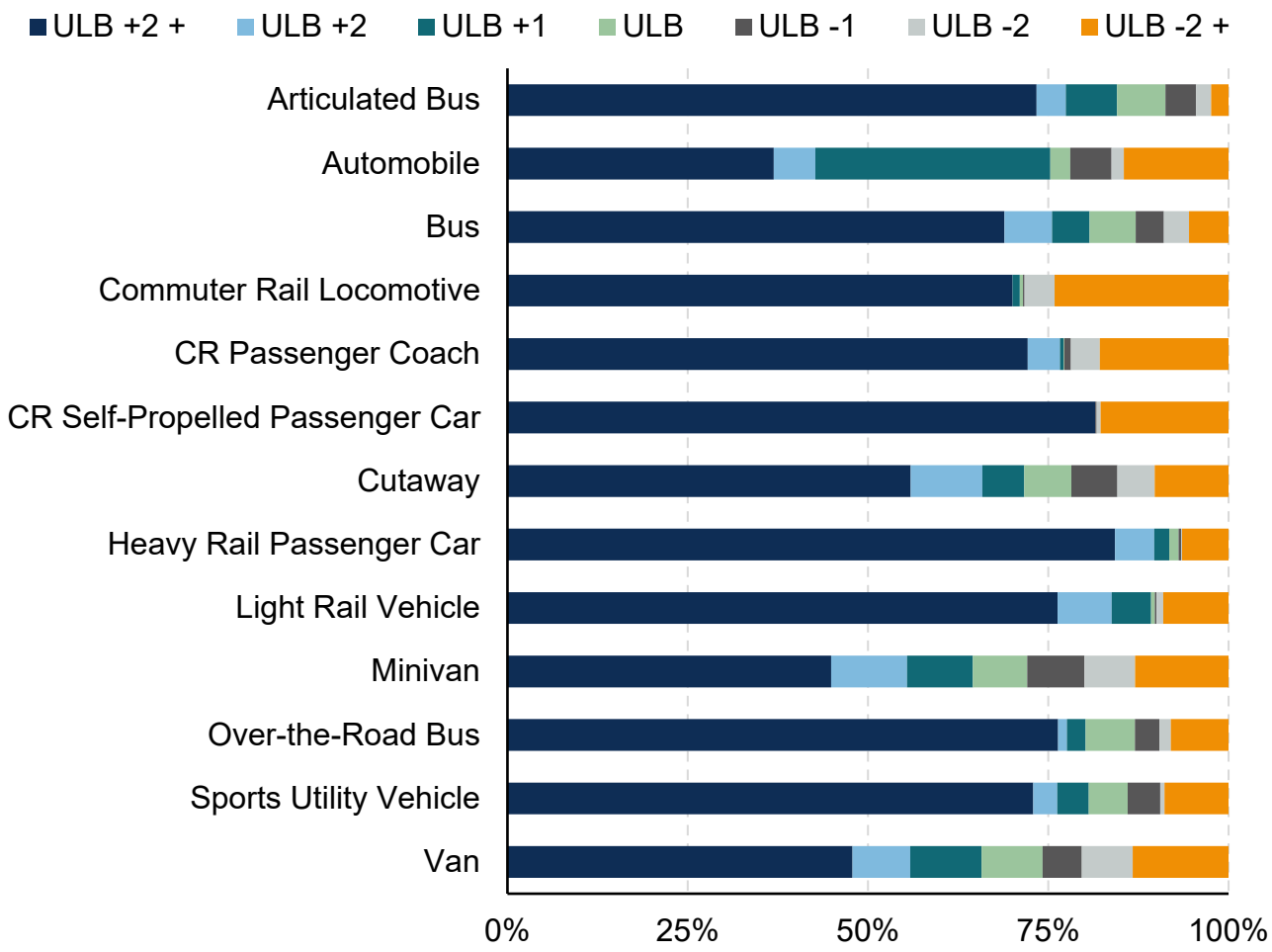


Exhibit 9.3 demonstrates the average age (bars) and average ULB (lines) of revenue vehicles in each asset class by vehicle type. Orange bars indicate that the age of the average revenue vehicle is less than the average ULB while blue bars indicate that average age exceeds the average ULB. In 2024, the average vehicle age exceeds average ULB for the commuter rail passenger coach, double decker bus, school bus, and automobile vehicle types.

Exhibit 9.3 – Average Revenue Vehicle Age (Bars) and ULB (Lines) (Capital Responsibility Only)

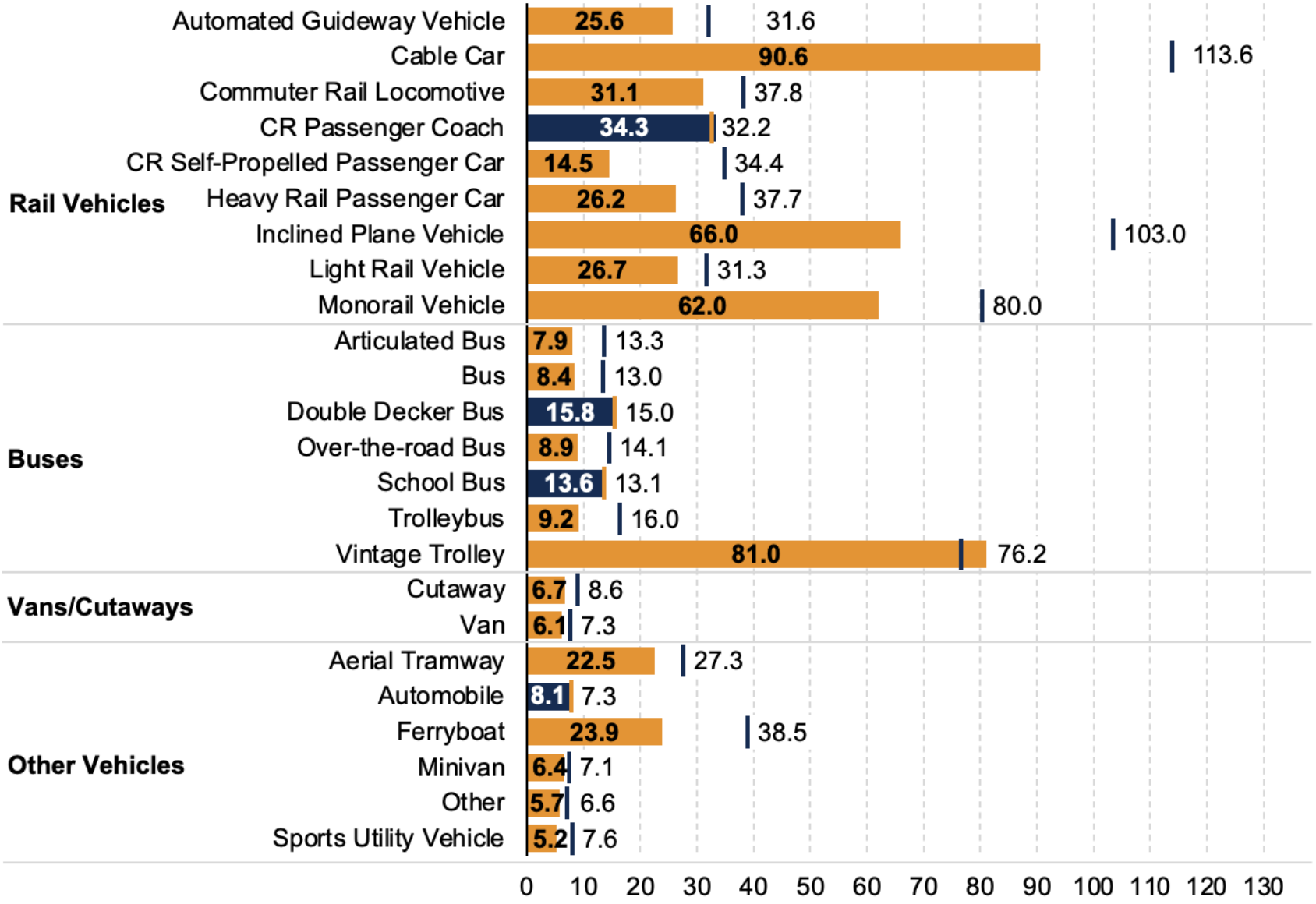


Exhibit 9.4 summarizes the percentage of revenue vehicles within their ULB, and thus in SGR, over the past five years. Since 2020, Buses, Vans/Cutaways, and Other Vehicles have seen a decrease in SGR while Rail Vehicles have seen an increase.

Exhibit 9.4 – Percentage of Revenue Vehicles in SGR by Year (Capital Responsibility Only)

Asset Type	2020	2021	2022	2023	2024
Rail Vehicles	82.1%	84.1%	83.5%	83.8%	85.7%
Buses	83.3%	83.1%	82.6%	82.8%	81.2%
Vans/Cutaways	76.6%	76.3%	72.6%	71.2%	70.2%
Other Vehicles	72.0%	72.8%	69.6%	66.3%	67.5%

Useful Life and Age for Service Vehicles

A service vehicle is a vehicle used to indirectly support revenue service by helping to maintain revenue vehicles or performing administrative tasks. As discussed in Chapter 8, there are three asset classes of service vehicles consisting of automobiles, trucks and other rubber tire vehicles, and steel wheel vehicles.

Of all reported service vehicles, 35 percent are between zero and five years old as shown in Exhibit 9.5. The vehicles older than 10 years only make up 31 percent of the total. Over 65 percent of Trucks and Other Rubber Tire Vehicles and Automobiles are between zero and 10 years of age; where in contrast, over 40 percent of Steel Wheel Vehicles are 26 years or older in age.

Exhibit 9.5 – Service Vehicle Age by Asset Class

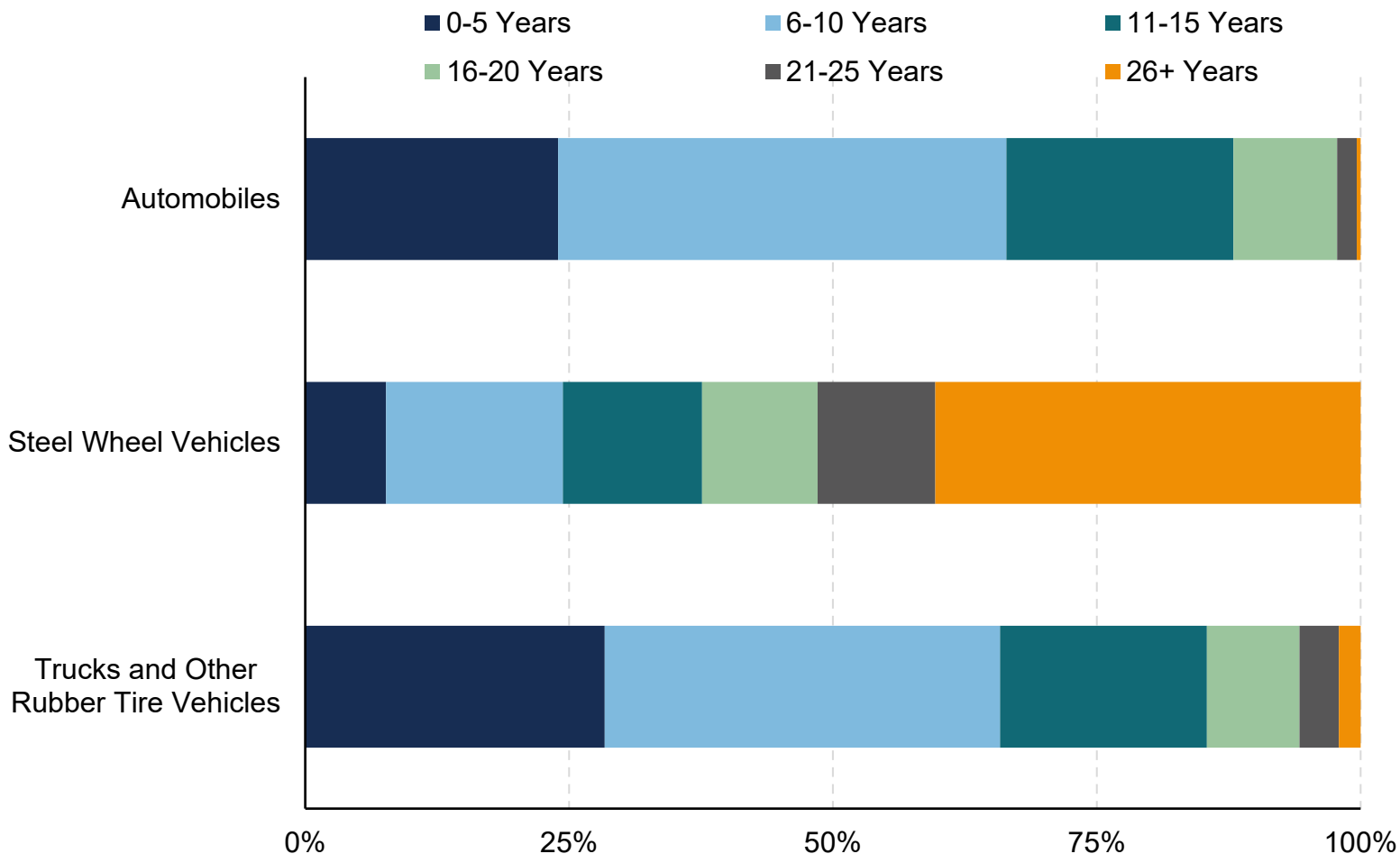


Exhibit 9.6 summarizes how the percentage of service vehicles within their ULB, and thus in SGR, has changed since 2020. For all asset classes, the percentage of service vehicles in SGR for 2024 remained relatively similar, after having decreased over the prior two years.

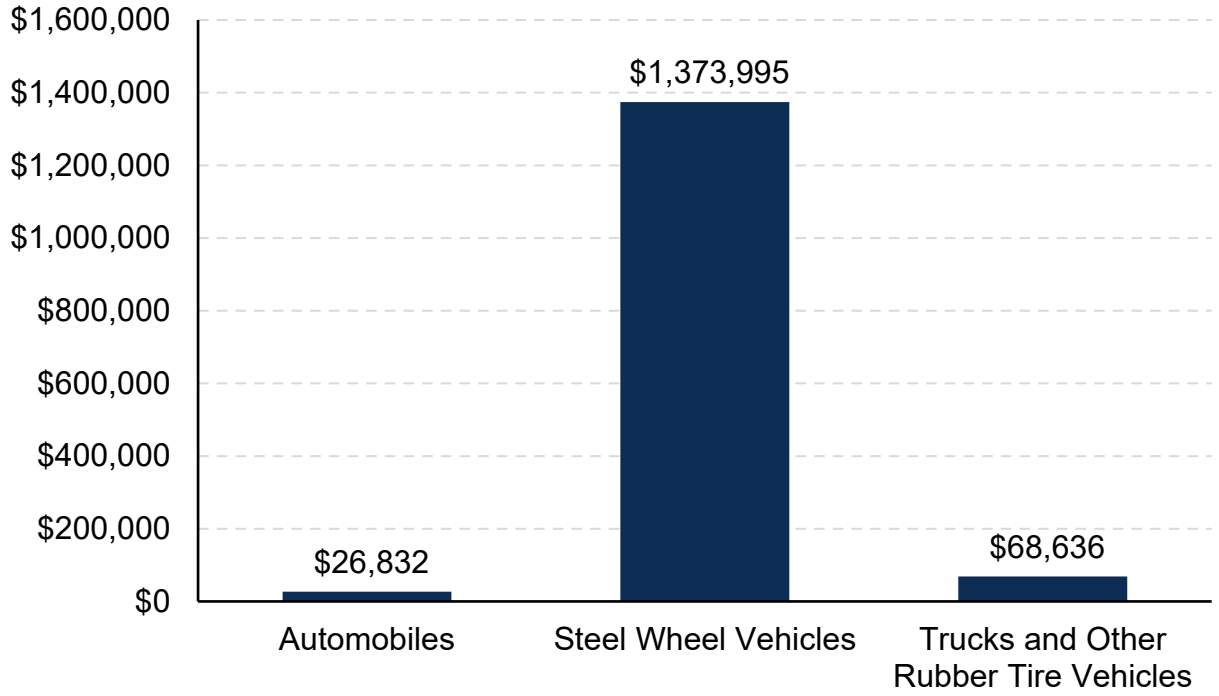
Exhibit 9.6 – Percentage of Service Vehicles in SGR by Year (Capital Responsibility Only)

Asset Class	2020	2021	2022	2023	2024
Automobiles	56.5%	55.0%	51.1%	46.5%	46.5%
Trucks and Other Rubber Tire Vehicles	66.8%	66.6%	64.7%	64.5%	64.6%
Steel Wheel Vehicles	48.2%	45.5%	43.5%	43.7%	43.9%

Replacement Cost for Service Vehicles

Exhibit 9.7 demonstrates the average cost to replace service vehicles by asset class. The average cost to replace Steel Wheel Vehicles is significantly more than the other service (non-revenue) asset classes, however, those vehicles tend to have a significantly longer useful life. For example, FTA's default ULB for Steel Wheel Vehicles is 25 years, whereas the default ULB for Automobiles and Trucks/Other Rubber Tire Vehicles is 8 and 14 years, respectively.

Exhibit 9.7 – Average Replacement Cost by Service Vehicle Asset Class



Condition Assessments for Facilities

Agencies are required to report a condition assessment for all facilities for which they have capital replacement responsibility. The condition assessment uses FTA's TERM scale, which is based on five values for assets:

- 5 - Excellent
- 4 - Good
- 3 - Adequate
- 2 - Marginal
- 1 - Poor

Of the reported facilities with condition assessments, 92 percent were given a condition assessment of 3 or higher. A small number (8 percent) of the reported facilities were not given a condition assessment, either because the agency did not have capital responsibility for that facility or because the facility was not yet assessed.

Exhibit 9.8 presents the reported condition assessments of the Maintenance Facilities, Administrative Facilities, Passenger Stations/Terminals, and Parking Structures. The majority of the facilities reported had condition assessments of 3 and 4 (81.8 percent). Overall, 10.5 percent of facilities had a condition assessment of 5 and the remaining 7.5 percent were rated a 2 or 1.

Exhibit 9.8 – Facility Condition Assessment by Facility Asset Class

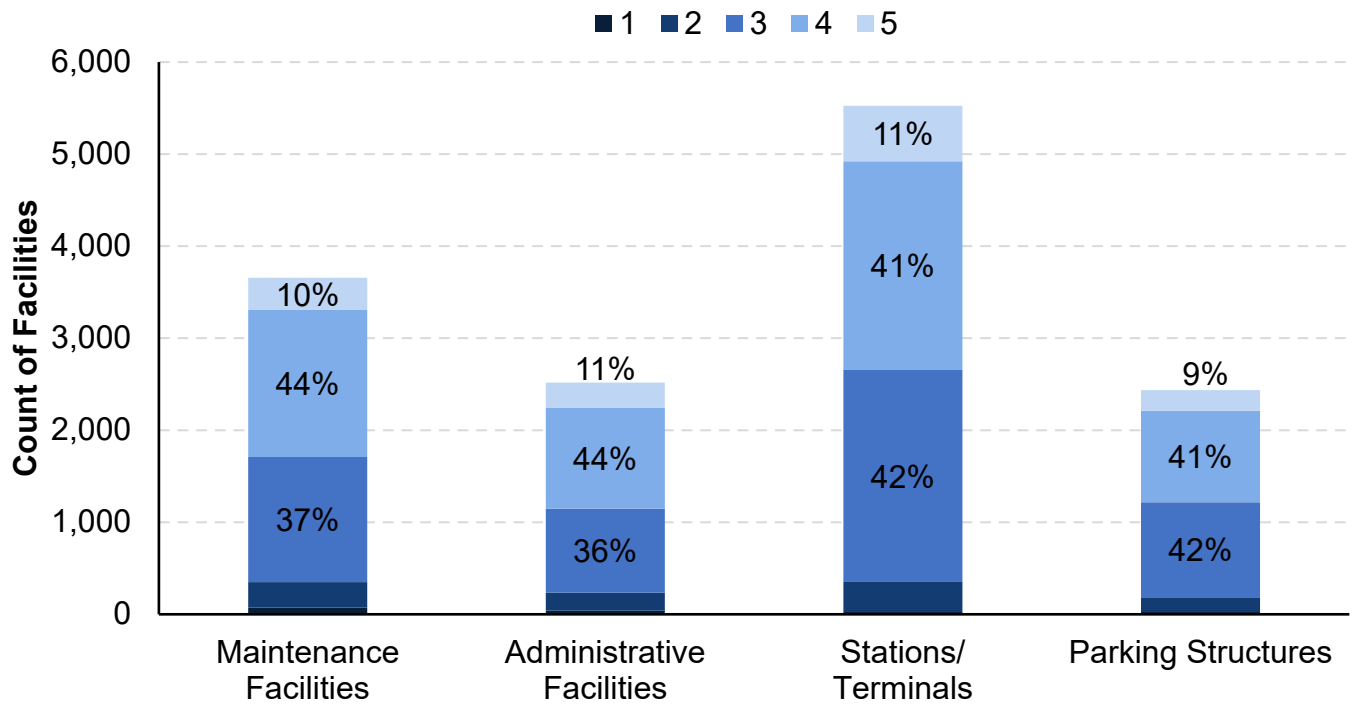


Exhibit 9.9 details the average condition assessment reported, the percentage of facilities in SGR, and the number of facilities with reported condition assessments by facility type. Agencies reported a total of 12,495 facilities with a condition assessment in 2024 with 92 percent of those facilities being in SGR. The average condition rating across all facilities in 2024 is 3.5.

Exhibit 9.9 – Percentage of Facilities in SGR by Facility Type (Capital Responsibility Only)

Asset Class	Facility Type	Average Condition Rating	Percentage of Facilities in SGR	Facilities with Condition Assessments
Administration	Administrative Office / Sales Office	3.7	92%	849
	Revenue Collection Facility	3.8	97%	29
Maintenance	Combined Administrative and Maintenance Facility	3.6	93%	813
	General Purpose Maintenance Facility/Depot	3.6	92%	824
	Heavy Maintenance and Overhaul (Backshop)	3.2	84%	90
	Maintenance Facility (Service and Inspection)	3.5	90%	673
	Other, Administrative and Maintenance	3.3	87%	827
	Vehicle Blow-Down Facility	3.3	67%	6
	Vehicle Fueling Facility	3.6	94%	196
	Vehicle Testing Facility	4.0	100%	5
	Vehicle Washing Facility	3.6	90%	222
Parking	Other, Passenger or Parking	3.8	98%	197
	Parking Structure	3.8	96%	239
	Surface Parking Lot	3.4	91%	2,000

Asset Class	Facility Type	Average Condition Rating	Percentage of Facilities in SGR	Facilities with Condition Assessments
Passenger	At-Grade Fixed Guideway Station	3.5	95%	1,804
	Bus Transfer Center	3.7	96%	903
	Elevated Fixed Guideway Station	3.4	88%	663
	Exclusive Platform Station	3.6	99%	394
	Ferryboat Terminal	3.7	93%	178
	Simple At-Grade Platform Station	3.7	99%	1,015
	Underground Fixed Guideway Station	3.2	81%	568
Total	**All Facilities**	**3.5**	**92%**	**12,495**

Transit agencies report the construction date for each facility to the NTD. The exhibit below demonstrates the percentage of facilities in SGR by decade of construction. Agencies underwent a construction boom from the 1980's to the present, building more than 10,500 facilities, of which 94 percent are in SGR.

Exhibit 9.10 – 2024 Percentage of Facilities in SGR by Decade of Construction (Capital Responsibility Only)

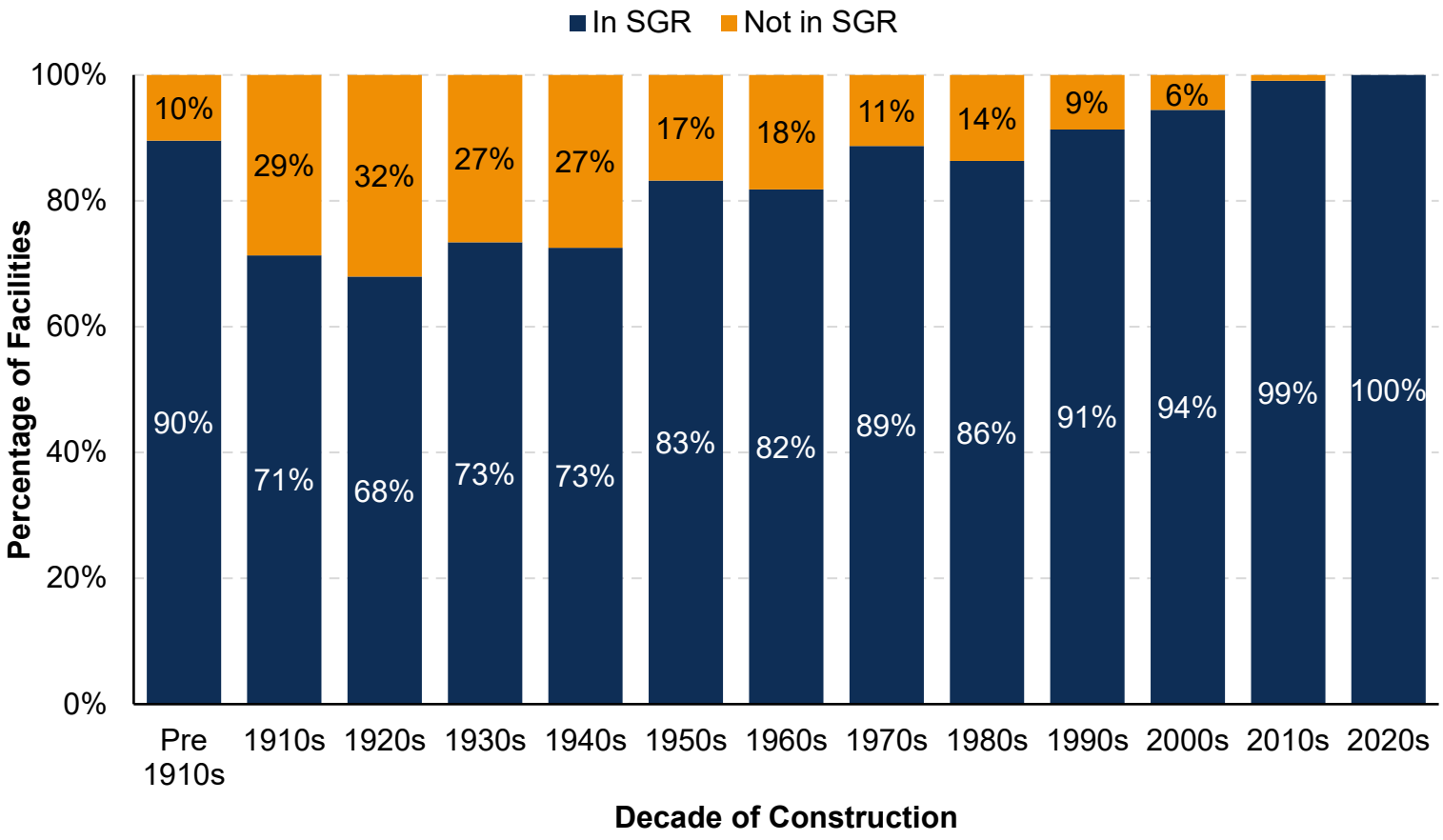


Exhibit 9.11 summarizes the percentage of facilities in SGR by asset type over the past five years. The percentage of Administrative/Maintenance facilities in SGR has seen a slight increase each year since 2020, while the percentage of Passenger/Parking facilities in SGR saw an almost 3 percent increase from 2021 to 2022, and then plateaued in 2023 and slightly decreased in 2024.

Exhibit 9.11 – Percentage of Facilities in SGR by Year (Capital Responsibility Only)

Asset Type	2020	2021	2022	2023	2024
Administrative / Maintenance	86.9%	87.4%	88.9%	90.3%	90.8%
Passenger / Parking	90.0%	90.9%	93.7%	93.7%	93.3%

Track Miles

Exhibit 9.12 presents total track miles by mode. Of the 14,016 miles of track reported in 2024, CR accounts for 61 percent, followed by HR (17 percent) and LR (13 percent). The other Rail modes provide the remaining 9 percent of total track miles.

Exhibit 9.12 – Total Track Miles in 2022, 2023, and 2024 by Mode

Mode	Track Miles		
	2022	2023	2024
Commuter Rail	8,578	8,525	8,552
Heavy Rail	2,302	2,368	2,366
Light Rail	1,799	1,825	1,865
Other Rail	1,262	1,233	1,234
Total	13,941	13,951	14,016

For all Rail modes, transit agencies report decade of construction for track miles, ranging from pre-1940 to the present RY. Exhibit 9.13 demonstrates the total track miles by mode and decade of construction. Most guideway constructed before the 1980s was for HR and CR systems, with nearly all LR construction since the 1980s. Please note that the year of construction could include both expansion projects as well as replacement of older guideway elements.

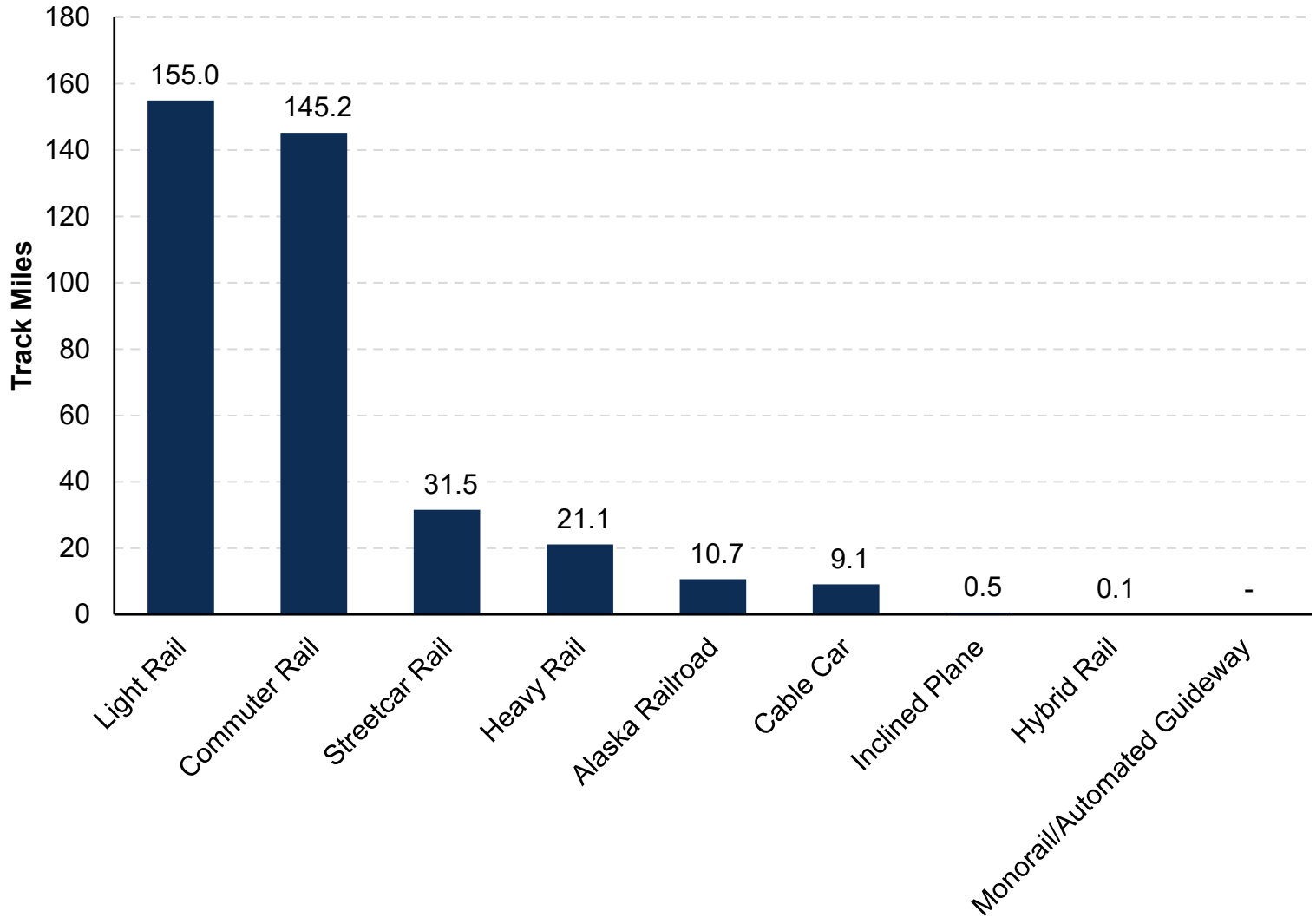
Exhibit 9.13 – Track Miles by Decade of Construction

Asset Type	Pre 1940s	1940s	1950s	1960s	1970s	1980s	1990s	2000s	2010s	2020s
Commuter Rail	3,990	66	122	138	179	1,453	663	1,071	652	216
Heavy Rail	274	19	31	185	181	433	638	249	289	66
Light Rail	26	0	0	0	1	265	448	520	499	99
Other Rail	9	25	45	58	62	229	267	303	235	10

Exhibit 9.14 depicts the reported track miles under performance restrictions, or slow zones, by Rail mode. Agencies report the total track miles under performance restrictions for which they have capital responsibility. A performance restriction is defined to exist on a segment of Rail FG when the maximum permissible speed of transit vehicles is set to a value that is below the guideway's full-service speed. Performance restrictions may result from a variety of causes, including defects, signaling issues, construction zones, maintenance work, or other causes.

LR accounts for the most track miles under performance restrictions in 2024 (155.0 miles), followed by CR (145.2 miles).

Exhibit 9.14 – Track & Guideway Miles in Slow Zones



The miles of track in SGR are measured as the percentage of track miles without performance restrictions. Exhibit 9.15 demonstrates the percentage of revenue track miles without performance restrictions, for which agencies have capital responsibility, from 2020 to 2024. The percentage of track miles in SGR across all Rail asset types has remained consistent since 2020 with only slight variation.

Exhibit 9.15 – Percentage of Track Miles Without Performance Restrictions by Year (Capital Responsibility Only)

Asset Type	2020	2021	2022	2023	2024
Commuter Rail	97.4%	96.9%	97.2%	97.4%	97.9%
Heavy Rail	97.5%	98.2%	97.5%	96.9%	98.9%
Light Rail	93.8%	92.3%	92.5%	92.2%	90.8%
Other Rail	96.7%	96.6%	96.8%	95.6%	94.7%

Mechanical Failures

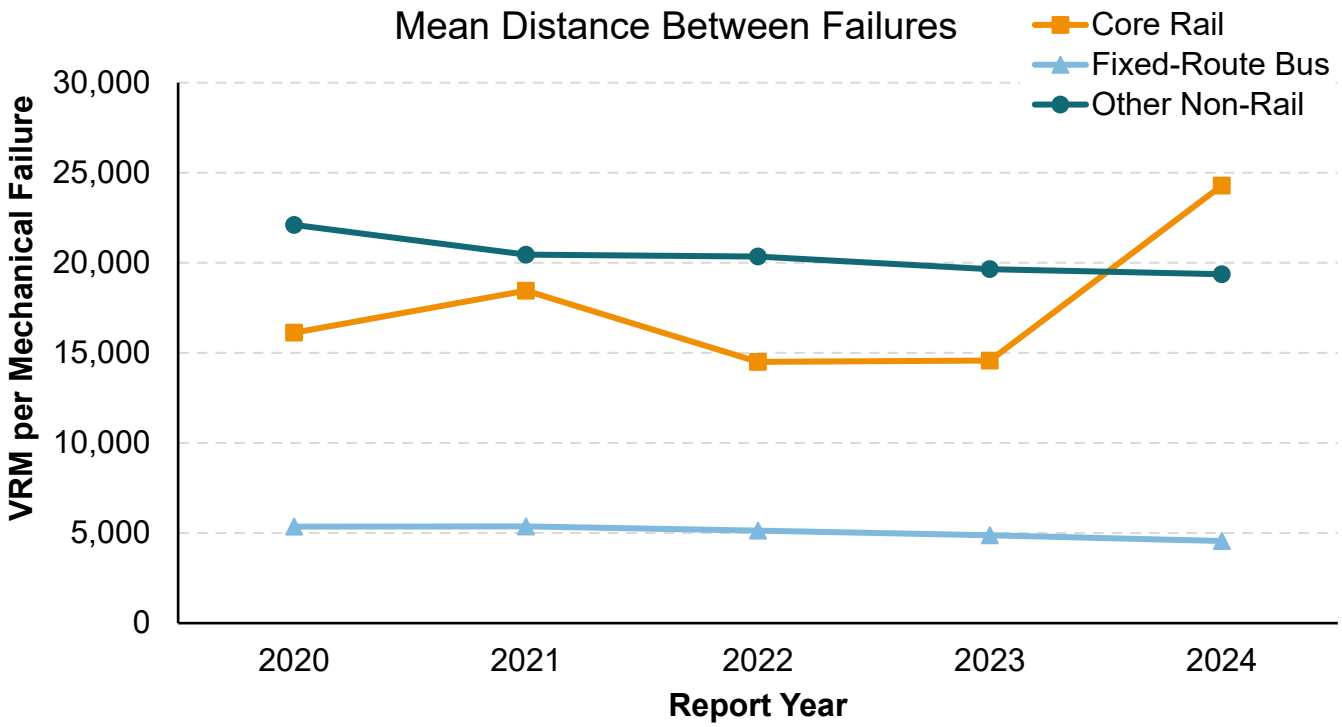
Mechanical failures are failures of a mechanical element of a revenue vehicle, which prevent the vehicle from completing or starting a scheduled revenue trip. Failures of a mechanical nature that are caused by collision, natural disaster, or vandalism are not to be reported. A commonly used measure to determine the mean distance between failures, miles per failure, is calculated by dividing VRM by mechanical failures. Similarly, chance of failure, which is used to determine the probability that a Failure will occur, can be calculated by dividing mechanical failures by VRM.

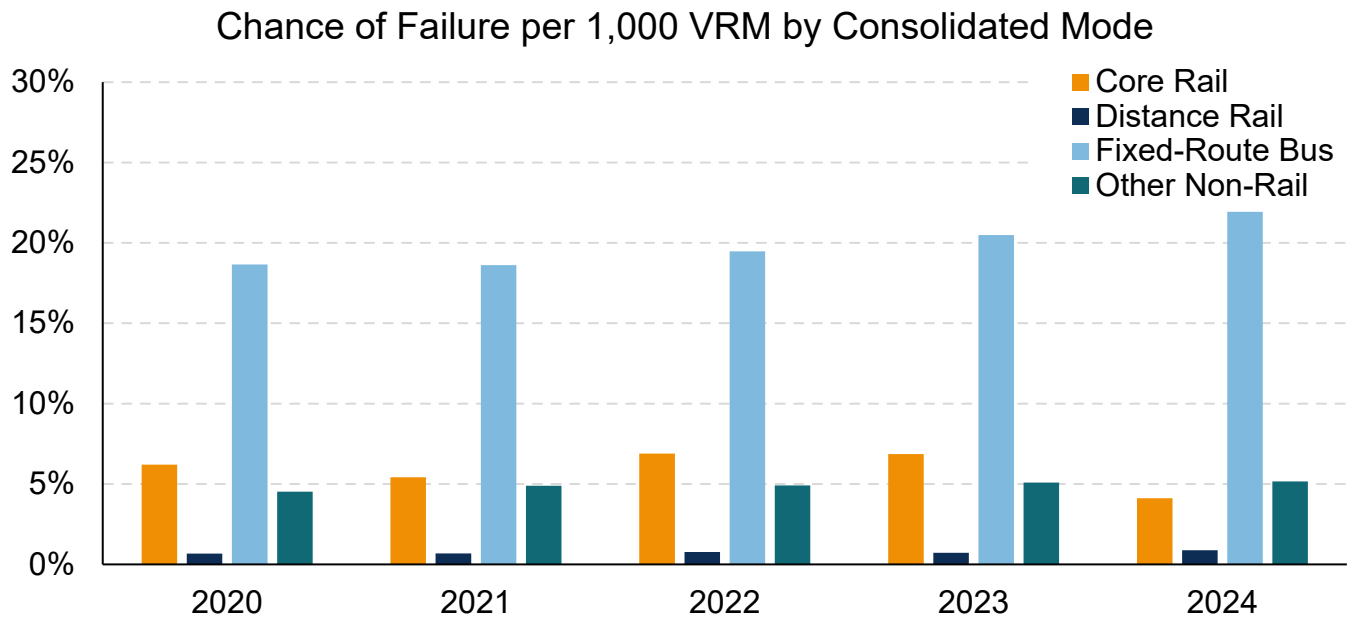
Exhibit 9.16 demonstrates the change in the distance between failures and the chance of failure from 2020 to 2024 by consolidated mode. Distance Rail is excluded from the distance between failures exhibit as it is an extreme outlier due to the type of service Distance Rail provides. The miles per failure across all modes has remained consistent since 2020 except for Core Rail, which increased by 15 percent in 2021 and decreased by 21 percent in 2022. Notably, the miles per failure for Core Rail increased by more than 66 percent in 2024.

In Exhibit 9.16, the trend in chance of failure for all consolidated modes also remained consistent over the last five years. FRB modes often have higher service levels and a higher count of mechanical failures reported causing the chance of failure per 1,000 VRM to be higher than other modes.

Please note that only Full Reporters in the Urban Module report mechanical failures; therefore, Reduced Reporters and the Rural Module are excluded from the exhibit below.

Exhibit 9.16 – Mechanical Failures by Consolidated Mode





Performance Targets

Transit agencies report on asset condition for the current year and set targets for each asset class for the coming year. The targets reflect an agency's expectation of its ability to keep assets in SGR, based on current conditions, anticipated funding, and internal agency decision-making procedures. Please note the performance targets directly reported to the NTD are percentages not in SGR, however, the exhibit below presents the percentage of assets in SGR.

Exhibit 9.17 shows the performance targets that agencies set in 2023 to forecast 2024 conditions, the calculated performance metrics for 2024, and the targets that they have set for 2025. The average targets reflect a national snapshot of agencies' expectations in their ability to maintain or improve the condition of transit assets in the near future. Transit agencies only report performance targets for assets for which they have capital responsibility.

