

TRANSIT RIDERSHIP REPORT

Third Quarter 1996

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

| Period | Percent Change | | |
|---------------|----------------|-----------|-----------|
| | 1996 | 1995 | 1995-1996 |
| JULY | 676,443 | 628,237 | 7.67% |
| AUGUST | 676,105 | 673,404 | 0.40% |
| SEPTEMBER | 693,670 | 689,225 | 0.64% |
| Third Quarter | 2,046,218 | 1,990,865 | 2.78% |

CALENDAR COMPARISON

| | JULY | | AUGUST | | SEPTEMBER | |
|-----------|------|------|--------|------|-----------|------|
| | 1996 | 1995 | 1996 | 1995 | 1996 | 1995 |
| Weekdays | 22 | 20 | 22 | 23 | 20 | 20 |
| Saturdays | 4 | 5 | 5 | 4 | 4 | 5 |
| Sundays | 4 | 5 | 4 | 4 | 5 | 4 |
| Holidays | 1 | 1 | 0 | 0 | 1 | 1 |

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| MODE | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | PERCENT CHANGE (b) | |
|-----------------------------------|---------------------|---------|---------|---------------------|-----------------------|---------|---------|---------------------|--------------------|------------------|
| | JULY '96 | AUG '96 | SEP '96 | JAN '96- SEP '96 | JULY '95 | AUG '95 | SEP '95 | JAN '95- SEP '95 | Third Quarter | Year-to- Date |
| | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| Heavy Rail | 181,906 | 172,762 | 168,258 | 1,545,792 | 160,294 | 169,052 | 164,945 | 1,504,921 | 5.79% | 2.72% |
| Light Rail | 22,382 | 21,714 | 21,771 | 186,107 | 19,356 | 20,123 | 20,566 | 170,511 | 9.69% | 9.15% |
| Commuter Rail | 30,853 | 30,669 | 29,366 | 269,615 | 28,513 | 30,610 | 28,635 | 264,071 | 3.57% | 2.10% |
| Trolley Bus | 8,445 | 8,986 | 8,845 | 81,642 | 8,900 | 9,434 | 9,400 | 85,901 | -5.25% | -4.96% |
| Motor Bus Population Group | | | | | | | | | | |
| 2,000,000 and over | 259,802 | 262,674 | 275,222 | 2,445,550 | 254,476 | 272,152 | 281,207 | 2,515,846 | -1.25% | -2.79% |
| 500,00 to 1,999,999 | 97,811 | 99,046 | 101,337 | 901,610 | 92,770 | 98,309 | 101,674 | 895,754 | 1.86% | 0.65% |
| 250,000 to 499,999 | 17,403 | 18,879 | 19,980 | 173,771 | 16,410 | 18,585 | 20,116 | 172,746 | 2.09% | 0.59% |
| 100,000 to 249,999 | 18,464 | 18,724 | 21,978 | 185,891 | 17,641 | 19,776 | 22,527 | 187,807 | -1.30% | -1.02% |
| 50,000 to 99,999 | 8,980 | 9,776 | 10,084 | 95,607 | 8,504 | 9,260 | 10,872 | 93,533 | 0.71% | 2.22% |
| Less than 50,000 | 13,731 | 15,854 | 21,916 | 162,559 | 11,931 | 16,164 | 20,496 | 146,703 | 5.99% | 10.81% |
| Motor Bus Total | 416,191 | 424,953 | 450,517 | 3,964,987 | 401,732 | 434,247 | 456,893 | 4,012,389 | -0.09% | -1.18% |
| Demand Response | 8,174 | 8,322 | 7,994 | 73,530 | 7,494 | 8,276 | 7,963 | 71,479 | 3.19% | 2.87% |
| Other (c) | 8,365 | 8,586 | 6,814 | 61,455 | 8,087 | 8,268 | 7,003 | 60,462 | 1.74% | 1.64% |
| UNITED STATES TOTAL | 676,443 | 676,105 | 693,670 | 6,183,505 | 628,237 | 673,404 | 689,225 | 6,112,966 | 2.78% | 1.15% |
| CANADA (reporting systems) | 131,257 | 126,545 | 140,858 | 1,279,345 | 128,247 | 130,196 | 147,865 | 1,281,935 | -1.88% | -0.20% |

Note: Data may differ from that included in Federal Transit Administration reports due to differences in data calculation procedures and in periods of time covered.

(a) Transit systems assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 1990 U.S. Census Population.

(b) Year-to-date ridership adjusted for data received after closing dates of previous issues.

(c) Other includes aerial tramway, automated guideway, cable car, ferry boat, inclined plane, monorail, and vanpool.

