# Access to Jobs and Workers via Transit

*A geospatial data resource from U.S. EPA's Office of Sustainable Communities*

## Technical Documentation and Data User Guide

First released: March 19, 2014

Last Updated: March 19, 2014

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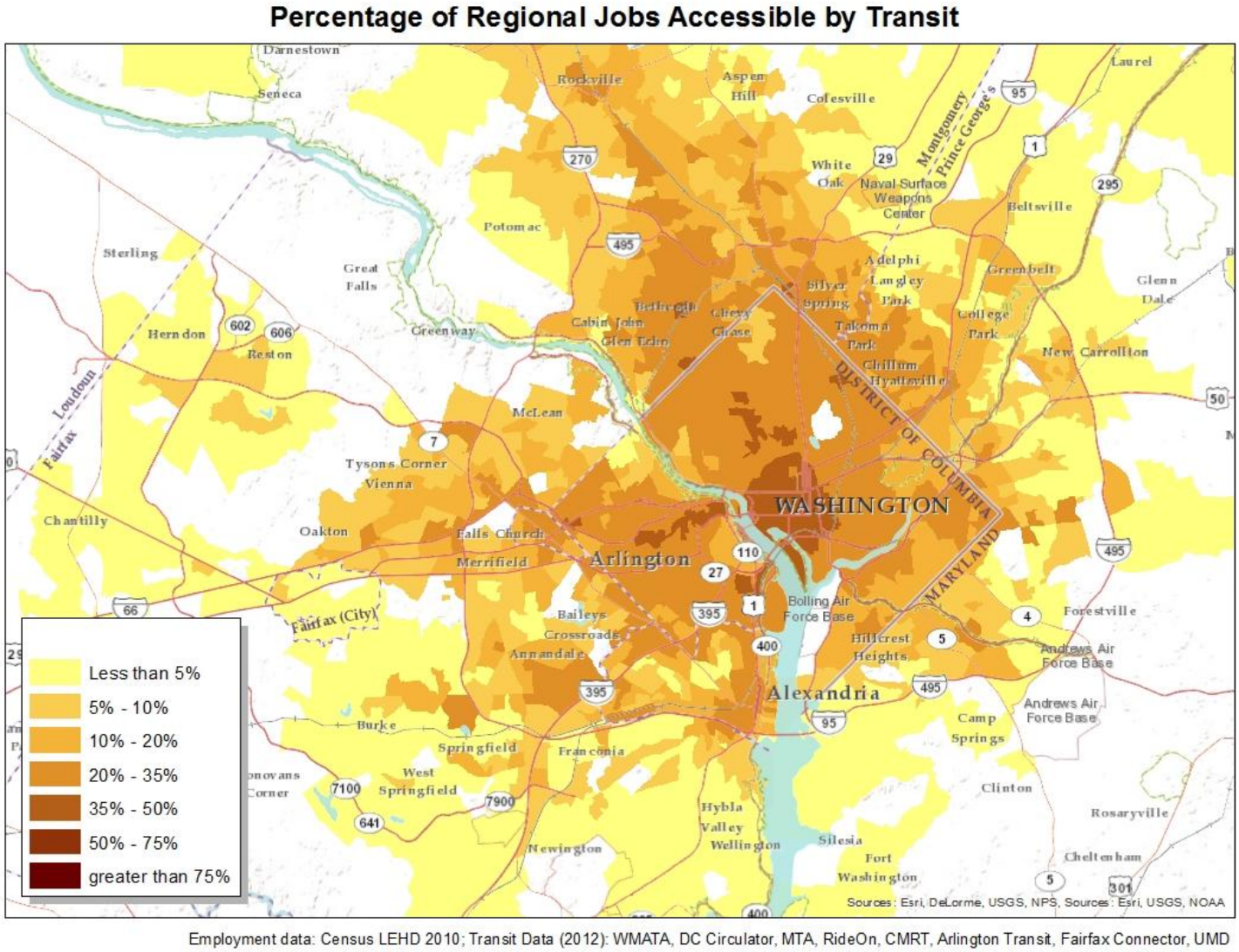
## Summary

Access to Jobs and Workers via Transit is a free geospatial data resource and web mapping tool for comparing the performance of neighborhoods in regards to their accessibility to destinations via public transit service. Using publically available transit service data we calculated – for each U.S. census block group – travel time to all other census block groups accessible via transit. Drawing on data from the census we tabulated how many people live and work in those accessible block groups. We combined these data to summarize several indicators of transit accessibility for individual block groups as well as regional benchmarks for comparison. Travel time is limited to 45 minutes and is inclusive of wait times, transfers, and walking to/from transit stops. Coverage is limited to metropolitan regions and counties served by transit agencies that publically share their service data in a standard format called GTFS. A full listing of those areas is included as appendix to this report. Figure 1 displays one variable from this dataset for the Washington DC metropolitan region.

**Figure 1. Percentage of Regional Jobs Accessible by Transit, Washington DC Metropolitan Region**




Employment data: Census LEHD 2010; Transit Data (2012): WMATA, DC Circulator, MTA, RideOn, CMRT, Arlington Transit, Fairfax Connector, UMD

## Background

In early 2013 EPA first released version 2.0 of the Smart Location Database (SLD)[2]. That resource was developed to address the growing demand for data products and tools that consistently compare the location efficiency of neighborhoods across metropolitan regions and across the U.S. Access to Jobs and Workers via Transit is a supplementary data product derived from data used to create the transit accessibility variables in the SLD. This new data release included a variety of performance metrics that summarize for each census block group the total number of jobs, population, or workers by wage category that can be reached in a 45-minute transit ride. Coverage is limited to metropolitan regions and counties served by transit agencies that publically share their service data in a standard format called GTFS. This User Guide provides a full data dictionary and details the data sources and methodology used to derive these variables.

## Accessing this dataset

EPA's Access to Jobs and Workers via Transit data is a free resource available to the public for download, web service, or viewing online. The latest information about accessing this and associated datasets can be found at http://www.epa.gov/smartgrowth/smartlocationdatabase.htm#trans45. Options are described below:

### Download:

Download this data as a shapefile or single file geodatabase at EPA's Environmental Dataset Gateway. Users who only wish to download data for a single state, metro region, or locality can use EPA's Clip and Ship tool[3].

### Web service:

This data is available as an Esri mapping service, REST, SOAP, WMS, and KML. See website for details.

### Interactive map viewer:

Several variables from this dataset can be explored using our interactive map viewer. Go to http://www.epa.gov/smartgrowth/smartlocationdatabase.htm for details.

## Data Dictionary

Table 1: Variables available in the web service and downloadable data

| Service layer name | Variable name in data table | Description |
|---|---|---|
| Accessibility Index – Transit to working-age population | TrAccess_Indexi | An index of the relative accessibility of a block group compared to other block groups within the same metropolitan region, as measured by travel time to working-age population via transit. Values closer to 1 are more accessible. |
| Population accessible by | Pop_byTr | Total population able to access the block group within a |

[2] http://epa.gov/smartgrowth/smartlocationdatabase.htm

[3] http://edg.epa.gov/clipship/

| | | |
|---|---|---|
| transit | | 45-minute transit and walking commute |
| % of population accessible by transit | Pct_Pop_byTr | Total population able to access the block group within a 45-minute transit and walking commute as a percentage of total regional population. |
| Jobs accessible by transit | Jobs_byTr | Total jobs reachable within a 45 minute transit and walking commute |
| % of regional jobs accessible by transit | Pct_Jobs_byTr | Total jobs reachable within a 45 minute transit and walking commute as a percentage of total regional jobs |
| Workers accessible by transit | Wrks_byTr | Employed population able to access the block group within a 45-minute transit commute from their home location. |
| % of workers accessible by transit | Pct_Wrks_byTr | Employed population able to access the block group within a 45-minute transit commute from their home location as a percentage of total regional employed population. |
| Low-wage workers accessible by transit | LoWgWrks_byTr | Workers earning $1,250/month or less that can reach the block group within a 45-minute transit commute from their home location. |
| % of all low-wage workers in region accessible by transit | Pct_LoWgWrks_byTr | Low-wage workers that can reach the block group within a 45-minute transit commute from their home location as a percentage of all low-wage workers in region. |
| Low-medium wage workers accessible by transit | LoMeWgWrks_byTr | Workers earning $3,333/month or less that can reach the block group within a 45-minute transit commute from their home location. |
| % of all low-medium wage workers in region accessible by transit | Pct_LoMeWgWrks_byTr | Low-medium wage workers that can reach the block group within a 45-minute transit commute from their home location as a percentage of all low-medium wage workers in region. |