Exhibit 9.17 – Targets and Metrics for Percentage of Assets in SGR by Asset Class (Capital Responsibility Only)

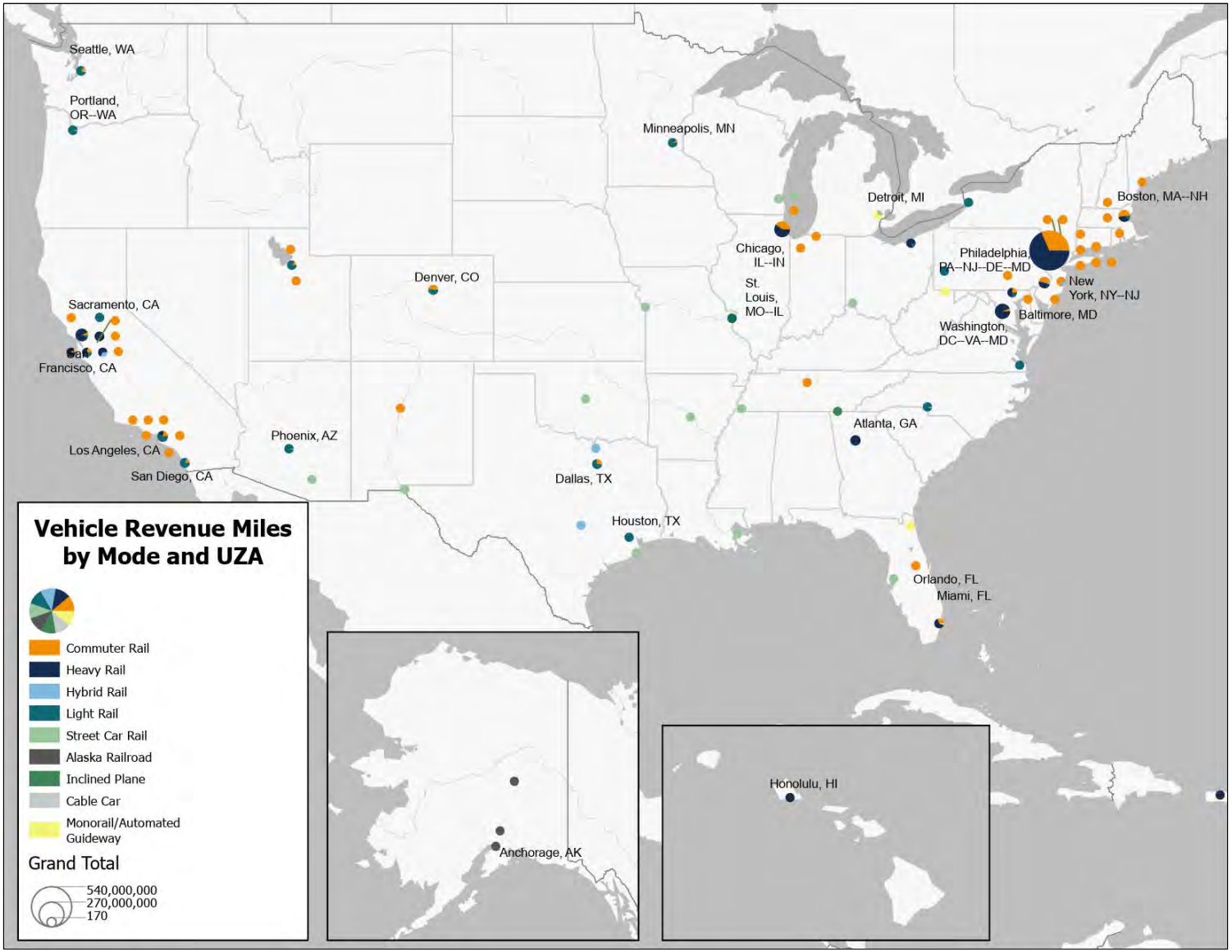
Asset Category	Asset Class	2024 Target	2024 Metric	2025 Target
Revenue Vehicles	Rail Vehicles	83.0%	92.3%	83.1%
	Buses	82.2%	83.9%	81.6%
	Vans/Cutaways	73.8%	69.6%	71.2%
	Other Vehicles	74.3%	66.3%	69.1%
	Total	**79.9%**	**78.2%**	**76.9%**
Equipment	Automobiles	50.5%	47.0%	53.6%
	Trucks and Other Rubber Tire Vehicles	64.4%	64.9%	64.5%
	Steel Wheel Vehicles	44.7%	45.9%	50.3%
	Total	**53.2%**	**61.4%**	**56.1%**
Facilities	Administrative/Maintenance	88.1%	88.1%	87.9%
	Passenger / Parking	92.0%	98.3%	97.4%
	Total	**90.0%**	**94.3%**	**93.7%**
Infrastructure	Commuter Rail	96.3%	98.2%	96.5%
	Heavy Rail	93.8%	98.4%	93.4%
	Light Rail	91.7%	91.0%	94.7%
	Other Rail	98.9%	95.4%	92.7%
	Total	**95.3%**	**97.1%**	**95.8%**

Chapter 10. Service Supplied

Vehicle Revenue Miles

In 2024, there were 87 UZAs served by at least one of the Rail modes. Exhibit 10.1 demonstrates the UZAs with allocated data by Rail modes. Each bubble is sized by the VRM allocated. New York, NY had the highest VRM of 536.2 million in total between HR, CR, and LR. Chicago, IL and Washington, D.C. followed with 115.7 million and 105.3 million total VRM. San Francisco, CA was served by the most Rail modes including HR, LR, CR, SR, and CC.

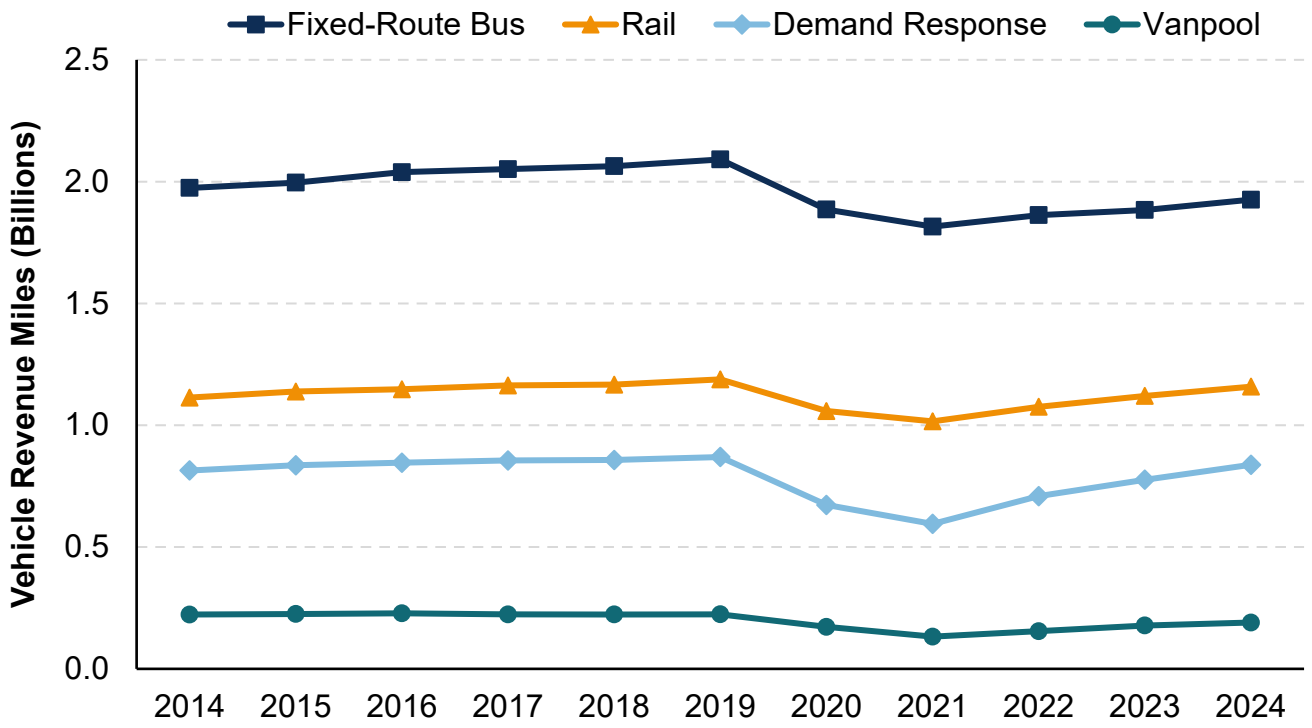
Exhibit 10.1 – VRM for Rail Modes Serving UZA



In 2024, FRB modes accounted for almost half of all VRM while Rail modes accounted for about 28 percent of all VRM. Annual Total VRM across all modes slightly decreased over the 10-year period from 4.13 billion to 4.12 billion. FRB decreased by 2.4 percent since 2014, however, DR modes increased by 3 percent. Rail services saw the largest increase during this time period, with the opening of several new systems in addition to existing systems no longer being reduced due to the pandemic.

Among the smaller modes, VP had the largest decrease of 15 percent. FB, which is excluded from the exhibit below, had a 63 percent increase in VRM from 3.31 million to 5.39 million, largely due to the addition of existing systems reporting to the NTD for the first time.

Exhibit 10.2 – 10-Year Trends in VRM

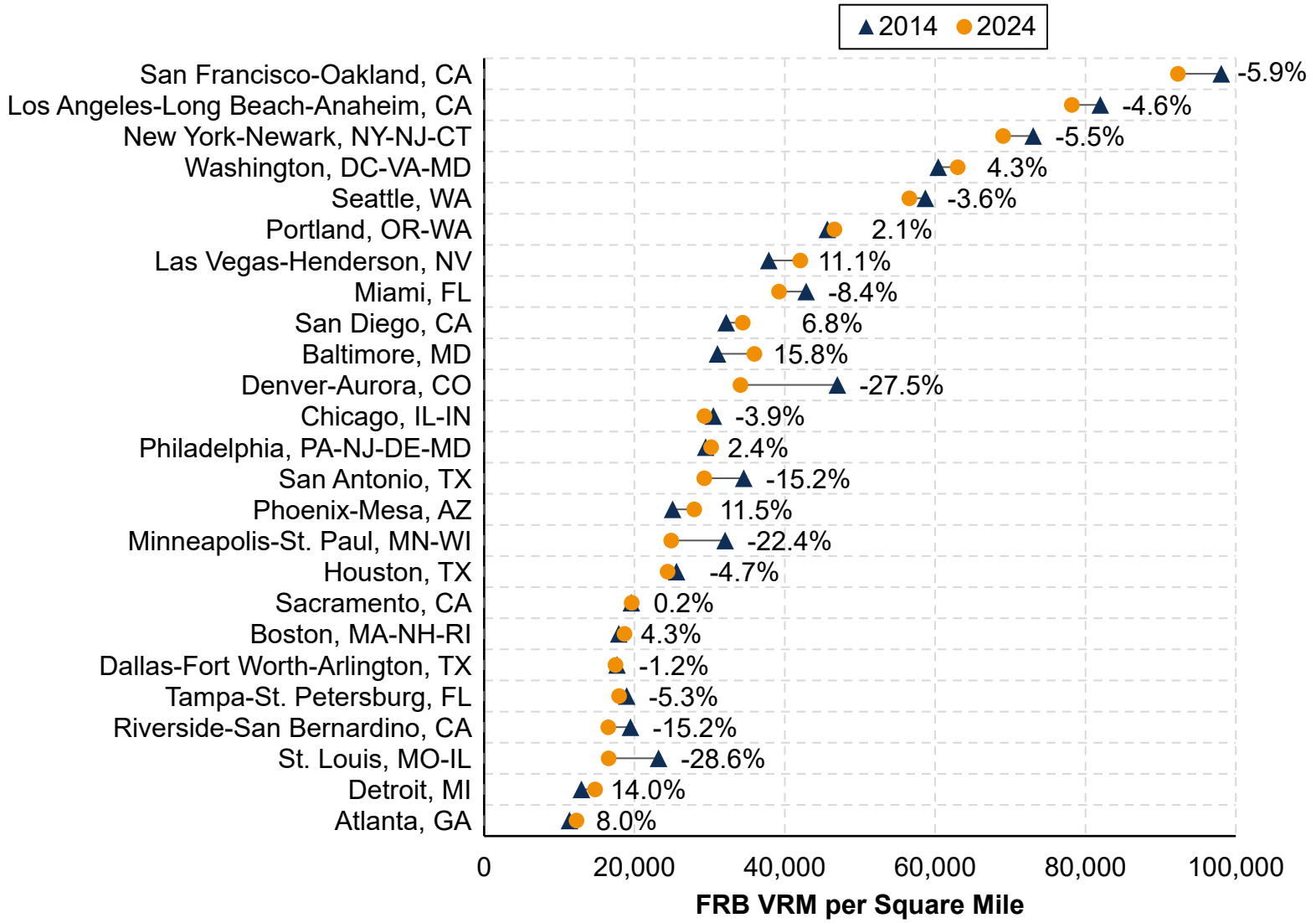


VRM per square mile is a useful concept for thinking about transit service coverage in a UZA. For example, if people are willing to walk as much as a half mile to access Bus service, then one can imagine one Bus VRM providing service to one square mile of land if the Bus service runs right down the middle of the square mile. For transit service to be useful, many transit planners believe that it must run at least three times per hour. This produces 20-minute headways, and it means that a person would expect to wait, on average, about 10 minutes for a Bus to come. Service for 18 hours each day allows the service to operate from 5 a.m. to 11 p.m., covering most morning commutes and most evening activities. Multiplying 365 days a year by 18 hours per day and 3 trips per hour results in approximately 20,000 VRM needed to serve each square mile to provide a minimum level of transit service.

Exhibit 10.3 demonstrates the change in VRM per square mile by UZA from 2014 to 2024 for all FRB modes. Bus modes are typically used to provide basic transit service coverage, even in neighborhoods where a Rail mode is present. Many of the largest eight UZAs saw a decrease in VRM per square mile with the exception of the Boston, MA, Philadelphia, PA, and Washington, D.C. UZAs.

In the other most populous UZAs, there was a mix of UZAs increasing and decreasing their FRB VRM per square mile over the 10-year period. Baltimore, Maryland and Detroit, Michigan experienced the largest increases, at 15.8 and 14.0 percent, respectively. St. Louis, Missouri-Illinois and Denver-Aurora, Colorado saw the largest decreases at 28.6 percent and 27.5 percent. Minneapolis-St. Paul, Minnesota closely followed with a 22.4 percent decrease.

Exhibit 10.3 – FRB VRM per Square Mile by UZA



System Capacity

Unadjusted VRM for each mode is multiplied by a capacity-equivalent factor to calculate Capacity-Equivalent VRM (CEVRM). The capacity-equivalent factor for each mode is calculated by dividing the average full-seating and full-standing capacities of active vehicles for each mode by the average full-seating and full-standing capacities of all motor Bus mode vehicles in active service. The average capacity of a Bus vehicle in 2024 was 28 seated and 21 standing, or 49 riders.

Exhibit 10.4 demonstrates the different capacity-equivalent factors for each mode with Bus at the baseline (1.0). A typical VP vehicle has 20 percent of the capacity of a typical Bus, and a typical Ferryboat vehicle has 12 times more than a typical Bus. Note that standing capacity is not reported by Rural Reporters. Therefore, exclusively rural operators are not represented in any exhibit that includes CEVRM.

Exhibit 10.4 – Capacity-Equivalent Factor by Mode

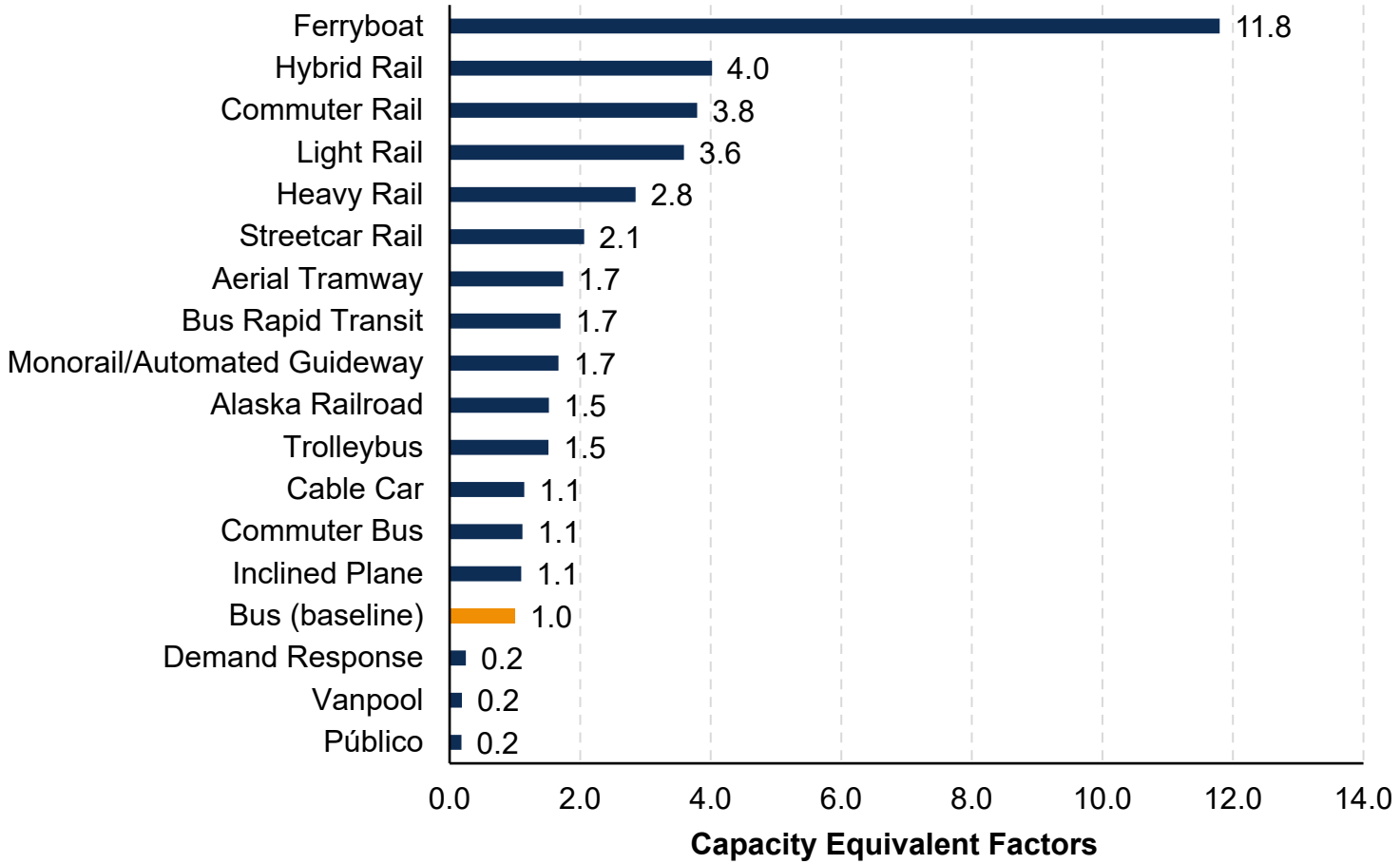


Exhibit 10.5 below presents the CEVRM by mode over the last 10 years. Other Rail consists of AR, CC, IP, and MG, whereas Other Non-Rail is comprised of TR and PB. Many modes have stayed consistent in their CEVRM since 2014. Notably, RB CEVRM has increased by 63 percent from 2014 to 2024, as the mode has become more prevalent and has maintained high capacities. FB and YR also increased by 57 and 40 percent, respectively, since 2014. The decrease in Other Non-Rail is attributed to the PB mode, for which CEVRM has decreased by 86 percent since 2014. In years

overlapping with the COVID-19 public health emergency, the CEVRM decreased for many other modes. The annual rate of change in VRM at Bus-equivalent capacity during this period varies dramatically from mode to mode.

Exhibit 10.5 – 10-Year CEVRM by Mode

Capacity-Equivalent VRM (Millions)												
Mode	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**Average Annual Rate of Change**
Rail	**3,623**	**3,791**	**3,833**	**3,944**	**3,865**	**3,930**	**3,450**	**3,264**	**3,444**	**3,575**	**3,722**	**0.4%**
Heavy Rail	1,876	1,905	1,923	1,974	2,027	2,067	1,871	1,767	1,781	1,846	1,953	0.5%
Commuter Rail	1,321	1,441	1,443	1,477	1,347	1,363	1,142	1,089	1,224	1,293	1,328	0.4%
Light Rail	392	410	431	455	459	460	402	378	405	400	407	0.5%
Hybrid Rail	12	12	12	12	12	19	18	17	19	18	17	4.9%
Streetcar Rail	11	11	13	14	14	14	13	10	11	12	12	1.2%
Other Rail	12	13	12	12	7	7	5	4	5	6	6	-4.1%
Non-Rail	**2,306**	**2,336**	**2,383**	**2,409**	**2,426**	**2,457**	**2,176**	**2,065**	**2,156**	**2,197**	**2,255**	**-0.1%**
Bus	1,805	1,828	1,864	1,880	1,902	1,925	1,772	1,719	1,753	1,771	1,812	0.1%
Bus Rapid Transit	13	15	18	17	17	19	19	20	20	21	22	5.2%
Commuter Bus	152	150	155	158	156	158	105	82	98	101	99	-3.1%
Trolleybus	20	17	18	18	18	16	13	13	13	12	13	-3.5%
Demand Response	221	228	230	235	226	228	177	153	178	194	209	0.0%

Capacity-Equivalent VRM (Millions)												
Mode	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**Average Annual Rate of Change**
Ferryboat	41	44	44	49	56	60	52	49	62	62	64	5.1%
Vanpool	50	50	50	49	49	48	37	27	31	34	36	-2.4%
Other Non-Rail	4	4	4	4	2	3	2	1	1	1	1	-15.6%
Total	**5,929**	**6,127**	**6,216**	**6,353**	**6,291**	**6,387**	**5,627**	**5,329**	**5,600**	**5,772**	**5,977**	**0.2%**

FTA defines Vehicle Utilization as the average annual distance traveled per vehicle in service. Vehicle utilization can be measured by the ratio of VRM from the previous fiscal year divided by the end of year active vehicles in the fleet. A higher number indicates that more use is being made of each vehicle during the year than a lower number. The Vehicle Utilization by mode over the last 5 years is shown in the table below.

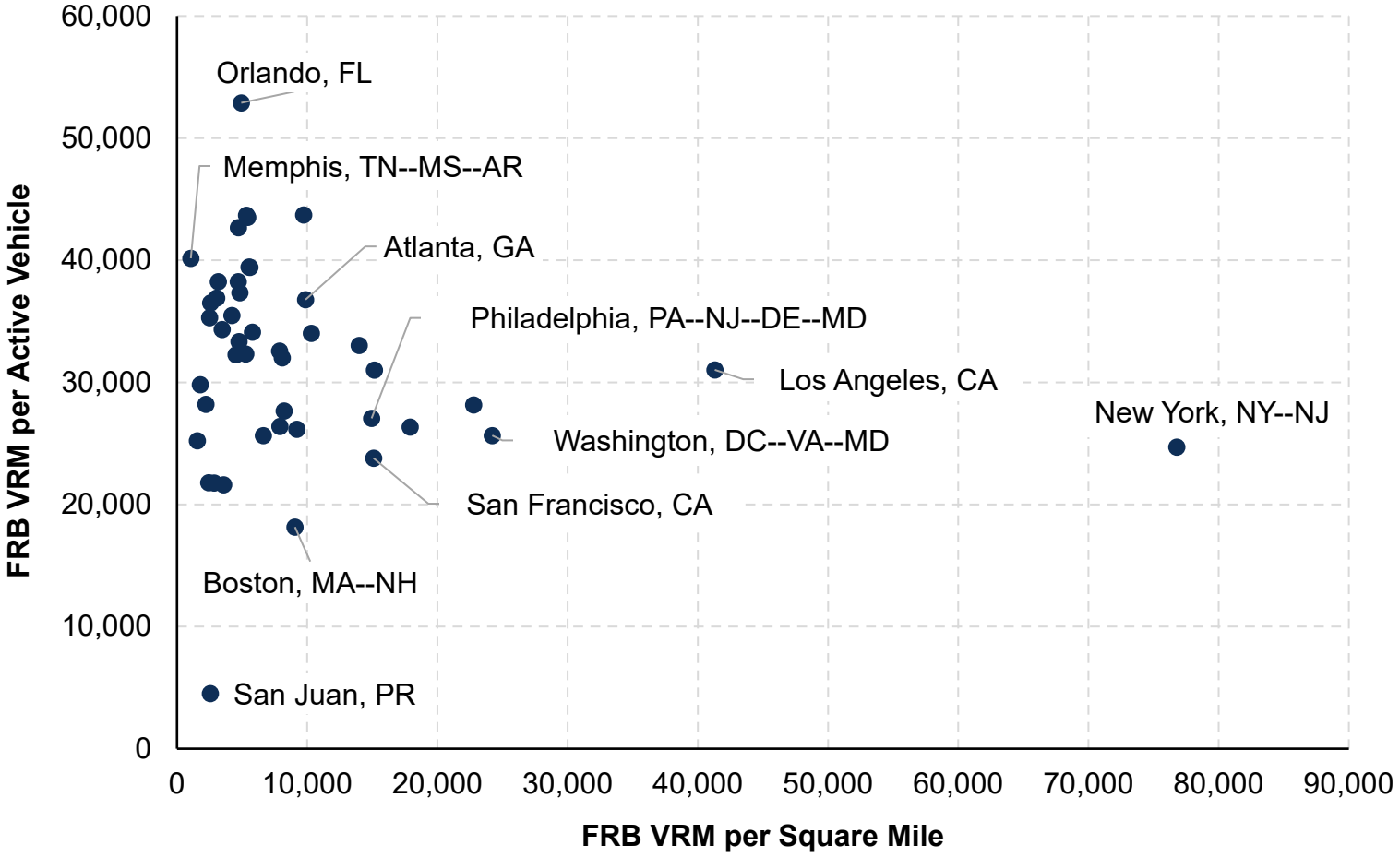
HR and YR had the highest vehicle use from 2020 to 2024. These modes typically offer long hours of frequent service. There was a decrease in VRM per active vehicle across all modes in 2020 and 2021 due to the COVID-19 public health emergency. Since RY 2022, many modes increased in utilization as the industry recovered ridership. However, as of 2024, none of the modes have reached higher utilization than the pre-pandemic.

Exhibit 10.6 – 5-Year Vehicle Utilization (Average Annual VRM per Active Vehicle) by Mode

VRM per Active Vehicle (Thousands)						
Mode	**2020**	**2021**	**2022**	**2023**	**2024**	**Average Annual Rate of Change**
Rail						
Heavy Rail	55	53	55	54	55	0.1%
Commuter Rail	38	36	40	42	41	2.4%
Light Rail	45	42	45	45	45	0.3%
Hybrid Rail	47	44	50	47	46	-0.6%
Streetcar Rail	15	13	13	15	14	-0.5%
Other Rail	32	26	39	41	41	9.2%
Non-Rail						
Bus	26	25	26	26	27	1.1%
Bus Rapid Transit	17	19	19	19	19	2.5%
Commuter Bus	15	12	15	17	18	7.8%
Trolleybus	16	16	15	15	17	1.6%
Demand Response	11	10	12	12	12	4.1%
Ferryboat	18	17	18	19	20	2.9%
Vanpool	13	12	14	14	14	2.8%
Other Non-Rail	4	4	4	4	2	-10.1%

Exhibit 10.7 demonstrates the relationship between VRM per active vehicle and VRM per square mile for FRB modes by UZA. As expected, the larger UZAs, including New York, Los Angeles, and Washington, D.C., have higher VRM per square mile. Memphis, TN-MS-AR had a relatively high VRM per active vehicle (40,160) but had the lowest VRM per square mile (1,063). Many UZAs were under 10,000 VRM per square mile and between 20,000 and 40,000 VRM per active vehicle.

Exhibit 10.7 – FRB VRM per FRB Active Vehicle vs. FRB VRM per Square Mile



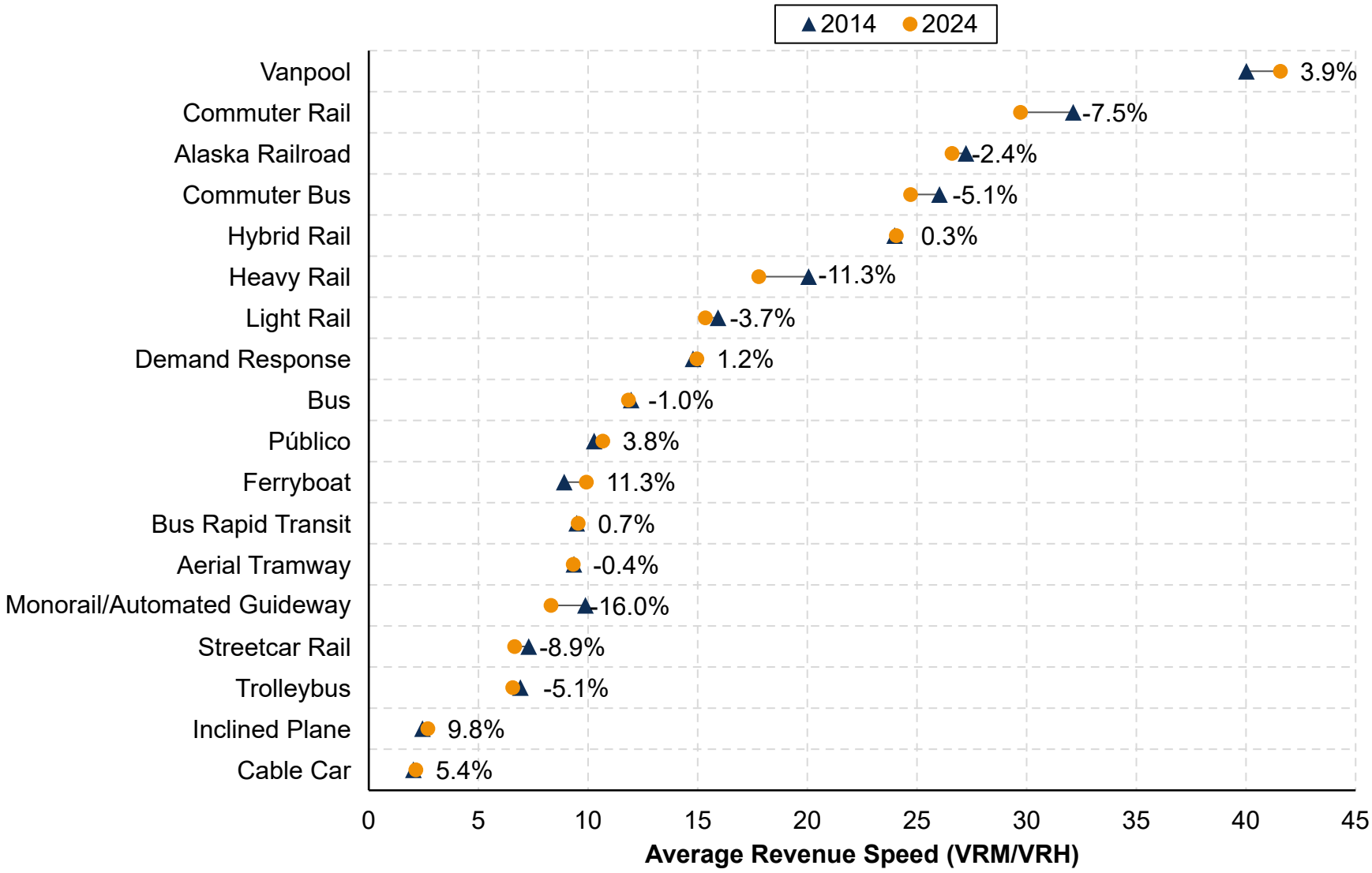
Average Revenue Speed

Average revenue speed reflects the average speed at which vehicles are traveling while in revenue service carrying passengers. Average speed is calculated by dividing Total Actual VRM by Total Actual VRH. Note that the average speed for a transit mode is determined both by the top speed achieved while in operation as well as by the amount of time spent loading and unloading passengers (“dwell time”).

The two modes with the highest average revenue speed in 2024 are VP (41.6 miles per hour) and CR (29.7 miles per hour). These high speeds reflect long-distance travel with widely spaced stops. The lower speeds on modes such as SR, MB, RB, and TB reflect closely spaced stops on city streets.

The exhibit below compares the average revenue speed for urban transit agencies in 2014 to that of 2024. Most modes remained within one mile per hour difference from 2014 to 2024, whereas CR and HR reflected more noticeable changes of roughly two miles per hour.

Exhibit 10.8 – Average Revenue Speed by Mode



Chapter 11. Ridership

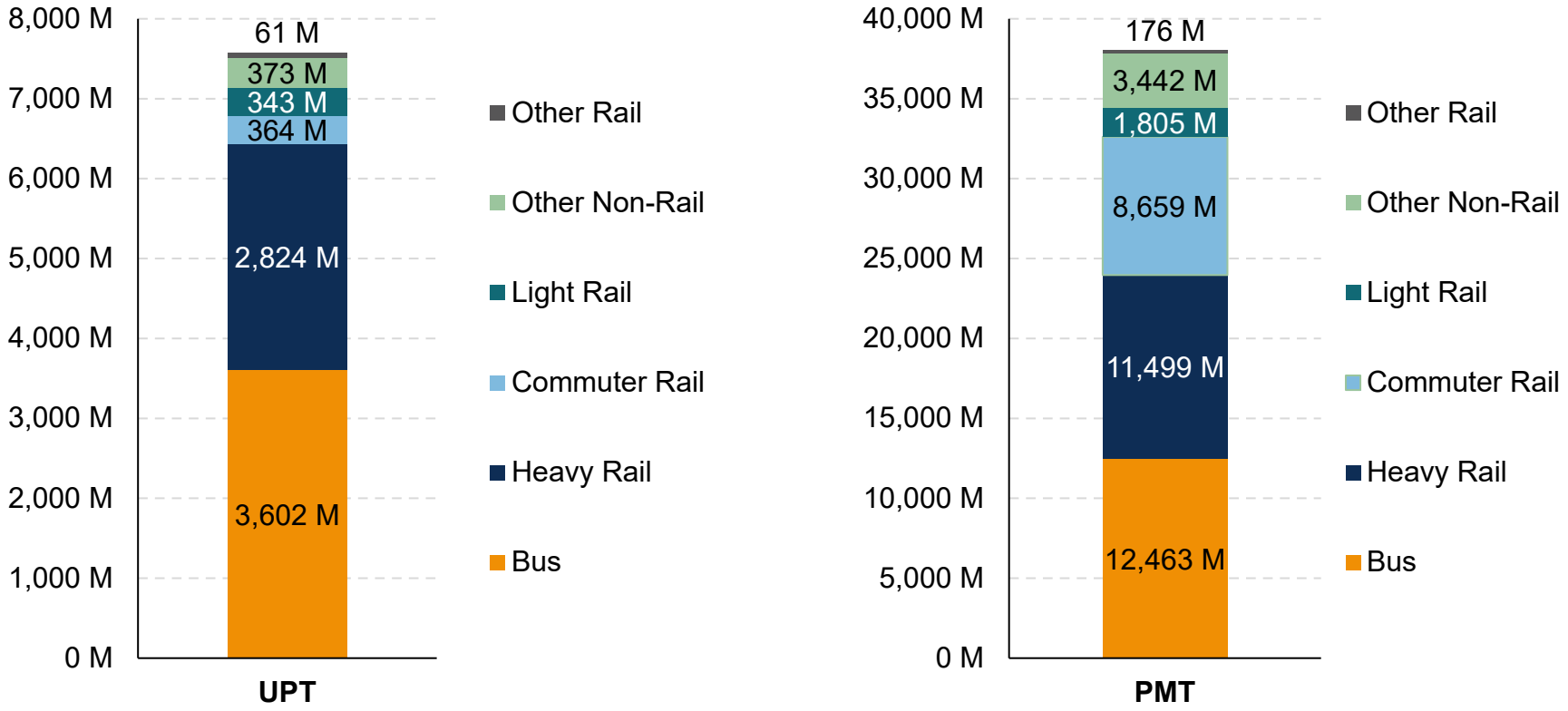
Service Consumed by Transit Mode

Exhibit 11.1 below demonstrates the distribution of UPT and Passenger Miles Traveled (PMT) across modes. In 2024, urban transit systems provided 7.6 billion UPT and 38.0 billion PMT. The MB and HR modes were the largest providers of ridership, with over 84 percent of nationwide UPT and 63 percent of nationwide PMT in 2024. Due to its greater Average Passenger Trip Length (APTL), CR accounted for only 5 percent of UPT but 23 percent of PMT.

The Other Non-Rail category is comprised of the TR, RB, CB, DR, FB, PB, TB, and VP modes, which supplied 5 percent of UPT, and 9 percent of PMT; whereas Other Rail, consisting of the AR, CC, YR, IP, MG, and SR modes, accounted for 1 percent of total UPT and 1 percent of PMT.

Please note that the exhibits in Chapter 11 with PMT data will only include Full Reporters, as they are the only reporters that submit PMT data to the NTD. Exhibit 11.1 excludes UPT reported by rural transit systems, which amounted to 101 million in RY 2024.

Exhibit 11.1 – 2024 National Total UPT and PMT by Mode (in Millions)



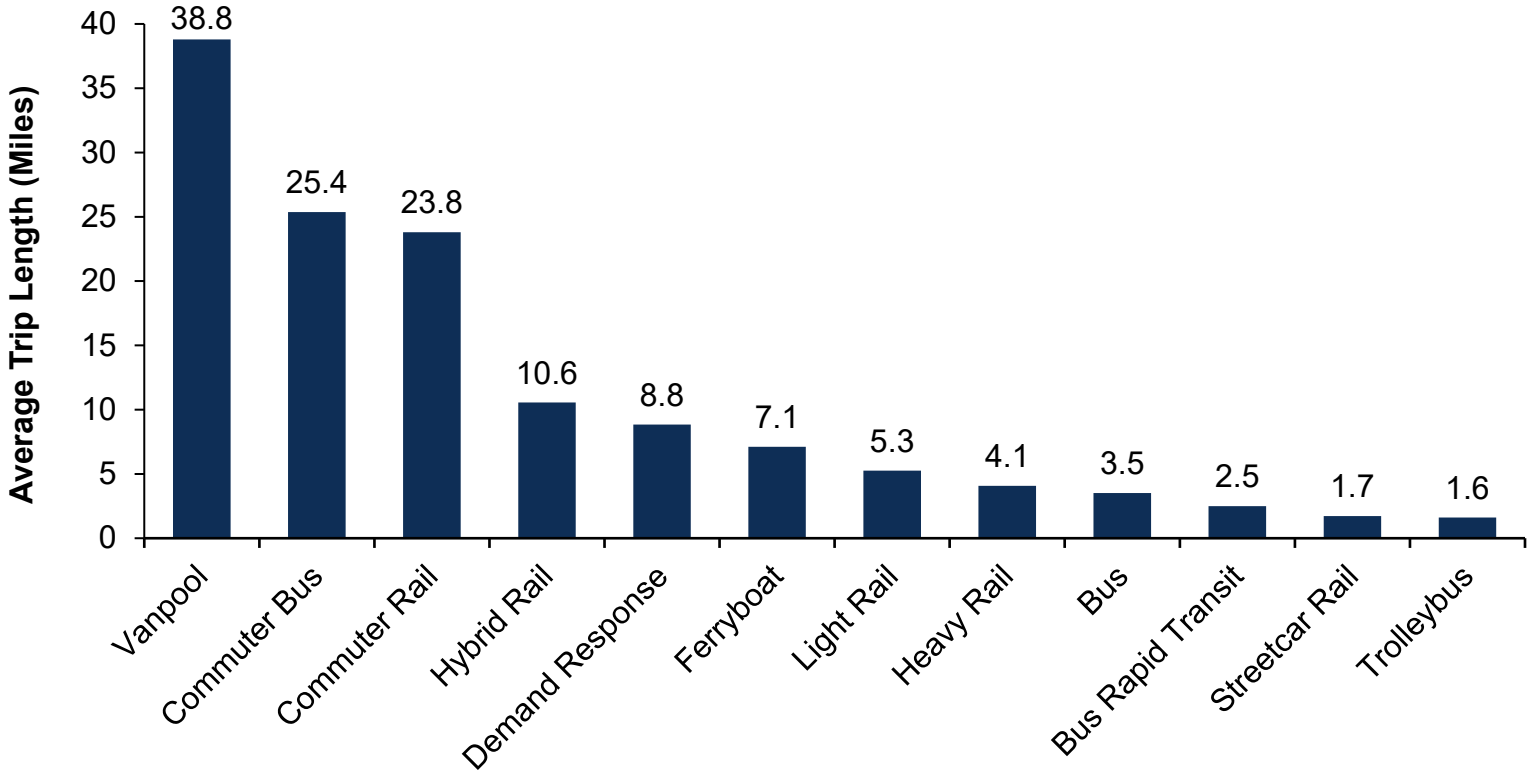
Average Trip Length

Average trip length is the average distance traveled per trip by a single passenger. This average is calculated by dividing the total PMT by the total UPT.

Excluding AR, the exhibit below demonstrates that the three transit modes with the longest average trip length are VP (38.8 miles), CB (25.4 miles), and CR (23.8 miles). All three of these services focus on daily commuting over long distances from suburban areas to central cities. In contrast, the FRB and Rail modes typically serving travel within central cities have much shorter average trip lengths. The AR is a unique system with an APTL of 124.7 miles per trip.

In Exhibit 11.2, and several other mode-level exhibits in this chapter, TR, AR, CC, IP, MG, and PB are excluded, as these modes operate in a very limited number of UZAs and represent a relatively small percentage of the Nation's overall public transportation service.

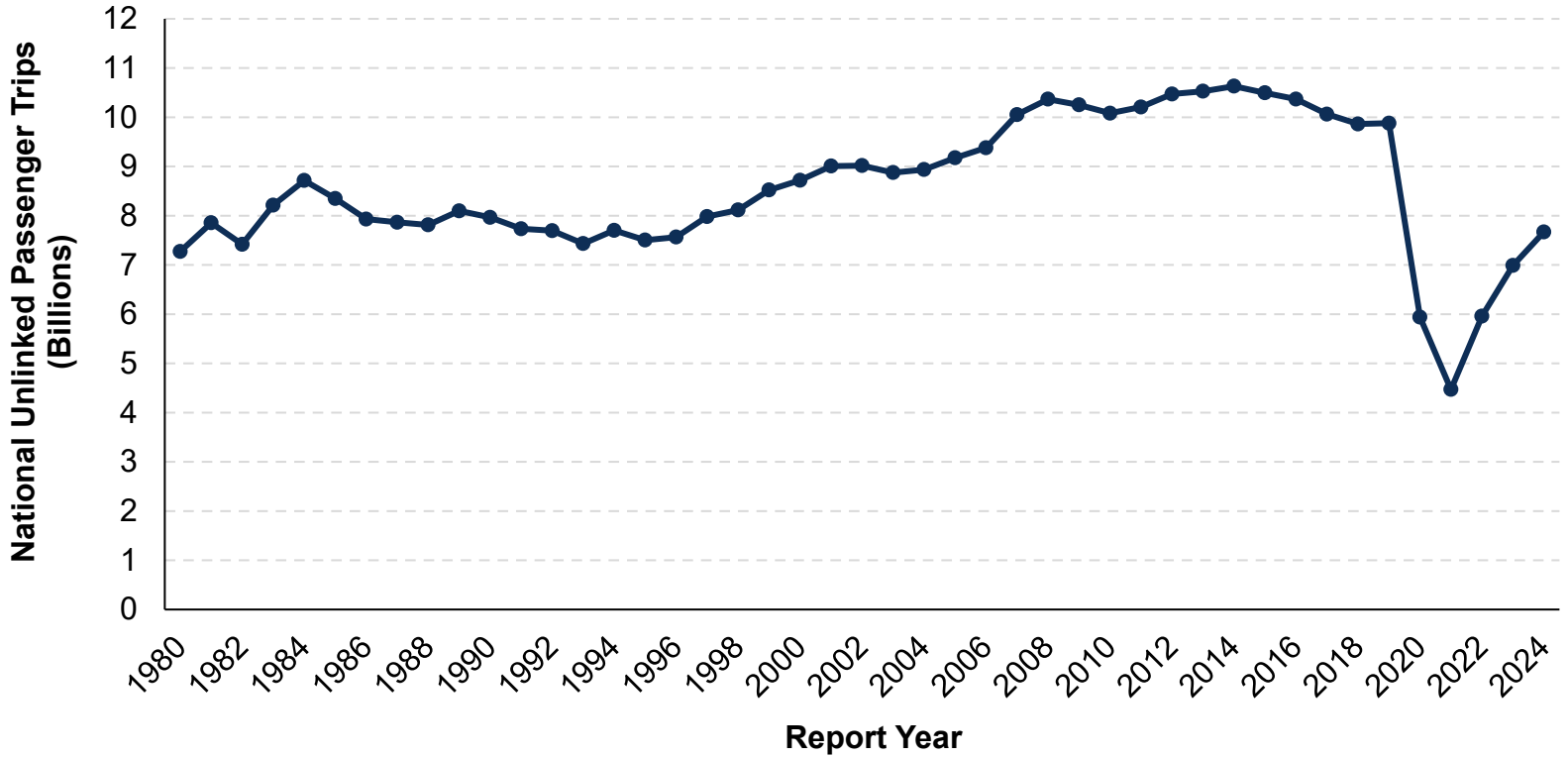
Exhibit 11.2 – 2024 National APTL (PMT per UPT) by Mode



National Ridership Trends

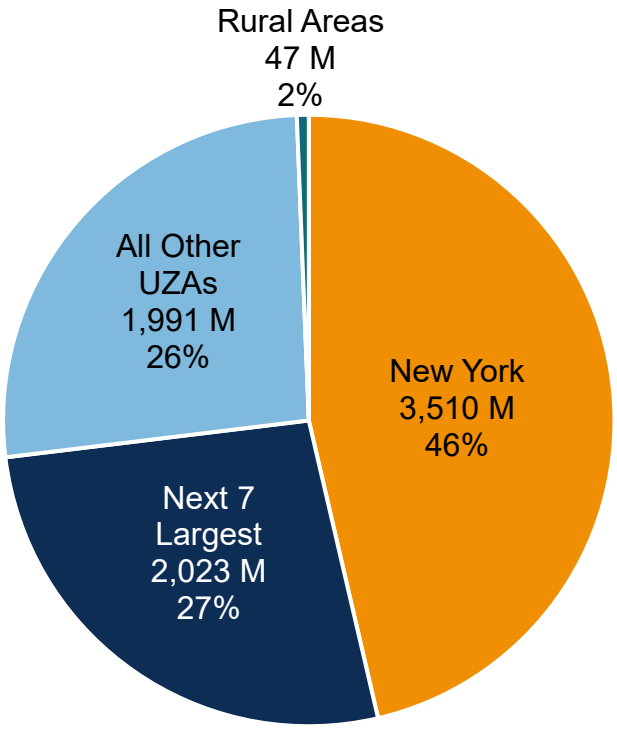
Total transit ridership has increased by 30 percent from 1993 (7.4 billion) to 2014 at its peak (10.6 billion). Ridership then began to slightly decrease each year through 2019. This ridership decrease is believed to be largely driven by the rise of TNCs as a new travel option for short trips in UZAs. Ridership was beginning to increase again until the COVID-19 public health emergency produced a historic drop in ridership in 2020 that continued into 2021. Ridership began recovering in 2022, continued to increase in 2023, and again in 2024 to a total of 7.7 billion UPT, which was an increase of 3.2 billion trips from 2021 and approximately 78 percent of 2019 ridership, as shown in Exhibit 11.3.