Table 2: Regional benchmark indicators only available in downloadable data

| Variable name in data table | Description |
|---|---|
| Pop_byTr_min | Minimum Pop_byTr among all block groups within same CBSA |
| Pop_byTr_max | Maximum Pop_byTr among all block group within same CBSA |
| Pop_byTr_av | Weighted average Pop_byTr among all block group within same CBSA |

| | |
|---|---|
| Pct_Pop_byTr_min | Minimum Pct_Pop_byTr among all block group within the same CBSA |
| Pct_Pop_byTr_max | Maximum Pct_Pop_byTr among all block group within the same CBSA |
| Pct_Pop_byTr_av | Weighted average Pct_Pop_byTr among all block group within the same CBSA |
| Jobs_byTr_min | Minimum Jobs_byTr among all block group within the same CBSA |
| Jobs_byTr_max | Maximum Jobs_byTr among all block group within the same CBSA |
| Jobs_byTr_av | Weighted average Jobs_byTr among all block group within the same CBSA |
| Pct_Jobs_byTr_min | Minimum Pct_Jobs_byTr among all block group within the same CBSA |
| Pct_Jobs_byTr_max | Maximum Pct_Jobs_byTr among all block group within the same CBSA |
| Pct_Jobs_byTr_av | Weighted average Pct_Jobs_byTr among all block group within the same CBSA |
| Wrks_byTr_min | Minimum Wrks_byTr among all block group within the same CBSA |
| Wrks_byTr_max | Maximum Wrks_byTr among all block group within the same CBSA |
| Wrks_byTr_av | Weighted average Wrks_byTr among all block group within the same CBSA |
| Pct_Wrks_byTr _min | Minimum transit accessibility score among all block group within the same CBSA |
| Pct_Wrks_byTr _max | Maximum transit accessibility score among all block group within the same CBSA |
| Pct_Wrks_byTr _av | Weighted average transit accessibility score among all block group within the same CBSA |
| LoWgWrks_byTr | Number of low wage workers (those earning $1250/month or less) that can reach the block group within a 45 minute transit commute |
| LoWgWrks_byTr_min | Minimum LoWgWrks_byTr among all block group within the same CBSA |
| LoWgWrks_byTr_max | Maximum LoWgWrks_byTr among all block group within the same CBSA |
| LoWgWrks_byTr_av | Weighted average LoWgWrks_byTr among all block group within the same CBSA |
| Pct_LoWgWrks_byTr_min | Minimum Pct_LoWgWrks_byTr among all block group within the same CBSA |
| Pct_LoWgWrks_byTr _max | Max Pct_LoWgWrks_byTr among all block group within the same CBSA |
| Pct_LoWgWrks_byTr _av | Weighted average Pct_LoWgWrks_byTr among all block group within the same CBSA |

| | |
|---|---|
| LoMeWgWrks_byTr_min | Minimum LoMeWgWrks _byTr among all block group within the same CBSA |
| LoMeWgWrks_byTr_max | Maximum LoMeWgWrks _byTr among all block group within the same CBSA |
| LoMeWgWrks_byTr_av | Weighted average LoMeWgWrks _byTr among all block group within the same CBSA |
| Pct_LoMeWgWrks_byTr_min | Minimum Pct_ LoMeWgWrks _byTr among all block group within the same CBSA |
| Pct_LoMeWgWrks_byTr _max | Max Pct_ LoMeWgWrks _byTr among all block group within the same CBSA |
| Pct_LoMeWgWrks_byTr _av | Weighted average Pct_ LoMeWgWrks _byTr among all block group within the same CBSA |

# Data Sources

## Block ground boundaries

EPA obtained census block group boundaries from 2010 Census TIGER/Line shapefiles and combined them into a single national ArcGIS feature class. TIGER2010_bg10 is the basic geographic dataset to which all SLD variables are appended. It represents the 2010 geographic boundaries of all BLOCK GROUPs in the United States. EPA also obtained 2010 block group "centers of population"[4] from the Census. These centroids were used in geoprocessing routines developed for spatially derived variables, notably the distance to transit and regional accessibility measures. Finally, the US Census provides tables relating county and county equivalent areas to core based statistical areas (CBSA) and combined statistical areas (CSA). EPA used these tables to associate block groups with their respective metropolitan areas based on county location.

## 2010 Census

EPA obtained basic population, demographic, and housing data for block groups from the 2010 Census Summary File 1 (SF1).[5] SF1 contains data compiled from the 2010 Decennial Census questions. EPA's Office of Environmental Information tabulated 2010 SF1 data for all U.S. block group within two tables SF1HOUBG and SF1POPBG. SF1HOUBG contains data on housing units, occupancy and tenure. SF1POPBG contains data on population, race, ethnicity, age, and sex.

## Longitudinal Employer-Household Dynamics (LEHD)

US Census LEHD Origin-Destination Employment Statistics (LODES) tables summarize employment at the census block level for all 50 states, the District of Columbia, Puerto Rico and the US Virgin Islands. However, the territories and the Commonwealth of Massachusetts are not "regular production" partners in LEHD, and some data for these jurisdictions

[4] http://www.census.gov/geo/reference/centersofpop.html

[5] http://www.census.gov/2010census/data/

are not available[6]. LODES version 6.X utilizes 2010 Census block boundaries. The latest update (version 6.1) is an augmentation of version 6.0 and includes two previously un-reported job types that represent federal employment.[7]

This dataset references the LODES Work Area Characteristics (WAC) tables for employment tabulations. Variables concerning the home location of workers by wage level were obtained from the LODES Residence Area Characteristics (RAC). The structures and field definitions of the RAC and WAC datasets are shared in the Smart Location Database User Guide[8].

### InfoUSA

Employment data for Massachusetts are not available in the LEHD. So EPA obtained Massachusetts employment data from the Metropolitan Area Planning Council (MAPC). The original data source for these variables is InfoUSA[9], 2011.

### NAVTEQ

EPA has a license to use several NAVTEQ data layers[10] (release date 2011 Q3) including NAVSTREETS for developing walk-time estimates from block group centroids to transit stops. The NAVSTREETS dataset is a detailed nationwide street network with rich attribute information, include functional class and speed categories, direction of travel restrictions, vehicular and pedestrian restrictions, tags for highway ramps and other variables of interest for developing a multimodal travel network and characterizing network design.

### GTFS

Local transit agencies can use GTFS (or General Transit Feed Specification[11]) to share transit schedules and associated geographic information in a common format. GTFS files contain stop locations, stop times, routes and trips, and other attributes of the transit network. EPA obtained GTFS data for use in metrics summarizing transit service availability, frequency, and accessibility to destinations via transit. This data was obtained during the months of December, 2012 and January, 2013. Not all transit agencies share their data in this format. But the vast majority of large transit agencies do so. Table 4 in Appendix A lists the 228 transit agencies whose service is reflected in this dataset. An analysis of data from the National Transit Database revealed that transit agencies with GTFS data account for 88% of all transit ridership in the United States. Since many metropolitan regions are served by multiple transit agencies, our metrics derived from GTFS data may paint an incomplete picture of service. Therefore we also calculated for each metropolitan region the percentage of all transit ridership that occurred on systems whose GTFS data is reflected in Access to Jobs and Workers via Transit. Table 5 in Appendix A displays these findings.

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[6] EPA later obtained several Massachusetts employment variables from Metropolitan Area Planning Council. See Info USA below for details.

[7] More information about LODES data can be found at http://lehd.did.census.gov/data/. More information about NAICS (North American Industry Classification System) can be found at http://www.census.gov/eos/www/naics/.