Exhibit 11.3 – 1980–2024 National Total UPT



New York City alone accounted for 46 percent of the national ridership in 2024. Together, the largest 8 UZAs, including New York, accounted for almost three-quarters of national total ridership. All Other UZAs had 26 percent of ridership, with the remaining 2 percent of national ridership in the Rural Areas.

Exhibit 11.4 – 2024 Percent of National Total UPT by Area



Ridership density can be defined as the annual number of trips taken on transit per capita. The national ridership density was the highest in 2014 at 573 trips per capita, whereas the ridership density was the lowest in 2021 at 227 trips per capita. In 2024, the national ridership density was at 390 trips per capita.

Exhibit 11.5 demonstrates the change in ridership density from 2014 to 2024 in the largest UZAs. The New York, NY UZA had significantly more trips per capita compared to other large UZAs with 233 trips per capita in 2014 and 181 trips per capita in 2024. The Los Angeles, CA UZA had the lowest trips per capita with 56 in 2014 and 34 in 2024.

Exhibit 11.5 – 10-Year Change in UPT per Capita

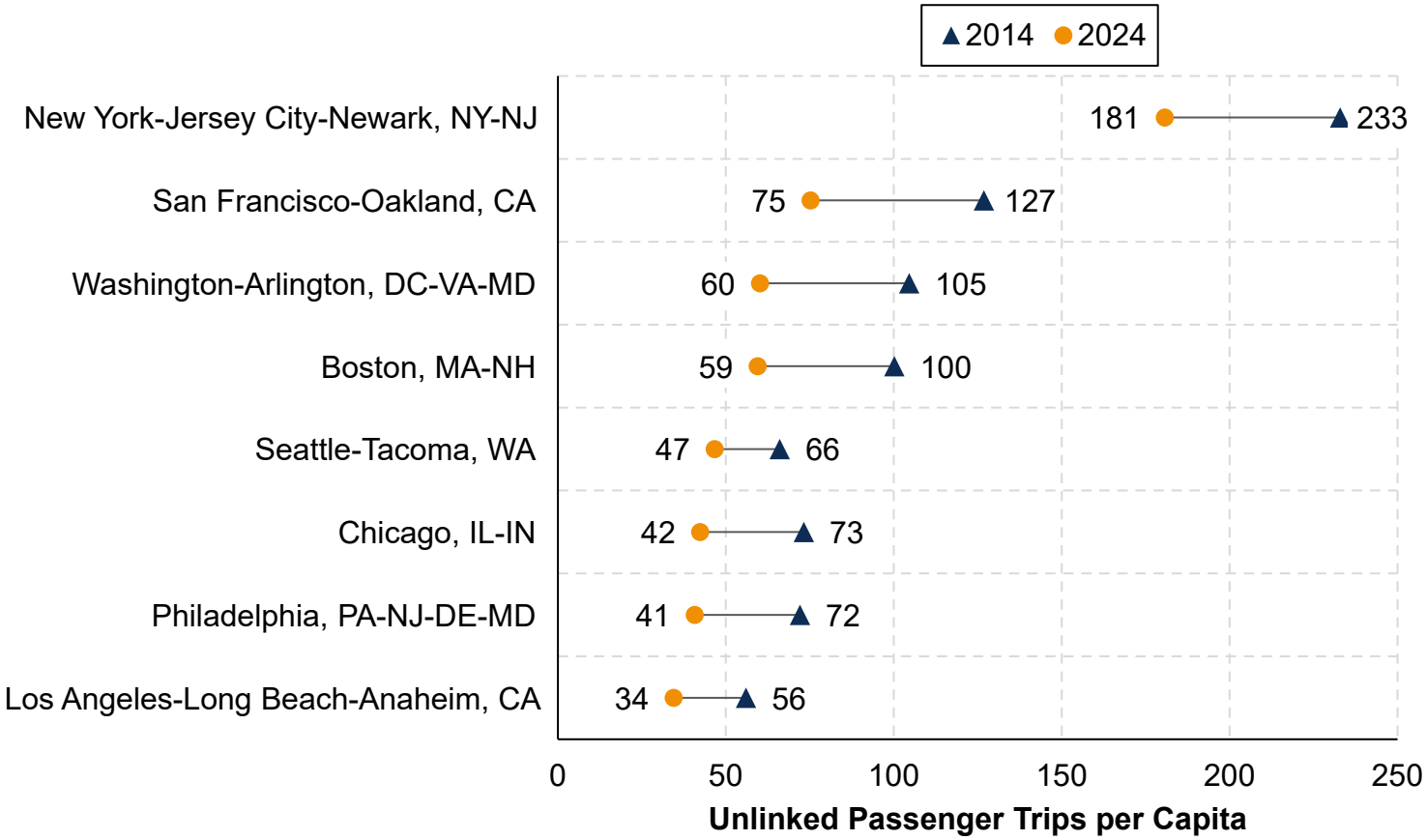
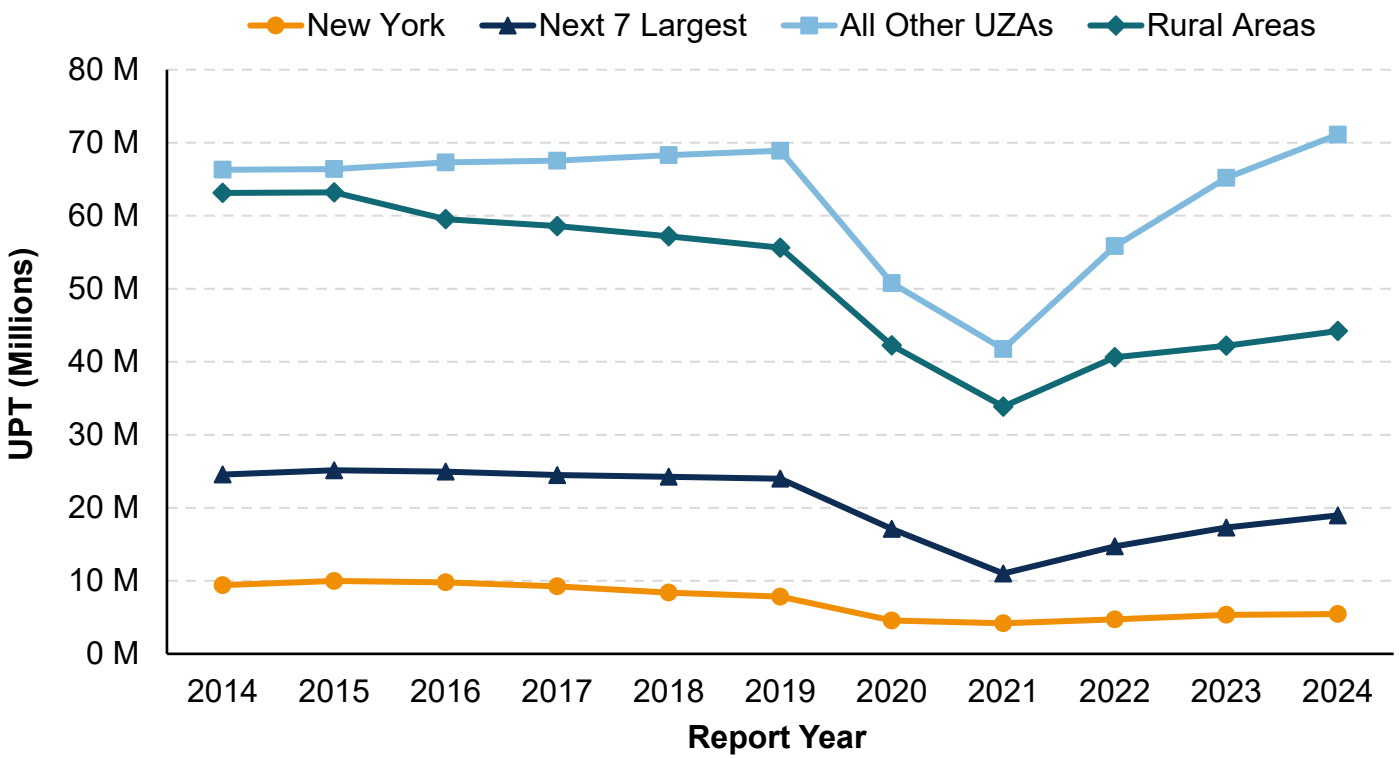


Exhibit 11.6 demonstrates that, unlike in other areas, New York does not dominate statistics for DR ridership.

Exhibit 11.6 – 10-Year National Total DR UPT by Area

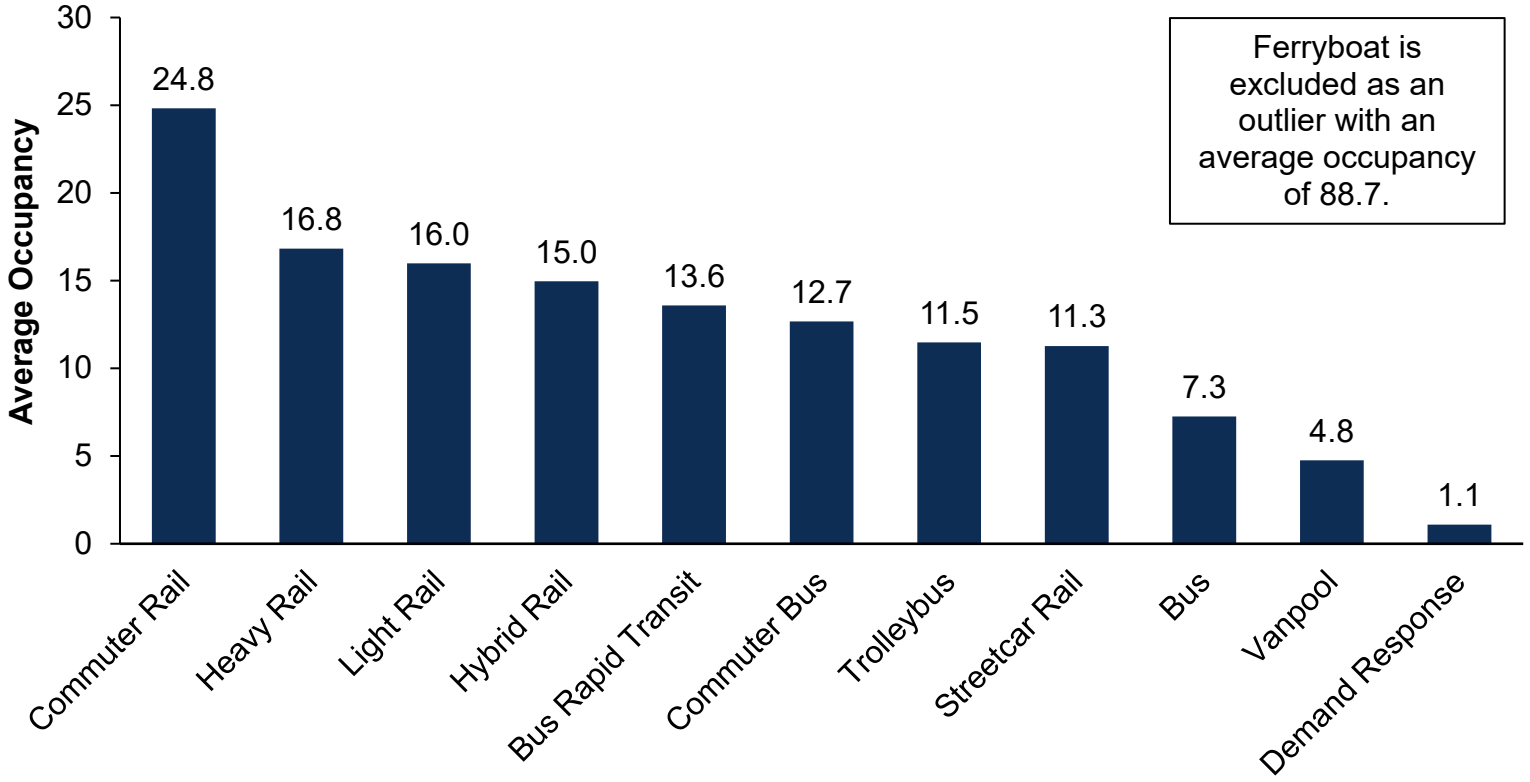


Service Effectiveness

Service effectiveness can be measured using *load factor,* which is the average number of passengers on board a transit vehicle; calculated by taking PMT and dividing by VRM. Transit vehicles that are fuller will have higher load factors, whereas transit vehicles with more empty seats will have lower load factors.

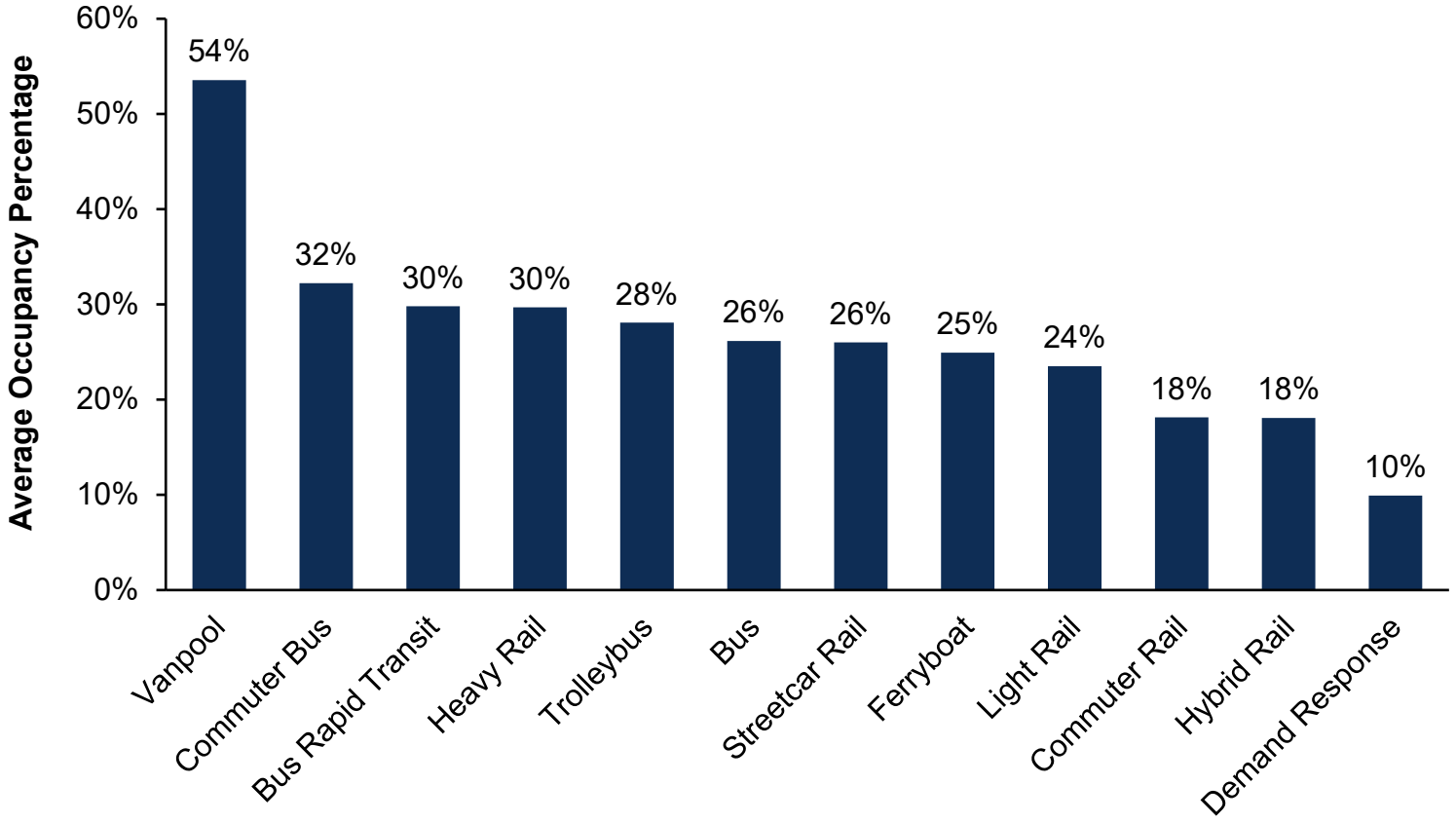
Rail modes typically carry a greater number of passengers than FRB modes due to Rail modes having higher vehicle capacities and typically serving high-density travel corridors. Similarly, FRB modes carry more passengers than DR and VP modes because of their higher vehicle capacities and because they typically serve medium-density travel markets. FB services tend to have quite high capacities. For example, the Staten Island Ferry has vehicles with a capacity of 6,000 passengers and accounts for 24 percent of all FB trips in the NTD. As such, the load factor for FB in 2024 was 88.7 and is not included in Exhibit 11.7. The FB mode had an interquartile range from 20 to 76 and outliers ranging from two to 406.

Exhibit 11.7 – 2024 National Average Occupancy (PMT per VRM) by Mode



Service effectiveness normalizes different capacities of transit modes by measuring the percentage of occupied seats. As shown in Exhibit 11.8, VP services fill the highest percentage of the seating capacity (54 percent), because VP services usually only begin operating once they have commitments from a regular number of passengers. HR also has a high percentage of seating capacity, primarily because many railcars are designed to maximize standing capacity.

Exhibit 11.8 – 2024 National Average Seating Occupancy Percentage by Mode



Average Passenger Trip Length

The NTD records the length of the APTL taken on each mode which is calculated by taking total PMT and dividing by the total number of UPT.

Exhibit 11.9 depicts a box and whisker plot of APTLs for each mode, sorted by highest single agency APTL. This provides a rapid visual assessment of the distances traveled on average; on the left are modes commonly used by commuters and on the right are ‘circular’ systems with characteristically short distances.

Exhibit 11.9 – 2024 Reported APTL: All Modes

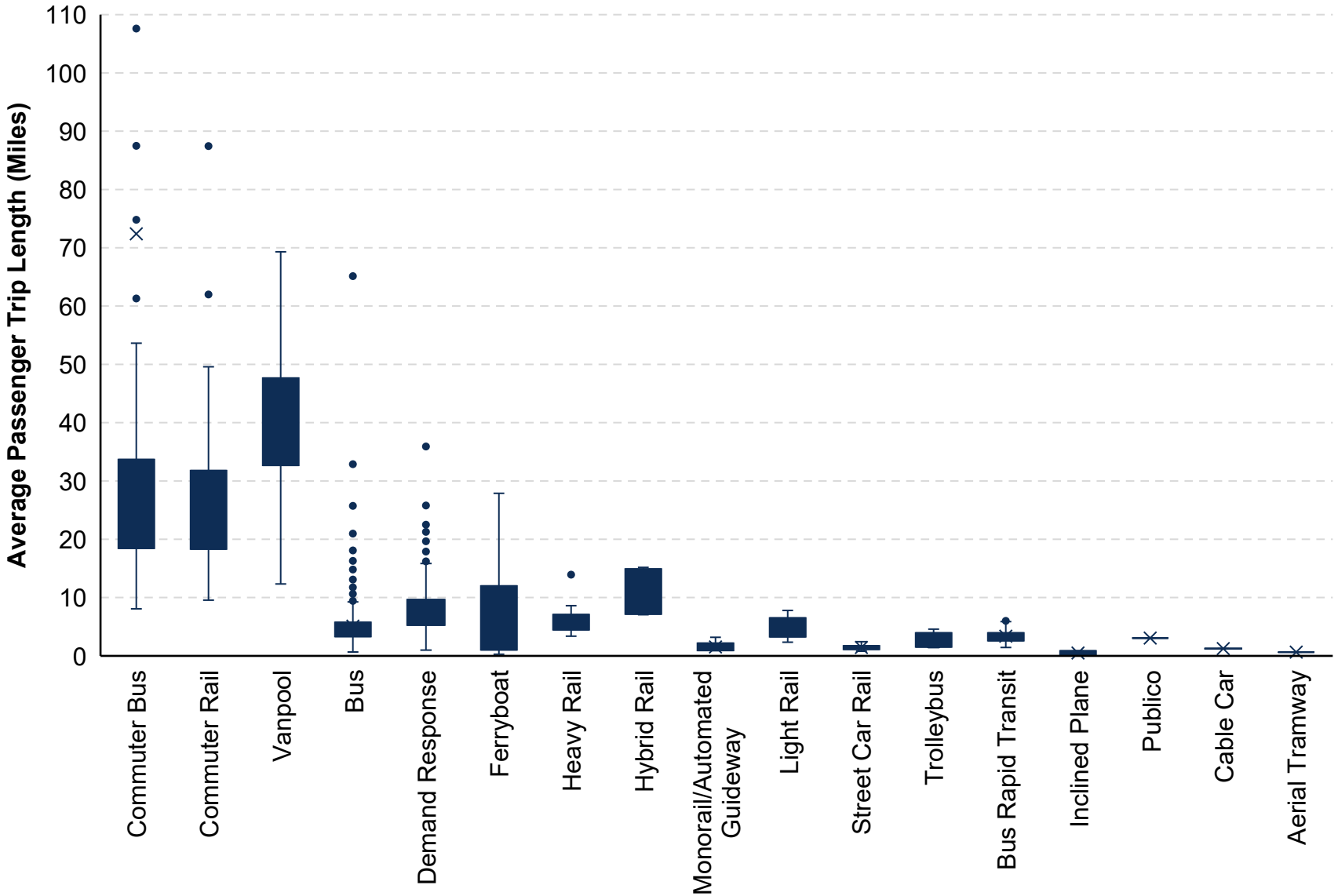
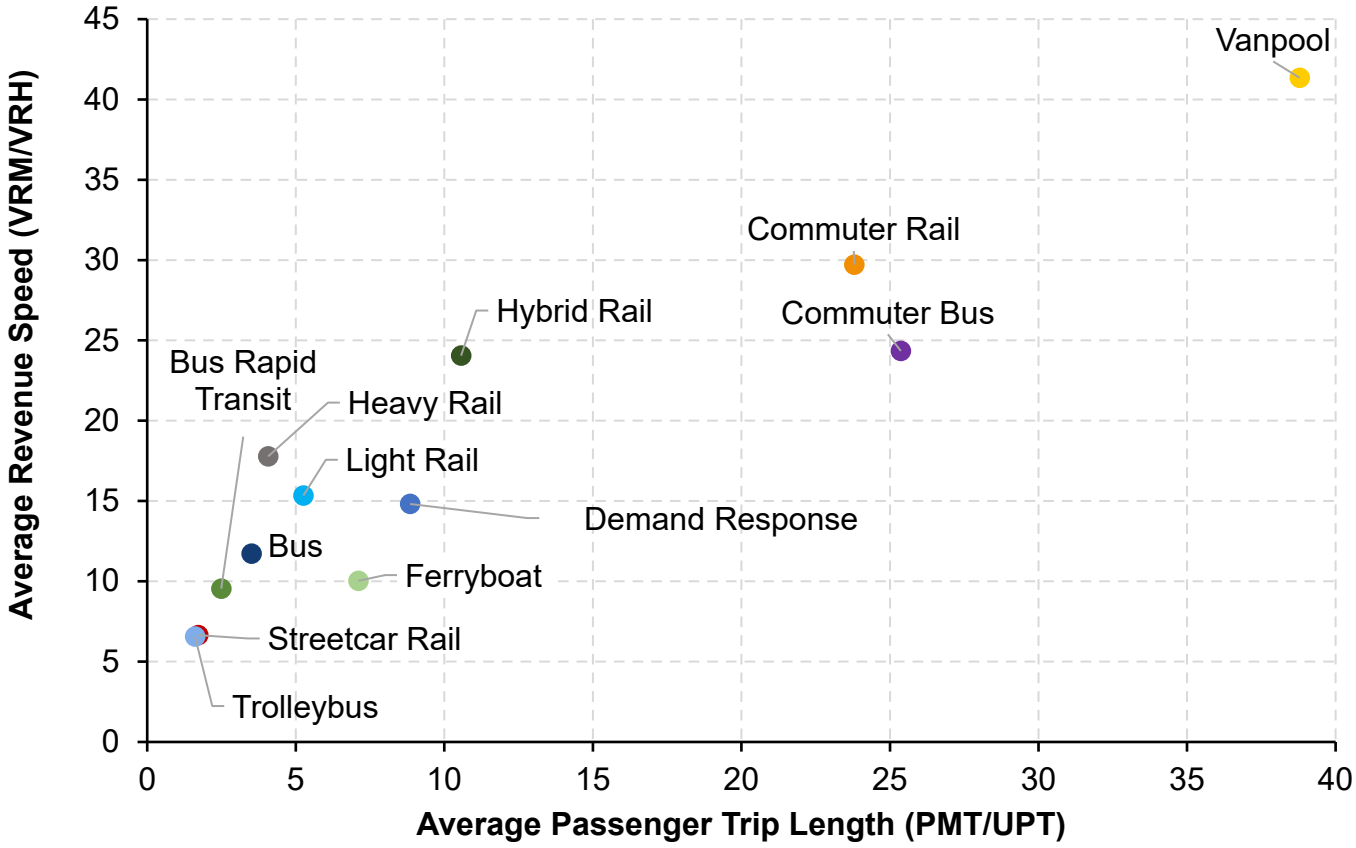


Exhibit 11.10 depicts the average revenue speed (see Exhibit 10.8) versus the APTL. Not surprisingly, modes with higher transit speeds support longer APTLs. VP has the longest trip length (38.8 miles) and the fastest average revenue speed (41.3 mph). In contrast, TB has the shortest trip length (1.6 miles) and the slowest average revenue speed (6.6 mph) of the selected modes presented in the exhibit below. CB and CR also have longer trip lengths with a faster average speed due to the nature of the service connecting passengers from outlying areas to central cities. Modes such as MB will have shorter trip lengths and a slower average speed due to the more frequent stops in dense areas.

Exhibit 11.10 – National Average Revenue Speed vs. Average Trip Length by Mode



Chapter 12. Sources of Funds

Current Year Sources of Funds

Transit funding consists of public funds allocated by Federal, State, and local governments to transit agencies. Transit funding also includes funds Directly Generated by transit operations such as fare revenues and advertising. A total of $97.8 billion dollars was available for transit funding for Full Reporters in 2024 between public funds for local, State, and Federal, and Directly Generated funds. The split of these funding sources in 2024 is shown in Exhibit 12.1. An additional $4.3 billion was applied to cover expenses made by small systems (Reduced Reporters) and rural systems (Rural Reporters). We can approximate the national total as $102.1 billion.

Directly Generated revenues, including passenger fares, was the predominant funding source in 2024 at $27.6 billion dollars. Federal funds account for 23 percent of total transit funding in the U.S. with $21.9 billion. Local and State funding together totaled $48.3 billion, at 26 percent and 23 percent of total funding respectively. Reduced Reporters do not report funds earned in their annual reports; therefore, Reduced Reporters are excluded from Exhibit 12.1.

Some transit agencies, such as Independent Public Agencies or Authorities for Transit Service, are independent political entities. These agencies may have been granted the authority to directly impose taxes, tolls, and/or fees. In this chapter, unless otherwise denoted, taxes levied by these agencies are included in the Directly Generated funding sources. This may differ from other NTD time series where these funds are considered local revenues. For an approximate amount that these funds add to the total Directly Generated funding total each year, see Exhibit 12.2.

Exhibit 12.1 – 2024 Sources of Funds by Category

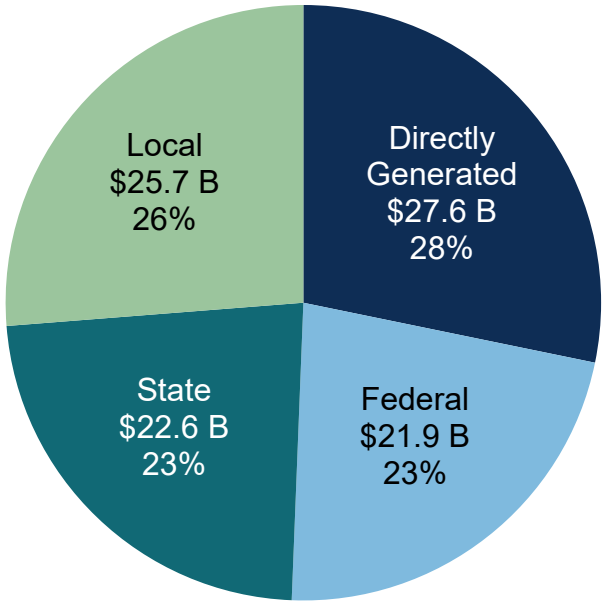


Exhibit 12.2 demonstrates the totals of each funding source and the percentage of total funding that source provides. Transit agencies received 39 percent of their funding in 2024 from the general funds of Federal, State, and local governments.

Agencies also receive funding from fuel, income, sales, property, and other taxes for which specific percentages can be dedicated to transit. These funding sources are reported under Local funds and Directly Generated – Dedicated funds to the NTD. The revenues to the transit agency originating from local governments, which have been raised through the taxing authority of the grantor governmental unit, are reported under local funds. Taxes reported as Directly Generated – Dedicated funds include taxes and fees levied by a transit agency that is organized as an independent political entity with its own taxation authority. In 2024, 21 percent of funding came from these dedicated taxes, which means over 77 percent of total funding came from public funds. The remaining 23 percent was comprised of Reduced and Rural Reporters (estimated) and system-generated revenue, including revenue from fares, advertising, concessions, park-and-ride lots, investments, and rental of excess property and equipment.

Exhibit 12.2 – Table of 2024 National Total Sources of Revenue

Revenue Sources (Millions of Dollars)						
Category	**System-Generated or Directly Levied Funds**	**Federal**	**State**	**Local**	**Total**	**Percent**
Public/Dedicated Tax Funds	$8,869	$21,911	$22,628	$25,676	$79,083	77.5%
General Fund		$21,911	$8,243	$9,619	$39,773	39.0%
Fuel Tax	$53			$178	$231	0.2%
Income Tax	$0			$181	$181	0.2%
Sales Tax	$6,734			$11,547	$18,281	17.9%
Property Tax	$923			$1,666	$2,589	2.5%
Other Dedicated Taxes	$0			$98	$98	0.1%
Other Public Funds	$1,158		$14,384	$2,386	$17,929	17.6%
Reduced and Rural Reporter Funds (Estimated)	$494	$1,700	$745	$1,093	$4,032	4.0%
System-Generated Funds	$18,887				$18,887	18.5%
Passenger Fares	$11,028				$11,028	10.8%
Other Revenue	$7,859				$7,859	7.7%
Total All Sources	**$28,250**	**$23,611**	**$23,373**	**$26,769**	**$102,002**	**100.0%**

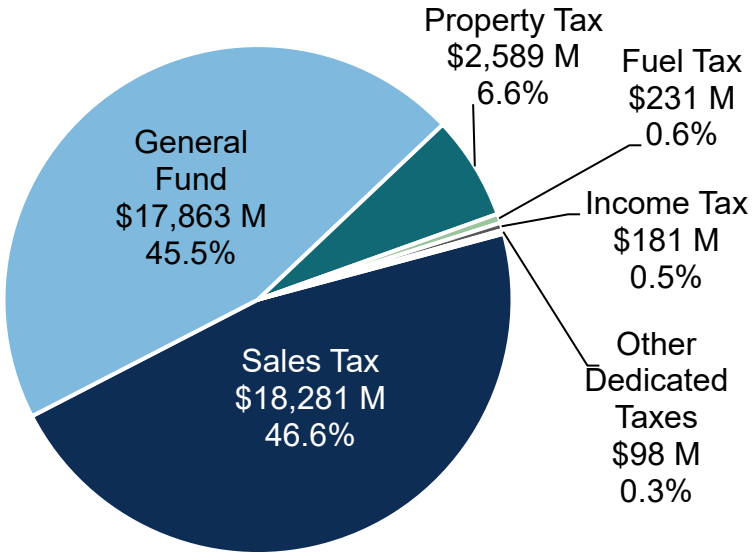
State and Local Funding

State and local funding sources accounted for about 50 percent of all transit funding, both operating and capital, as demonstrated in Exhibit 12.1. These funding sources include general funds, taxes, and other dedicated funds (vehicle licensing and registration fees, driver's license fees, communications access fees and surcharges, and lottery and casino proceeds).

Exhibit 12.3 demonstrates the State and local funding by source. General funds provided 46 percent of State and local transit funding in 2024, and taxes dedicated to transit, including dedicated sales, property, fuel, and income taxes, provided 54 percent of State and local funding. Of these, sales tax was the most common form of tax dedicated to transit funding, accounting for 47 percent of all State and local funding for transit.

Exhibit 12.3 – 2024 National Total Sources of Taxes for State and Local Funding

as a Percent of the National Total $39.2 Billion



Sources of Funds Over Time in Constant Dollars

Public funding provided by the Federal government and State and local governments for transit since 2014 is shown in Exhibit 12.4 using constant (adjusted for inflation) dollars. In 2024, total public funding for transit was $70.2 billion. Federal funding remained relatively consistent with slight fluctuations from 2014 until 2019.

In 2020, the COVID-19 public health emergency began and increased the Federal funding amount drastically with three Federal programs: the Coronavirus Aid, Relief and Economic Security (CARES) Act, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), and the American Rescue Plan (ARP) Act. In RY 2024, transit agencies spent over 5.8 billion dollars from these programs, a slight decrease from 6.9 billion dollars in 2023.

In 2023 and 2024, State and local government funds increased as transit agencies recovered from the pandemic, meanwhile Federal funding decreased overall compared to 2022.

Exhibit 12.4 – 10-Year Time Series of National Total Public Funding for Transit in Constant Dollars

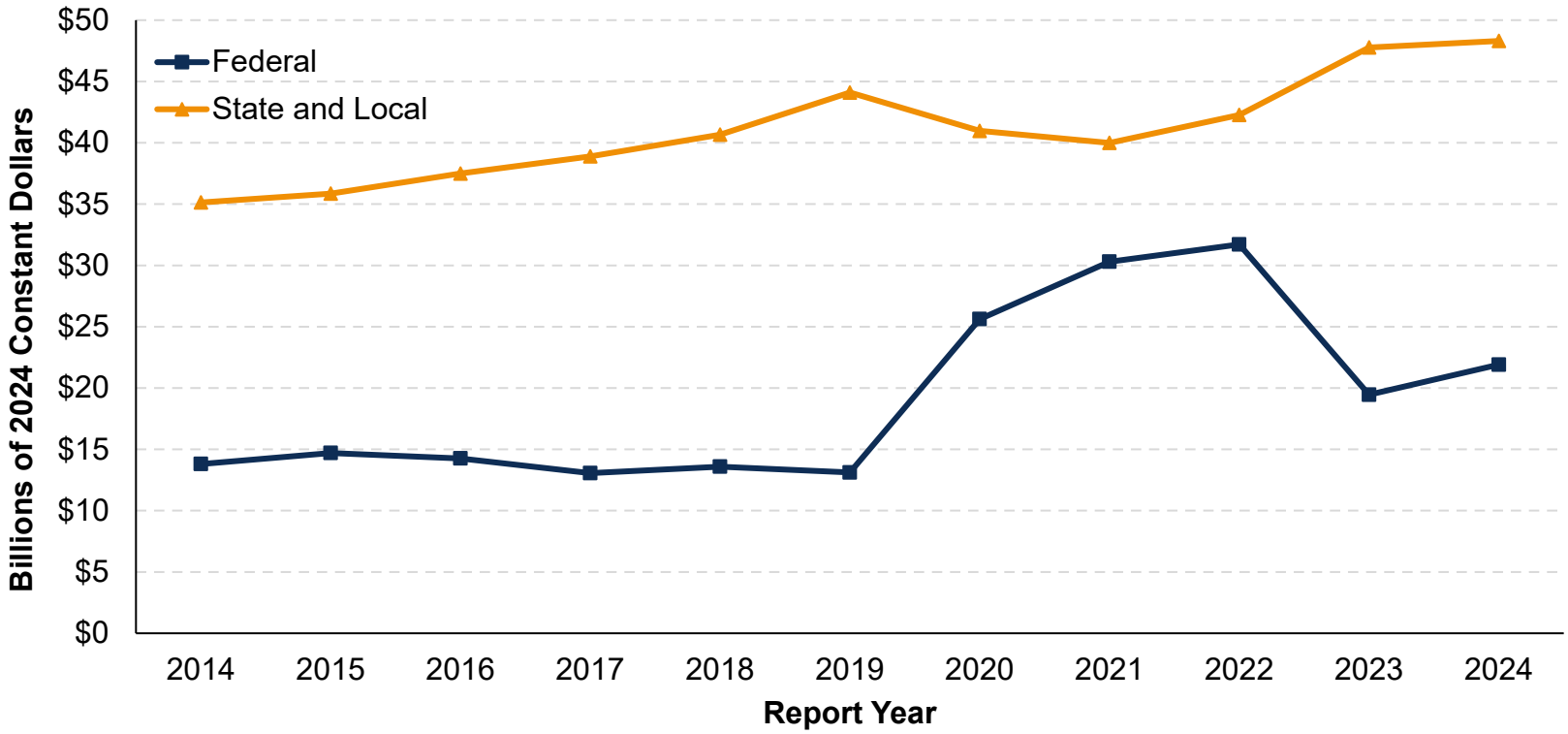
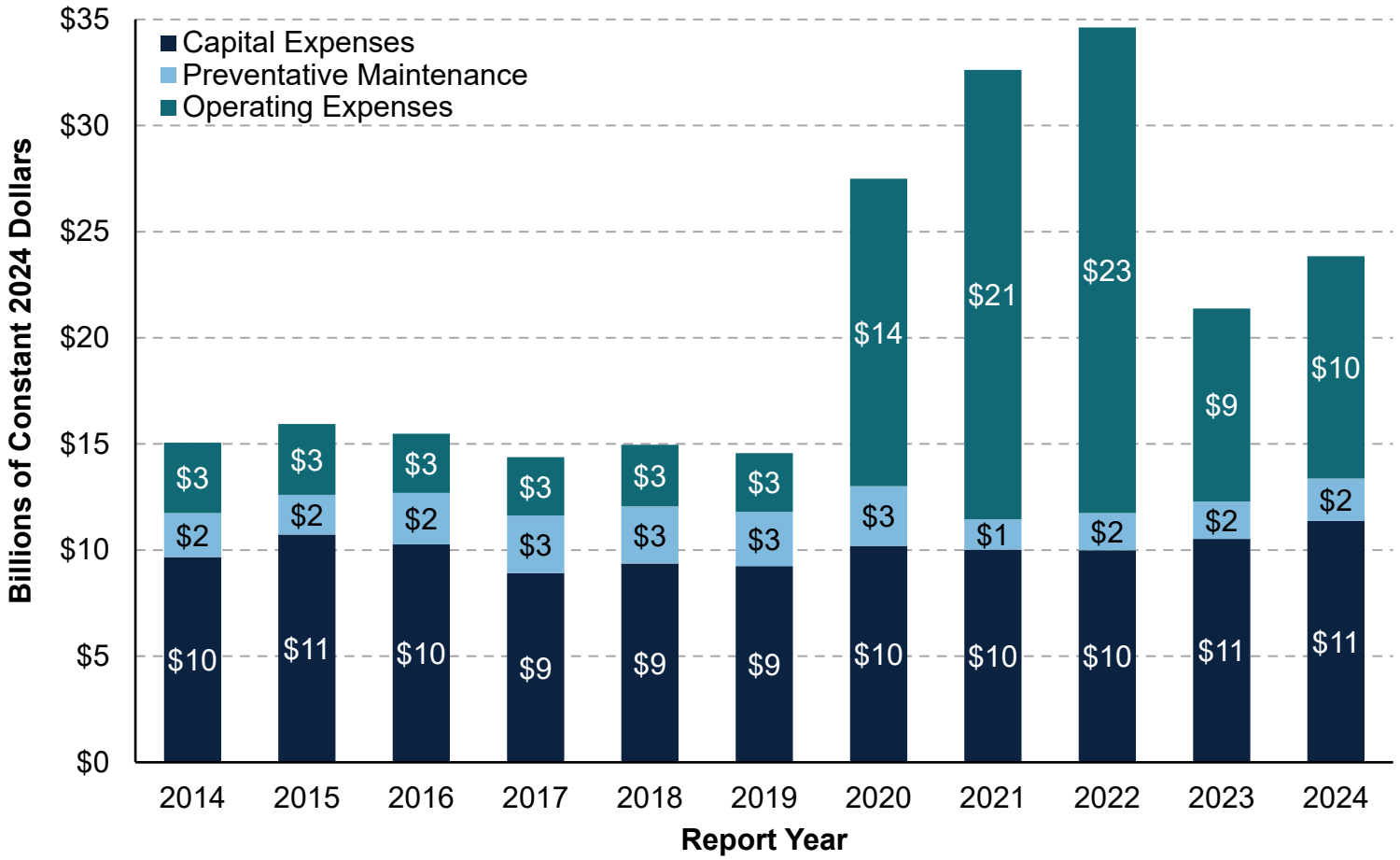


Exhibit 12.5 demonstrates how Federal funding for transit has been used over time. In 2024, $12.5 billion in Federal funds were applied to operating expenses (including preventative maintenance) and $11.4 billion were applied to capital expenses. FTA defines all maintenance expenses as preventive maintenance expenses. Federal law allows FTA grantees to reimburse preventive maintenance expenses at the higher Federal share available for capital assistance grants. Maintenance expenses were 16 percent of the total operating expenses in 2024.

Federal funds used for capital expenditures remained relatively consistent from 2014 to 2024. Comparatively, Federal funds used for operating expenditures (not including preventative maintenance) increased by 215 percent with an average annual growth rate of 41.7 percent (constant dollars).