[8] https://edg.epa.gov/data/Public/OP/SLD/SLD_UserGuide.pdf

[9] http://www.infousa.com/

[10] http://www.navteq.com/products_data.htm

[11] Learn more about the GTFS at https://developers.google.com/transit/gtfs/. Agencies can post raw GTFS files for public download on the GTFS data exchange (http://www.gtfs-data-exchange.com/). A full listing of agencies that do and do not share their data in GTFS format is available at City-Go-Round (http://www.citygoround.org/agencies/).

## Technical Approach

Modeling transit accessibility involved the preparation of five different origin destination (OD) matrices that were utilized in different ways during the course of the analysis. The five OD matrices are described briefly below:

1. CBG centroid to transit stops (also used in D4a): Contains network walk travel times from CBG centroids to transit stops; model of access and egress portions of transit trips.
2. CBG centroid to CBG centroid by walking: Contains network walk travel times between CBG centroids; model of walk-to-destinations opportunities.
3. Transit stop to transit stop by walking: Contains network walk travel times between transit stops; model of walk-to-transfer opportunities; used as an interim table supporting the transit stop to transit stop by transit vehicle matrix.
4. Transit stop event to transit stop event by transit vehicle: Contains GTFS schedule-derived in vehicle travel times between transit stop events on a single transit vehicle and on a trip-by-trip basis; model of transit service; used as an interim table supporting the transit stop to transit stop by transit vehicle matrix.
5. Transit stop to transit stop by transit vehicle: Contains minimum travel times between stop locations based on connected stop events, in vehicle times, and walk to transfer times; model of total transit system connectivity from boarding stop to all potential alighting stops by fastest route combination.

The transit analysis focused on the basic phases of a transit trip: walking to access transit service, the in-vehicle trip, walking and/or waiting to make a transfer, the second in-vehicle trip (where available), and walk egress from a transit stop to a destination. Each phase is described below with references to the matrices as enumerated above (i.e. Matrix 1 is the CBG centroid to transit stops matrix).

### *Walk Access to Transit*

Walk access to transit was modeled as the network distance from a CBG centroid to each accessible transit stop in the GTFS data set within a 15-minute walk allowance. Travel distances were stored in Matrix 1. A standard wait time of 5 minutes to make the first boarding was applied.

### *In-Vehicle Time (first trip)*

From walk accessible stops, additional ride accessible stops were located. These were stops to which a traveler could ride from the walk accessible stops based on the transit trips serving those stops. The maximum in-vehicle time permitted was 45 minutes. The total amount of in vehicle time from the walk accessible stop of origin was retained when modeling transfer opportunities.

### *Transfers*

For all ride accessible stop events, there may exist transfer opportunities. These were found through matrix 3. Ten minutes total transfer time was permitted, of which five could be spent walking to make the transfer. The arrival time at each ride accessible stop was retained in the data tables when analyzing transfer opportunities. The transfer opportunity stop event needed to be within a five-minute walk of the ride accessible stop of alighting, occurring no more than ten minutes after alighting but after the alighting time plus the walk to transfer time.

### *In-Vehicle Time (second trip)*

A maximum of 45 minutes in vehicle time was allowed. Thus the stops accessible by riding during the second trip had to be reachable within 45 minutes *minus* the time spent on the first in-vehicle leg of the trip. At the completion of the analysis of the second in-vehicle leg of the transit trip, all stop event OD pairs were compiled in matrix 4. Stop events were linked to their stop locations, and pairs were summarized to find the fastest travel time between stop locations by

any combination of walking, riding and transferring during the analysis time period (PM peak). The resulting table was matrix 5.

### *Walk Egress*

With the fastest travel times between stops tabulated in matrix 5, the total travel time between each origin CBG and all transit stops could be derived by adding the walk access time to walk accessible stops and the additional in-vehicle/transfer time required to reach additional stops. From all accessible stops, matrix 1 was again deployed to determine walk egress time to destination CBGs. With walk egress time known, total travel time between CBG OD pairs was known, although in many cases, the same OD pair appeared many times due to the multiplicity of ride accessible stops and connected CBG destinations at the egress end. Thus, that table was summarized to find the minimum total travel time between CBGs in a scratch version of the final CBG to CBG transit travel times matrix.

### *Walk Competitiveness*

For some OD pairs – especially in highly urbanized areas – walk travel times to neighboring CBGs were expected to be competitive with transit travel times, especially considering the five minute wait time required for the first boarding of a transit vehicle in the transit accessibility analysis. Thus, walk times between neighboring CBGs were analyzed for all CBGs that had some access to transit. A maximum 15 minute walk from origin to destination was permitted. The resulting table (matrix 2) was merged with the scratch CBG to CBG transit travel times matrix, and summarized to find the minimum travel time between zones by transit or by walking where walking was modeled to be more expedient than transit.

Transit accessibility was analyzed for the PM peak travel period only, as typically this is a period of relatively intense levels of transit service and during which a rich mix of commuting and discretionary trip-making takes place. GTFS schedules were queried to isolate trips and their related stop events that occur within the 4:45 PM to 7 PM time frame. There is no hard and fast departure time from the CBG origin. Rather, since all possible permutations of traveling by transit between stops were analyzed in the development of matrix 5, the CBG to CBG travel times reported in the final matrix reflect the optimal transit trip connecting those CBGs in the PPM peak period. In the development of matrices 4 and 5, the first transit trips had to be boarded prior to 5:45 PM. These and other key parameters of the transit analysis as described herein are summarized in Table 3 below.

Table 3 –Attributes and Parameters of Transit Accessibility Analysis

| | |
|---|---|
| Full Travel Period | 4:45 PM to 7:00 PM |
| Travel Period of Walk Departure from CBG origin | 4:45 PM to 5:40 PM |
| Travel Period of First Trip Boarding | 5:00 PM to 5:45 PM |
| Maximum Possible Total Travel Time for the Transit Trip | 90 minutes |
| Maximum Walk Time Allowed for Access | 15 minutes |
| Wait time to Board First Trip | 5 minutes |
| Maximum Total In-Vehicle Travel Time | 45 minutes (first and second trips combined) |
| Number of Transfers Allowed | 1 |
| Maximum Time Allowed for Waiting to Make a Transfer | 10 minutes |

| | |
|---|---|
| Maximum Time Allowed for Walking to Make a Transfer (subsumed within time for waiting to make a transfer) | 5 minutes |
| Maximum Walk Time Allowed for Egress | 15 minutes |

### Calculating summary indicators

The above analysis resulted in a single OD matrix depicting minimum travel time via transit and/or walking between each origin CBG and all possible destination CBG reachable in less than 90 minutes. EPA then joined Census and LEHD data on employment and working age population to the associated destination CBG of each CBG to CBG OD pair. Then, for each origin CBG, EPA selected all destination CBG with a total travel time of 45 minute or less and summed the following variables: population, housing units, households, jobs, workers (based on home location), low-wage workers (below $1,250/month), medium-wage workers ($1,250-$3.333/month), and high-wage workers (above $3,333/month).[12] Proportional indicators (e.g., % of population accessible by transit) were calculated by dividing the sum of population within all destination CBGs by the total regional population. In general the values for these indicators are between 0 and 1. However, since some transit networks cross regional boundaries the values should be interpreted with caution. For instance a town outside of a major metropolitan region with commuter rail service to the city center may end up with access to a greater number of jobs, workers, or population than is present in its containing CBSA. In other words, the proportional value will be greater than 1.

### Calculation of Accessibility Index – Transit to working-age population [TrAccess_Indexi]

This indicator is pulled directly from the variable D5dei in the Smart Location Database. See the SLD User Guide[13] for full documentation.

[12] See the LEHD documentation or the Smart Location Database User Guide for details. https://edg.epa.gov/data/Public/OP/SLD/SLD_UserGuide.pdf

[13] https://edg.epa.gov/data/Public/OP/SLD/SLD_UserGuide.pdf

## Appendix A: GTFS Data Coverage

As noted above, only a subset of US public transit agencies share their service data in GTFS format. Table 4 lists all transit agencies whose service data is included in EPA's Access to Jobs and Workers via Transit indicators, sorted by metropolitan region served.

Many metropolitan regions are served by multiple transit agencies. Therefore we also analyzed agency ridership data in the National Transit Database and then summarized by metropolitan region in order to calculate the percentage of all transit trips that occurred on systems whose GTFS data is reflected in these indicators. The results are shown in Table 5. This information can be used to help assess the reliability of EPA's transit accessibility metrics in a region of interest.

Table 4. Transit agencies with GTFS service data reflected in SLD metrics

| Agency Name | Service Area | Date of GTFS file obtained |
|---|---|---|
| City of Albany / Linn Benton Loop | Albany, OR | 2012 |
| Linn Shuttle | Albany, OR | 2012 |
| ABQ Ride | Albuquerque, NM | 2012 |
| LANTA | Allentown-Bethlehem, PA | 2012 |
| Ann Arbor Transportation Authority | Ann Arbor, MI | 2012 |
| University of Michigan Transit Services | Ann Arbor, MI | 2012 |
| Annapolis Transit | Annapolis, MD | 2011 |
| Asheville Transit Service | Asheville, NC | 2012 |
| Sunset Empire Transportation District | Astoria-Seaside, OR | 2012 |
| Metropolitan Atlanta Rapid Transit Authority | Atlanta, GA | 2012 |
| Capital Metro | Austin, TX | 2012 |
| Golden Empire Transit District | Bakersfield, CA | 2012 |
| BWI Thurgood Marshall Intl Airport | Baltimore, MD | 2011 |
| Charm City Circulator | Baltimore, MD | 2011 |
| Howard Transit | Baltimore, MD | 2011 |
| Maryland Transit Administration | Baltimore, MD | 2011 |
| Cascades East Transit | Bend, OR | 2012 |
| Birmingham Jefferson County Transit Authority | Birmingham, AL | 2012 |
| Blacksburg Transit | Blacksburg, VA | 2012 |
| Bloomington Transit | Bloomington, IN | 2012 |
| Massport | Boston, MA | 2012 |
| MBTA | Boston, MA | 2012 |
| Merrimack Valley Regional Transit Authority | Boston, MA | 2012 |
| MetroWest Regional Transit Authority | Boston, MA | 2012 |
| Lexpress | Boston, MA | 2009 |
| Kitsap Transit | Bremerton, WA | 2012 |
| NFTA-METRO | Buffalo, NY | 2012 |
| Butte-Silver Bow | Butte, MT | 2013 |
| Eastern Sierra Transit Authority | California and Nevada (Intercity) | 2012 |
| Cape Cod Regional Transit Authority (CCRTA) | Cape Cod, MA | 2010 |
| Champaign Urbana Mass Transit District | Champaign-Urbana, IL | 2012 |

| | | |
|---|---|---|
| Chapel Hill Transit | Chapel Hill, NC | 2010 |
| Charlottesville Area Transit | Charlottesville, VA | 2012 |
| Chicago Transit Authority | Chicago, IL | 2012 |
| Metra | Chicago, IL | 2012 |
| Pace Suburban Bus Service | Chicago, IL | 2012 |
| North Indiana Commuter Transportation District | Chicago, IL | 2010 |
| Southwest Ohio Regional Transit Authority | Cincinatti, OH | 2012 |
| Transit Authority of Northern Kentucky | Cincinatti, OH | 2012 |
| Clemson Area Transit | Clemson, SC | 2012 |
| Greater Cleveland Regional Transit Authority | Cleveland, OH | 2012 |
| Mountain Metropolitan Transit | Colorado Springs, CO | 2010 |
| Central Ohio Transit Authority | Columbus, OH | 2012 |
| Coos County Area Transit | Coos Bay, OR | 2011 |
| Curry Public Transit | Coos Bay, OR | 2011 |
| Porter Stage Lines | Coos Bay, OR | 2012 |
| Corona Cruiser | Corona, CA | 2012 |
| Corvallis Transit System | Corvallis, OR | 2012 |
| Cottonwood Area Transit | Cottonwood, AZ | 2012 |
| Allegany County Transit | Cumberland, MD | 2012 |
| DALLAS AREA RAPID TRANSIT | Dallas-Ft Worth, TX | 2012 |
| Fort Worth Transportation Authority | Dallas-Ft Worth, TX | 2012 |
| DART First State | Delaware (Statewide) | 2012 |
| Regional Transportation District | Denver, CO | 2012 |
| Detroit Department of Transportation | Detroit, MI | 2012 |
| Duluth Transit Authority | Duluth, MN | 2012 |
| Lane Transit District | Eugene, OR | 2012 |
| Arcata & Mad River Transit System | Eureka-Arcata, CA | 2012 |
| Eureka Transit Service | Eureka-Arcata, CA | 2012 |
| Redwood Transit System | Eureka-Arcata, CA | 2012 |
| Community Transit | Everett, WA | 2010 |
| Fairfield and Suisun Transit | Fairfield, CA | 2012 |
| Razorback Transit | Fayetteville, AK | 2009 |
| Montachusett Regional Transit Authority | Fitchburg, MA | 2012 |
| Frederick Transit Meet-The-MARC | Frederick, MD | 2011 |
| TransIT Services of Frederick County | Frederick, MD | 2013 |
| Lee County Transit | Ft Myers, FL | 2011 |
| Citilink | Ft Wayne, IN | 2012 |
| Cape Ann Transportation Authority | Gloucester, MA | 2012 |
| Franklin Regional Transit Authority | Greenfield, MA | 2012 |
| Gunnison Valley RTA | Gunnison, CO | 2013 |
| Hampton Roads Transit (HRT) | Hampton Roads, VA | 2011 |
| TheBus | Honolulu, HI | 2011 |
| Columbia Area Transit | Hood River, OR | 2012 |
| Metropolitan Transit Authority of Harris County | Houston, TX | 2012 |

| | | |
|---|---|---|
| Huntsville Shuttle | Huntsville, AL | 2012 |
| IndyGo | Indianapolis, IN | 2012 |
| Irvine Shuttle | Irvine, CA | 2009 |
| Island Transit | Island County, WA | 2012 |
| People Mover | John Day, OR | 2011 |
| KCATA | Kansas City, MO-KS | 2012 |
| The JO | Kansas City, MO-KS | 2012 |
| Kingsport | Kingsport, TN | 2012 |
| Basin Transit Service | Klamath Falls, OR | 2010 |
| The Shuttle, Inc. | Klamath Falls, OR | 2012 |
| Municipal Transit Utility | La Crosse, WI | 2012 |
| CityBus | Lafayette, IN | 2011 |
| Lakeland | Lakeland, FL | 2011 |
| Regional Transportation Commission of Southern Nevada | Las Vegas, NV | 2012 |
| LexTran | Lexington, KY | 2012 |
| Central Arkansas Transit Authority | Little Rock, AK | 2012 |
| Metro - Los Angeles | Los Angeles, CA | 2012 |
| Metrolink Trains | Los Angeles, CA | 2012 |
| Municipal Area Express (MAX) | Los Angeles, CA | 2012 |
| Torrance Transit | Los Angeles, CA | 2012 |
| Transit Authority of River City | Louisville, KY | 2012 |
| Lowell Regional Transit Authority | Lowell, MA | 2012 |
| Metro Transit-City of Madison | Madison, WI | 2012 |
| City of Maricopa | Maricopa, AZ | 2010 |
| Mason Transit | Mason County, WA | 2011 |
| RVTD | Medford, OR | 2010 |
| Space Coast Area Transit | Melbourne-Palm Bay, FL | 2012 |
| Mendocino Transit Authority | Mendocino, CA | 2012 |
| Broward County Transit | Miami-Ft Lauderdale, FL | 2012 |
| Miami Dade Transit | Miami-Ft Lauderdale, FL | 2012 |
| Tri-Rail | Miami-Ft Lauderdale, FL | 2009 |
| City of Milton-Freewater Oregon | Milton-Freewater, OR | 2011 |
| Milwaukee County Transit System | Milwaukee, WI | 2012 |
| Anoka County | Minneapolis-St. Paul, MN | 2011 |
| Maple Grove | Minneapolis-St. Paul, MN | 2011 |
| Metro Transit (Minneapolis) | Minneapolis-St. Paul, MN | 2011 |
| Minneapolis | Minneapolis-St. Paul, MN | 2011 |
| Minnesota Valley | Minneapolis-St. Paul, MN | 2011 |
| Other (Minnesota) | Minneapolis-St. Paul, MN | 2011 |
| Plymouth | Minneapolis-St. Paul, MN | 2011 |
| Prior Lake | Minneapolis-St. Paul, MN | 2011 |
| Saint Paul | Minneapolis-St. Paul, MN | 2011 |
| Scott County | Minneapolis-St. Paul, MN | 2011 |
| Shakopee | Minneapolis-St. Paul, MN | 2011 |