Exhibit 12.5 – 10-Year Trends in Constant Dollar Uses of Federal Funds: Capital, Operating, and Preventative Maintenance

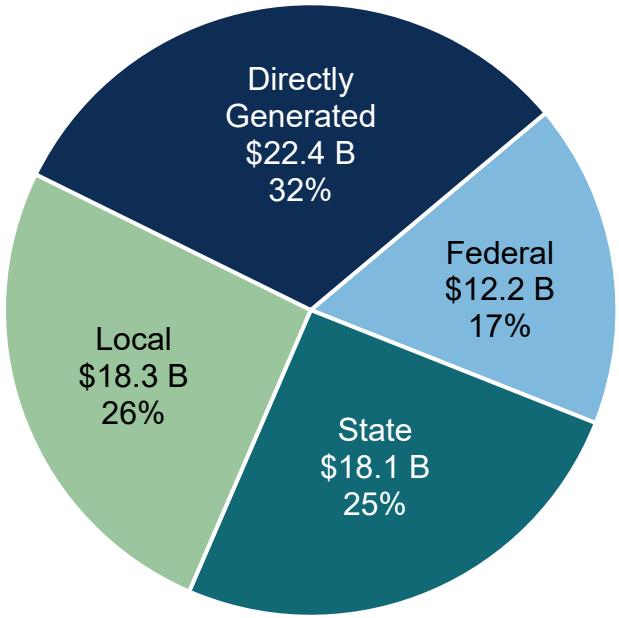


Operating Expense Funding Sources

Directly generated revenues, including passenger fares, funded 32 percent of all operating expenses in 2024. Federal funds provided 17 percent of public transit operating expenses in the U.S. in 2024. Local and State sources together funded the remaining 51 percent of total operating expenses.

Exhibit 12.6 – 2024 Sources of Funds Applied to Operations

as a Percent of the National Total $71 Billion



Sources of Funding by UZA

Exhibits 12.7 and 12.8 present the trends in uses of Federal funds in constant dollars over 10 years. These Federal funds were used for operating expenses, capital expenses, and preventative maintenance in each UZA. Federal funding expended on operations increased substantially in all UZAs, starting in 2020 with the onset of the COVID-19 public health emergency. The largest eight UZAs, including New York, expended over five times more Federal funds on operating expenses in 2024 than in 2014. All other UZAs followed in a similar fashion with a $1.5 billion increase overall from 2014 to 2024.

Similar to Exhibit 12.5, Preventative Maintenance (5307 Capital Assistance Spent on Operations) is separated from the funds expended on operations. Preventative Maintenance expenses have remained consistent over the past 10 years for all markets and did not increase proportionally with the spike in regular operating expenses that began in 2020. Federal funds expended on capital have increased for the largest eight UZAs but not in the same capacity as funds expended on operations. These eight UZAs spent 23 percent more Federal funds on capital expenses in 2024 compared to 2014. Meanwhile, in all other UZAs, the increase in operating expenses was less pronounced beginning in 2020 and capital expenses stayed consistent over the 10-year period.

Exhibit 12.7 – 10-Year Trends in National Total Constant Dollar Uses of Federal Funds: Capital, Operating, and Preventative Maintenance for the Largest Eight UZAs

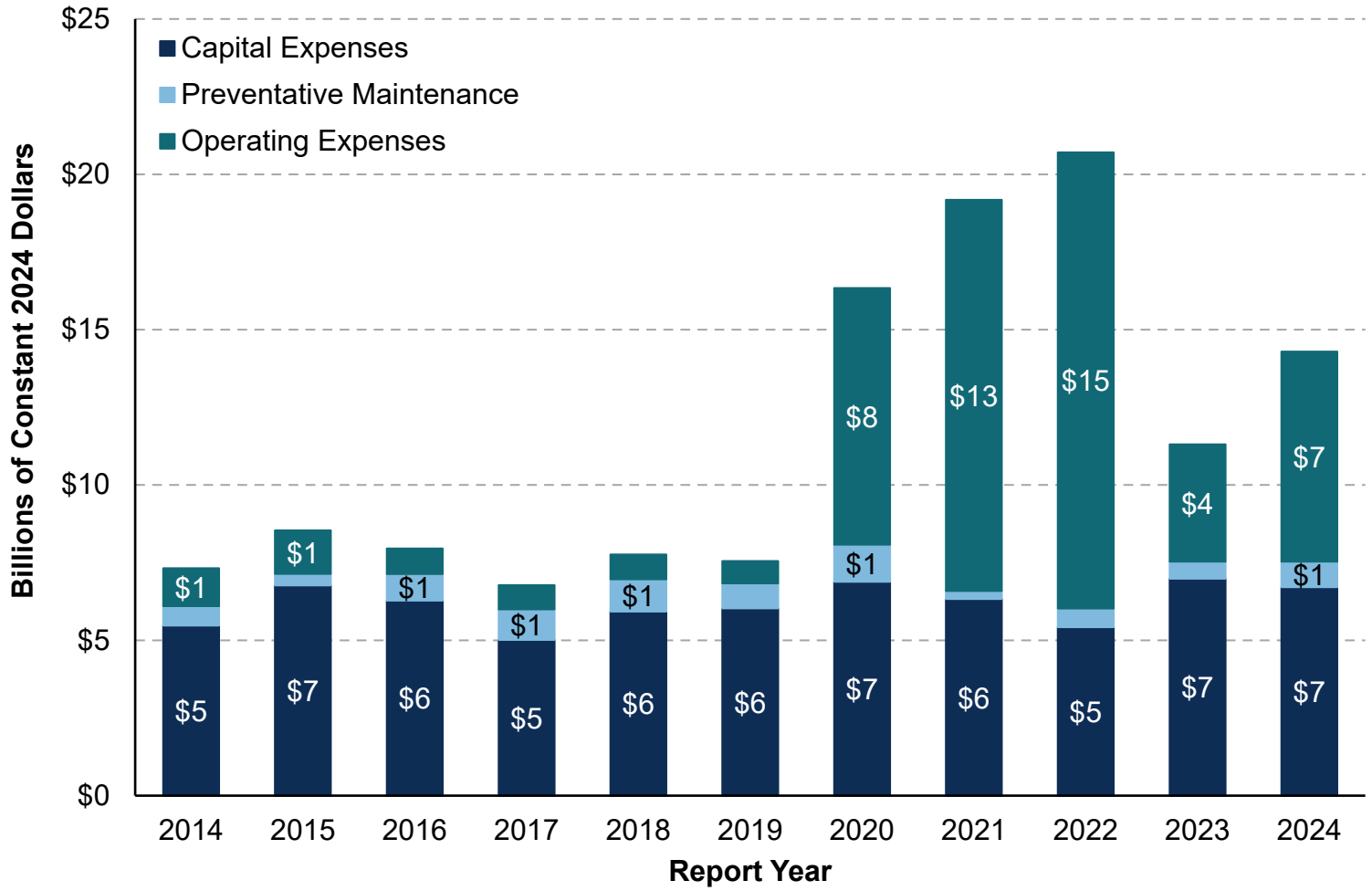
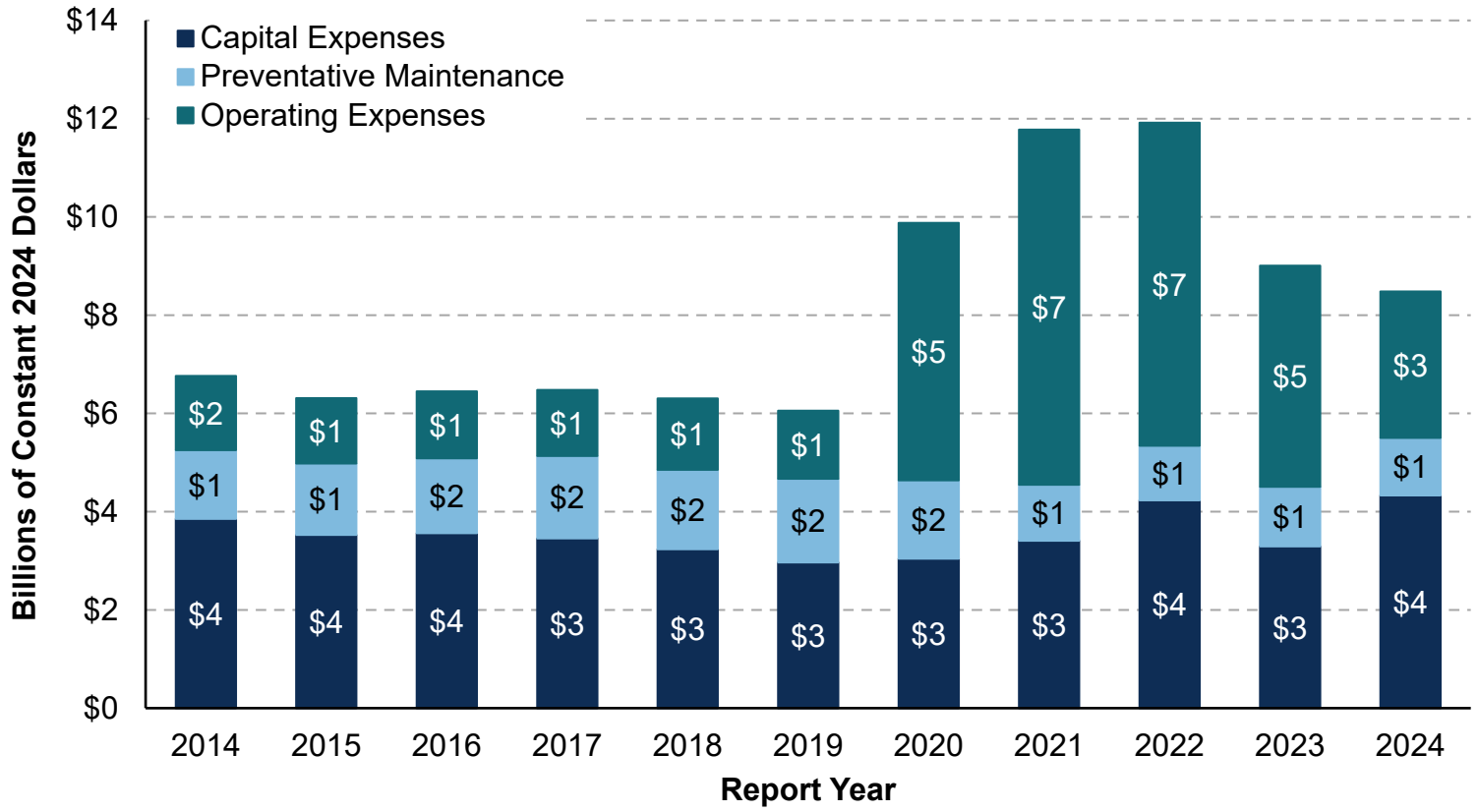


Exhibit 12.8 – 10-Year Trends in National Total Constant Dollar Uses of Federal Funds: Capital, Operating, and Preventative Maintenance for All Other UZAs

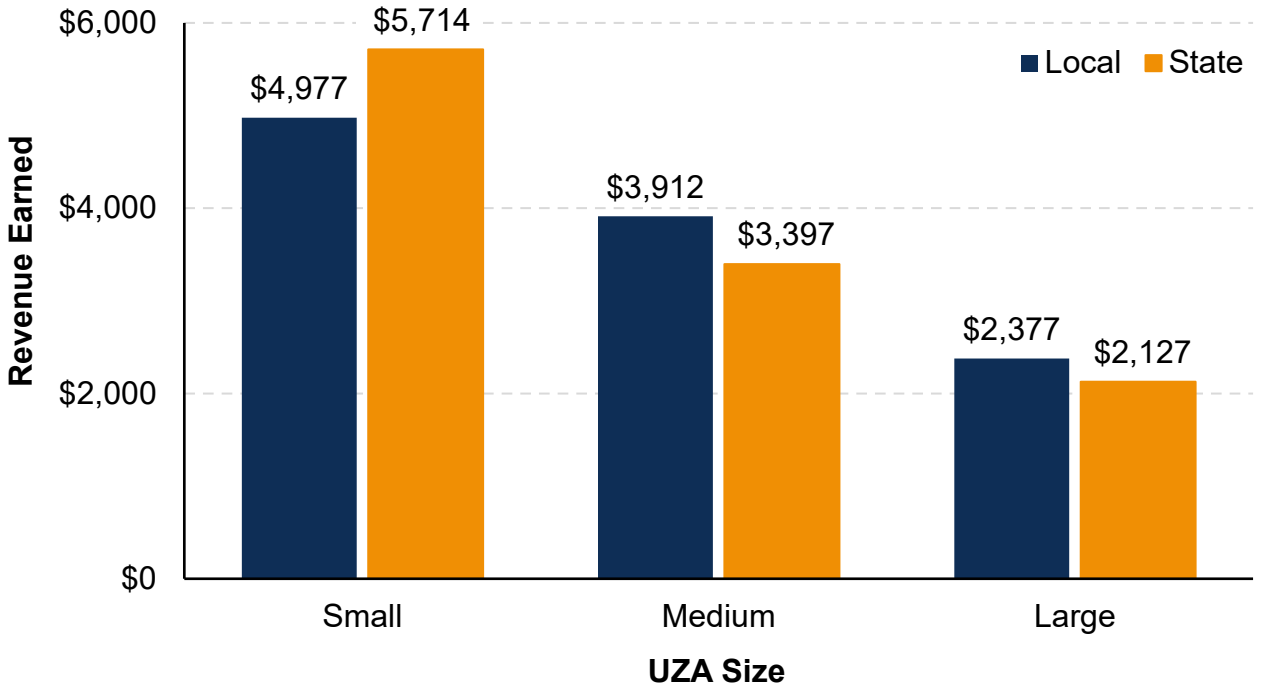


In the NTD, transit providers indicate their "primary UZA" of service operations along with any secondary UZAs they serve. For analysis purposes, the UZAs are grouped into the following three categories:

- **Small UZAs**: population of 50,000 to 199,999
- **Medium UZAs**: population of 200,000 to one million
- **Large UZAs**: population exceeding one million

Exhibit 12.9 demonstrates the State and local funding per capita for small, medium, and large UZA sizes. For urban transit agencies in small UZAs, $4,977 came from local government and $5,714 in funding per capita came from State government in 2024. Medium UZAs received $3,912 in local funding per capita and $3,397 in State funding per capita. Large UZAs received $2,377 in local funding per capita and $2,127 in State funding per capita.

Exhibit 12.9 – National Total State & Local Funding per Capita by UZA Size

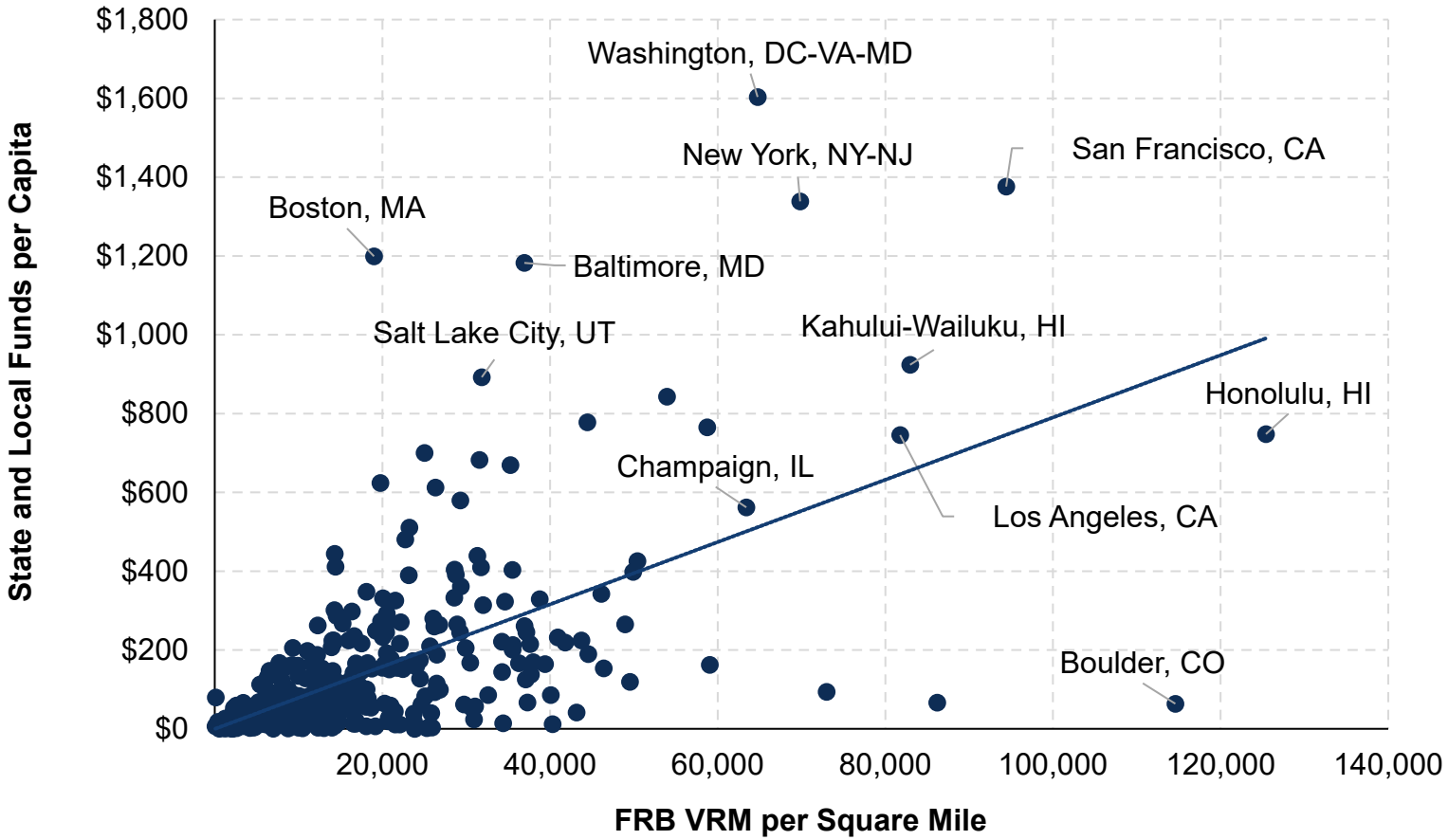


The scatter plot below represents the relationship between local and State funding expenses on the provision of transit per capita, and VRM per square mile, a measure of service supplied per funds expended for FRB services.

UZAs below the line represent an above average VRM per the amount of local and State funding supplied, whereas UZAs above the line represent a below average VRM per the amount of local and State funding supplied.

This average, normalized measure of service supplied per funds expended is established by smaller UZAs, many of which are not depicted in the plot.

Exhibit 12.10 – National Total State & Local Funding per Capita vs. FRB VRM per Square Mile (by UZA)



Chapter 13. Capital Funding

Capital Funding Sources

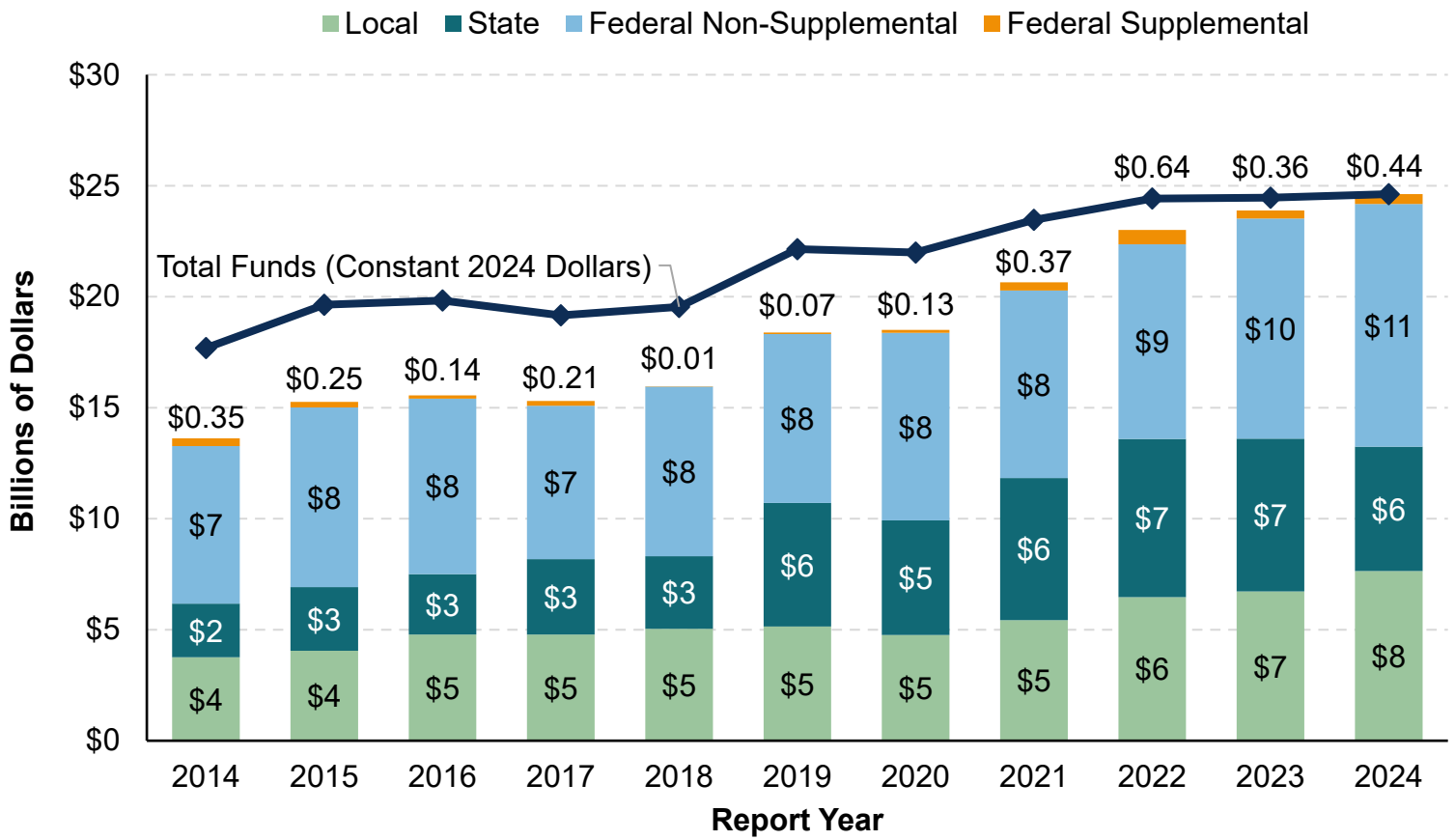
Transit agencies expend resources, not only on operations, but on constructing, acquiring, and improving the systems and equipment used to operate transit service. These improvements are called “Capital Expenses” in the NTD.

The funding support for Capital Expenses differs from operational expenditures. In 2024, about 46 percent of all capital funds came from Federal sources. Local and State governments provided 54 percent of capital funding.

Federal sources are split into two categories in the exhibit below. Federal supplemental sources include CARES, CRRSA, and the ARP funds. Federal non-supplemental includes all other Federal sources.

Exhibit 13.1 demonstrates the increase in capital expenses over the past 10 years, with a total of $24.6 billion expended in 2024. The exhibit below focuses on Federal, State, and local funding sources and excludes Directly Generated funds expended on capital.

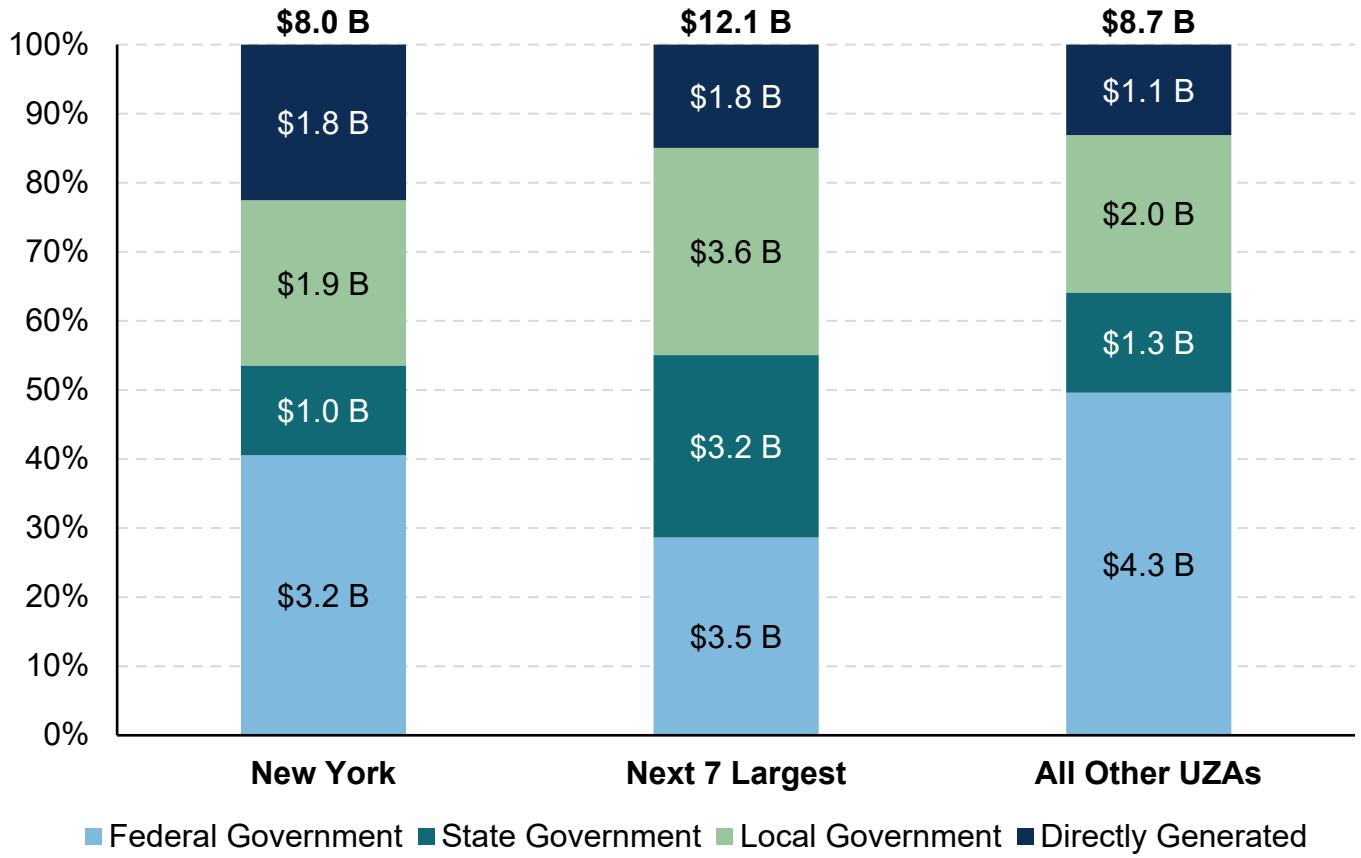
Exhibit 13.1 – 10-Year National Total Sources of Capital Funds



Capital funds are funds from Federal, State, and local governments, as well as Directly Generated sources that transit agencies apply to purchases such as equipment or other assets. Directly Generated sources include any funds generated or donated directly to the transit agency. This includes passenger fares, advertising revenues, donations, and grants from private entities.

For urban transit agencies operating in the New York UZA, Federal sources of funds accounted for 40.5 percent of the total capital expenditures. Local sources of funds accounted for 23.9 percent at 1.9 billion dollars. Agencies in the Next 7 Largest reported that 30.0 percent of their capital funding sources were local, and 28.6 percent were Federal. All Other UZAs reported 49.6 percent of the total capital expenditures were federally funded, with the other sources of funds being more evenly distributed with 22.8 percent local, 14.5 percent State, and 13.1 percent directly generated funds.

Exhibit 13.2 – 2024 National Total Capital Funding Sources by UZA



Types of Capital Expenses

Transit agencies group their capital expenses into the classes listed below:

- Guideway
- Passenger stations
- Administrative buildings
- Maintenance buildings
- Revenue vehicles
- Service (non-revenue) vehicles
- Fare-revenue collection equipment
- Communication and information systems
- Other

Reduced Reporters are agencies who receive or benefit from § 5307 funding, operate 30 vehicles or less across all modes and TOS, and do not operate along FG and/or HIB. These reporters are not required to classify their capital expenses by category; therefore, their capital expenditures are recorded separately in the Non-Rail Exhibit for Exhibit 13.3. Rail systems do not qualify as Reduced Reporters, so there is no comparable row on the Rail table.

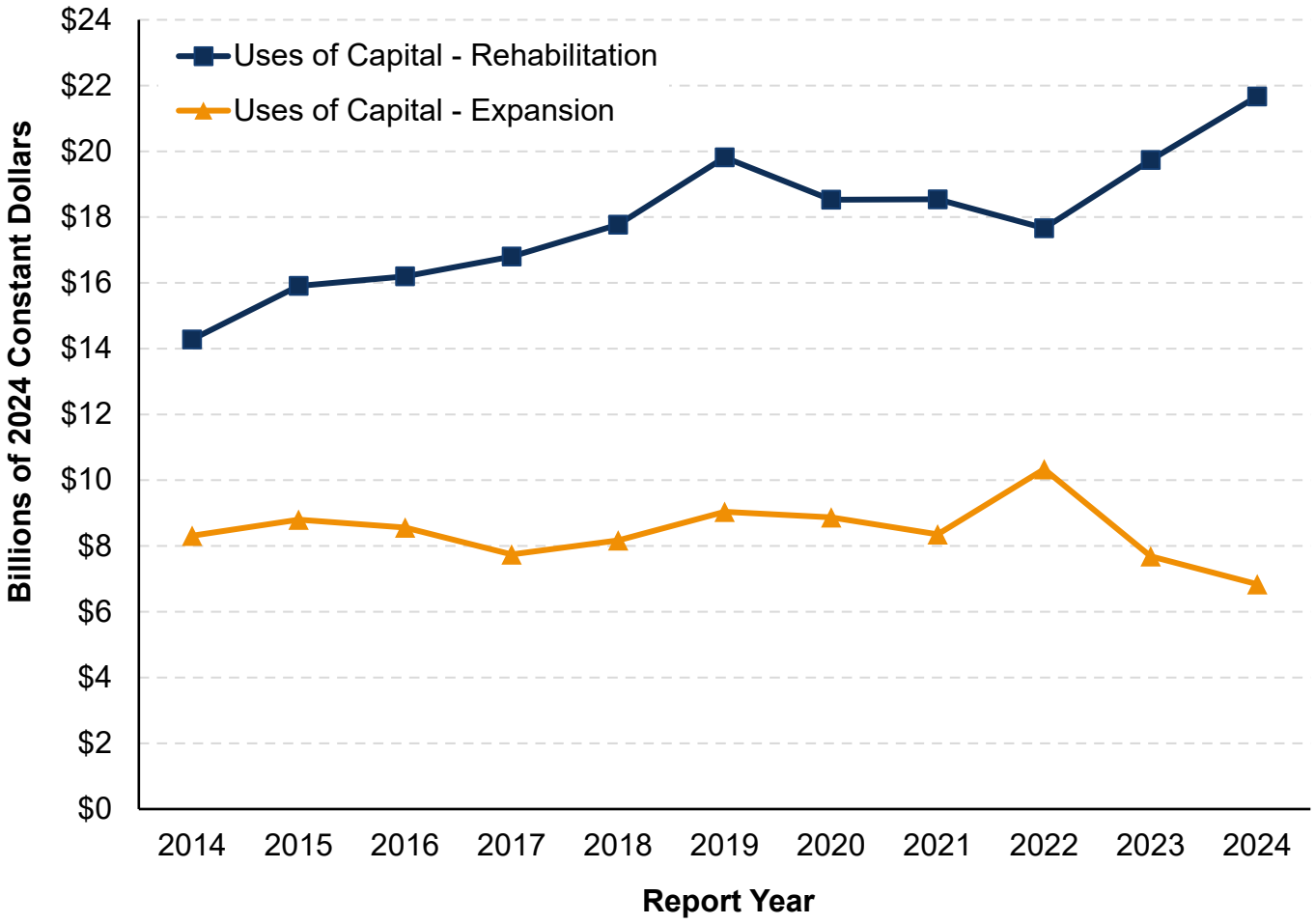
Exhibit 13.3 – 2024 National Total Capital Expenses by Type (Rail and Non-Rail)

Rail Capital Expenditures in Millions										
Capital Expense Type	**AR**	**CR**	**HR**	**IP**	**LR**	**MG**	**CC/SR**	**YR**	**Total**	***% of Rail Total***
Guideway	$54	$3,031	$4,073	$3	$2,190	$5	$95	$9	**$9,459**	**46%**
Passenger Stations	$1	$1,011	$2,255	$0	$589	$26	$6	$7	**$3,897**	**19%**
Administrative Buildings	$1	$7	$229	$0	$26	$0	$3	$0	**$267**	**1%**
Maintenance Buildings	$2	$219	$423	$0	$193	$1	$75	$9	**$922**	**4%**
Revenue Vehicles	$6	$780	$1,764	$0	$693	$2	$151	$3	**$3,400**	**17%**
Service Vehicles	$12	$118	$95	$0	$16	$0	$4	$0	**$245**	**1%**
Fare Collection Equipment	$0	$32	$217	$0	$11	$0	$7	$0	**$266**	**1%**
Communication/Information Systems	$8	$294	$1,191	$0	$294	$5	$37	$0	**$1,830**	**9%**
Other Capital Expenses	$0	$54	$231	$0	$17	$0	$9	$0	**$311**	**2%**
Total	**$84**	**$5,547**	**$10,479**	**$3**	**$4,029**	**$39**	**$388**	**$29**	**$20,597**	**-**
Percentage of Grand Total	*0.3%*	*18.9%*	*35.7%*	*0.0%*	*13.7%*	*0.1%*	*1.3%*	*0.1%*	*70.2%*	-

Non-Rail Capital Expenditures in Millions											
Capital Expense Type	**CB**	**DR**	**FB**	**MB**	**PB**	**RB**	**TB**	**TR**	**VP**	**Total**	**% of Non-Rail Total**
Guideway	$2	$0	$0	$582	$0	$247	$14	$0	$0	$845	10%
Passenger Stations	$10	$0	$97	$447	$0	$52	$0	$0	$0	$605	7%
Administrative Buildings	$0	$49	$3	$297	$0	$0	$0	$0	$0	$349	4%
Maintenance Buildings	$2	$17	$16	$1,382	$0	$12	$7	$0	$0	$1,436	16%
Revenue Vehicles	$44	$453	$250	$2,896	$0	$91	$13	$0	$24	$3,771	43%
Service Vehicles	$0	$5	$0	$95	$0	$0	$0	$0	$0	$100	1%
Fare Collection Equipment	$0	$2	$1	$134	$0	$1	$0	$0	$0	$137	2%
Communication/Information Systems	$5	$20	$8	$380	$0	$1	$0	$0	$0	**$414**	*5%*
Other Capital Expenses	$0	$3	$0	$236	$0	$11	$0	$0	$1	**$251**	*3%*
Reduced Reporter - Capital Expenses	$35	$353	$11	$423	$0	$19	$0	$0	$3	**$844**	*10%*
Total	**$125**	**$517**	**$317**	**$5,554**	**$0**	**$311**	**$23**	**$3**	**$15**	**$6,865**	**-**
Percentage of Grand Total	*0.3%*	*3.1%*	*1.3%*	*23.4%*	*0.0%*	*1.5%*	*0.1%*	*0.0%*	*0.1%*	*29.8%*	-

Using 2024 constant dollars, the total capital funds applied to transit operations increased 26.2 percent over the past 10 years.

Exhibit 13.4 – 10-Year Constant Dollar Capital Expenditures by Capital Function



As Exhibit 13.5 illustrates, Core Rail claimed about 48 percent and FRB claimed about 28 percent of capital use. Distance Rail accounted for 20 percent and Other Non-Rail accounted for the remaining 4 percent. Please note that the data in Exhibits 13.5 and 13.6 excludes Reduced Reporters as they do not report capital expenses by asset class to the NTD.

Exhibit 13.5 – 2024 Uses of Capital by Consolidated Mode for Rehabilitation as Percent of National Total

(Full Reporters Only)

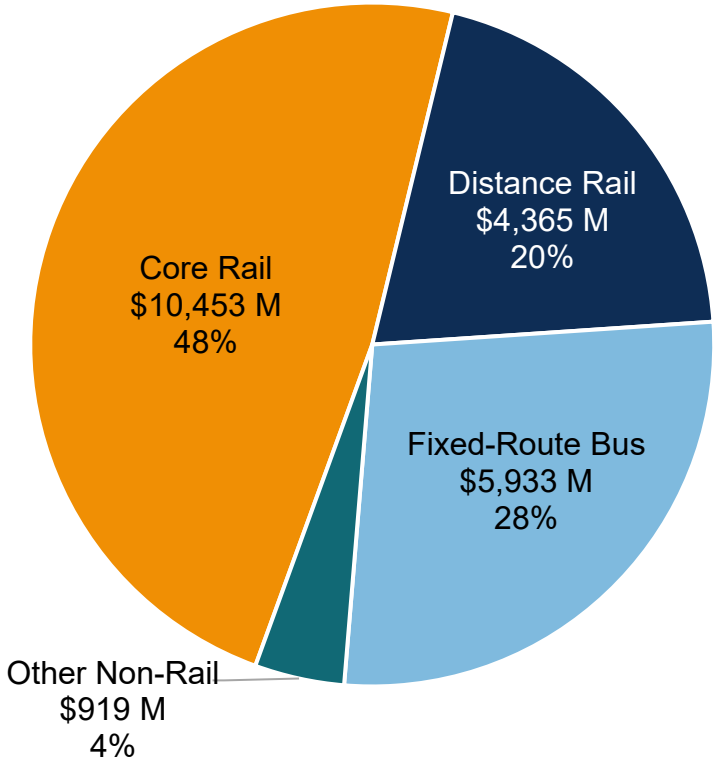
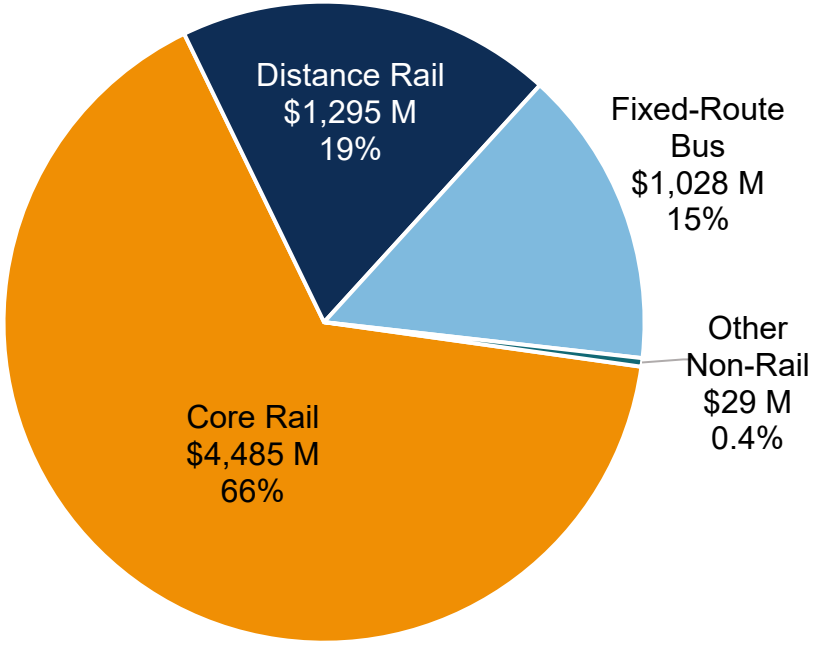


Exhibit 13.6 displays capital used for expansion purposes. Core Rail accounted for 66 percent of the total capital expansion, followed by Distance Rail (19 percent) and FRB (15 percent). Other Non-Rail accounted for the remaining 0.4 percent.

Exhibit 13.6 – 2024 Uses of Capital by Consolidated Mode for Expansion as Percent of National Total

(Full Reporters Only)

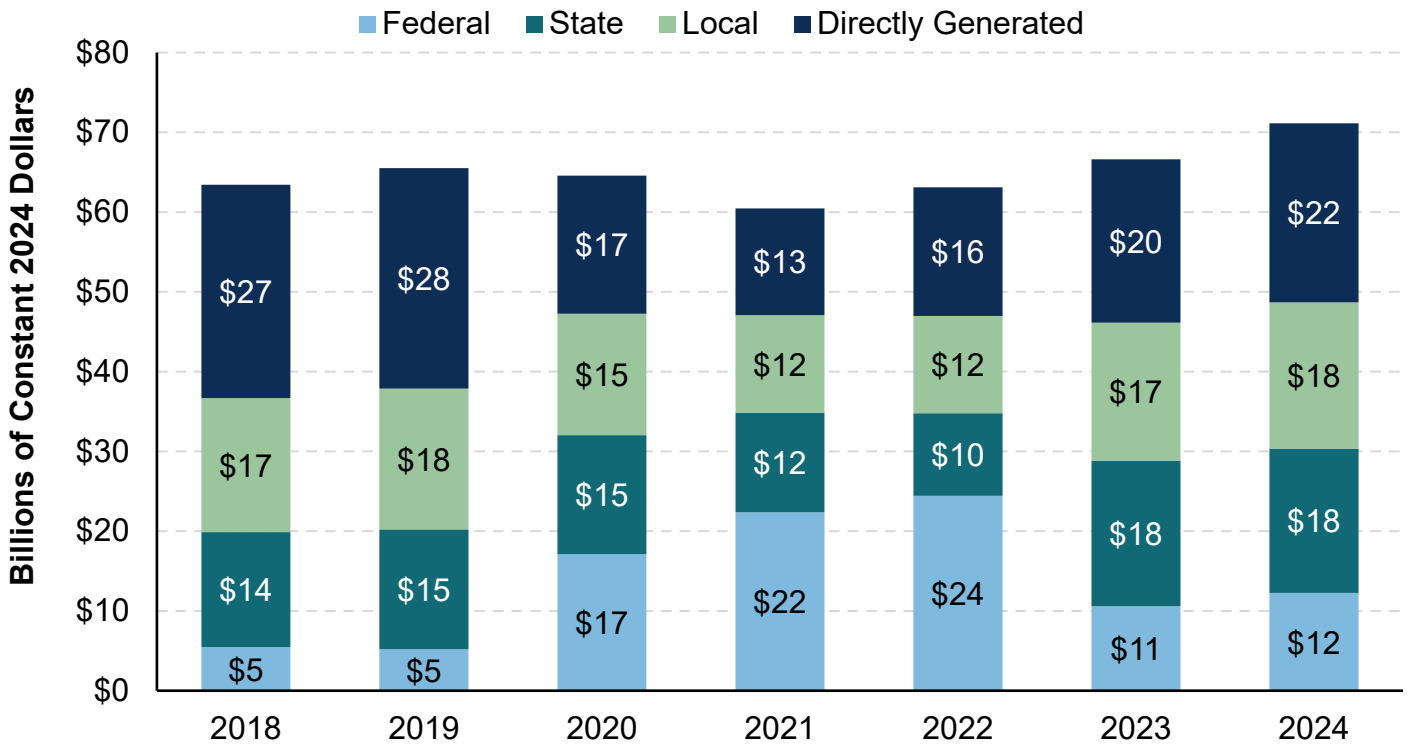


Chapter 14. Operating Expenses

Trends in Funding Used to Cover Operating Expenses

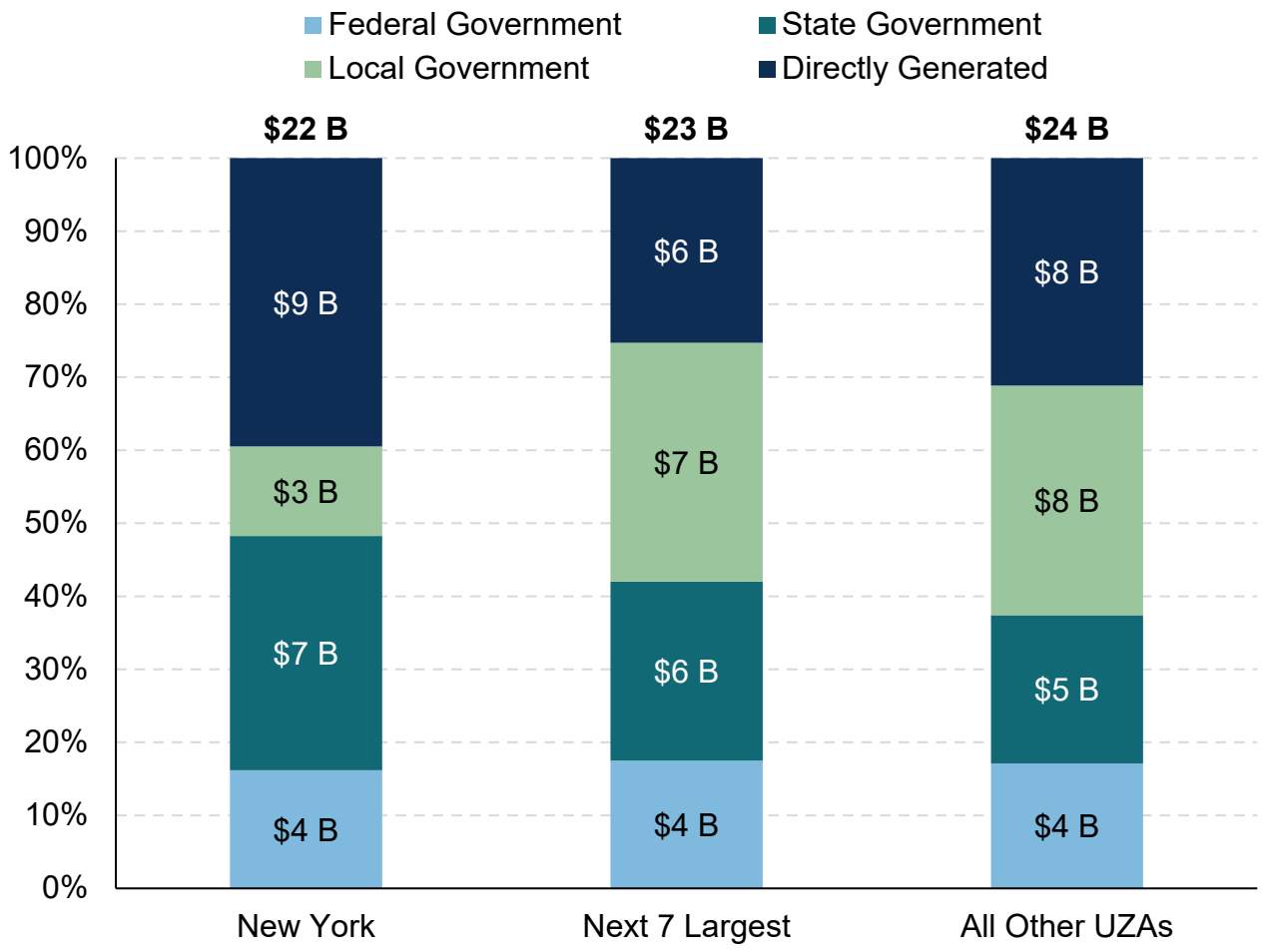
Beginning in 2020, Federal funding represented a higher fraction of the total funding, reaching a peak of 38.7 percent in 2022 and partially offsetting decreases in the funds Directly Generated by transit systems. Federal funding sources to cover the costs of these operating expenses were discussed in Chapter 12. These trends are suggested in Exhibit 14.1.

Exhibit 14.1 – Trends in Constant Dollar Sources of Operating Funds



In the next exhibit, we find the same trend as introduced in Chapter 10, presented by UZA using the *Primary UZA* reported by each transit agency. Exhibit 14.2 presents the funding sources used for operating expenses by agencies in the New York UZA, the next seven largest UZAs, and all other UZAs respectively. Rural areas are not included in this exhibit because Rural Reporters do not provide a Primary UZA.

Exhibit 14.2 – 2024 Operating Funding Sources by Category and UZA (Urban Reporters Only)



Operating Expenditures by Function and Object Class

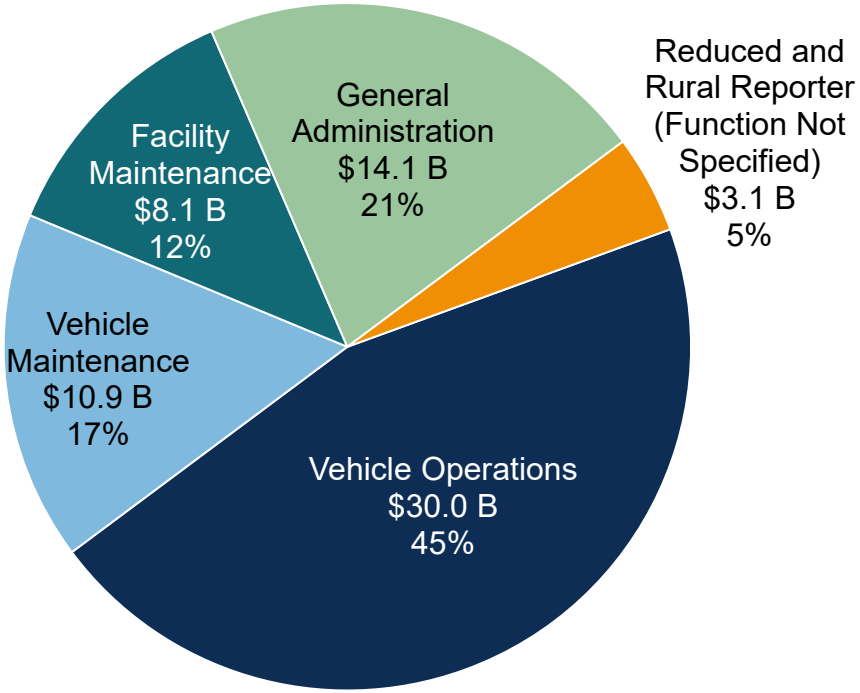
Transit agencies must report finances according to the Uniform System of Accounts (USOA). The USOA contains the basic accounting structure required by Federal transit laws. Agencies must report operating expense data by mode, function, and object class. Functions refer to the activity performed, while object classes refer to the type of goods or services purchased. Agencies reporting as Reduced Reporters are not required to classify their operating expenses by function and object.

Full Reporting agencies group their operating expenses into the four functions listed below:

- Vehicle Operations
- Vehicle Maintenance
- Facility Maintenance
- General Administration

Funds used for Vehicle Operations account for 45 percent of all operating expenses.

Exhibit 14.3 – 2024 National Operating Expenses by Function



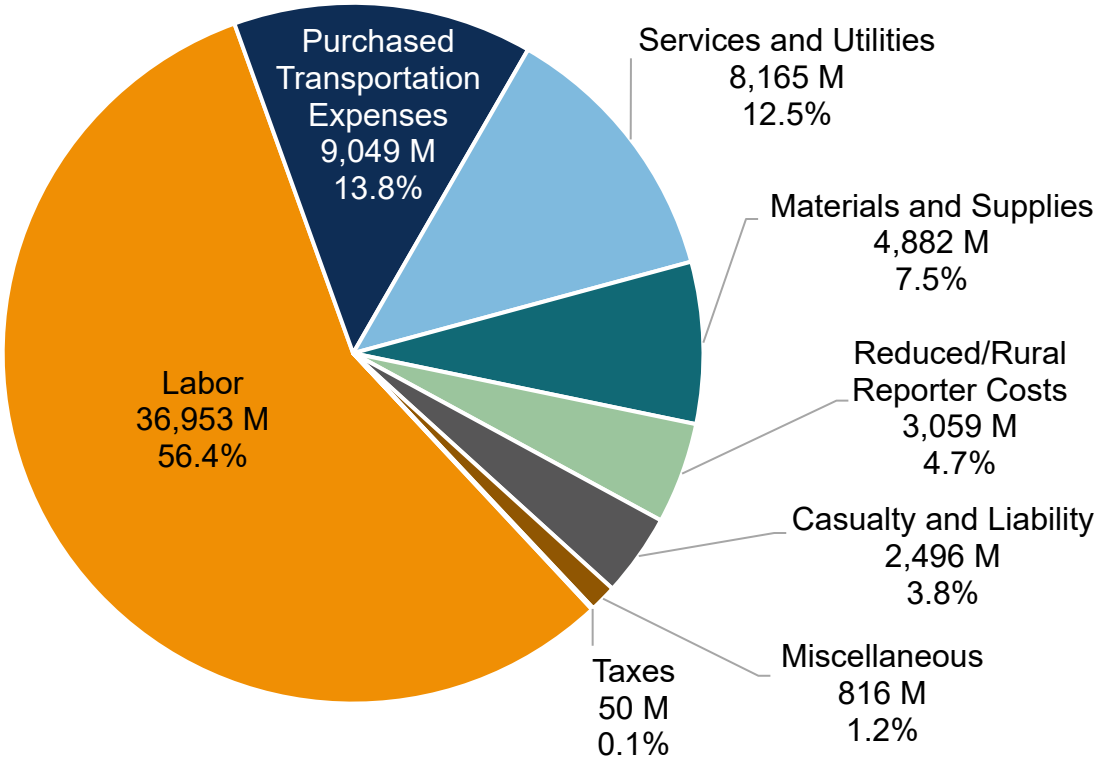
Transit agencies are required to report operating expenses data into specific object classes. The NTD uses the following object classes for Full Reporters:

- Labor
- Operators' Salaries and Wages
- Operators' Paid Absences
- Other Salaries and Wages
- Other Paid Absences

- Fringe Benefits
- Utilities
- Casualty and Liability Costs
- Taxes
- Services
- Materials and Supplies
- Fuel and Lubricants
- Tires and Tubes
- Other Materials and Supplies
- Miscellaneous Expenses
- Purchased Transportation Expenses

The USOA contains additional descriptions of each object class. In 2024, labor accounted for 56.4 percent of all operating expenses, Purchased Transportation another 13.8 percent, services and utilities 12.5 percent, and all other object classes 28 percent.

Exhibit 14.4 – Operating Expenses by Object Class



Category	Expense Type	Expense Total (Millions)
Labor	Operator Salaries and Wages	$8,226.5
	Operator Paid Absences	$1,233.4
	Other Salaries and Wages	$12,502.1
	Other Paid Absences	$2,158.3
	Fringe Benefits	$12,833.0
Purchased Transportation Expenses	Purchased Transportation Expenses	$9,049.3
Services & Utilities	Services	$6,442.9
	Utilities	$1,721.7
Materials and Supplies	Fuel and Lubricants	$1,795.1
	Other Materials and Supplies	$3,087.2
Reduced/Rural Reporter Costs	Reduced/Rural Reporters (Class Not Specified)	$3,058.6
Casualty and Liability	Casualty and Liability	$2,496.1
Taxes	Taxes	$49.7
Miscellaneous	Miscellaneous Expenses	$816.0

Chapter 15. Service Efficiency (Cost per Service Supplied)

Operating Expenditures per VRM

Cost efficiency is the relationship between cost inputs such as labor, fuel, and capital to service outputs such as vehicle miles and hours. Operating expenditures per VRM is one measure of financial or cost efficiency.

There was a 17 percent increase in the Operating Expense per VRM for all modes from 2014 ($13.70) to 2024 ($16.03) after normalizing to show in constant (2024) dollars. As shown below, SR increased by 55 percent from $32.77 to $50.73 followed by LR and TB at 40 and 36 percent, respectively. The other modes also saw increases in the cost per VRM except VP, which had an 11 percent decrease.

Exhibit 15.1 – 10-Year Constant Dollar Operating Expense per VRM by Mode (National Average)

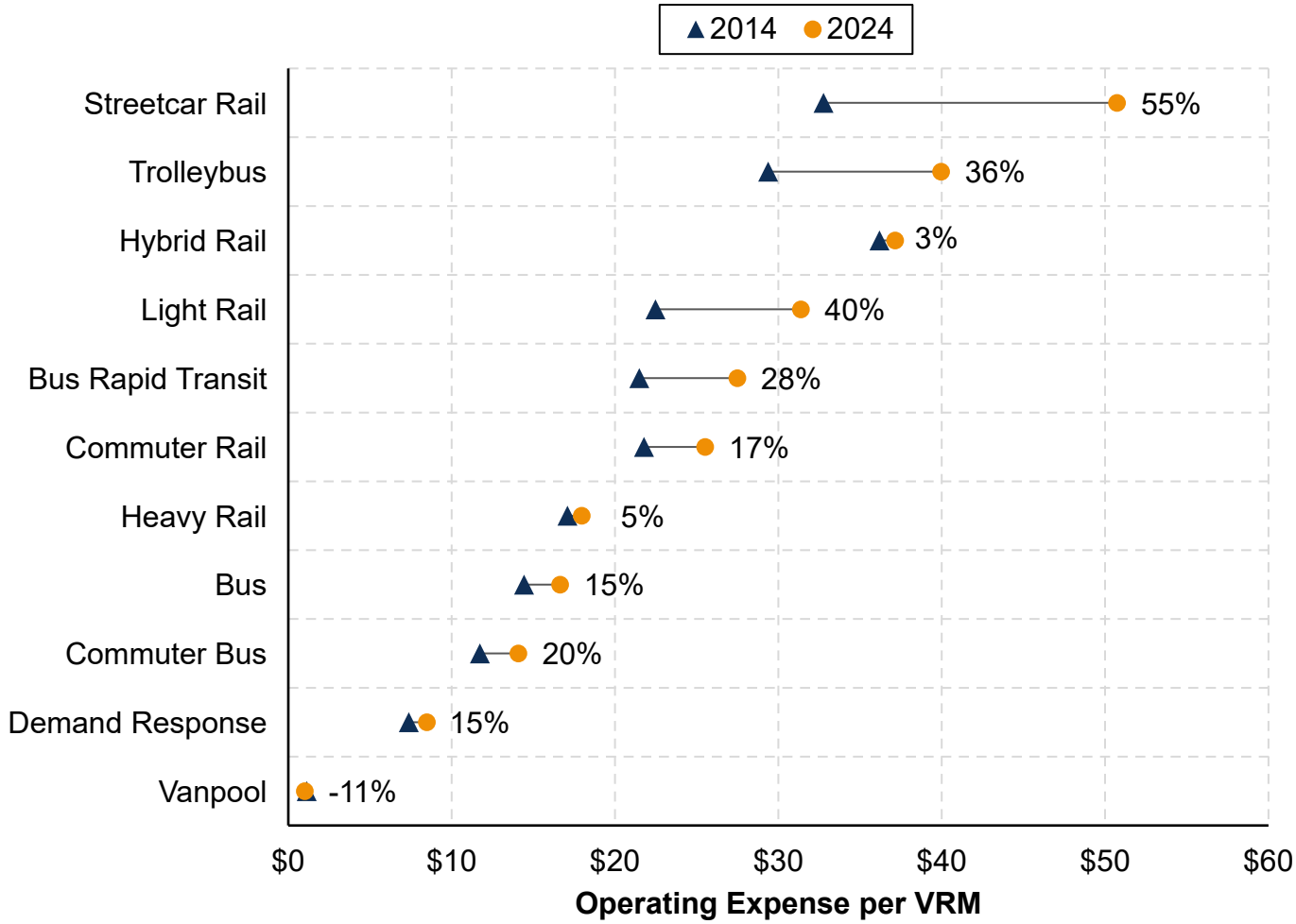
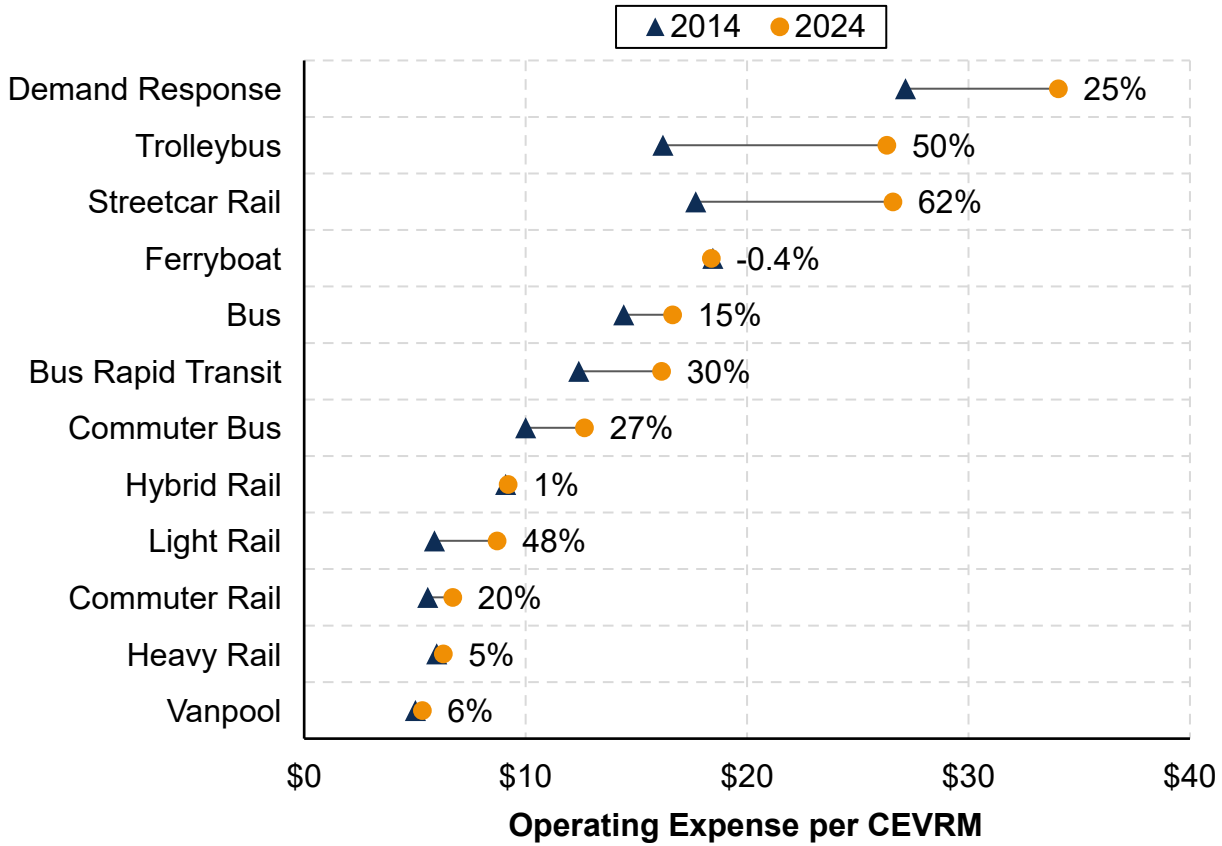


Exhibit 15.2 demonstrates the change in Operating Expense per CEVRM from 2014 to 2024 by mode (adjusted for inflation). CEVRM measure the distance traveled by a transit vehicle in revenue service, adjusted by the passenger-carrying capacity of each transit vehicle class, with the passenger-carrying capacity of an MB representing the baseline.

The cost for SR and TB services increased substantially during this period. In contrast, the cost per CEVRM decreased for FB by 0.1 percent. Modes such as LR and RB have also changed dramatically in the last decade; however, this is likely due to the larger current sample size and diversity in the format of operations among agencies reporting in 2024 compared to 2014. The national average cost per CEVRM increased $1.92 (11.6 percent) in the past decade after adjusting for inflation.

Exhibit 15.2 – 10-Year Constant Dollars Operating Expense per CEVRM by Mode (National Average)



Operating Expenditures per CEVRM and VRH

Exhibit 15.3 demonstrates that overall, the Next 7 Largest UZAs are allocated the lowest Operating Expenses per CEVRM. In 2024, these UZAs were allocated $9.70, whereas Rural Areas were allocated the highest at $101.23 per CEVRM. For Operating Expenses per VRH, All Other UZAs were allocated the lowest ($158.38) and Rural Areas was the highest ($718.23). Notably, the Operating Expense per VRH is not adjusted by the passenger-carrying capacity of each transit vehicle class, and for that reason, provides more of a raw measure of cost. Comparing the two results demonstrates that it is useful to normalize cost by service provided when at capacity for a standard MB system; Rail modes in the larger UZAs are generally shown to provide more efficient service despite the much higher cost per hour.

Exhibit 15.3 – 2024 Operating Expense per CEVRM and per VRH by Area and Consolidated Mode (National Average)

Areas by Consolidated Mode	Operating Expenses per CEVRM	Operating Expenses per VRH
New York	**$11.01**	**$339.20**
Core Rail	$5.44	$312.86
Distance Rail	$7.09	$823.09
Fixed-Route Bus	$22.06	$265.30
Other Non-Rail	$5.94	$193.37
Next 7 Largest UZAs	**$9.70**	**$267.85**
Core Rail	$7.44	$373.23
Distance Rail	$6.42	$659.11
Fixed-Route Bus	$17.71	$226.93
Other Non-Rail	$10.75	$150.57

Areas by Consolidated Mode	Operating Expenses per CEVRM	Operating Expenses per VRH
All Other UZAs	**$14.86**	**$158.38**
Core Rail	$18.09	$407.44
Distance Rail	$8.23	$933.91
Fixed-Route Bus	$11.99	$160.84
Other Non-Rail	$21.43	$104.44
Rural Areas	**$101.23**	**$718.23**
Core Rail	N/A	N/A
Distance Rail	N/A	N/A
Fixed-Route Bus	$52.61	$534.97
Other Non-Rail	$151.19	$836.16

Labor Costs

As shown in Exhibit 15.4, the total labor costs in constant 2024 dollars increased by less than 1 percent from 2014 to 2024 overall while the total employee count increased by 8.8 percent. Fringe benefit costs varied each year but slightly decreased overall since 2014 for all UZAs while salary costs varied each year but increased overall since 2014 for all UZAs except New York. Employees across all UZAs in the nation have increased since 2014. Please note, transit agencies only report their employee counts for Directly Operated modes, so any Purchased Transportation or contracted services are excluded from the total employees below.

Exhibit 15.4 – 10-Year Constant Dollars for Salaries and Fringe Benefits by UZA
(National Average, Full Reporters Only)

UZA	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
New York											
Salaries	$7.1 B	$7.2 B	$7.5 B	$6.8 B	$7.0 B	$6.9 B	$6.5 B	$6.4 B	$6.3 B	$6.9 B	$7.0 B
Fringe Benefits	$6.4 B	$6.5 B	$7.1 B	$6.2 B	$5.1 B	$5.5 B	$5.2 B	$5.2 B	$5.1 B	$5.4 B	$5.4 B
Employees	81,762	80,615	82,358	84,071	84,633	82,402	80,931	78,346	79,530	84,581	87,221
Next 7 Largest UZAs											
Salaries	$5.8 B	$6.0 B	$6.3 B	$6.4 B	$6.2 B	$6.5 B	$6.3 B	$5.9 B	$5.9 B	$6.4 B	$6.9 B
Fringe Benefits	$4.3 B	$4.4 B	$4.8 B	$4.9 B	$4.1 B	$4.0 B	$3.8 B	$3.7 B	$3.4 B	$3.7 B	$4.0 B
Employees	80,517	82,374	84,145	81,071	82,134	84,666	82,534	79,619	81,009	82,654	89,026
All Other UZAs											
Salaries	$5.7 B	$5.9 B	$6.2 B	$6.3 B	$6.2 B	$6.3 B	$6.2 B	$6.0 B	$6.0 B	$6.3 B	$6.8 B
Fringe Benefits	$3.7 B	$3.7 B	$4.0 B	$4.0 B	$3.4 B	$3.5 B	$3.4 B	$3.2 B	$3.0 B	$3.3 B	$3.4 B
Employees	99,165	100,523	102,529	102,985	102,646	101,736	99,882	97,708	97,348	102,458	109,285
Total Salaries	**$18.7 B**	**$19.3 B**	**$20.1 B**	**$19.6 B**	**$19.4 B**	**$19.8 B**	**$19.1 B**	**$18.3 B**	**$18.2 B**	**$19.6 B**	**$20.7 B**
Total Fringe Benefits	**$14.5 B**	**$14.8 B**	**$15.9 B**	**$15.2 B**	**$12.6 B**	**$12.9 B**	**$12.5 B**	**$12.2 B**	**$11.5 B**	**$12.4 B**	**$12.8 B**
Total Employees	**262,588**	**264,640**	**270,214**	**269,365**	**270,672**	**270,082**	**264,592**	**256,780**	**259,143**	**269,747**	**285,587**

Chapter 16. Cost Effectiveness (Cost per Ride)

Cost effectiveness connects the cost inputs to the service consumed. This is commonly shown by metrics such as the operating cost per unlinked passenger trip or passenger mile traveled. The table below outlines the service data such as PMT, VRM, and the Average Occupancy (PMT/VRM) by mode. It also demonstrates the cost inputs such as Total Operating Expenses and Total Fares by mode. The cost effectiveness of each mode is shown by the Operating Expense per PMT and the Fares per PMT metrics. Commuter modes with higher passenger miles generally have lower cost and fares per passenger mile.

Exhibit 16.1 – Table of PMT, VRM, Operating Expense, Fares, Average Occupancy, Operating Expense per PMT, and Fares per PMT by Mode

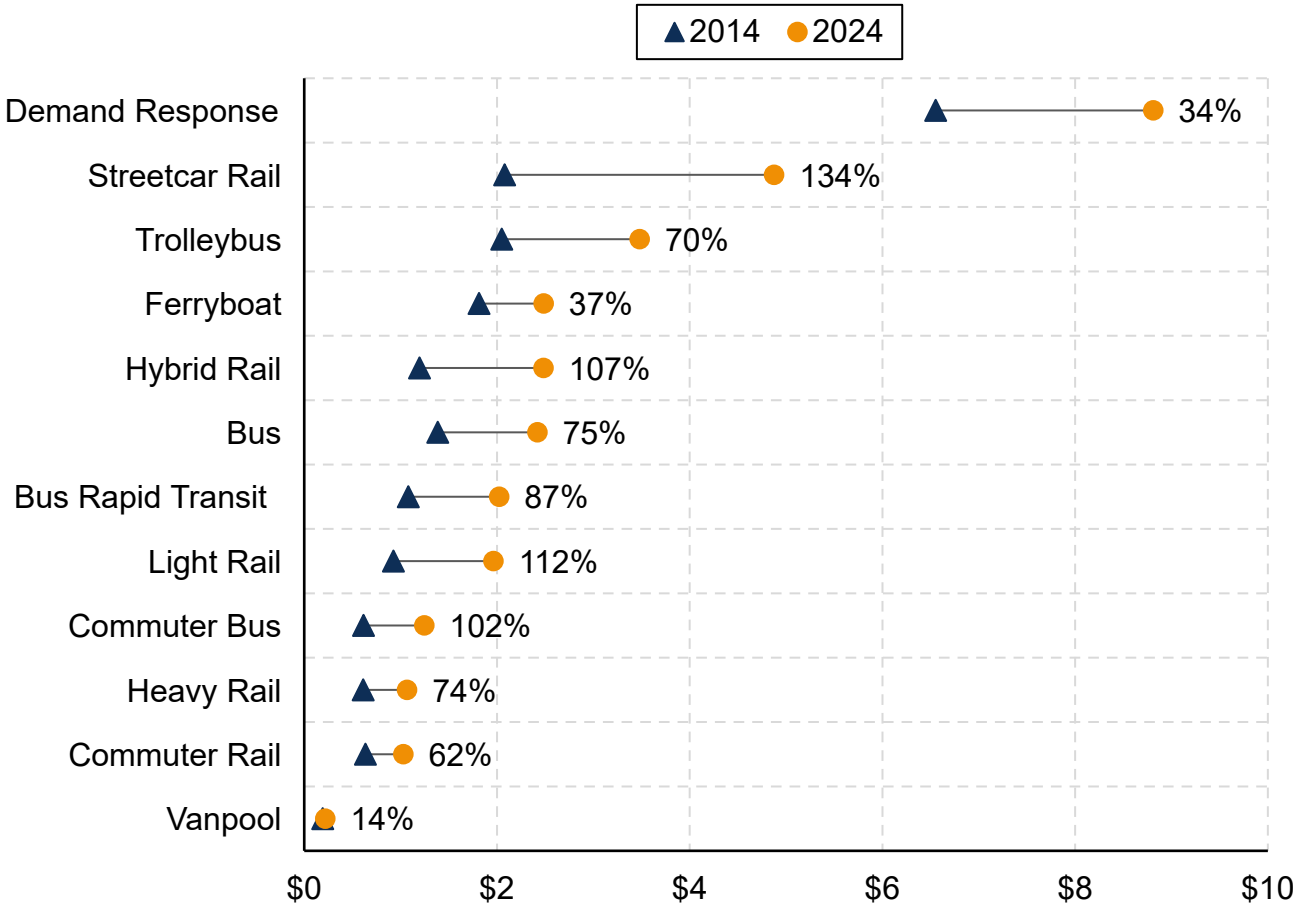
Mode	PMT (Millions)	VRM (Millions)	Operating Expenses (Millions)	Fares (Millions)	Average Occupancy (PMT/VRM)	Operating Expense per PMT	Fares per PMT
Aerial Tramway	0.8	0.0	$4.2	$0.8	29.4	$5.24	$1.00
Alaska Railroad	29.3	1.3	$64.3	$38.0	22.8	$2.20	$1.30
Bus	12,462.8	1,724.7	$28,884.0	$1,988.0	7.3	$2.32	$0.16
Bus Rapid Transit	175.1	12.9	$339.5	$17.9	13.6	$1.94	$0.10
Cable Car	4.9	0.2	$81.0	$18.1	24.4	$16.62	$3.70
Commuter Bus	1,005.3	79.3	$993.4	$120.4	12.7	$0.99	$0.12
Commuter Rail	8,659.5	348.9	$8,879.8	$828.1	24.8	$1.03	$0.10
Demand Response	804.3	738.1	$5,471.1	$262.4	1.1	$6.80	$0.33
Ferryboat	472.4	5.3	$1,096.1	$212.4	88.7	$2.32	$0.45
Heavy Rail	11,498.9	683.4	$12,272.3	$775.5	16.8	$1.07	$0.07

Mode	PMT (Millions)	VRM (Millions)	Operating Expenses (Millions)	Fares (Millions)	Average Occupancy (PMT/VRM)	Operating Expense per PMT	Fares per PMT
Hybrid Rail	62.0	4.1	$154.0	$7.8	15.0	$2.48	$0.13
Inclined Plane	0.5	0.0	$4.8	$3.6	12.8	$10.35	$7.81
Light Rail	1,805.2	112.9	$3,392.3	$260.2	16.0	$1.88	$0.14
Monorail / Automated Guideway	14.6	2.1	$82.6	$9.4	7.1	$5.64	$0.64
Público	5.7	3.1	$6.5	$6.1	1.8	$1.14	$1.07
Streetcar Rail	64.6	5.7	$299.9	$16.8	11.3	$4.64	$0.26
Trolleybus	101.4	8.8	$353.1	$25.9	11.5	$3.48	$0.26
Vanpool	877.4	184.3	$184.0	$107.2	4.8	$0.21	$0.12
Total	**38,044.6**	**3,915.3**	**$62,562.8**	**$4,660.7**	**9.7**	**$1.64**	**$0.12**

Operating Expenditures per Passenger Mile

Exhibit 16.2 demonstrates the change in the operating expense per PMT from 2014 (adjusted for inflation) to 2024 for selected modes. All modes shown in the exhibit had a higher cost per passenger mile in 2024. SR had the largest increase in operating cost per passenger mile from 2014 ($2.08) to 2024 ($4.88). In contrast, the cost per passenger mile for VP only increased by $0.03.

Exhibit 16.2 – 10-Year Operating Expense per PMT by Selected Mode



Farebox Recovery

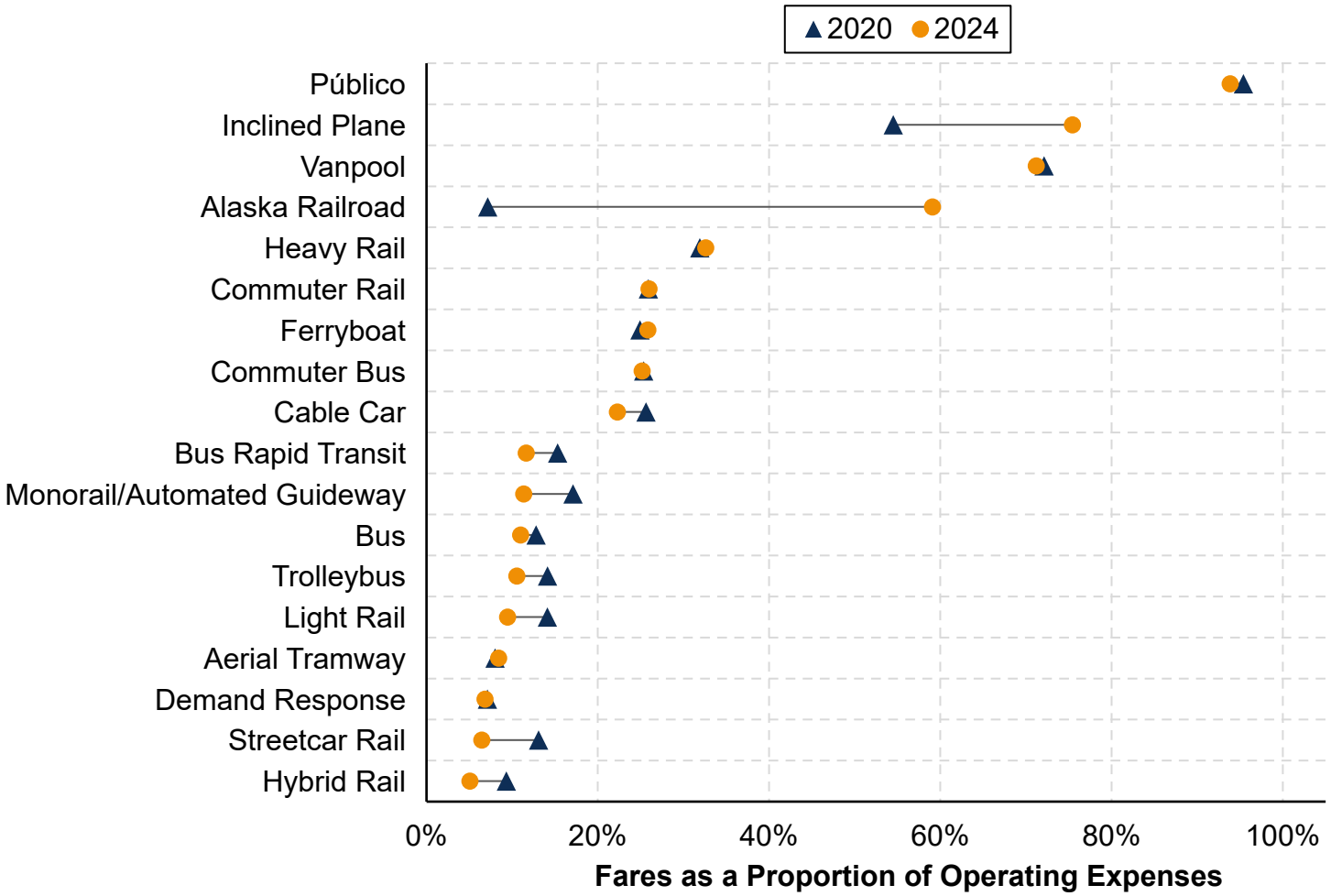
Transit agencies do not set passenger fares based on the cost of each trip. The farebox recovery ratio is the percentage of a trip's operating costs recovered through passenger fares. This ratio varies by mode. In 2024, for each dollar spent on operating costs per trip across all modes and all transit systems, 17.3 cents are recovered through fares. This is a 5 percent decrease from the 2020 fare recovery ratio of 18.2 cents per dollar spent on operating expenses. However, as the transit industry is recovering from the COVID-19 public health emergency, the farebox recovery ratio has increased by 36 percent from 2021 (12.7 cents per dollar).

The low recovery ratios on DR services are due to a lower average passengers per hour compared to other modes. The low ratios are also due to the ADA fare regulations, which prohibit ADA fares from being more than twice the cost of regular transit fares.

Commuter services such as CR, CB, and VP have relatively high farebox recovery ratios. These services are often scheduled based on passenger demand, and limited service or no service is scheduled during off-peak, low-passenger demand periods. VP transit also has a high ratio because the drivers are not paid (typically, one of the passengers operates the vehicle), and because VP service has traditionally been funded by rider fees, with limited or no government subsidies.

In contrast, other Fixed-Route non-Rail modes, LR, and SR modes typically schedule service based on passenger demand during commuting hours and on policy guidelines during off-peak periods (midday, evenings, and weekends). The resulting farebox recovery ratios are, therefore, lower than other modes. HR typically serves high-density travel corridors with passenger demand throughout the day, which yields relatively high farebox recovery ratios.

Exhibit 16.3 – 5-Year Farebox Recovery Ratio by Mode

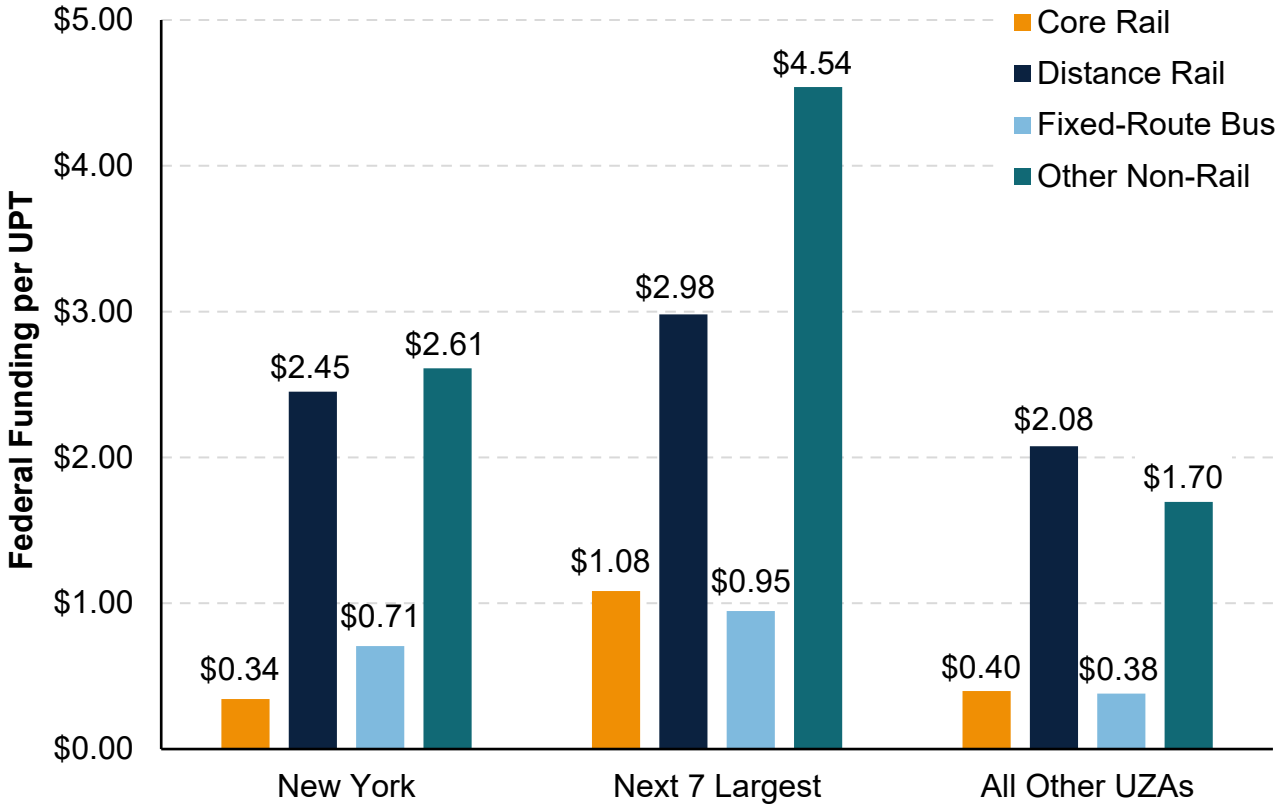


Total Federal Assistance Applied to Transit and UPT

FTA uses Federal funds to offset operating, capital, and planning costs for agencies. Due to the COVID-19 public health emergency, ridership decreased significantly in RY 2020 and 2021. As ridership decreased, Federal assistance for transit increased to fill the funding deficit. In RY 2024, ridership continued to increase, allowing the Federal assistance for transit to decrease compared to 2022.

In 2024, the Next 7 Largest UZAs received the highest amount of Federal operating assistance per trip overall, an average of $1.19 of Federal funding for every passenger carried. As shown in Exhibit 16.4, Other Non-Rail services (TR, FB, DR, and VP) received the most Federal funding assistance per UPT in the New York UZA and Next 7 Largest UZAs. Distance Rail services closely followed in those areas but received the most Federal funding per trip in All Other UZAs.

Exhibit 16.4 – Federal Funding per Trip by UZA and Consolidated Mode

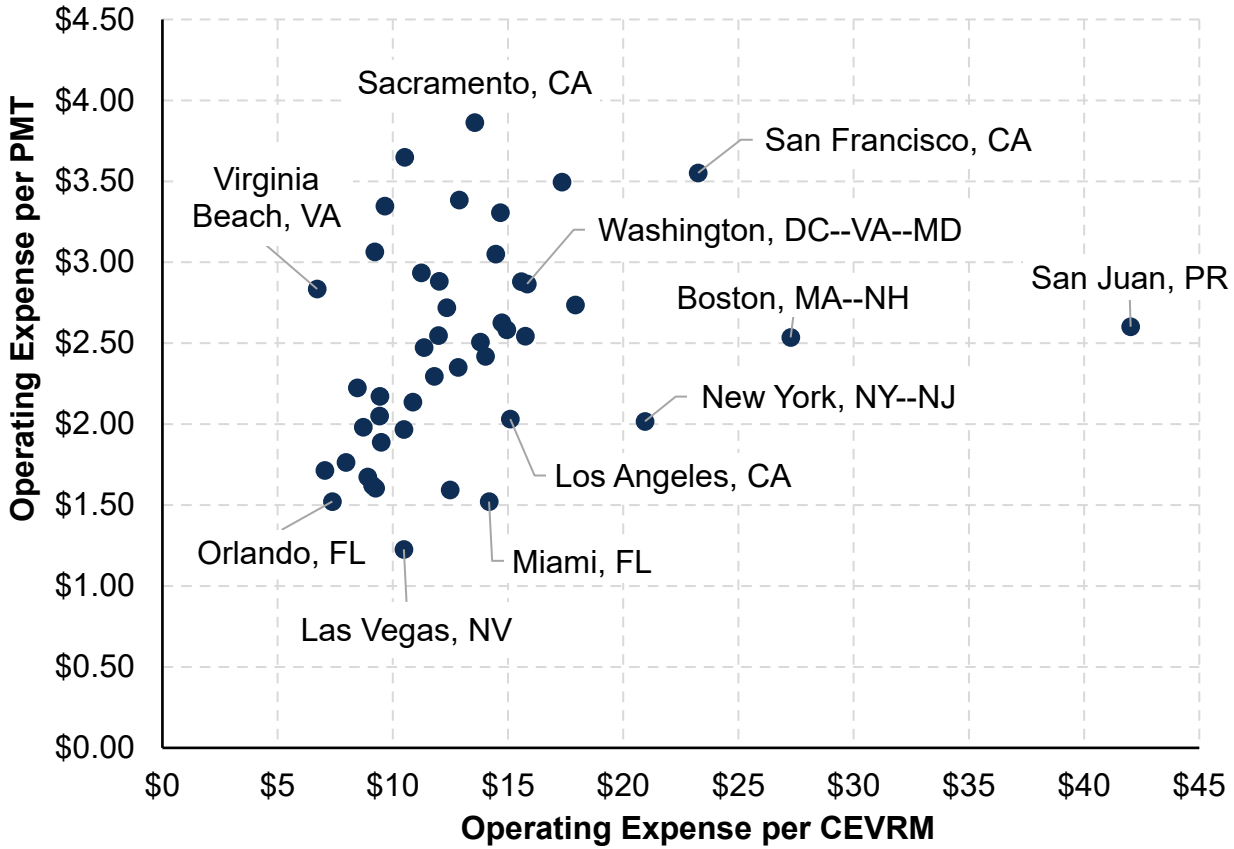


Operating Expenditures per CEVRM vs. Operating Expenditures per PMT

The exhibits in this section show the relationship between the Operating Expense per CEVRM and the Operating Expense per PMT for different consolidated modes by the large UZAs determined by UZA population.