| | | |
|---|---|---|
| SouthWest Transit | Minneapolis-St. Paul, MN | 2011 |
| University of Minnesota | Minneapolis-St. Paul, MN | 2011 |
| Mountain Line | Missoula, MT | 2012 |
| Ceres Area Transit | Modesto, CA | 2012 |
| Modesto Area Express | Modesto, CA | 2012 |
| Monroe County Transit Authority | Monroe County, PA | 2012 |
| Regional Transportation Authority | Nashville, TN | 2010 |
| Shore Line East | New Haven-New London, CT | 2012 |
| NJ TRANSIT BUS | New Jersey (Statewide) | 2012 |
| NJ TRANSIT RAIL | New Jersey (Statewide) | 2012 |
| Coach USA -Short Line | New York (Intercity) | 2010 |
| Bee-Line Bus | New York, NY | 2012 |
| Long Island Bus | New York, NY | 2011 |
| Long Island Rail Road | New York, NY | 2012 |
| Metro-North Railroad | New York, NY | 2012 |
| MNR Hudson Rail Link | New York, NY | 2012 |
| MTA Bus Company | New York, NY | 2012 |
| MTA New York City Transit | New York, NY | 2012 |
| NY Waterway | New York, NY | 2012 |
| Port Authority of New York & New Jersey | New York, NY | 2011 |
| Rockland County Department of Public Transportation | New York, NY | 2012 |
| TAPPANZEE EXPRESS | New York, NY | 2010 |
| Norwalk Transit | Norwalk, CT | 2012 |
| Intercity Transit | Olympia, WA | 2012 |
| Orange County Transportation Authority | Orange County, CA | 2012 |
| Sunline Transit Agency | Palm Springs-Indio, CA | 2011 |
| Port Authority Transit Corporation | Philadelphia, PA | 2011 |
| SEPTA Rail | Philadelphia, PA | 2012 |
| SEPTA Bus | Philadelphia, PA | 2012 |
| Port Authority of Allegheny County | Pittsburgh, PA | 2012 |
| Berkshire Regional Transit Authority | Pittsfield, MA | 2011 |
| Jefferson Transit Authority | Port Townsend, WA | 2012 |
| Ride Connection | Portland, OR | 2012 |
| TriMet | Portland, OR | 2012 |
| Rhode Island Public Transit Authority | Providence, RI | 2012 |
| NC State University Wolfline | Raleigh-Durham, NC | 2010 |
| Capital Area Transit | Raleigh-Durham, NC | 2012 |
| Cary Transit | Raleigh-Durham, NC | 2012 |
| Durham Area Transit Authority | Raleigh-Durham, NC | 2010 |
| Triangle Transit | Raleigh-Durham, NC | 2010 |
| Redding Area Bus Authority | Redding, PA | 2012 |
| RTC RIDE | Reno, NV | 2012 |
| Riverside Transit Agency | Riverside, CA | 2012 |

| | | |
|---|---|---|
| Rochester-Genesee Regional Transportation Authority | Rochester, NY | 2012 |
| U-Trans | Roseburg, OR | 2012 |
| Unitrans (Davis) | Sacramento, CA | 2012 |
| Capitol Corridor Joint Powers Authority | Sacramento, CA | 2012 |
| Roseville Transit | Sacramento, CA | 2012 |
| Sacramento Regional Transit | Sacramento, CA | 2012 |
| Cherriots | Salem-Keizer, OR | 2012 |
| CityGo | Salina, KS | 2009 |
| Utah Transit Authority | Salt Lake City, UT | 2012 |
| San Benito County Express | San Benito County, CA | 2012 |
| MTS | San Diego, CA | 2012 |
| North County Transit District | San Diego, CA | 2012 |
| AC Transit | San Francisco Bay Area, CA | 2011 |
| AirBART | San Francisco Bay Area, CA | 2012 |
| Bay Area Rapid Transit | San Francisco Bay Area, CA | 2012 |
| Baylink | San Francisco Bay Area, CA | 2012 |
| Blue & Gold Fleet | San Francisco Bay Area, CA | 2012 |
| Caltrain | San Francisco Bay Area, CA | 2012 |
| County Connection | San Francisco Bay Area, CA | 2012 |
| Golden Gate Ferry | San Francisco Bay Area, CA | 2012 |
| Harbor Bay Ferry | San Francisco Bay Area, CA | 2012 |
| Marin Transit | San Francisco Bay Area, CA | 2012 |
| Menlo Park Midday Shuttle | San Francisco Bay Area, CA | 2011 |
| Rio Vista Delta Breeze | San Francisco Bay Area, CA | 2012 |
| San Francisco Municipal Transportation Agency | San Francisco Bay Area, CA | 2012 |
| San Luis Obispo Regional Transit Authority | San Luis Obispo, CA | 2012 |
| City of Sandy | Sandy, OR | 2012 |
| Santa Cruz Metro | Santa Cruz, CA | 2012 |
| Santa Rosa CityBus | Santa Rosa, CA | 2010 |
| Sarasota County Area Transit | Sarasota, FL | 2012 |
| City of Seattle | Seattle, WA | 2012 |
| King County Marine Divison | Seattle, WA | 2012 |
| Metro Transit (Seattle) | Seattle, WA | 2012 |
| Sound Transit | Seattle, WA | 2012 |

| | | |
|---|---|---|
| Spokane Transit Authority | Spokane, WA | 2012 |
| PVTA | Springfield, MA | 2012 |
| Metro St. Louis | St. Louis, MO | 2012 |
| San Joaquin Regional Transit District (RTD) | Stockton, CA | 2012 |
| Susanville Indian Rancheria Public Transportation Program | Susanville, CA | 2012 |
| Alpine Meadows Shuttle | Tahoe, CA | 2012 |
| Homewood Ski Shuttle | Tahoe, CA | 2012 |
| North Lake Tahoe Express - 24 hour advance reservations required | Tahoe, CA | 2012 |
| Northstar-at-Tahoe | Tahoe, CA | 2012 |
| Squaw Valley USA | Tahoe, CA | 2012 |
| Tahoe Area Regional Transit | Tahoe, CA | 2012 |
| Town of Truckee | Tahoe, CA | 2012 |
| PSTA | Tampa-St. Petersburg-Clearwater, FL | 2012 |
| Hillsborough Area Regional Transit | Tampa-St. Petersburg-Clearwater, FL | 2012 |
| Tehama Rural Area Express | Tehama County, CA | 2012 |
| Thousand Oaks Transit | Thousand Oaks, CA | 2012 |
| Tillamook County Transportation District | Tillamook, OR | 2012 |
| Topeka Metro | Topeka, KS | 2012 |
| Trinity Transit | Trinity County, CA | 2011 |
| Bus Line Service of Turlock | Turlock, CA | 2012 |
| Stanislaus Regional Transit | Turlock, CA | 2012 |
| Confederated Tribes of the Umatilla Indian Reservation | Umatilla Reservation, OR | 2012 |
| Montgomery County MD Ride On | Washington, DC | 2012 |
| Maryland Transit Administration | Washington, DC | 2011 |
| Central Maryland Regional Transit | Washington, DC | 2011 |
| Arlington Transit | Washington, DC | 2012 |
| Fairfax Connector | Washington, DC | 2012 |
| DC Circulator | Washington, DC | 2012 |
| Washington Metropolitan Area Transit Authority | Washington, DC | 2012 |
| Shuttle-UM: Department of Transportation Services | Washington, DC | 2010 |
| South Metro Area Regional Transit | Wilsonville, OR | 2012 |
| Siskiyou Transit and General Express | Yreka, CA | 2012 |