For the FRB consolidated mode, Sacramento, CA had the highest operating cost per PMT ($3.86) and San Juan, PR had the highest operating cost per CEVRM ($42.02) in 2024. Exhibit 16.5 demonstrates a positive correlation between Operating Expense per PMT and Operating Expense per CEVRM for MB, RB, CB, and TB services.

Exhibit 16.5 – Operating Expense per CEVRM vs. Operating Expense per PMT for FRB in Large UZAs



For Core Rail modes, Jacksonville, FL had the highest operating cost per PMT of $31.18 and the highest operating cost per CEVRM of $90.43. Excluding Jacksonville, FL as an outlier, Milwaukee, WI had the highest operating cost per PMT ($13.29)

and San Jose, CA had the highest operating cost per CEVRM ($35.39) in Exhibit 16.6. Many of the large UZAs with populations over 1 million achieve under $10.00 for the operating cost per CEVRM and under $3.00 for the operating cost per passenger mile traveled.

Exhibit 16.6 – Operating Expense per CEVRM vs. Operating Expense per PMT for Core Rail in Large UZAs

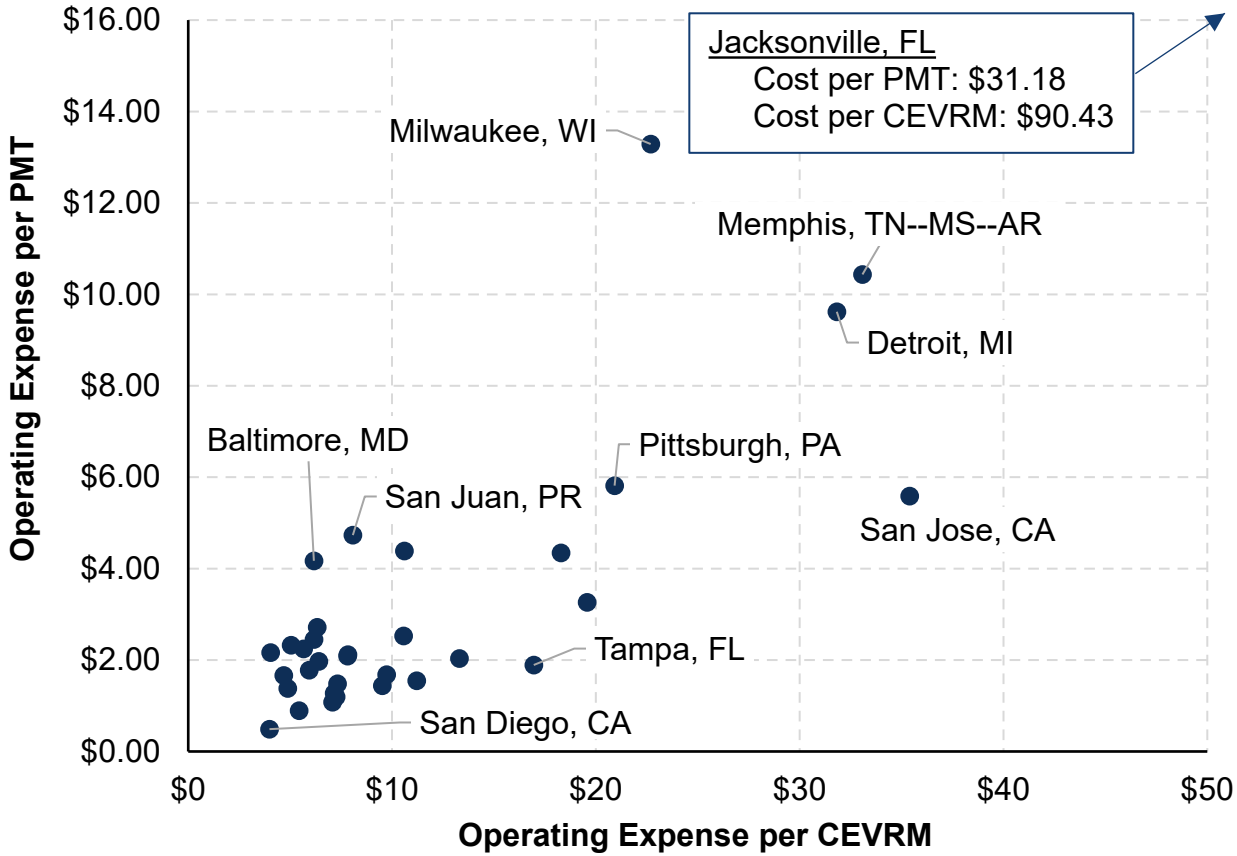
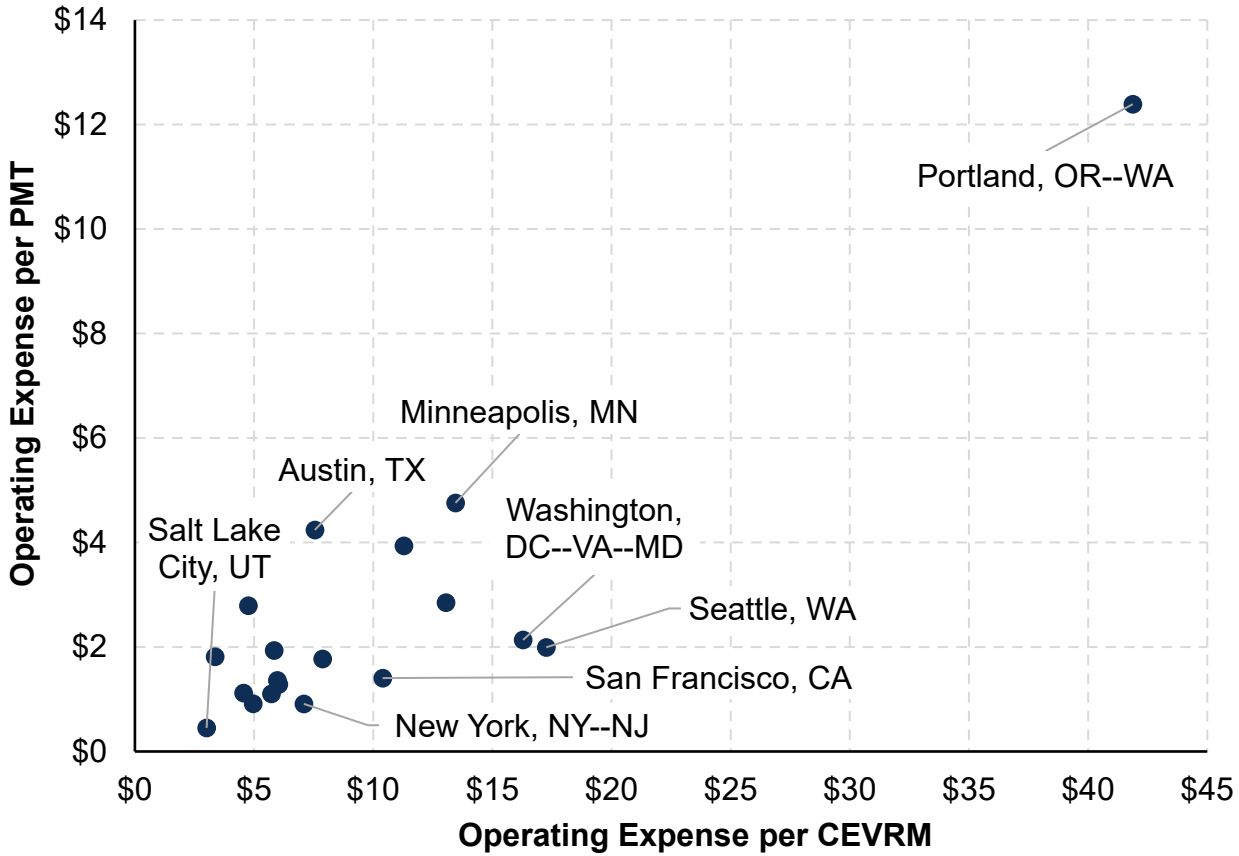


Exhibit 16.7 demonstrates the relationship between Operating Expense per CEVRM and Operating Expense per PMT for AR, YR, and CR services. Portland, OR-WA was the UZA with the highest operating cost per CEVRM at $41.87 and the highest operating cost per PMT at $12.39 in 2024.

Exhibit 16.7 – Operating Expense per CEVRM vs. Operating Expense per PMT for Distance Rail in Large UZAs



Cost per UPT for DR Service

The DR mode operates in response to requests to the transit operator from passengers or their agents. Rides are grouped together when possible, and the transit operator dispatches a vehicle to provide the rides. Vehicles do not operate over a fixed route or on a fixed schedule unless temporarily satisfying a special transit need.

The breakdown of DR TOS reported in FY 2024 was as follows:

- DO services: 1,501
- Purchased Transportation services: 475
- Taxi providers: 79
- TNCs: 21

Exhibit 16.8 highlights that the cost per UPT is lower for DR service provided by TNCs in comparison with Taxi and DO service. Purchased Transportation service costs were higher overall in 2024. Shared-ride services by TNCs and taxi providers appear to be the most cost-effective forms of DR service. However, these services operate with lower seating capacity vehicles, such as Sedans or Minivans. Traditional DR services generally use cutaways or buses with higher seating capacity.

Exhibit 16.8 – 2024 Cost per UPT for DR Service Type

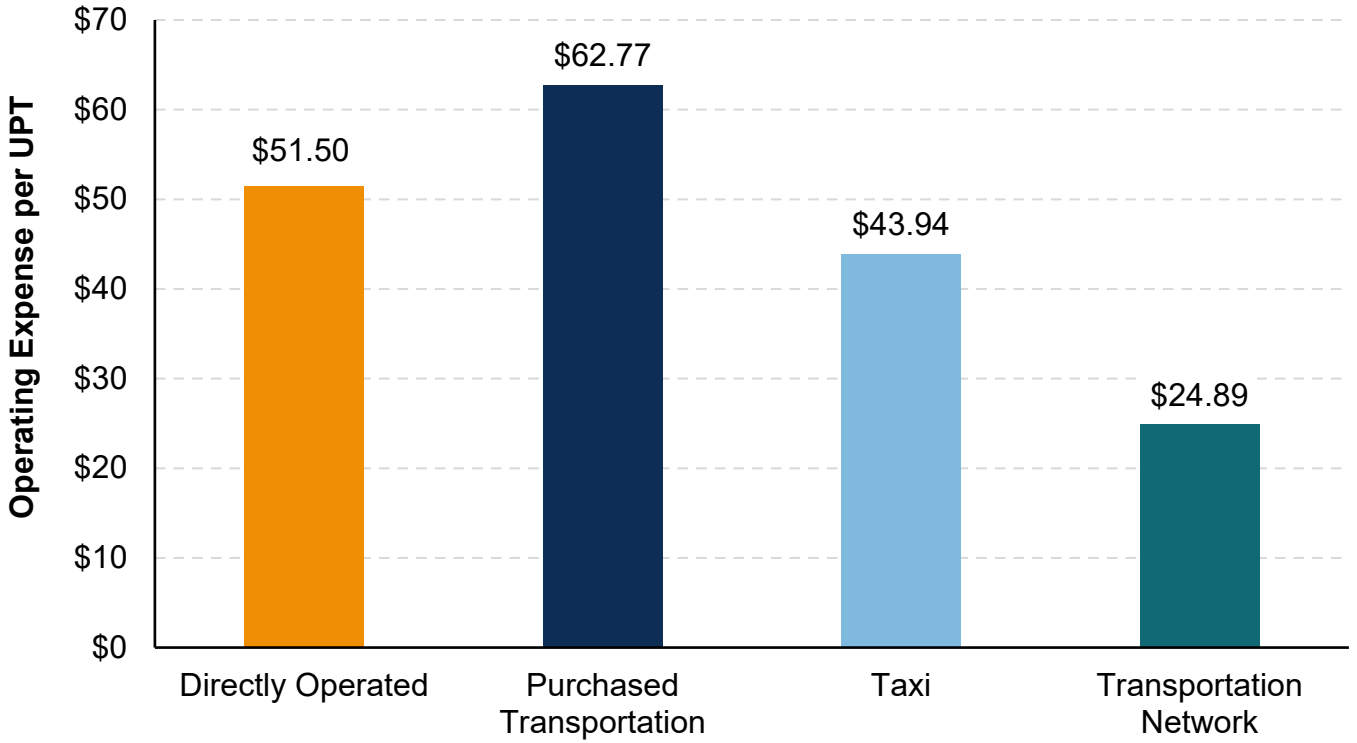
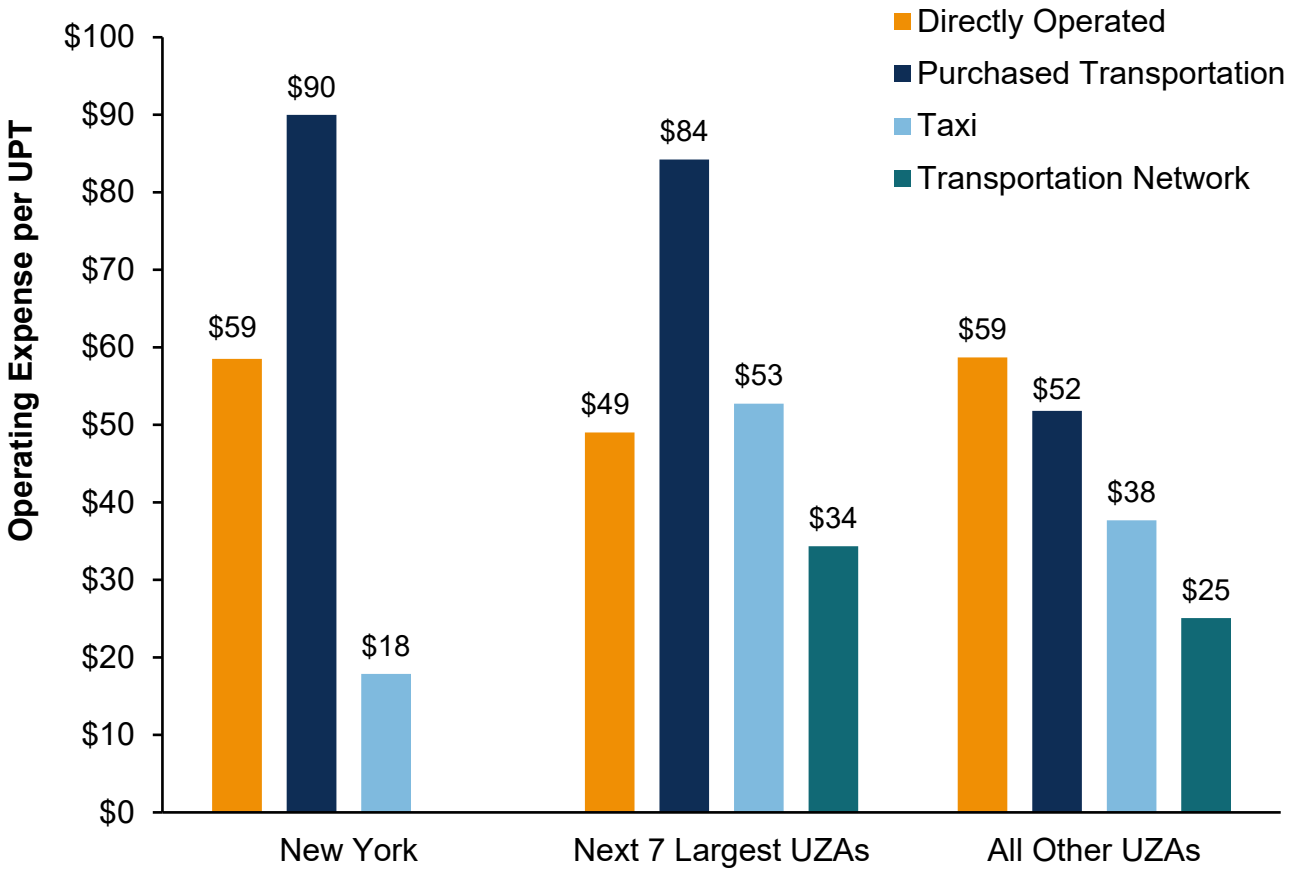


Exhibit 16.9 demonstrates that the Operating Expense per UPT is higher for Purchased Transportation service in the New York UZA ($90.00) and the Next 7 Largest UZAs ($84.23). Directly operated DR services cost more per trip in all other UZAs ($58.70). DR services provided by TNCs had the lowest cost per UPT in the Next 7 Largest UZAs and All Other UZAs. New York did not report having any TN services in FY 2024.

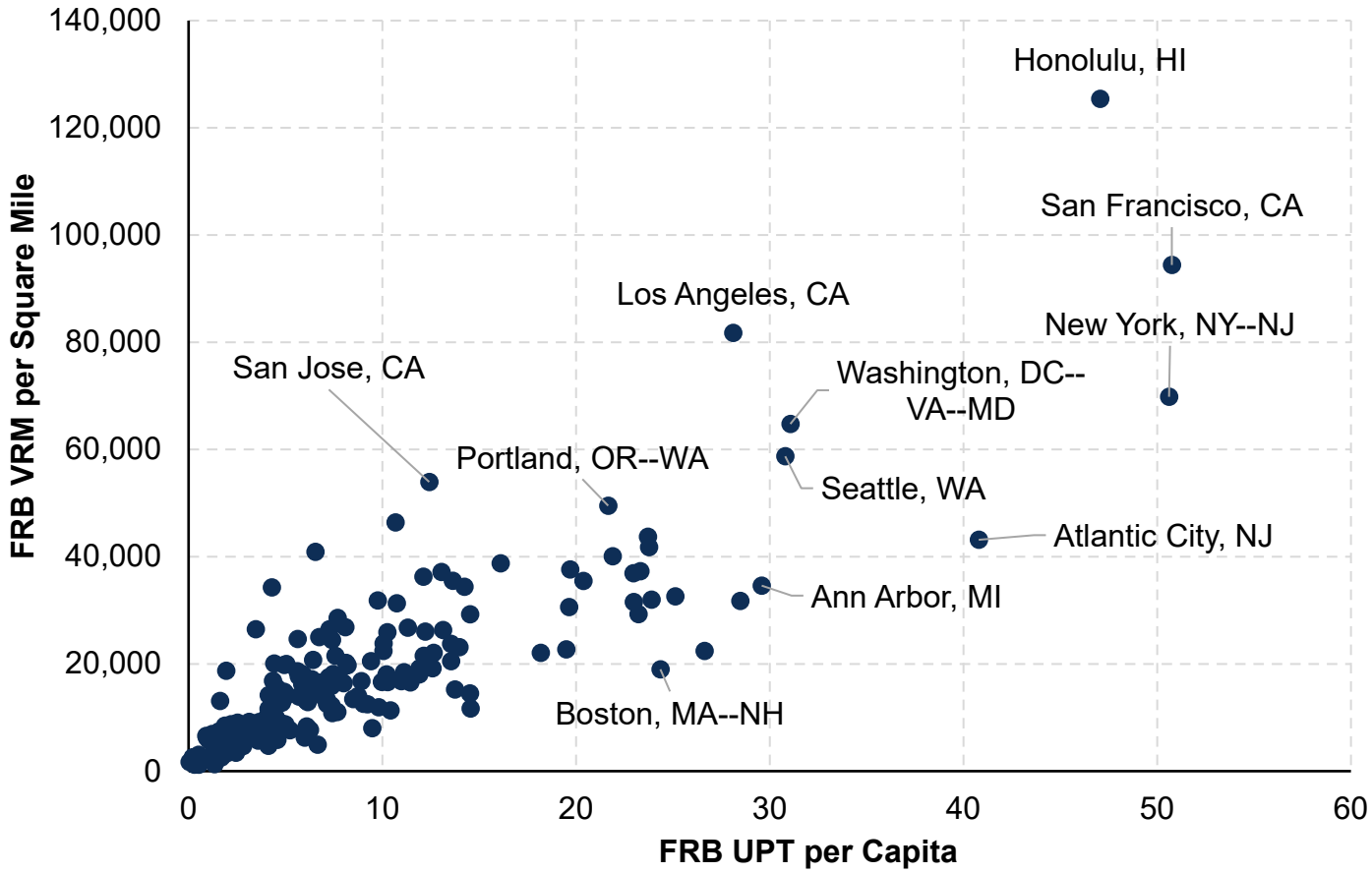
Exhibit 16.9 – 2024 Cost per UPT for DR by UZA and TOS



FRB UPT per Capita vs. VRM per Square Mile

Exhibit 16.10 demonstrates the relationship between UPT per capita and VRM per square mile for FRB modes including MB, CB, RB, TB, and PB. UZAs with more dense populations, such as New York, NY-NJ and Los Angeles, CA, have both more VRM per square mile and more UPT per capita. Smaller UZAs will have lower VRM per square mile and UPT per capita, as depicted in the scatterplot below.

Exhibit 16.10 – FRB UPT per Capita vs. FRB VRM per Square Mile by UZA



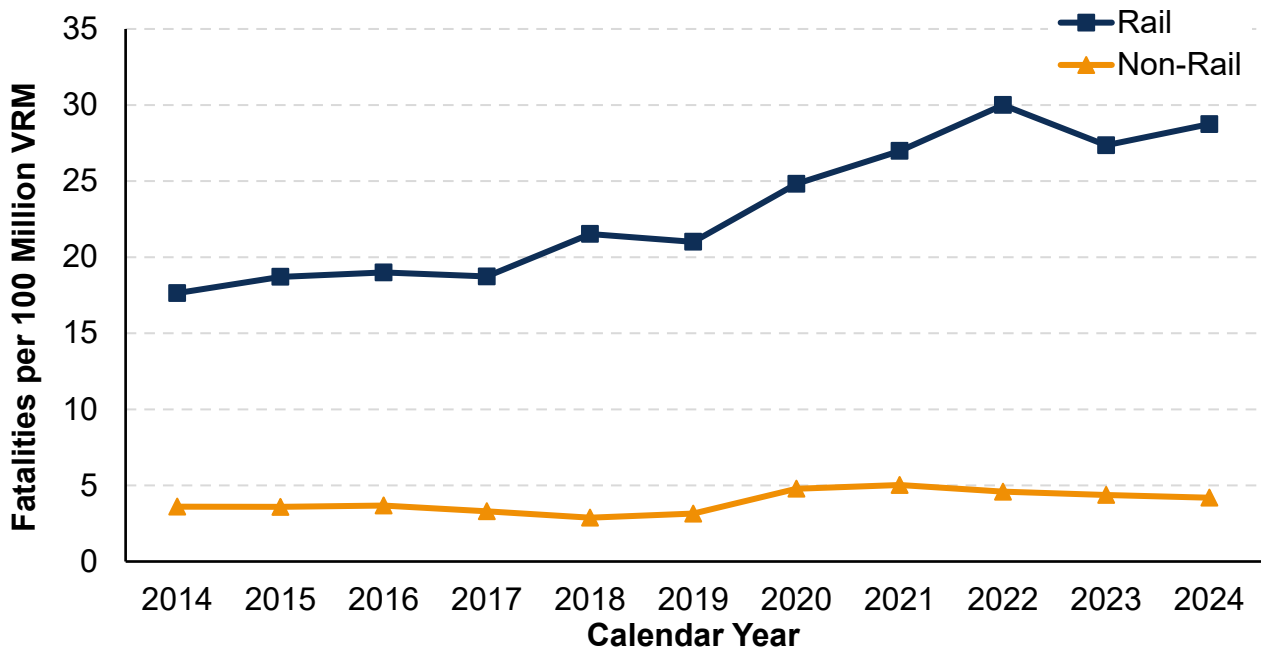
Chapter 17. Safety and Security

Fatalities and Injuries

NTD Safety and Security reporting requires reporters to provide details about certain safety and security events that take place or involve transit system property and the resulting fatalities and injuries. The criteria or "thresholds" that establish the need to report an event are listed in the *NTD Safety & Security Policy Manual*.

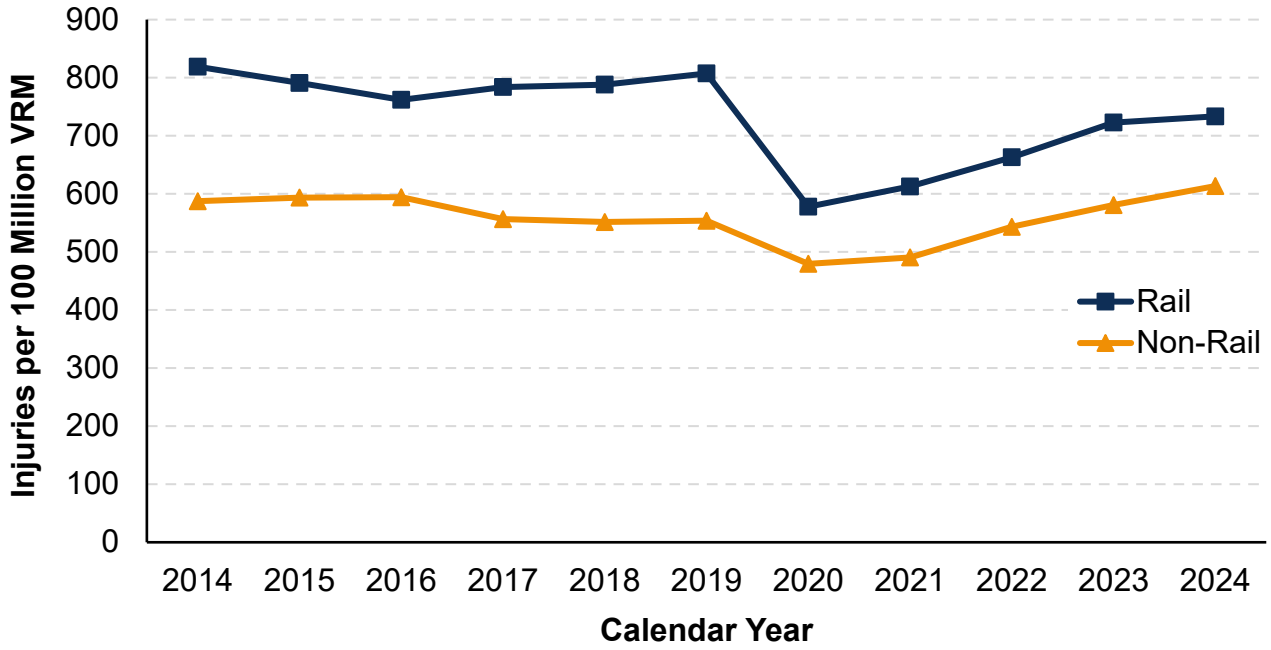
As shown in Exhibit 17.1, Rail modes reported 29 fatalities per 100 million VRM compared while non-rail modes reported 4.2 fatalities per 100 million VRM in calendar year 2024. Rail modes accounted for 66 percent of the total fatalities reported in 2024.

Exhibit 17.1 – 10-Year Trend in Average Fatality Rates by Rail and Non-Rail Modes



In contrast to fatalities, Rail modes only accounted for approximately 25 percent (5,817) of the total reportable injuries in 2024 (22,924). Non-Rail modes accounted for the remaining 75 percent (17,107) of the total. Exhibit 17.2 demonstrates that non-rail injury rates have varied between roughly 5-6 injuries per million miles vehicles travel in revenue service. On rail modes, there has been more variance since the start of the COVID-19 public health emergency, just as is the case with rail ridership over the same period. The injury rate for bus mode events has returned to the level from before this period, while there for the rail modes there was one fewer injury for roughly every 135 million miles of revenue service in 2024 compared to 2019.

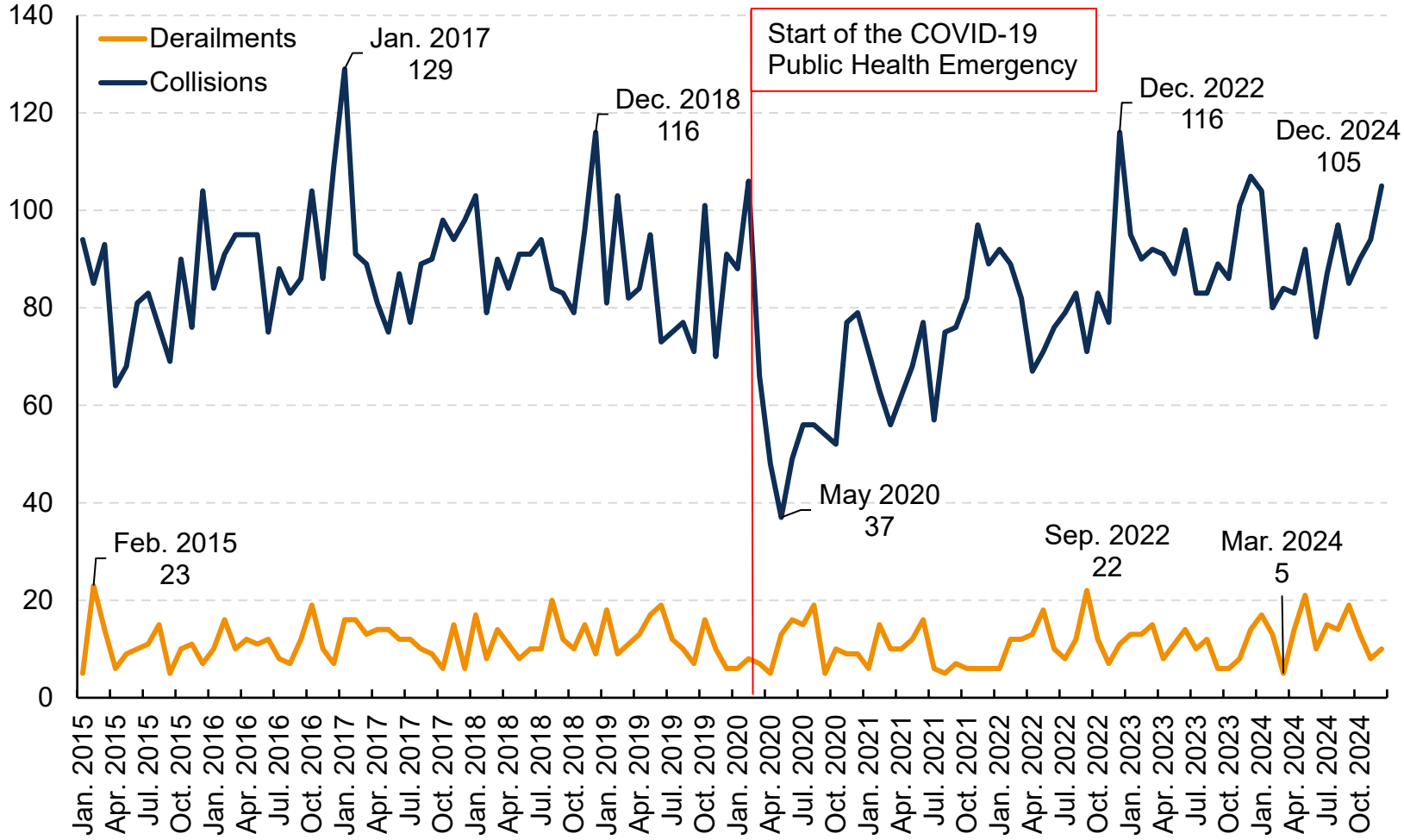
Exhibit 17.2 – 10-Year Trend in Average Injury Rates by Rail and Non-Rail Modes



Derailments and Rail Collisions

Exhibit 17.3 demonstrates the trend in derailments and rail collisions, the most prevalent types of safety events, for each month from January 2015 to December 2024 for all Rail modes. The number of derailments each month over the past ten years has fluctuated, but not as significantly as collisions. The highest number of derailments during this time occurred in February 2015 with 23. In 2024, May had the highest number of derailments (21) and March had the fewest (5). Collisions per month vary more widely, with the highest count of the past ten years recorded in January 2017 (129). The number of collisions decreased at the onset of the COVID-19 public health emergency, with a global minimum of 37 in May 2020. However, the number of collisions has increased on average per month since that time.

Exhibit 17.3 – Derailment and Rail Collisions Trend



Violence on Transit Systems

The NTD collects important data to understand violent events occurring on transit systems. There are two types of security event collected that will be discussed in exhibits below:

Assault: An attack by one person on another without lawful authority or permission.

Homicide: The killing of one human being by another, including the following:

- Murder and non-negligent manslaughter — The willful (non-negligent) killing of one human being by another.
- Negligent manslaughter — The killing of another person through gross negligence.

The Infrastructure Investment and Jobs Act (IIJA) amended 49 U.S.C. 5335(c) to require that recipients of a grant under Chapter 53 submit to the NTD "any data on assaults on transit workers of the recipients." Therefore, FTA has introduced specific data collection measures for identifying Assaults on Transit Workers.

An **Assault on a Transit Worker** is defined as a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker. An assault on a transit worker can be either Physical or Non-Physical in nature. A Physical Assault is defined as an attack involving physical contact from the attacker's body, a weapon, a projectile, or other item. In comparison, a Non-Physical Assault is defined as an attack that does not involve physical contact and can include threats or intimidation.

Exhibit 17.4 demonstrates the number of injuries and fatalities resulting from Major Event Assaults which occur when any persons involved are transported away from the scene of the event for medical attention. Any employee, contractor, or volunteer working on behalf of the transit agency is considered to be a "Transit Worker."

In 2024, there were a total of 2,329 injuries reported resulting from Assault events, 14 of which occurred on small or rural transit systems. There were 49 total Homicide fatalities reported in 2024. In 2024, there was one injury from an assault for every 3.25 million passenger trips and one fatality for every 154.5 million passenger trips.

Roughly one of every three injuries and one of every ten fatalities from Major Events occurring were transit workers.

Exhibit 17.4 – 2024 Major Event Injuries and Fatalities by Assault Type

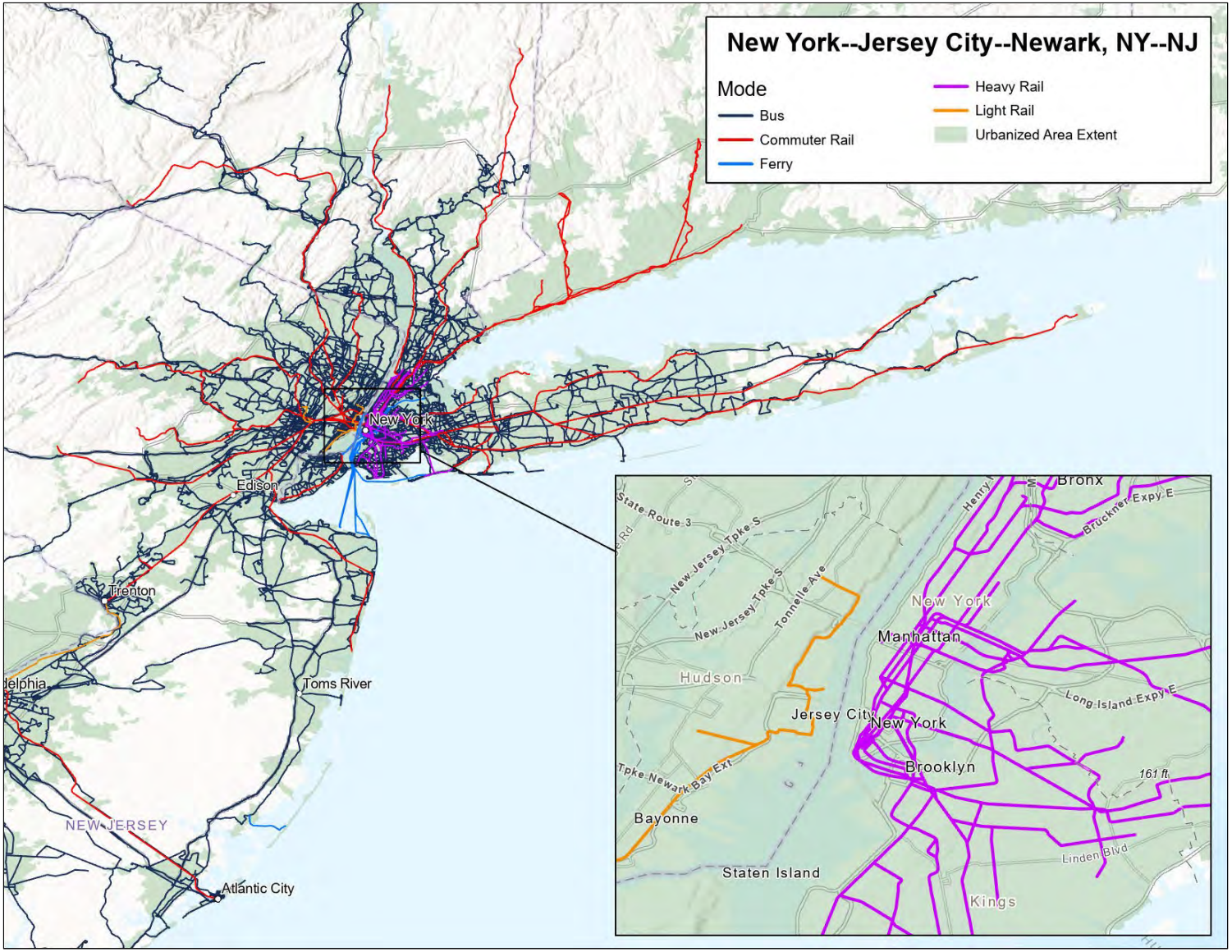
Type of Assault by Reporter Type	Injuries	Fatalities
Full Reporters (large transit operators)		
Physical Assault on Transit Worker/Employee	726	5
Non-Physical Assault on Transit Worker/Employee	16	0
Assault/Homicide on Other	1,573	44
Total	**2,315**	**49**
Reduced/Rural Reporters (small and rural transit operators)		
Physical Assault on Transit Worker/Employee	11	0
Non-Physical Assault on Transit Worker/Employee	1	0
Assault/Homicide on Other	2	0
Total	**14**	**0**
All Reporters		
Physical Assault on Transit Worker/Employee	737	5
Non-Physical Assault on Transit Worker/Employee	17	0
Assault/Homicide on Other	1,575	44
Grand Total	**2,329**	**49**

This concludes the main report.

Appendix A: Fixed-Route Transit for Top 26 UZAs

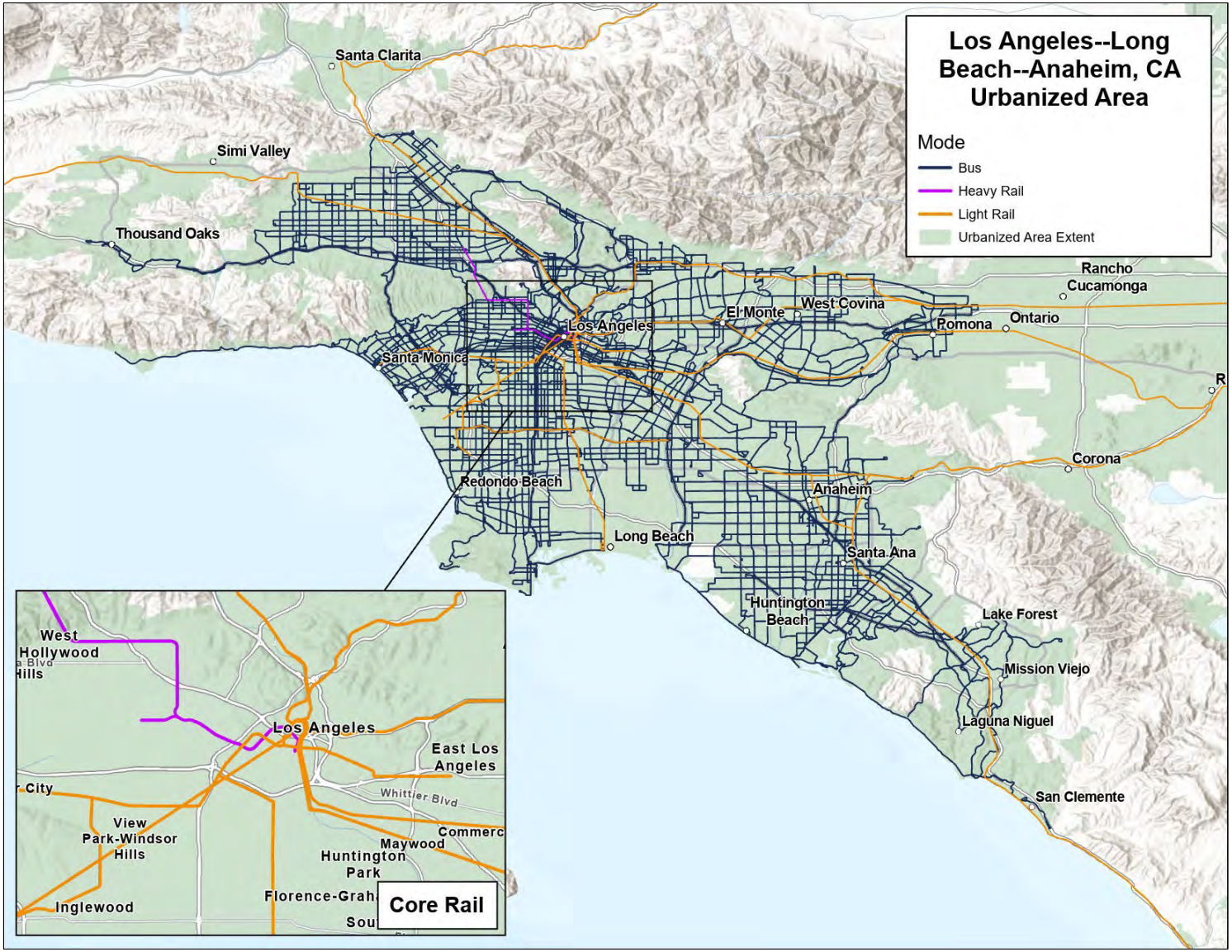
The UZAs included in this Appendix were selected based on having either at least 50 million annual UPT or at least 50 miles of investment in heavy rail or light rail.

New York—Jersey City—Newark, NY—NJ



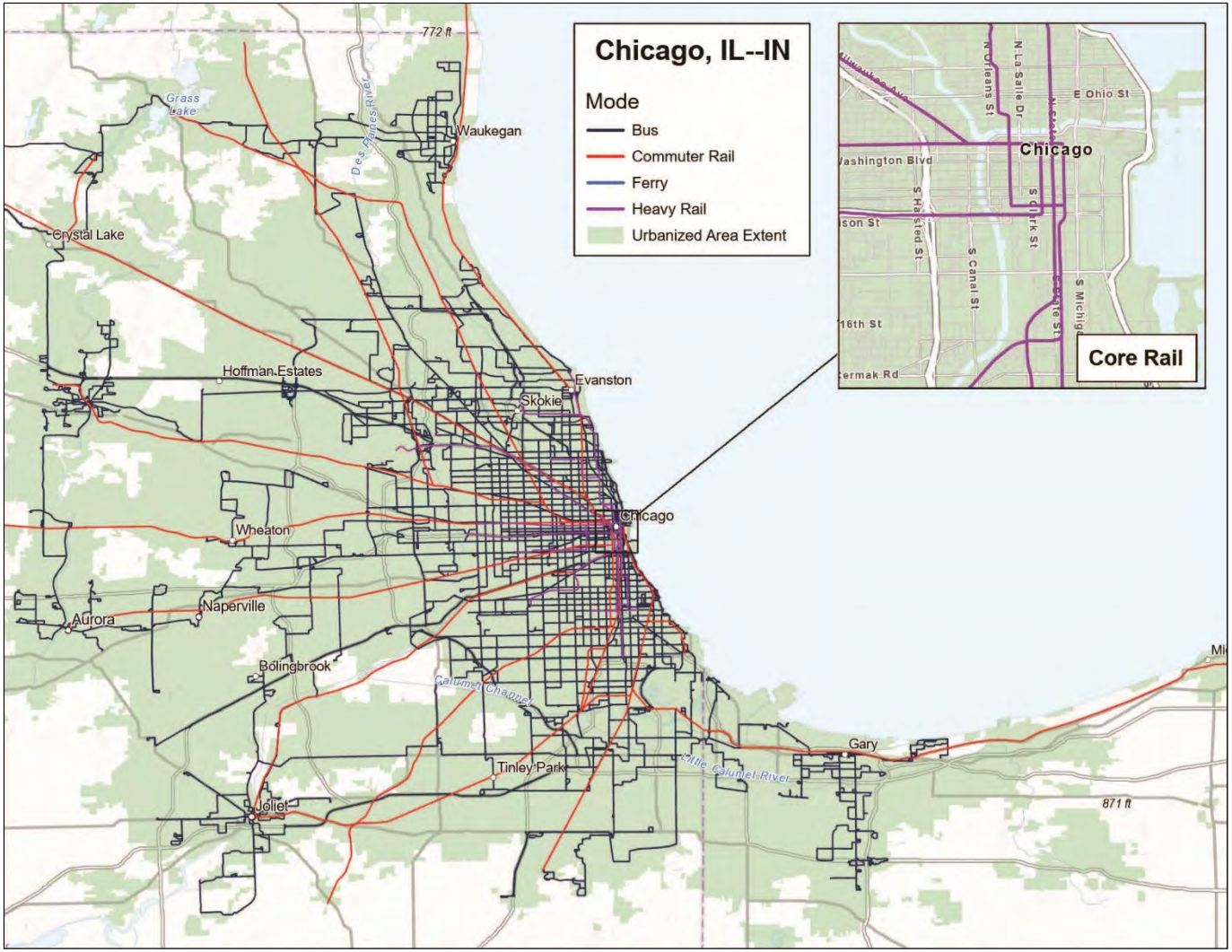
Full Reporters with Fixed-Route Modes in the New York UZA	
MTA New York City Transit	SeaStreak, LLC
New Jersey Transit Corporation	County of Rockland
MTA Bus Company	Academy Lines, Inc.
MTA Long Island Rail Road	Suburban Transit Lines LLC
Port Authority Trans-Hudson Corporation	Lakeland Bus Lines, Inc.
Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	Rockland Coaches, Inc.
Westchester County	Hampton Jitney, Inc.
County of Nassau	Trans-Bridge Lines, Inc.
New York City Department of Transportation	Somerset County
New York City Economic Development Corporation	Private Transportation Corporation
Port Imperial Ferry Corporation	City of Long Beach
Staten Island Rapid Transit Operating Authority	Town of Huntington
Suffolk County	Putnam County
Shortline Transit LLC	Adirondack Transit Lines, Inc.

Los Angeles—Long Beach—Anaheim, CA



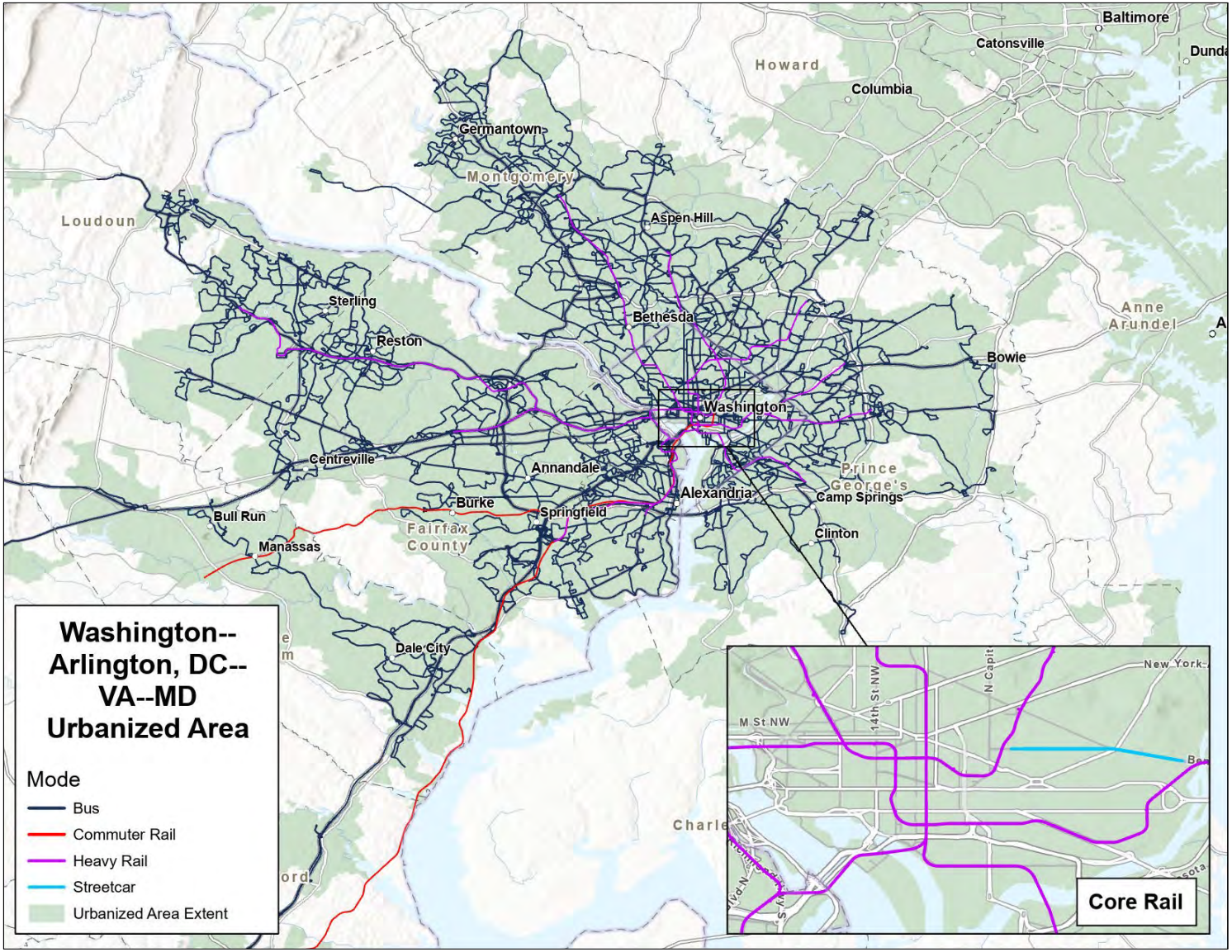
Full Reporters with Fixed-Route Modes in the Los Angeles UZA	
Los Angeles County Metropolitan Transportation Authority	Southern California Regional Rail Authority
Orange County Transportation Authority	City of Gardena
Long Beach Transit	City of Torrance
City of Los Angeles	City of Pasadena
Foothill Transit	City of Norwalk
Anaheim Transportation Network	City of Glendale
City of Santa Monica	City of Commerce
City of Culver City	City of Redondo Beach
City of Montebello	

Chicago, IL—IN



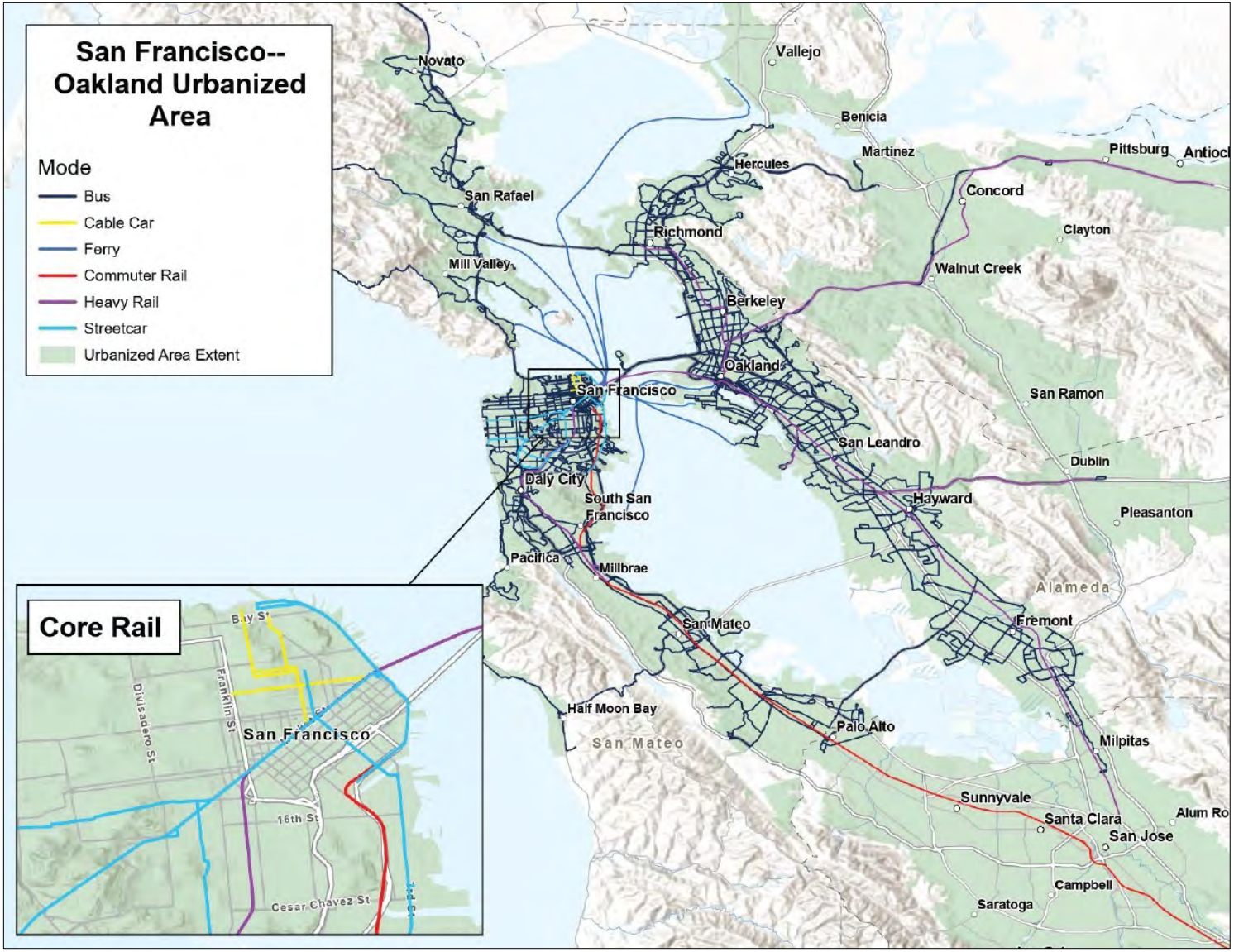
Full Reporters with Fixed-Route Modes
Chicago Transit Authority
Northeast Illinois Regional Commuter Railroad Corporation
Pace, the Suburban Bus Division of the Regional Transportation Authority
Northern Indiana Commuter Transportation District
Gary Public Transportation Corporation
Chicago Water Taxi (Wendella)

Washington—Arlington, DC—VA—MD



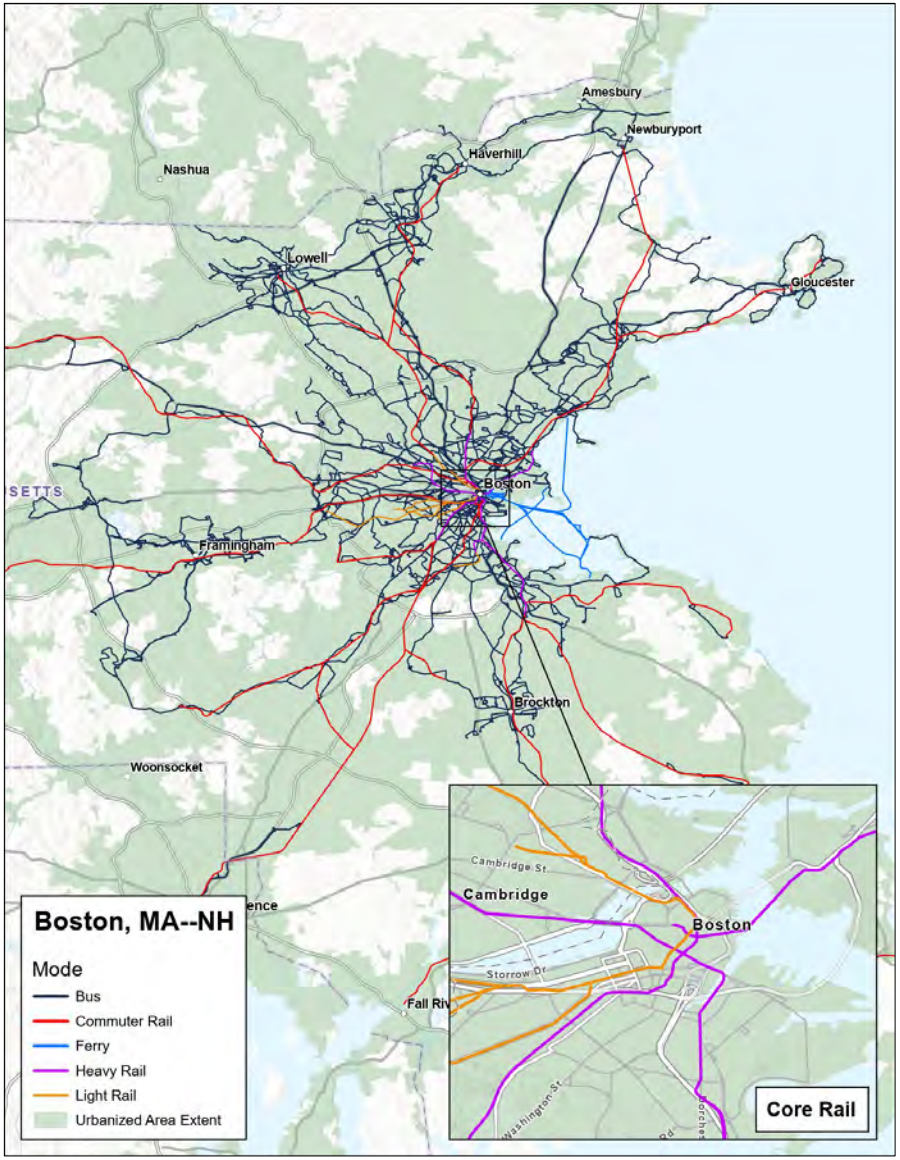
Full Reporters with Fixed-Route Modes in the Washington, D.C. UZA	
Washington Metropolitan Area Transit Authority	Prince George's County, Maryland
Montgomery County, Maryland	Potomac and Rappahannock Transportation Commission
Fairfax County, VA	Virginia Railway Express
City of Alexandria	City of Fairfax
District Department of Transportation	Loudoun County
Arlington County, Virginia	

San Francisco—Oakland, CA



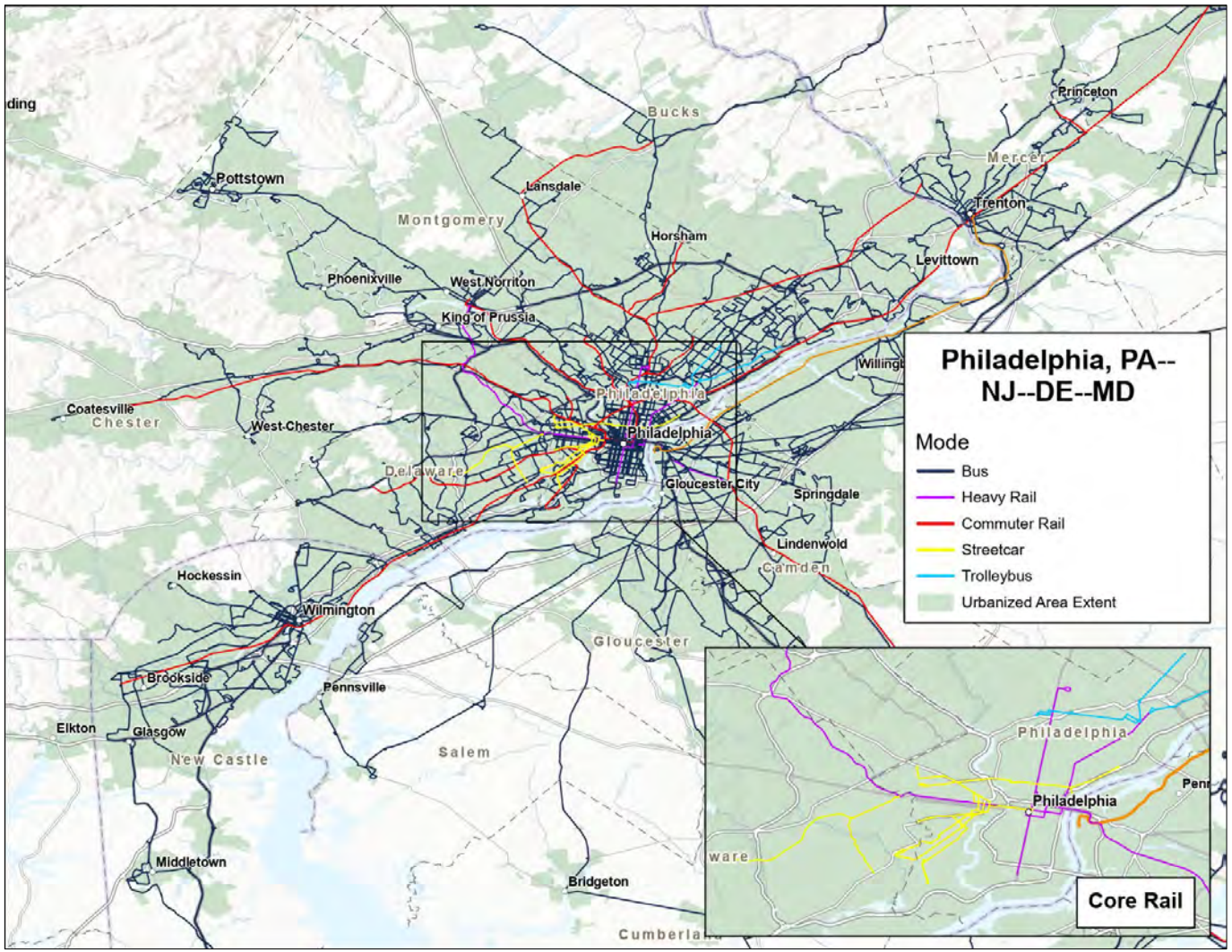
Full Reporters with Fixed-Route Modes in the San Francisco UZA	
City and County of San Francisco	Golden Gate Bridge, Highway and Transportation District
Alameda-Contra Costa Transit District	Marin County Transit District
San Francisco Bay Area Rapid Transit District	San Francisco Bay Area Water Emergency Transportation Authority
San Mateo County Transit District	Western Contra Costa Transit Authority
Peninsula Corridor Joint Powers Board	

Boston, MA—NH



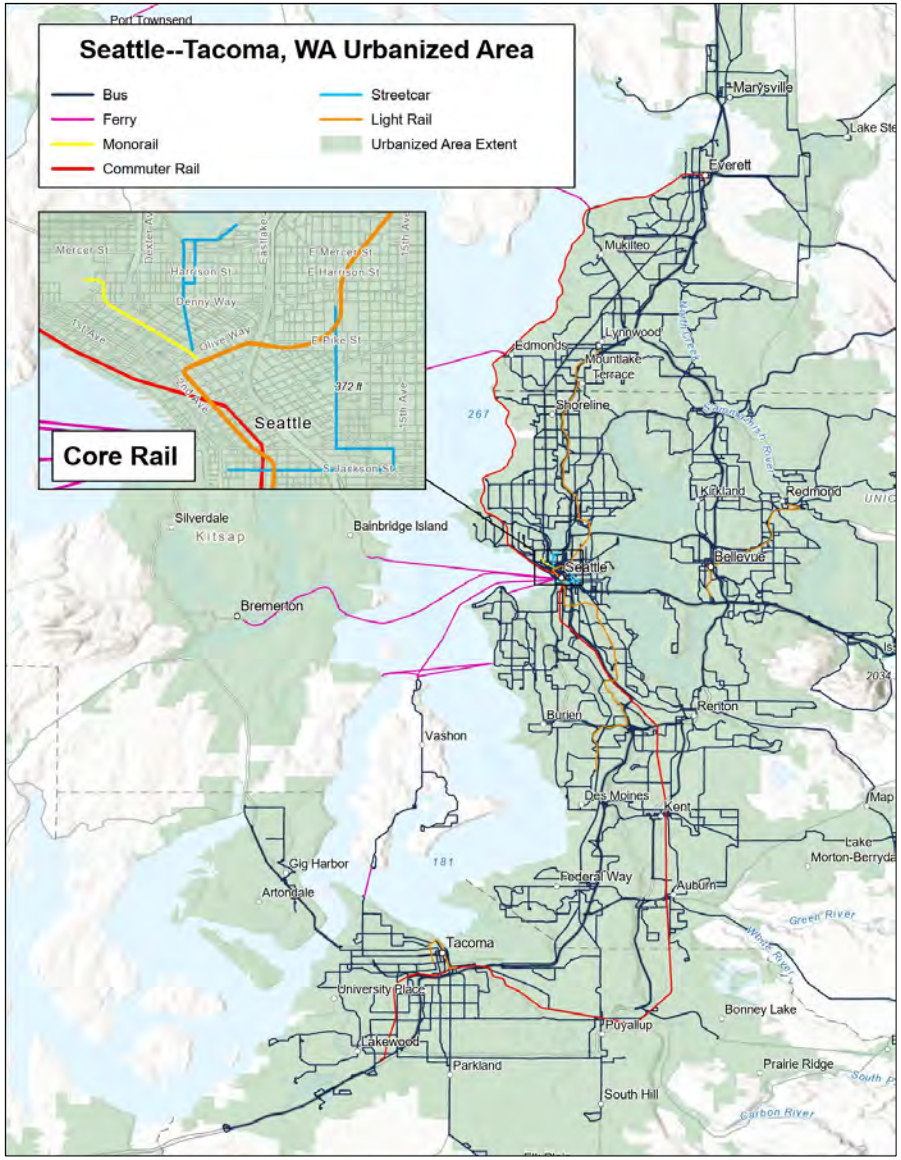
Full Reporters with Fixed-Route Modes
Massachusetts Bay Transportation Authority
Merrimack Valley Regional Transit Authority
Brockton Area Transit Authority
Lowell Regional Transit Authority
MetroWest Regional Transit Authority
Cape Ann Transportation Authority
Peter Pan Bus Lines

Philadelphia, PA—NJ—DE—MD



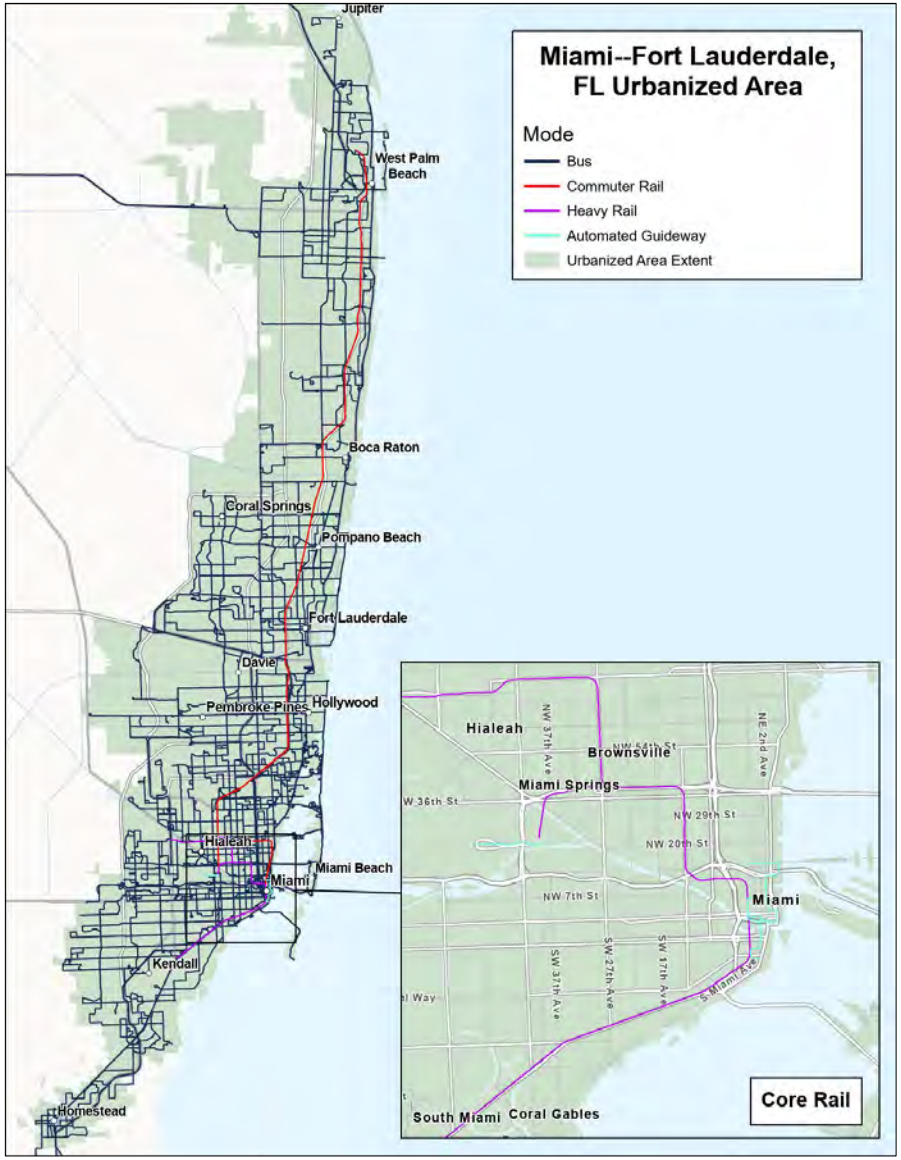
Full Reporters with Fixed-Route Modes
Southeastern Pennsylvania Transportation Authority
Delaware Transit Corporation
Port Authority Transit Corporation
Pennsylvania Department of Transportation
Borough of Pottstown

Seattle—Tacoma, WA



Full Reporters with Fixed-Route Modes in the Seattle UZA
King County
Central Puget Sound Regional Transit Authority
Washington State Ferries
Snohomish County Public Transportation Benefit Area Corporation
Pierce County Transportation Benefit Area Authority
City of Seattle
City of Everett
County of Pierce

Miami—Fort Lauderdale, FL

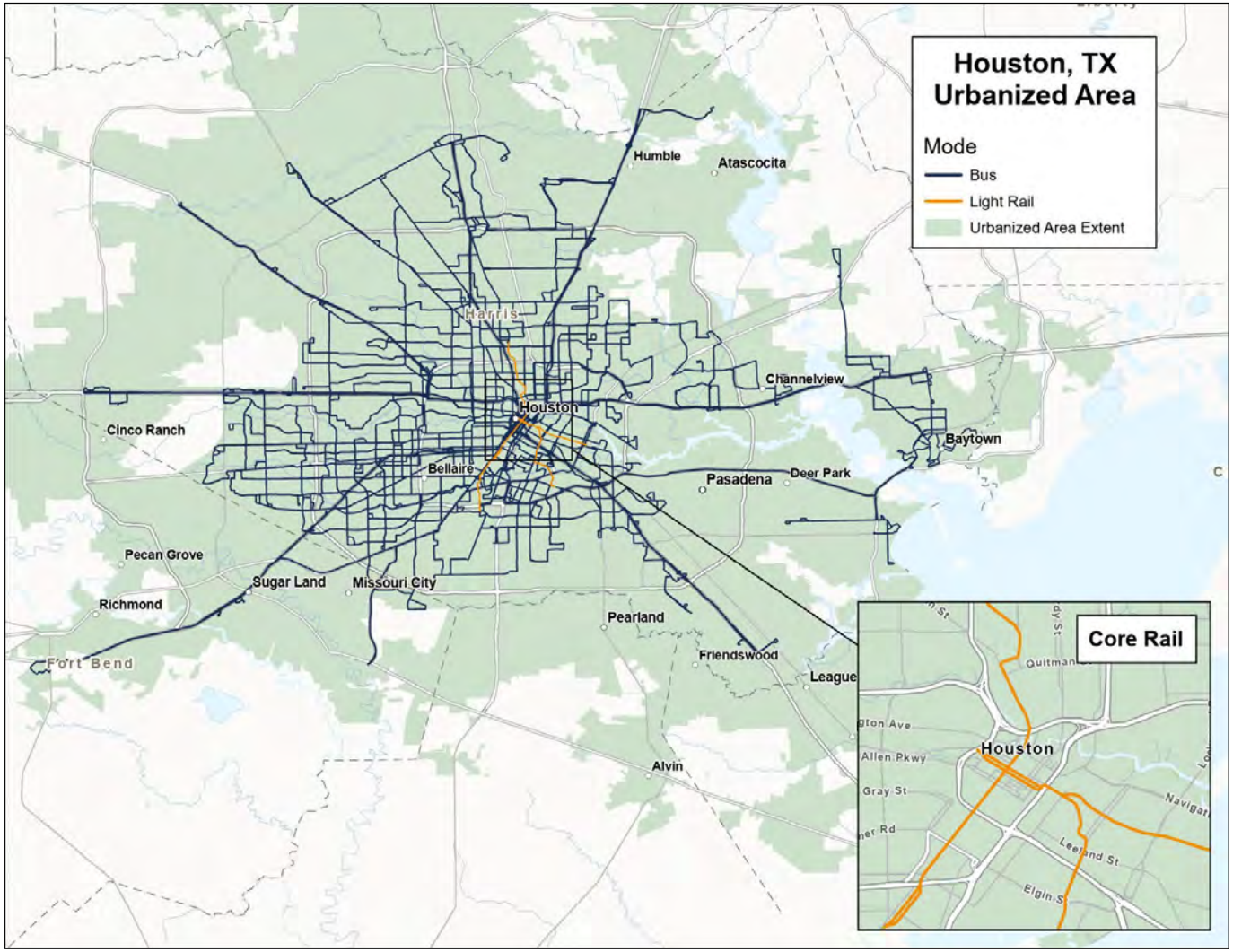


Full Reporters with Fixed-Route Modes in the Miami UZA
County of Miami-Dade
Broward County Board of County Commissioners
Board of County Commissioners, Palm Beach County
South Florida Regional Transportation Authority
City of Fort Lauderdale

San Diego, CA

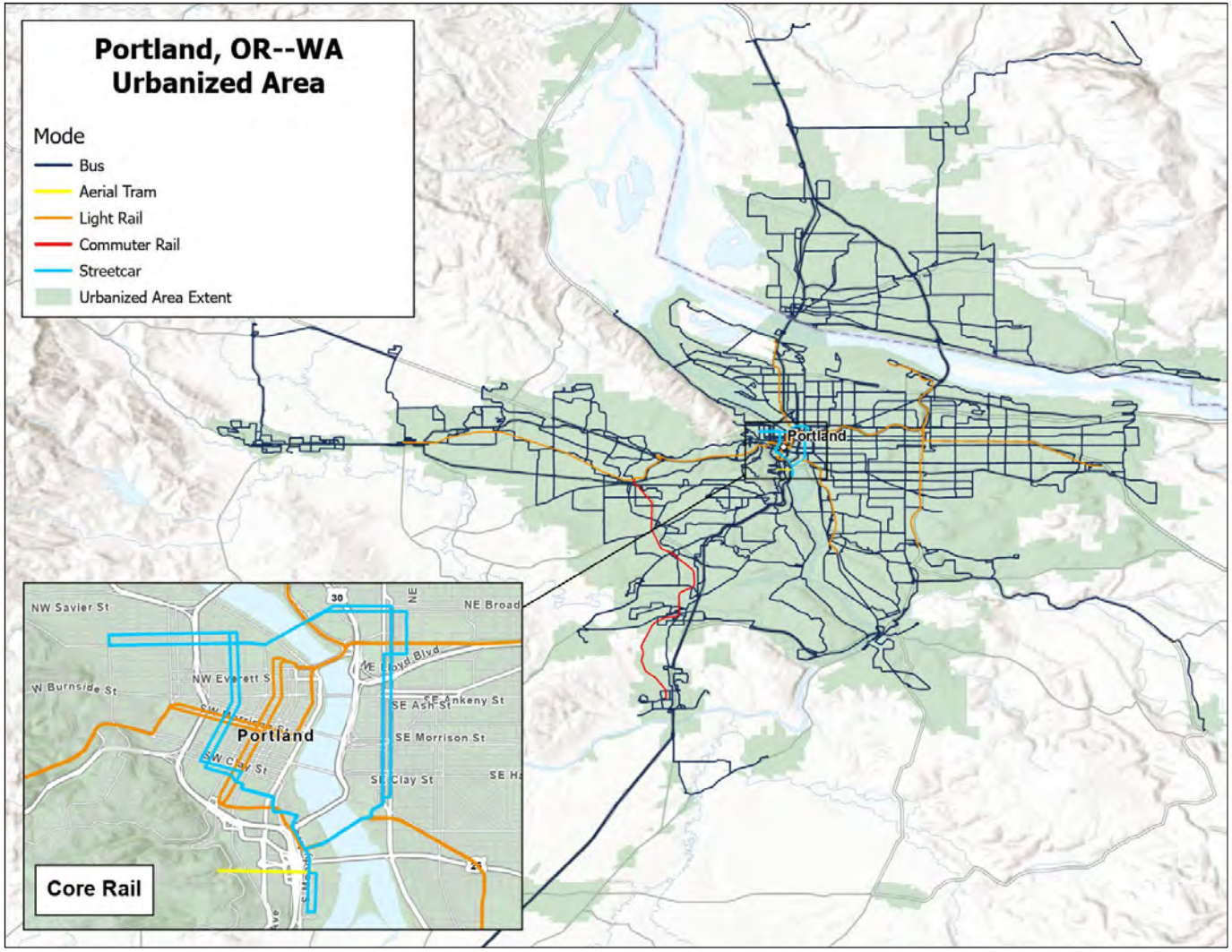
Full Reporters with Fixed-Route Modes
San Diego Metropolitan Transit System
North County Transit District

Houston, TX



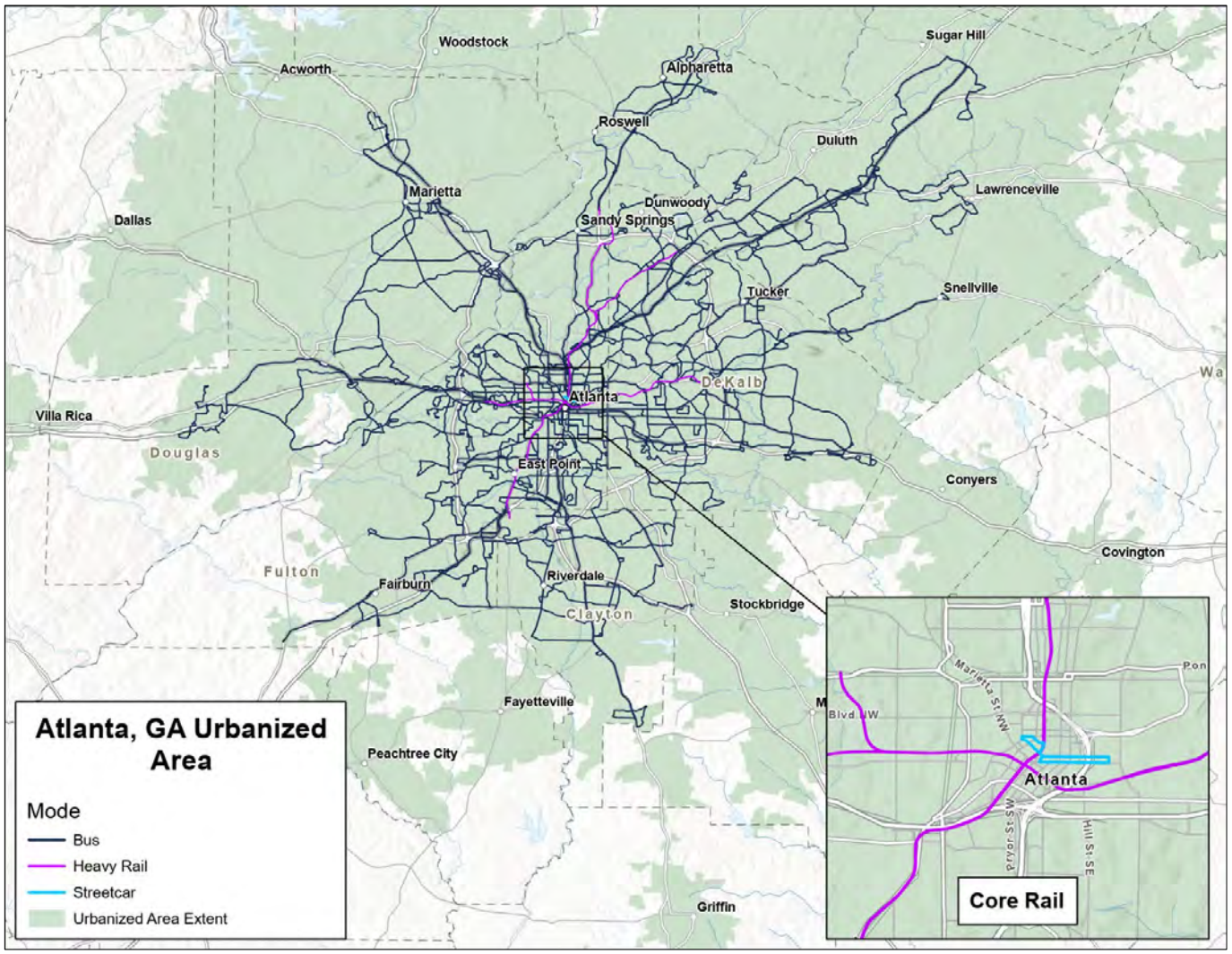
Full Reporters with Fixed-Route Modes
Metropolitan Transit Authority of Harris County, Texas
Fort Bend County, Texas
Harris County

Portland, OR—WA



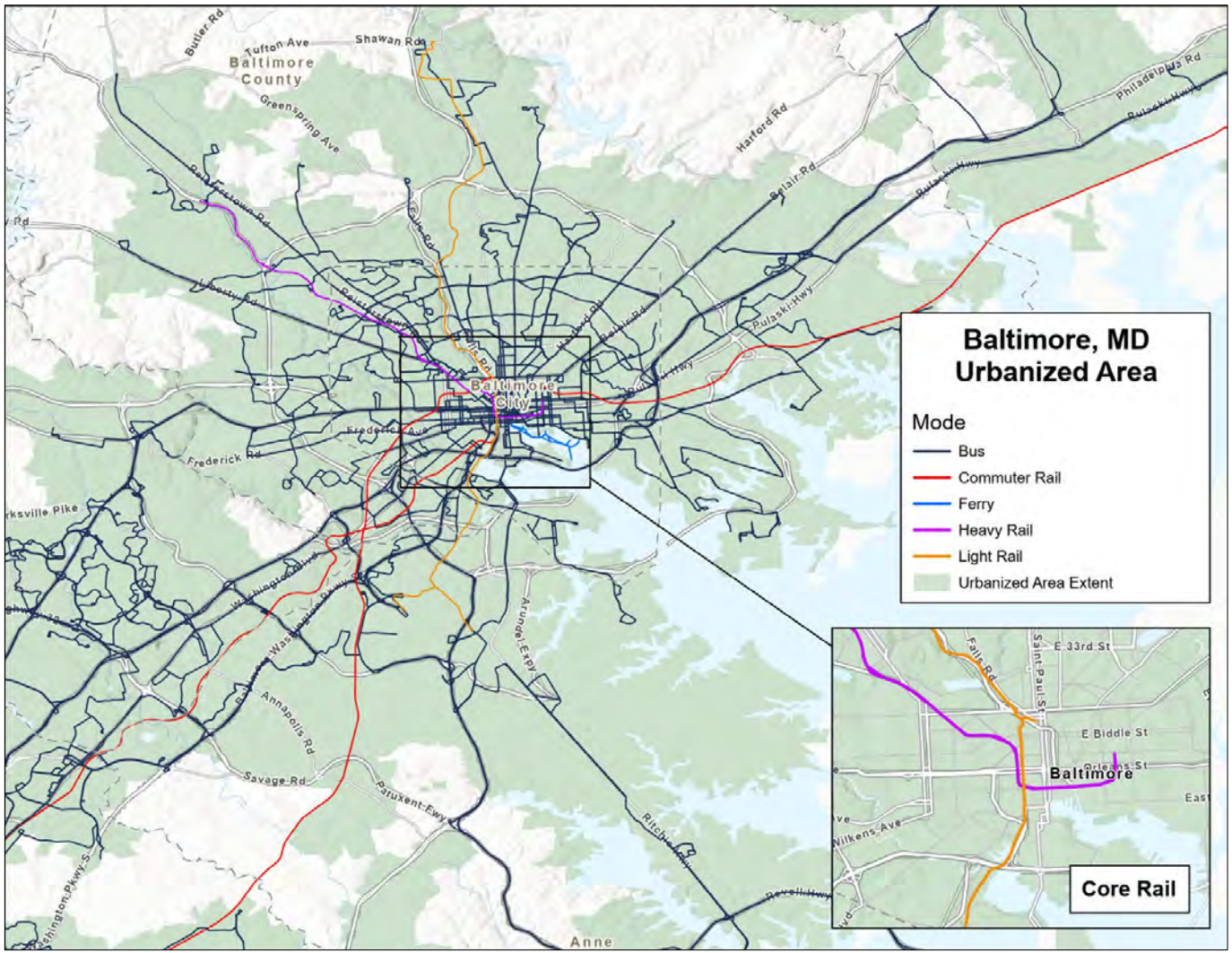
Full Reporters with Fixed-Route Modes
Tri-County Metropolitan Transportation District of Oregon
Clark County Public Transportation Benefit Area Authority
City of Portland
City of Wilsonville
Ride Connection, Inc.