Table 5. GTFS Data Coverage Summarized as Percentage of total Metropolitan Region Transit Ridership

| Metropolitan Region | Ridership on GTFS Systems | Ridership on Non-GTFS Systems | % of Total Ridership on GTFS Systems | Key Agencies Missing (only for large metros with partial coverage) |
|---|---|---|---|---|
| Abilene, TX | - | 476,924 | 0% | |
| Akron, OH | - | 6,162,278 | 0% | |
| Albany, GA | - | 944,273 | 0% | |
| Albany-Lebanon, OR | | | | *GTFS available. But no NTD ridership stats. Assumed 100% on GTFS systems.* |
| Albany-Schenectady-Troy, NY | - | 15,194,277 | 0% | |
| Albuquerque, NM | 10,760,389 | 1,083,003 | 91% | |
| Alexandria, LA | - | 820,450 | 0% | |
| Allentown-Bethlehem-Easton, PA-NJ | 5,505,748 | - | 100% | |
| Altoona, PA | - | 595,098 | 0% | |
| Amarillo, TX | - | 328,602 | 0% | |
| Ames, IA | - | 4,991,935 | 0% | |
| Anchorage, AK | - | 4,297,794 | 0% | |
| Anderson, IN | - | 153,963 | 0% | |
| Ann Arbor, MI | 11,956,664 | - | 100% | |
| Appleton, WI | - | 966,548 | 0% | |
| Asheville, NC | 1,622,510 | - | 100% | |
| Athens-Clarke County, GA | - | 11,257,766 | 0% | |
| Atlanta-Sandy Springs-Marietta, GA | 156,062,900 | 10,793,280 | 94% | |
| Augusta-Richmond County, GA-SC | - | 645,967 | 0% | |
| Austin-Round Rock-San Marcos, TX | 38,417,485 | - | 100% | |
| Bakersfield-Delano, CA | 7,514,503 | - | 100% | |
| Baltimore-Towson, MD | 123,711,543 | - | 100% | |
| Bangor, ME | - | 869,999 | 0% | |
| Barnstable Town, MA | - | 409,625 | 0% | |
| Baton Rouge, LA | - | 3,729,315 | 0% | |
| Battle Creek, MI | | | 0% | |

| | | | | |
|---|---|---|---|---|
| | - | 523,237 | | |
| Bay City, MI | - | 557,942 | 0% | |
| Beaumont-Port Arthur, TX | - | 756,323 | 0% | |
| Bellingham, WA | - | 5,623,158 | 0% | |
| Bend, OR | 274,084 | - | 100% | |
| Billings, MT | - | 675,340 | 0% | |
| Binghamton, NY | - | 3,057,920 | 0% | |
| Birmingham-Hoover, AL | 2,805,110 | - | 100% | |
| Bismarck, ND | - | 131,601 | 0% | |
| Blacksburg-Christiansburg-Radford, VA | 2,954,415 | - | 100% | |
| Bloomington, IN | 3,027,877 | - | 100% | |
| Bloomington-Normal, IL | - | 1,609,081 | 0% | |
| Boise City-Nampa, ID | - | 1,405,568 | 0% | |
| Boston-Cambridge-Quincy, MA-NH | 369,816,619 | 2,847,043 | 99% | |
| Boulder, CO | | | 100% | Served by RTD (Denver) |
| Bremerton-Silverdale, WA | 3,940,635 | - | 100% | |
| Bridgeport-Stamford-Norwalk, CT | 1,915,195 | 8,995,984 | 18% | Greater Bridgeport Transit Authority; Connecticut Transit - Stamford Division; Milford Transit District |
| Brownsville-Harlingen, TX | - | 1,610,151 | 0% | |
| Buffalo-Niagara Falls, NY | 28,204,712 | - | 100% | |
| Burlington-South Burlington, VT | - | 2,514,563 | 0% | |
| Butte-Silver Bow, MT | | | | *GTFS available. But no NTD ridership stats. Assumed SLD includes 100% of service.* |
| Canton-Massillon, OH | - | 2,025,920 | 0% | |
| Cape Coral-Fort Myers, FL | 3,040,037 | - | 100% | |
| Casper, WY | - | 118,849 | 0% | |
| Cedar Rapids, IA | - | 1,156,975 | 0% | |
| Champaign-Urbana, IL | 9,975,213 | - | 100% | |
| Charleston, WV | - | 2,462,650 | 0% | |
| Charleston-North | | | 0% | |

| | | | | |
|---|---|---|---|---|
| Charleston-Summerville, SC | - | 3,990,364 | | |
| Charlotte-Gastonia-Rock Hill, NC-SC | - | 25,090,603 | 0% | |
| Charlottesville, VA | 2,012,462 | - | 100% | |
| Chattanooga, TN-GA | - | 3,072,978 | 0% | |
| Cheyenne, WY | - | 255,348 | 0% | |
| Chicago-Joliet-Naperville, IL-IN-WI | 626,191,057 | 1,302,563 | 100% | |
| Chico, CA | - | 1,285,013 | 0% | |
| Cincinnati-Middletown, OH-KY-IN | 26,587,332 | 247,265 | 99% | |
| Clarksville, TN-KY | - | 710,983 | 0% | |
| Cleveland, TN | - | 38,976 | 0% | |
| Cleveland-Elyria-Mentor, OH | 45,071,314 | 1,119,037 | 98% | |
| Coeur d'Alene, ID | - | 445,484 | 0% | |
| College Station-Bryan, TX | - | 1,290,739 | 0% | |
| Colorado Springs, CO | 3,152,990 | - | 100% | |
| Columbia, MO | - | 2,263,406 | 0% | |
| Columbia, SC | - | 2,019,912 | 0% | |
| Columbus, GA-AL | - | 1,150,708 | 0% | |
| Columbus, OH | 17,208,787 | - | 100% | |
| Coos Bay, OR | | | | *GTFS available. But no NTD ridership stats. Assumed SLD includes 100% of service.* |
| Corpus Christi, TX | - | 5,076,379 | 0% | |
| Corvallis, OR | 680,402 | - | 100% | |
| Crestview-Fort Walton Beach-Destin, FL | - | 172,122 | 0% | |
| Cumberland, MD-WV | 153,661 | - | 100% | |
| Dallas-Fort Worth-Arlington, TX | 70,586,142 | - | 100% | |
| Danville, IL | - | 522,062 | 0% | |
| Danville, VA | - | 233,729 | 0% | |
| Davenport-Moline-Rock Island, IA-IL | - | 4,168,735 | 0% | |
| Dayton, OH | | | 0% | |

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|---|---|---|---|---|
| | - | 10,130,959 | | |
| Decatur, IN | - | 1,257,409 | 0% | |
| Deltona-Daytona Beach-Ormond Beach, FL | - | 3,071,247 | 0% | |
| Denver-Aurora-Broomfield, CO | 96,981,435 | - | 100% | |
| Des Moines-West Des Moines, IA | - | 4,513,648 | 0% | |
| Detroit-Warren-Livonia, MI | 38,603,132 | 14,715,703 | 72% | Suburban Mobility Authority for Regional Transport |
| Dover, DE | 9,146,873 | - | 100% | |
| Dubuque, IA | - | 293,252 | 0% | |
| Duluth, MN-WI | 3,173,485 | - | 100% | |
| Durham-Chapel Hill, NC | 14,178,569 | - | 100% | |
| Eau Claire, WI | - | 951,405 | 0% | |
| El Centro, CA | - | 556,433 | 0% | |
| El Paso, TX | - | 12,179,796 | 0% | |
| Elmira, NY | - | 640,742 | 0% | |
| Erie, PA | - | 3,025,785 | 0% | |
| Eugene-Springfield, OR | 11,732,650 | - | 100% | |
| Eureka-Arcata-Fortuna, CA | | | | *GTFS available. But no NTD ridership stats. Assumed SLD includes 100% of service.* |
| Evansville, IN-KY | - | 1,831,479 | 0% | |
| Fairbanks, AK | - | 357,816 | 0% | |
| Fajardo, PR | - | 41,656 | 0% | |
| Fargo, ND-MN | - | 1,872,630 | 0% | |
| Fayetteville, NC | - | 992,886 | 0% | |
| Fayetteville-Springdale-Rogers, AR-MO | 1,327,673 | 177,959 | 88% | Fayetteville Area System |
| Flagstaff, AZ | - | 1,142,932 | 0% | |
| Flint, MI | - | 5,154,073 | 0% | |
| Florence, SC | - | 104,968 | 0% | |
| Fond du Lac, WI | - | 135,579 | 0% | |
| Fort Collins-Loveland, CO | - | 2,050,034 | 0% | |