Atlanta, GA



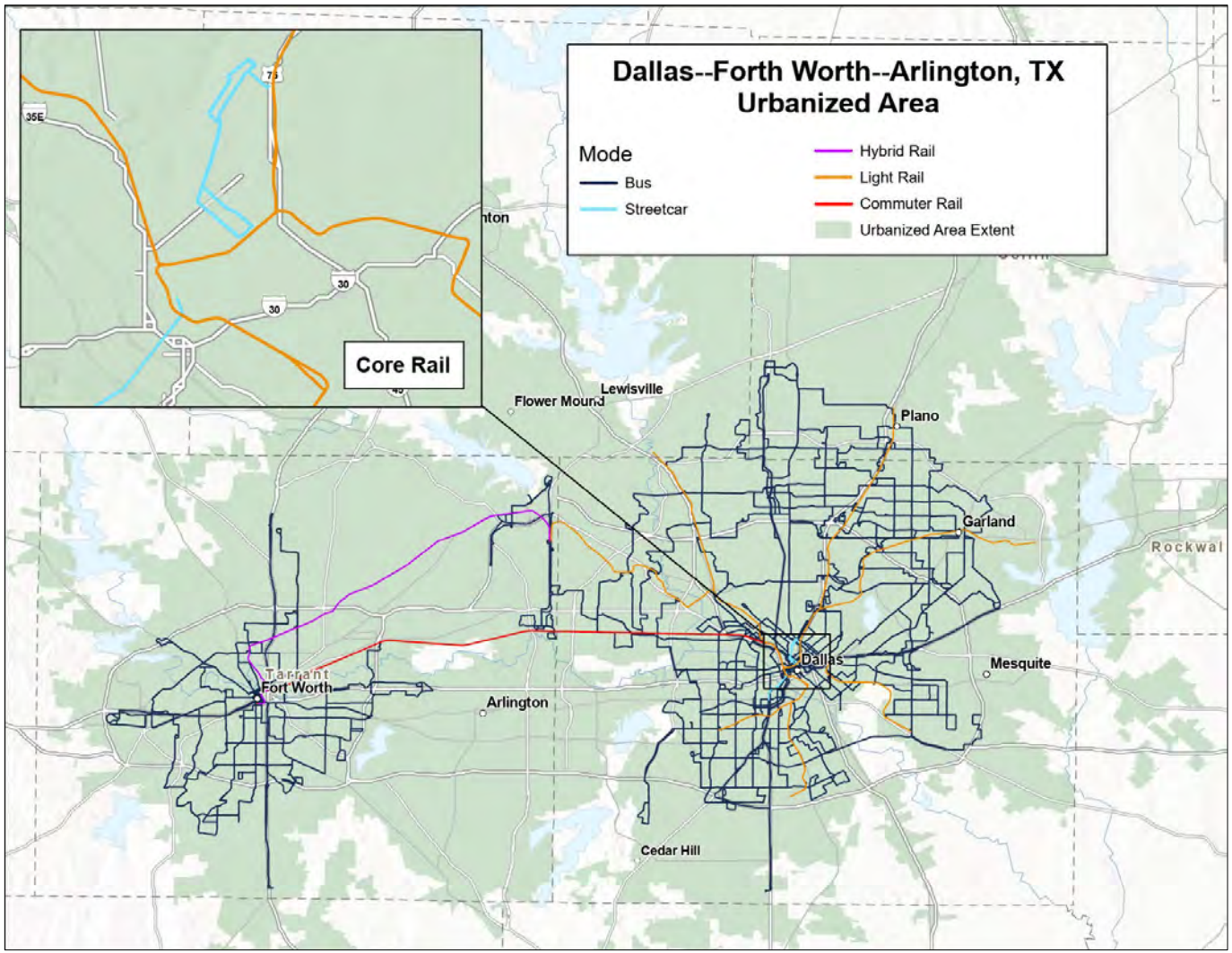
Full Reporters with Fixed-Route Modes
Metropolitan Atlanta Rapid Transit Authority
Gwinnett County Board of Commissioners
Cobb County
Atlanta-Region Transit Link Authority
County of Douglas

Baltimore, MD



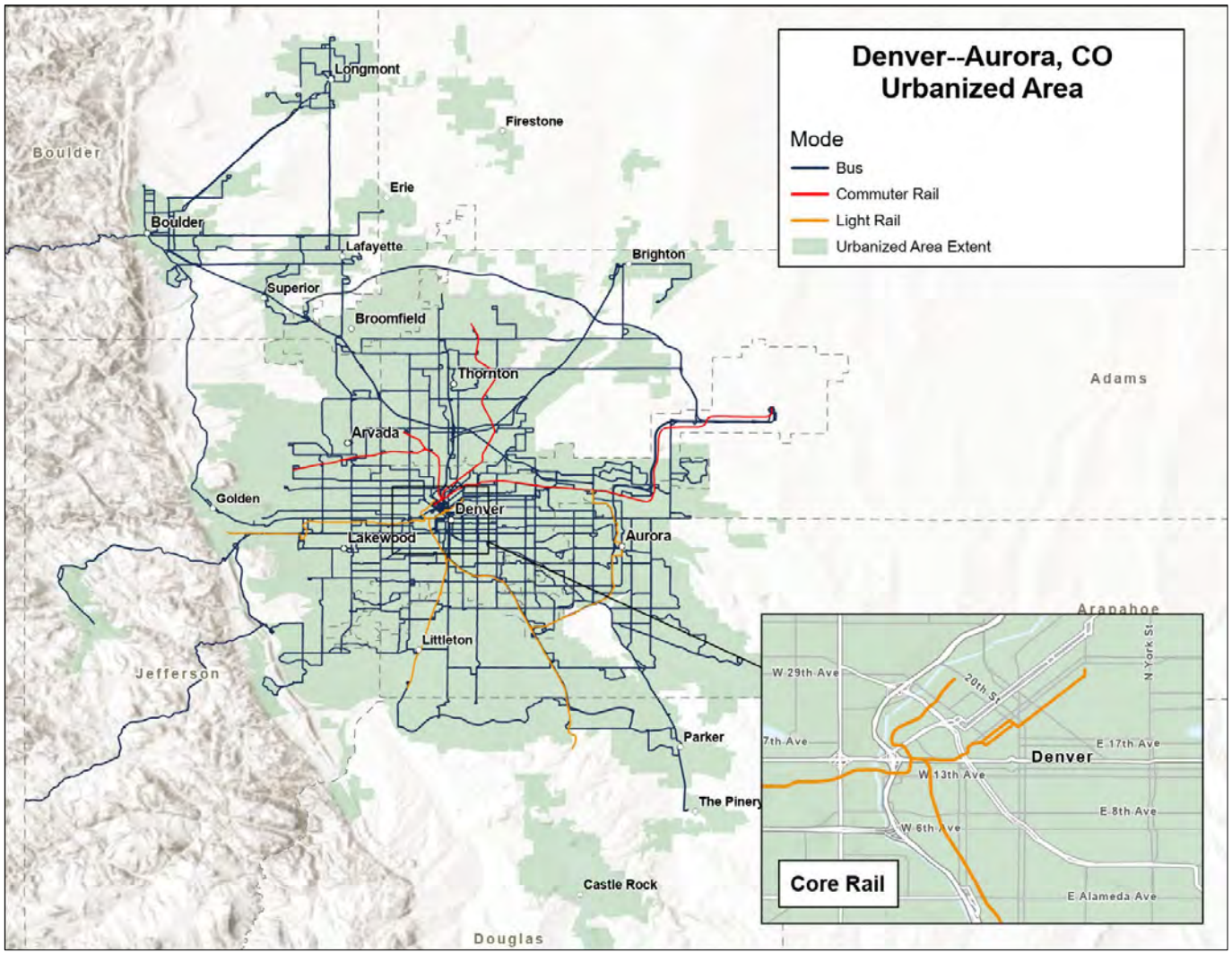
Full Reporters with Fixed-Route Modes
Maryland Transit Administration
City of Baltimore
Transit Management of Central Maryland, Inc.
Anne Arundel County

Dallas—Fort Worth—Arlington, TX



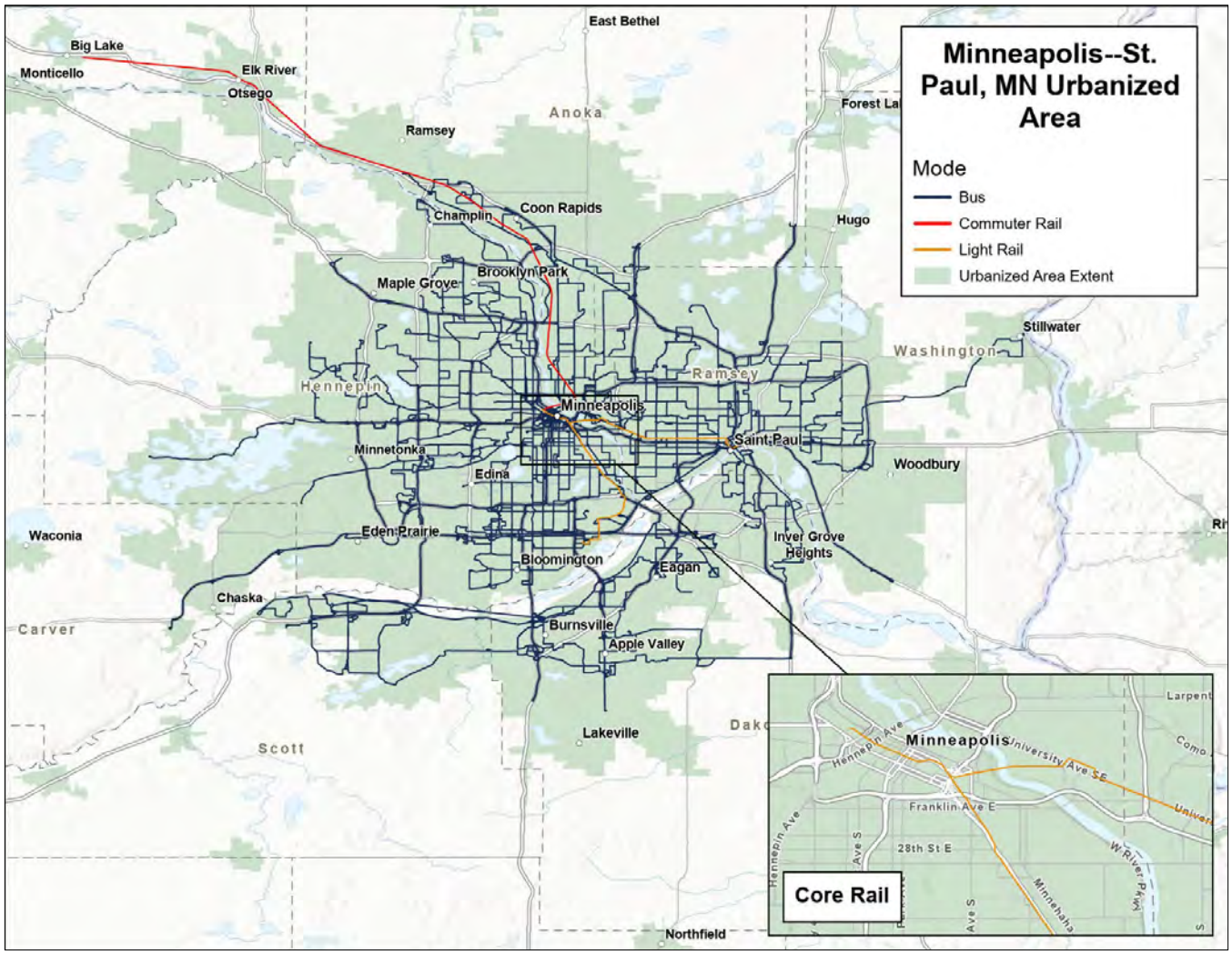
Full Reporters with Fixed-Route Modes
Dallas Area Rapid Transit
Fort Worth Transportation Authority
McKinney Avenue Transit Authority
STAR Transit

Denver—Aurora, CO



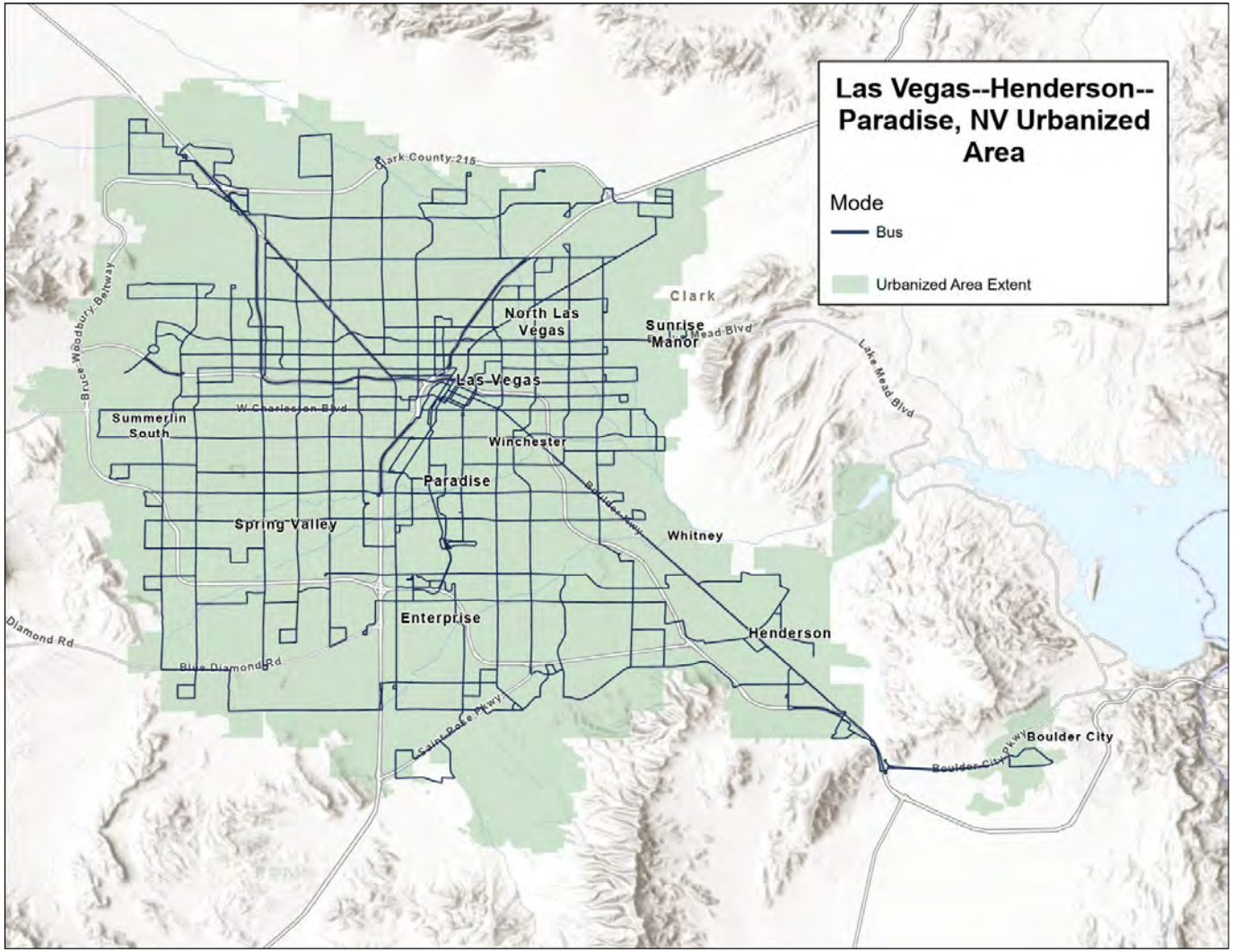
Full Reporters with Fixed-Route Modes
Denver Regional Transportation District

Minneapolis—St. Paul, MN



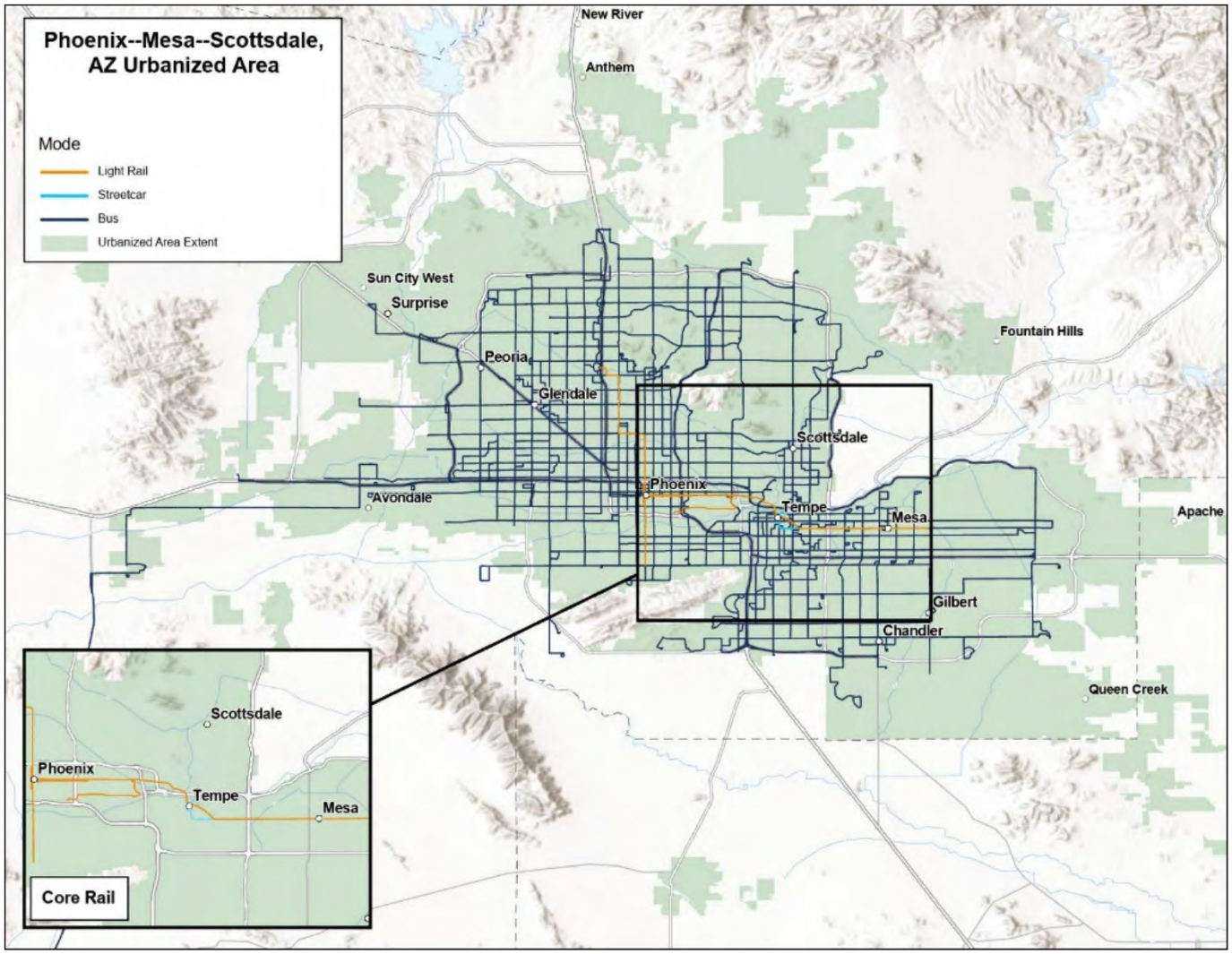
Full Reporters with Fixed-Route Modes
Metro Transit
University of Minnesota
Metropolitan Council
Minnesota Valley Transit Authority
SouthWest Transit
City of Plymouth

Las Vegas—Henderson—Paradise, NV



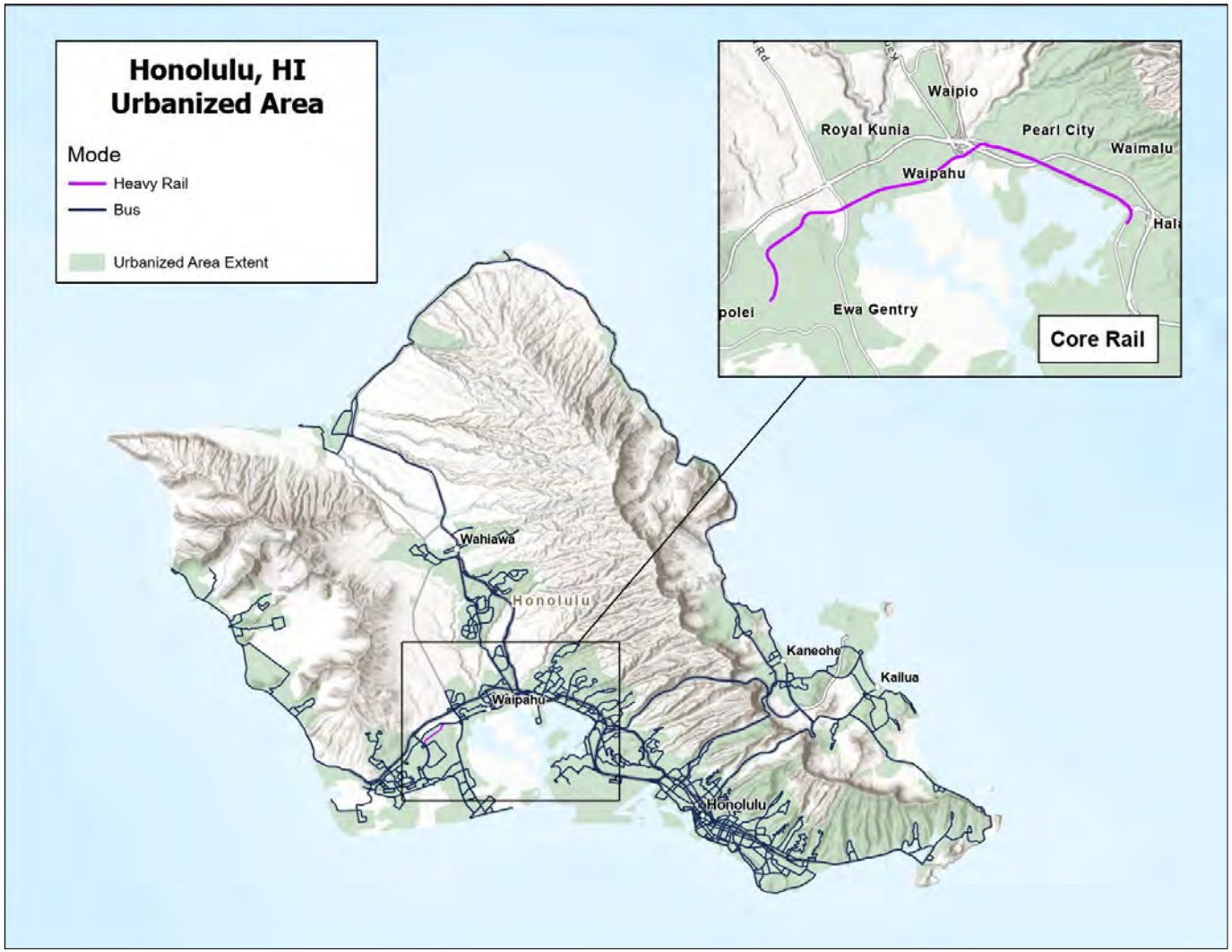
Full Reporters with Fixed-Route Modes
Regional Transportation Commission of Southern Nevada

Phoenix—Mesa—Scottsdale, AZ



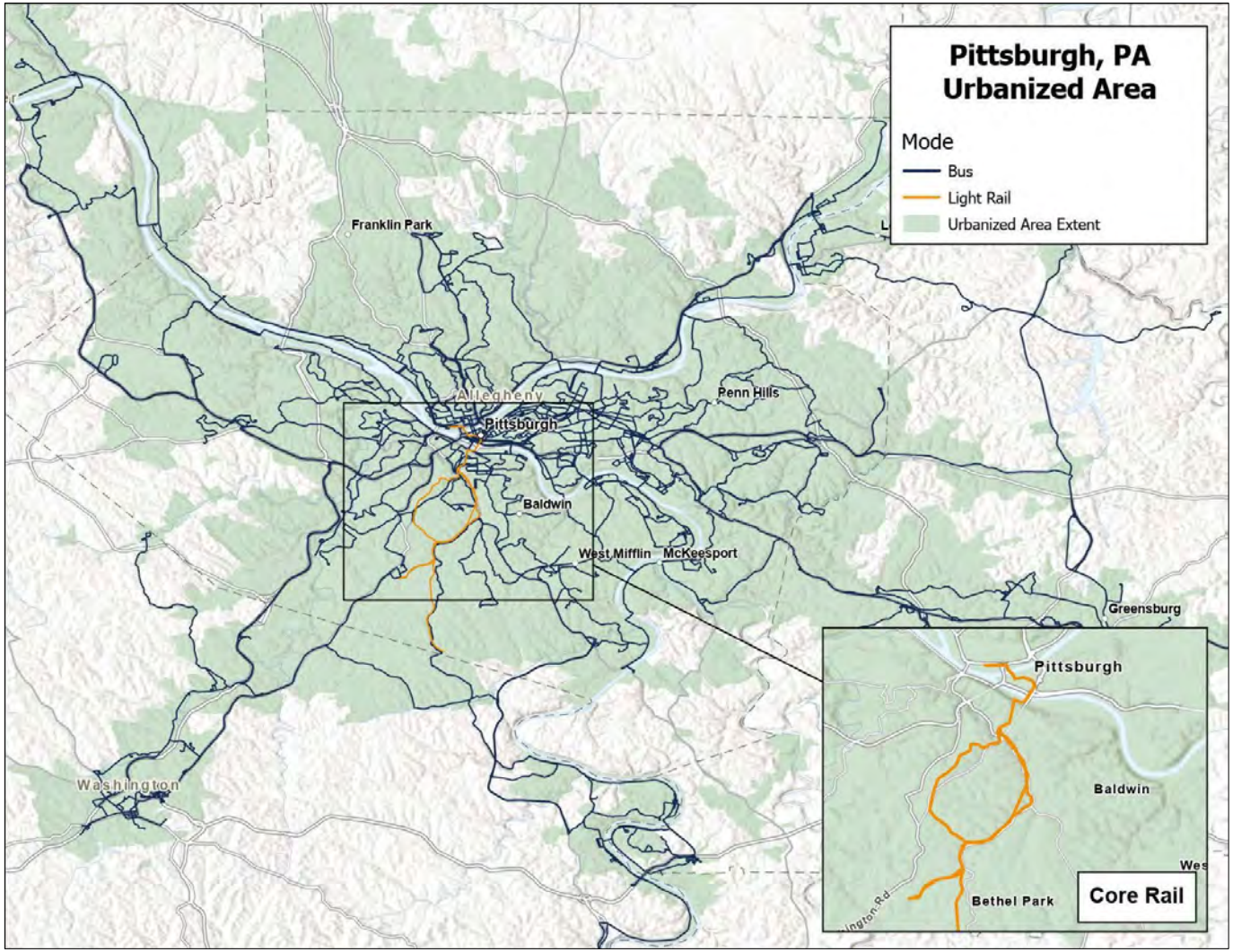
Full Reporters with Fixed-Route Modes
City of Phoenix
Valley Metro Rail, Inc.
Regional Public Transportation Authority
City of Scottsdale
City of Glendale

Honolulu, HI



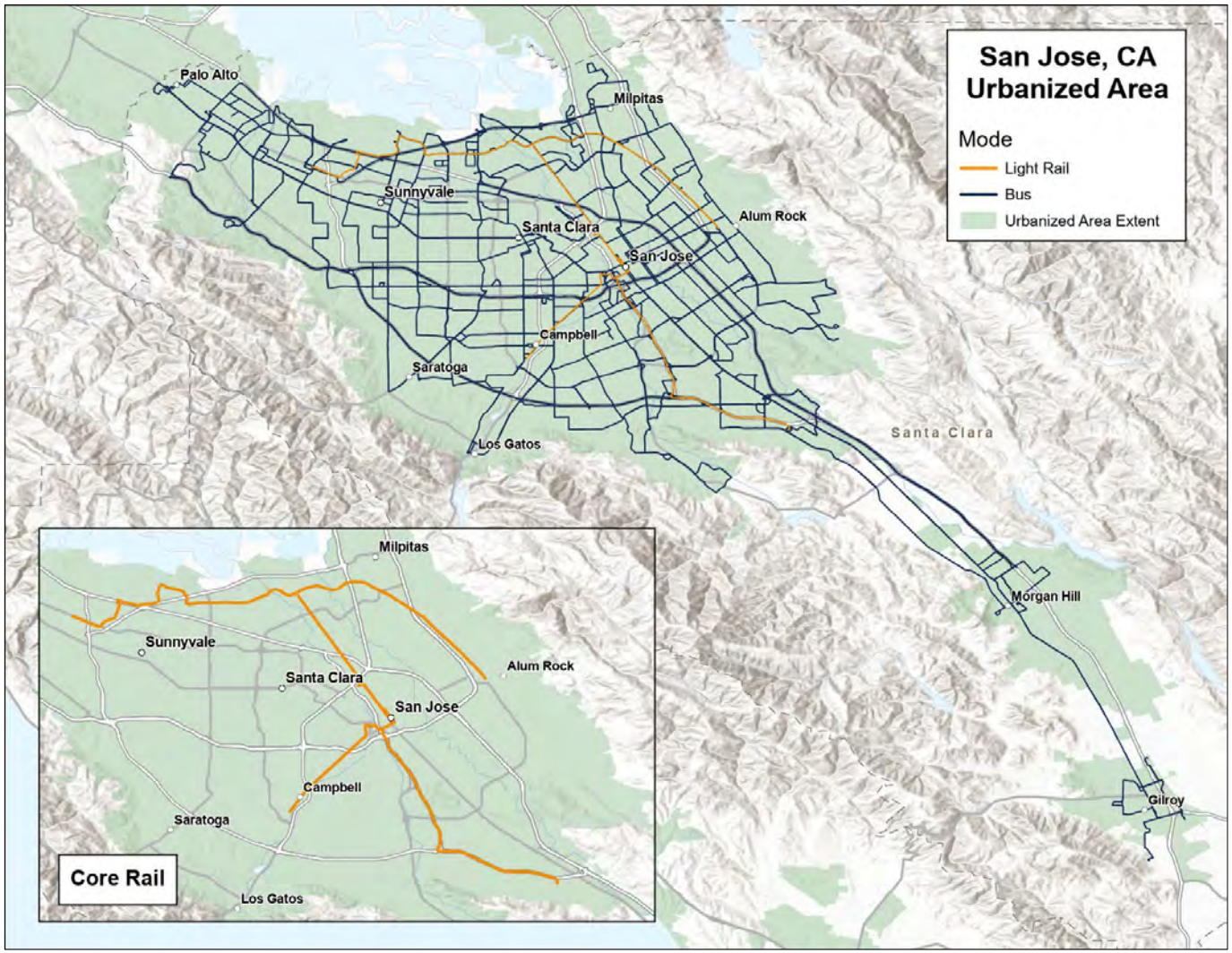
Full Reporters with Fixed-Route Modes
City and County of Honolulu

Pittsburgh, PA



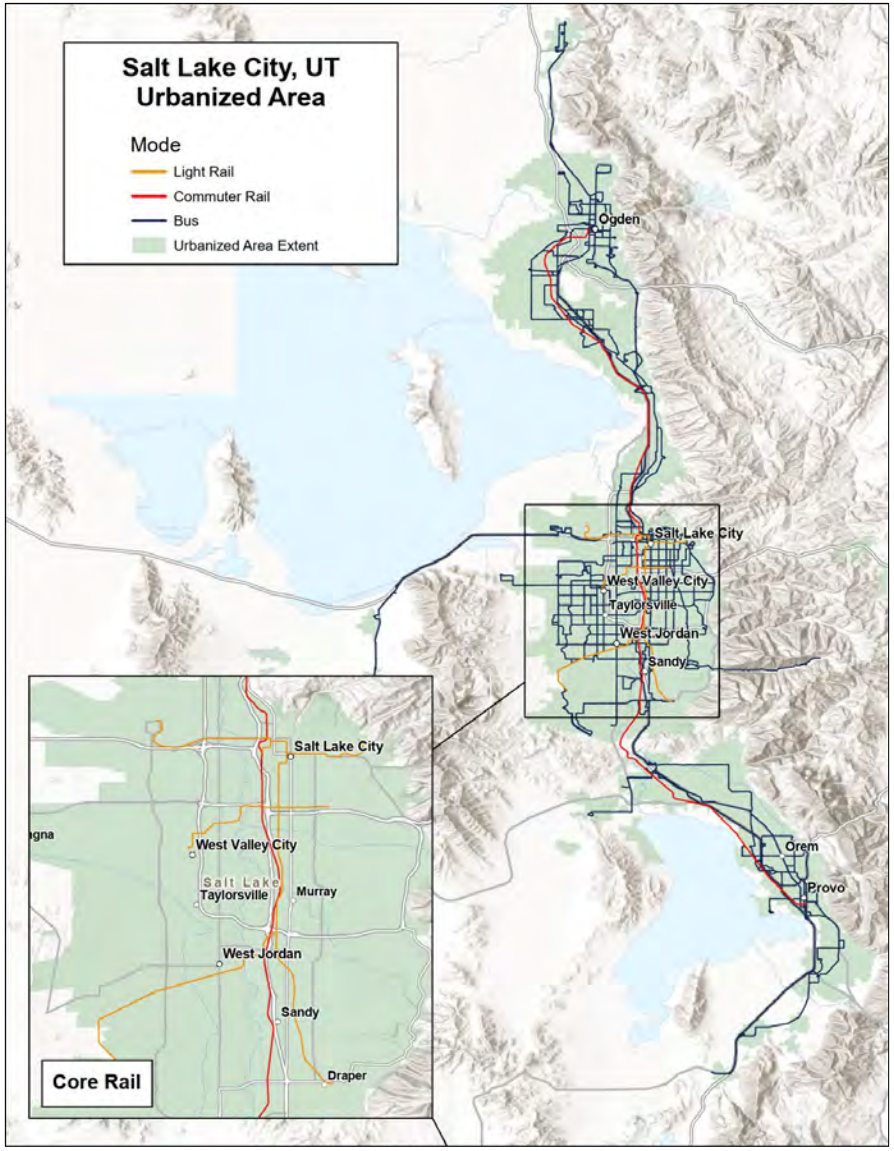
Full Reporters with Fixed-Route Modes
Pittsburgh Regional Transit
Beaver County Transit Authority
Westmoreland County Transit Authority
Washington County Transportation Authority
Mid Mon Valley Transit Authority

San Jose, CA



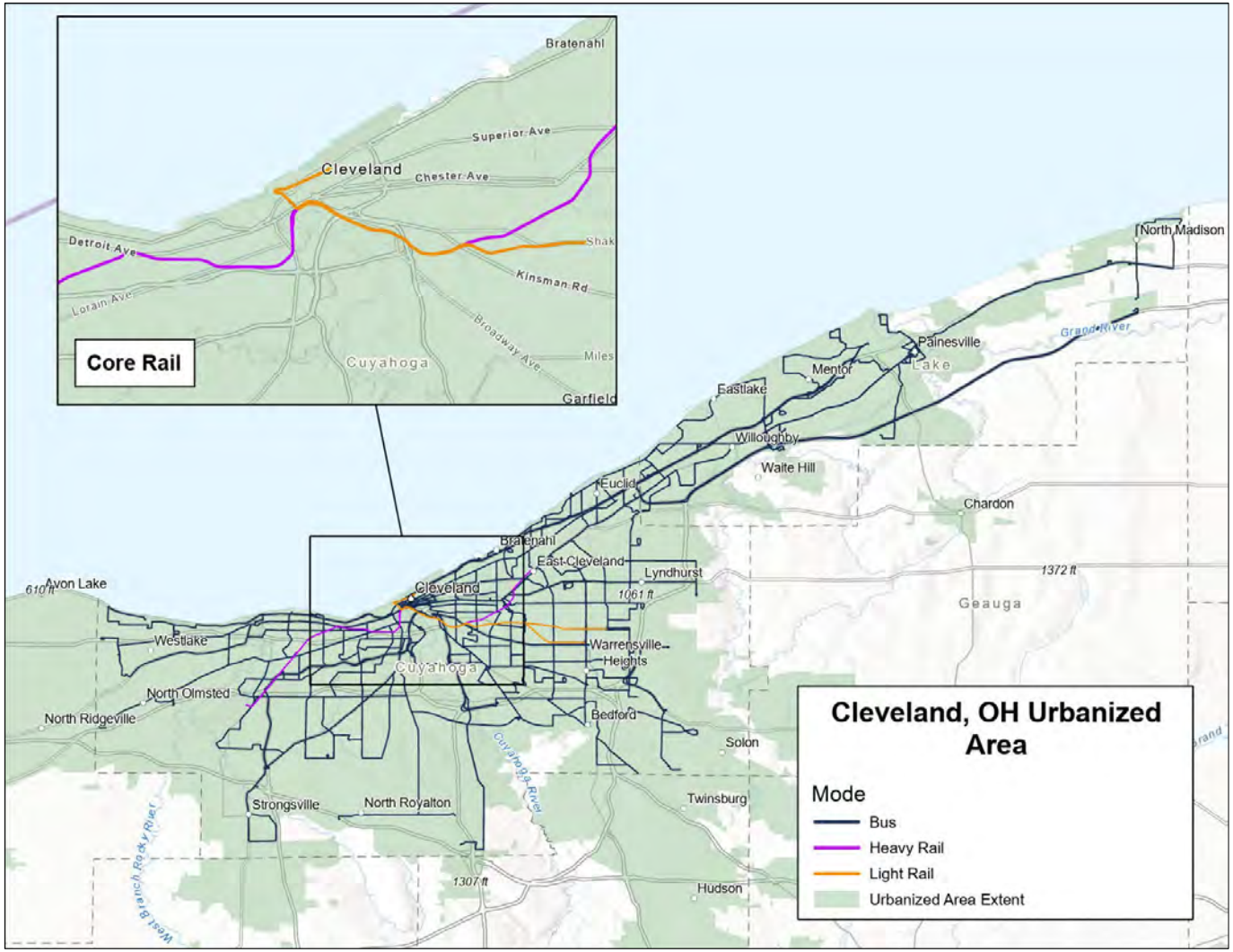
Full Reporters with Fixed-Route Modes
Santa Clara Valley Transportation Authority

Salt Lake City, UT



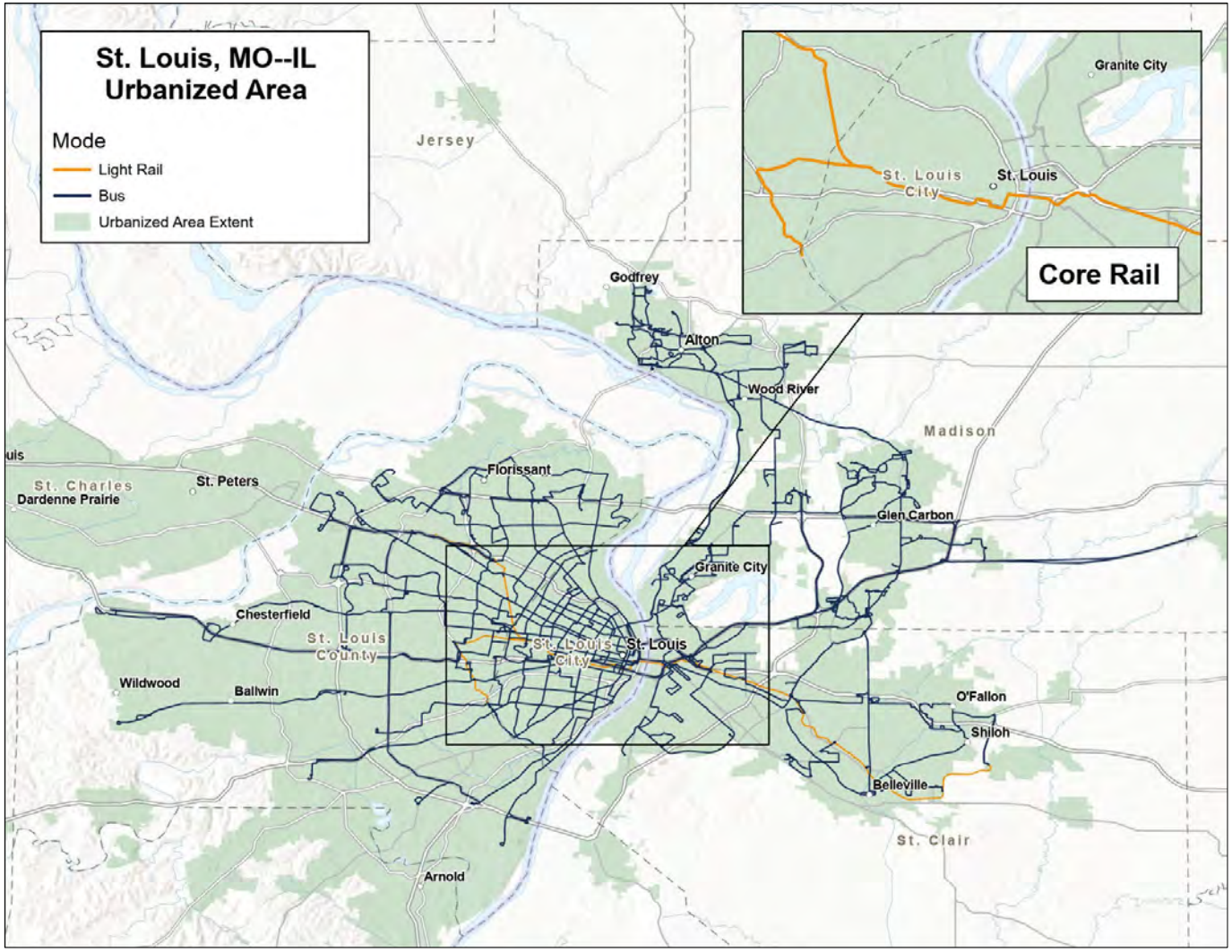
Full Reporters with Fixed-Route Modes
Utah Transit Authority

Cleveland, OH



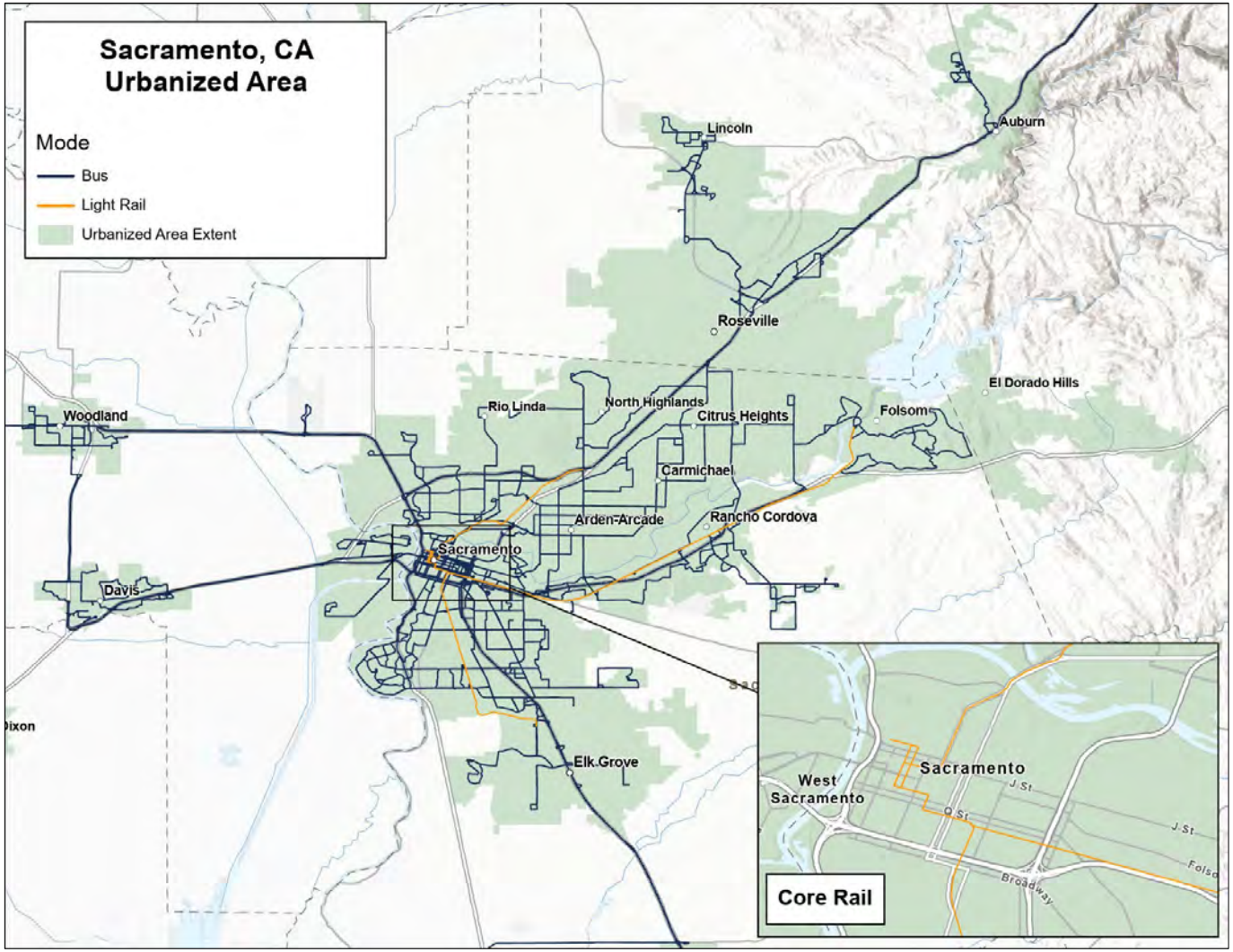
Full Reporters with Fixed-Route Modes
The Greater Cleveland Regional Transit Authority
Laketran

St. Louis, MO—IL



Full Reporters with Fixed-Route Modes
Bi-State Development Agency of the Missouri-Illinois Metropolitan District
Madison County Transit District
Loop Trolley Transportation Development District

Sacramento, CA



Full Reporters with Fixed-Route Modes
Sacramento Regional Transit District
Yolo County Transportation District
County of Placer
Paratransit, Inc.