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|---|---|---|---|---|
| Fort Smith, AR-OK | - | 197,098 | 0% | |
| Fort Wayne, IN | 1,791,787 | - | 100% | |
| Fresno, CA | - | 14,062,016 | 0% | |
| Gainesville, FL | - | 8,939,980 | 0% | |
| Gainesville, GA | - | 115,245 | 0% | |
| Glens Falls, NY | - | 316,535 | 0% | |
| Grand Forks, ND-MN | - | 271,704 | 0% | |
| Grand Junction, CO | - | 859,193 | 0% | |
| Grand Rapids-Wyoming, MI | - | 8,865,687 | 0% | |
| Great Falls, MT | - | 369,472 | 0% | |
| Greeley, CO | - | 529,791 | 0% | |
| Green Bay, WI | | 1,354,368 | 0% | |
| Greensboro-High Point, NC | - | 5,137,679 | 0% | |
| Greenville-Mauldin-Easley, SC | - | 742,100 | 0% | |
| Gulfport-Biloxi, MS | - | 690,886 | 0% | |
| Hagerstown-Martinsburg, MD-WV | - | 374,280 | 0% | |
| Hanford-Corcoran, CA | - | 911,059 | 0% | |
| Harrisburg-Carlisle, PA | - | 3,182,747 | 0% | |
| Harrisonburg, VA | - | 1,686,751 | 0% | |
| Hartford-West Hartford-East Hartford, CT | - | 15,589,020 | 0% | |
| Hickory-Lenoir-Morganton, NC | - | 159,298 | 0% | |
| Holland-Grand Haven, MI | - | 218,535 | 0% | |
| Honolulu, HI | 77,403,365 | - | 100% | |
| Hood River, OR | | | | *GTFS available. But no NTD ridership stats. Assumed SLD includes 100% of service.* |
| Houston-Sugar Land-Baytown, TX | 84,408,919 | 142,654 | 100% | |
| Huntington-Ashland, WV-KY-OH | - | 789,769 | 0% | |
| Huntsville, AL | 325,222 | - | 100% | |
| Idaho Falls, ID | | | 0% | |

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|---|---|---|---|---|
| | - | 48,067 | | |
| Indianapolis-Carmel, IN | 8,199,806 | - | 100% | |
| Iowa City, IA | - | 6,509,641 | 0% | |
| Ithaca, NY | - | 3,351,817 | 0% | |
| Jackson, MI | - | 505,934 | 0% | |
| Jackson, MS | - | 516,721 | 0% | |
| Jackson, TN | - | 535,903 | 0% | |
| Jacksonville, FL | - | 10,703,555 | 0% | |
| Janesville, WI | - | 442,602 | 0% | |
| Jefferson City, MO | - | 333,713 | 0% | |
| Johnson City, TN | - | 541,762 | 0% | |
| Johnstown, PA | - | 1,201,113 | 0% | |
| Kalamazoo-Portage, MI | - | 2,937,109 | 0% | |
| Kankakee-Bradley, IL | - | 617,748 | 0% | |
| Kansas City, MO-KS | 15,474,361 | - | 100% | |
| Kennewick-Pasco-Richland, WA | - | 3,663,535 | 0% | |
| Kingston, NY | - | 321,426 | 0% | |
| Klamath Falls, OR | | | | *GTFS available. But no NTD ridership stats. Assumed SLD includes 100% of service.* |
| Knoxville, TN | - | 3,454,995 | 0% | |
| La Crosse, WI-MN | 1,189,841 | - | 100% | |
| Lafayette, IN | 4,720,438 | - | 100% | |
| Lafayette, LA | - | 1,460,059 | 0% | |
| Lakeland-Winter Haven, FL | 1,450,988 | 466,008 | 76% | Polk County Transit Services Division - Polk County |
| Lancaster, PA | - | 2,043,029 | 0% | |
| Lansing-East Lansing, MI | - | 10,884,977 | 0% | |
| Laredo, TX | - | 3,987,845 | 0% | |
| Las Cruces, NM | - | 656,590 | 0% | |
| Las Vegas-Paradise, NV | 66,100,239 | - | 100% | |

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|---|---|---|---|---|
| Lawrence, KS | - | 930,753 | 0% | |
| Lawton, OK | - | 407,988 | 0% | |
| Lebanon, PA | - | 308,274 | 0% | |
| Lewiston-Auburn, ME | - | 224,917 | 0% | |
| Lexington-Fayette, KY | 6,064,260 | - | 100% | |
| Lincoln, NE | - | 1,733,188 | 0% | |
| Little Rock-North Little Rock-Conway, AR | 2,462,990 | - | 100% | |
| Logan, UT-ID | - | 1,792,273 | 0% | |
| Longview, WA | - | 444,789 | 0% | |
| Los Angeles-Long Beach-Santa Ana, CA | 559,824,227 | 134,626,557 | 81% | City of Los Angeles Department of Transportation; Long Beach Transit; Santa Monica's Big Blue Bus |
| Louisville/Jefferson County, KY-IN | 15,520,760 | - | 100% | |
| Lubbock, TX | - | 2,674,171 | 0% | |
| Lynchburg, VA | - | 2,954,860 | 0% | |
| Macon, GA | - | 900,264 | 0% | |
| Madison, WI | 13,588,426 | - | 100% | |
| Manchester-Nashua, NH | - | 969,853 | 0% | |
| Mansfield, OH | - | 263,376 | 0% | |
| McAllen-Edinburg-Mission, TX | - | 81,441 | 0% | |
| Medford, OR | 1,055,445 | - | 100% | |
| Memphis, TN-MS-AR | - | 11,472,021 | 0% | |
| Merced, CA | - | 1,189,281 | 0% | |
| Miami-Fort Lauderdale-Pompano Beach, FL | 143,468,788 | 12,200,880 | 92% | |
| Milwaukee-Waukesha-West Allis, WI | 46,767,776 | 1,430,430 | 97% | |
| Minneapolis-St. Paul-Bloomington, MN-WI | 87,523,236 | - | 100% | |
| Missoula, MT | 828,887 | 338,168 | 71% | The University of Montana - ASUM Transportation |
| Mobile, AL | - | 1,107,048 | 0% | |
| Modesto, CA | 3,478,032 | - | 100% | |

| | | | | |
|---|---|---|---|---|
| Monroe, LA | - | 1,193,421 | 0% | |
| Montgomery, AL | - | 1,298,751 | 0% | |
| Morgantown, WV | - | 1,155,417 | 0% | |
| Mount Vernon-Anacortes, WA | - | 508,212 | 0% | |
| Muncie, IN | - | 1,865,419 | 0% | |
| Muskegon-Norton Shores, MI | - | 606,178 | 0% | |
| Myrtle Beach-North Myrtle Beach-Conway, SC | - | 384,585 | 0% | |
| Napa, CA | - | 747,718 | 0% | |
| Naples-Marco Island, FL | - | 1,109,710 | 0% | |
| Nashville-Davidson--Murfreesboro--Franklin, TN | 204,470 | 10,405,963 | 2% | Metropolitan Transit Authority |
| New Haven-Milford, CT | - | 8,625,669 | 0% | |
| New Orleans-Metairie-Kenner, LA | - | 19,358,992 | 0% | |
| New York-Northern New Jersey-Long Island, NY-NJ-PA | 3,919,867,556 | 87,689,144 | 98% | |
| Niles-Benton Harbor, MI | - | 18,904 | 0% | |
| North Port-Bradenton-Sarasota, FL | 2,551,650 | 1,403,104 | 65% | Manatee County Area Transit |
| Norwich-New London, CT | - | 1,133,645 | 0% | |
| Odessa, TX | - | 399,482 | 0% | |
| Oklahoma City, OK | - | 2,684,087 | 0% | |
| Olympia, WA | 4,298,328 | - | 100% | |
| Omaha-Council Bluffs, NE-IA | - | 4,039,585 | 0% | |
| Orlando-Kissimmee-Sanford, FL | - | 23,747,795 | 0% | |
| Oshkosh-Neenah, WI | - | 913,226 | 0% | |
| Oxnard-Thousand Oaks-Ventura, CA | 185,681 | 4,353,834 | 4% | Gold Coast Transit; Ventura Intercity Service Transit Authority |
| Palm Bay-Melbourne-Titusville, FL | 1,418,430 | - | 100% | |
| Pensacola-Ferry Pass-Brent, FL | - | 1,802,426 | 0% | |
| Peoria, IL | - | 2,673,759 | 0% | |
| Philadelphia-Camden-Wilmington, PA-NJ-DE-MD | 356,538,501 | - | 100% | |

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|---|---|---|---|---|
| Phoenix-Mesa-Glendale, AZ | - | 75,885,375 | 0% | |
| Pittsburgh, PA | 66,977,678 | 1,308,580 | 98% | |
| Pittsfield, MA | 505,566 | - | 100% | |
| Pocatello, ID | - | 417,965 | 0% | |
| Port St. Lucie, FL | - | 129,998 | 0% | |
| Portland-South Portland-Biddeford, ME | - | 2,740,398 | 0% | |
| Portland-Vancouver-Hillsboro, OR-WA | 107,463,360 | 6,496,056 | 94% | |
| Poughkeepsie-Newburgh-Middletown, NY | - | 1,459,927 | 0% | |
| Providence-New Bedford-Fall River, RI-MA | 19,819,547 | 2,520,242 | 89% | |
| Pueblo, CO | - | 904,693 | 0% | |
| Racine, WI | - | 1,384,411 | 0% | |
| Raleigh-Cary, NC | 7,182,060 | - | 100% | |
| Rapid City, SD | - | 231,150 | 0% | |
| Reading, PA | - | 2,916,928 | 0% | |
| Redding, CA | 821,731 | - | 100% | |
| Reno-Sparks, NV | 8,449,134 | - | 100% | |
| Richmond, VA | - | 13,841,903 | 0% | |
| Riverside-San Bernardino-Ontario, CA | 8,131,306 | 15,010,345 | 35% | Omnitrans |
| Roanoke, VA | - | 2,539,745 | 0% | |
| Rochester, MN | - | 1,584,502 | 0% | |
| Rochester, NY | 16,918,131 | - | 100% | |
| Rockford, IL | - | 1,748,003 | 0% | |
| Rome, GA | - | 690,511 | 0% | |
| Roseburg, OR | | | | *GTFS available. But no NTD ridership stats. Assumed SLD includes 100% of service.* |
| Sacramento--Arden-Arcade--Roseville, CA | 38,876,858 | 4,031,658 | 91% | |
| Saginaw-Saginaw Township North, MI | - | 1,031,667 | 0% | |
| Salem, OR | 4,746,944 | - | 100% | |
| Salina, KS | | | | *GTFS available. But no NTD* |

| | | | | |
|---|---|---|---|---|
| | | | | *ridership stats. Assumed SLD includes 100% of service.* |
| Salinas, CA | - | 4,399,711 | 0% | |
| Salisbury, MD | - | 431,797 | 0% | |
| Salt Lake City, UT | 35,364,620 | - | 100% | |
| San Angelo, TX | - | 168,647 | 0% | |
| San Antonio-New Braunfels, TX | - | 43,296,328 | 0% | |
| San Diego-Carlsbad-San Marcos, CA | 100,277,280 | 3,601,503 | 97% | |
| San Francisco-Oakland-Fremont, CA | 423,195,275 | 26,898,631 | 94% | |
| San Jose-Sunnyvale-Santa Clara, CA | - | 45,532,563 | 0% | |
| San Juan-Caguas-Guaynabo, PR | - | 70,952,537 | 0% | |
| San Luis Obispo-Paso Robles, CA | 552,782 | 1,032,232 | 35% | City of San Luis Obispo |
| Santa Barbara-Santa Maria-Goleta, CA | - | 9,563,841 | 0% | |
| Santa Cruz-Watsonville, CA | 6,026,920 | - | 100% | |
| Santa Fe, NM | - | 790,373 | 0% | |
| Santa Rosa-Petaluma, CA | 2,858,142 | 1,556,384 | 65% | Sonoma County Transit; City of Petaluma |
| Savannah, GA | - | 3,729,694 | 0% | |
| Scranton--Wilkes-Barre, PA | - | 3,600,595 | 0% | |
| Seattle-Tacoma-Bellevue, WA | 135,466,499 | 47,255,611 | 74% | Washington State Ferries; Pierce County Transportation Benefit Area Authority |
| Sebastian-Vero Beach, FL | - | 594,128 | 0% | |
| Sheboygan, WI | - | 452,605 | 0% | |
| Sherman-Denison, TX | - | 32,375 | 0% | |
| Shreveport-Bossier City, LA | - | 3,068,875 | 0% | |
| Sioux City, IA-NE-SD | - | 1,157,470 | 0% | |
| Sioux Falls, SD | - | 927,282 | 0% | |
| South Bend-Mishawaka, IN-MI | - | 2,662,984 | 0% | |
| Spartanburg, SC | - | 534,599 | 0% | |
| Spokane, WA | 11,152,841 | - | 100% | |
| Springfield, IL | | | 0% | |

| | | | | |
|---|---|---|---|---|
| | - | 1,644,631 | | |
| Springfield, MA | 11,882,301 | - | 100% | |
| Springfield, MO | - | 1,458,164 | 0% | |
| Springfield, OH | - | 365,904 | 0% | |
| St. Cloud, MN | - | 2,247,033 | 0% | |
| St. Joseph, MO-KS | - | 387,287 | 0% | |
| St. Louis, MO-IL | 52,077,835 | 2,265,542 | 96% | |
| State College, PA | - | 7,001,149 | 0% | |
| Stockton, CA | 4,728,186 | 797,328 | 86% | Altamont Commuter Express |
| Sumter, SC | - | 165,928 | 0% | |
| Syracuse, NY | - | 14,527,502 | 0% | |
| Tallahassee, FL | - | 4,409,041 | 0% | |
| Tampa-St. Petersburg-Clearwater, FL | 25,584,253 | 926,076 | 97% | |
| Terre Haute, IN | - | 299,876 | 0% | |
| Toledo, OH | - | 6,984,265 | 0% | |
| Topeka, KS | 1,550,279 | - | 100% | |
| Tucson, AZ | | 21,575,374 | 0% | |
| Tulsa, OK | - | 2,688,967 | 0% | |
| Tuskegee, AL | - | 194,742 | 0% | |
| Vallejo-Fairfield, CA | 982,682 | 2,214,557 | 31% | City of Vallejo Transportation Program |
| Victoria, TX | - | 261,170 | 0% | |
| Virginia Beach-Norfolk-Newport News, VA-NC | 15,517,047 | - | 100% | |
| Visalia-Porterville, CA | - | 2,109,045 | 0% | |
| Waco, TX | - | 636,111 | 0% | |
| Washington-Arlington-Alexandria, DC-VA-MD-WV | 474,383,822 | 18,205,204 | 96% | |
| Waterloo-Cedar Falls, IA | - | 467,772 | 0% | |
| Wausau, WI | - | 794,121 | 0% | |
| Wenatchee-East Wenatchee, WA | - | 905,853 | 0% | |
| Wheeling, WV-OH | | | 0% | |

| | | | |
|---|---|---|---|
| | - | 426,338 | |
| Wichita, KS | - | 2,170,346 | 0% |
| Williamsport, PA | - | 1,295,620 | 0% |
| Wilmington, NC | - | 1,424,123 | 0% |
| Winston-Salem, NC | - | 2,957,172 | 0% |
| Worcester, MA | - | 3,176,035 | 0% |
| Yakima, WA | - | 1,349,024 | 0% |
| York-Hanover, PA | - | 1,410,278 | 0% |
| Youngstown-Warren-Boardman, OH-PA | - | 1,787,501 | 0% |
| Yuba City, CA | - | 985,081 | 0% |
| Yuma, AZ | - | 331,240 | 0% |