HEAVY RAIL TRANSIT RIDERSHIP REPORT Third Quarter 1996

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>Urbanized Area/ Location</u> | <u>Transit System</u> | <u>MODE</u> | <u>CURRENT YEAR (a)(b)</u> | | | | <u>PRECEDING YEAR (a)(b)</u> | | | | <u>PERCENT CHANGE (b)</u> | |
|---|------------------------------|-------------|----------------------------|------------------|------------------|-----------------------------|------------------------------|------------------|------------------|-----------------------------|---------------------------|--------------------------|
| | | | <u>JULY '96</u> | <u>AUG '96</u> | <u>SEP '96</u> | <u>JAN '96- SEP '96</u> | <u>JULY '95</u> | <u>AUG '95</u> | <u>SEP '95</u> | <u>JAN '95- SEP '95</u> | <u>Third Quarter</u> | <u>Year-to- Date</u> |
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | HR | 17,912.5 | 10,202.2 | 6,312.8 | 70,854.1 | 5,999.9 | 6,207.5 | 5,947.6 | 52,898.8 | 89.63% | 33.94% |
| Baltimore, MD | Mass Transit Adm of Maryland | HR | 1,030.7 | 1,043.8 | 1,024.3 | 9,085.9 | 876.7 | 970.2 | 967.3 | 8,143.2 | 10.11% | 11.58% |
| Boston, MA | Massachusetts Bay Trp Auth | HR | 9,895.6 | 10,504.5 | 9,851.1 | 88,466.6 | 9,718.7 | 10,010.3 | 9,791.2 | 85,009.6 | 2.48% | 4.07% |
| Chicago, IL | Chicago Transit Authority | HR | 10,907.3 | 11,033.3 | 10,629.8 | 92,736.2 | 9,781.4 | 10,480.0 | 10,256.9 | 89,045.8 | 6.72% | 4.14% |
| Cleveland, OH | Greater Cleveland Reg TA | HR | 501.9 | 445.6 | 425.7 | 3,870.4 | 370.5 | 387.1 | 442.2 | 3,428.1 | 14.45% | 12.90% |
| Los Angeles, CA | Los Angeles County MTA | HR | 746.8 | 825.1 | 884.6 | 6,010.6 | 503.7 | 677.8 | 570.3 | 4,762.3 | 40.23% | 26.21% |
| Miami, FL | Metro-Dade Transit Agency | HR | 1,154.9 | 1,097.5 | 1,141.2 | 10,656.2 | 1,149.7 | 1,129.2 | 1,167.9 | 10,715.6 | -1.54% | -0.55% |
| New York, NY | MTA New York City Transit | HR | 101,129.0 | 99,581.0 | 102,661.0 | 929,961.0 | 95,514.0 | 101,029.0 | 101,279.0 | 920,529.0 | 1.86% | 1.02% |
| New York, NY | MTA Staten Island Railway | HR | 374.0 | 343.0 | 426.0 | 3,691.0 | 351.0 | 377.0 | 419.0 | 3,770.0 | -0.35% | -2.10% |
| New York, NY | Port Authority of NY & NJ | HR | 5,559.6 | 5,557.8 | 5,371.8 | 49,699.8 | 5,111.8 | 5,615.0 | 5,239.6 | 48,467.2 | 3.27% | 2.54% |
| Philadelphia, PA | Port Authority Transit Corp | HR | 909.7 | 872.3 | 846.8 | 8,101.8 | 857.4 | 932.9 | 874.2 | 8,212.8 | -1.34% | -1.35% |
| Philadelphia, PA | Southeastern Pennsylvania TA | HR | 6,383.3 | 7,974.9 | 6,639.1 | 67,451.9 | 6,410.9 | 7,670.2 | 6,557.4 | 63,682.7 | 1.74% | 5.92% |
| San Francisco, CA | San Francisco Bay Area RTD | HR | 6,671.3 | 6,814.5 | 6,572.7 | 58,669.5 | 6,082.1 | 6,651.6 | 6,296.1 | 56,963.5 | 5.41% | 2.99% |
| Washington, DC | Washington Metro Area TA | HR | 18,729.0 | 16,466.0 | 15,471.0 | 146,537.0 | 17,566.0 | 16,914.0 | 15,136.0 | 149,292.0 | 2.12% | -1.85% |
| REPORTED TOTAL | | | 181,905.6 | 172,761.5 | 168,257.9 | 1,545,792.0 | 160,293.8 | 169,051.8 | 164,944.7 | 1,504,920.6 | 5.79% | 2.72% |
| PROJECTED TOTAL (includes missing systems) | | | 181,905.6 | 172,761.5 | 168,257.9 | 1,545,792.0 | 160,293.8 | 169,051.8 | 164,944.7 | 1,504,920.6 | 5.79% | 2.72% |

Note: Data may differ from that included in Federal Transit Administration reports due to differences in data calculation procedures and in periods of time covered.

(a) Transit systems assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 1990 U.S. Census Population.

(b) Year-to-date ridership adjusted for data received after closing dates of previous issues.

**LIGHT RAIL
 TRANSIT RIDERSHIP REPORT
 Third Quarter 1996**

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>Urbanized Area/ Location</u> | <u>Transit System</u> | <u>MODE</u> | <u>CURRENT YEAR (a)(b)</u> | | | | <u>PRECEDING YEAR (a)(b)</u> | | | | <u>PERCENT CHANGE (b)</u> | |
|---|-------------------------------|-------------|----------------------------|---------------------------|---------------------------|--|------------------------------|---------------------------|---------------------------|--|---------------------------|--------------------------|
| | | | <u>JULY '96</u> (000's) | <u>AUG '96</u> (000's) | <u>SEP '96</u> (000's) | <u>JAN '96- SEP '96</u> (000's) | <u>JULY '95</u> (000's) | <u>AUG '95</u> (000's) | <u>SEP '95</u> (000's) | <u>JAN '95- SEP '95</u> (000's) | <u>Third Quarter</u> | <u>Year-to- Date</u> |
| Baltimore, MD | Mass Transit Adm of Maryland | LR | 710.7 | 716.4 | 698.5 | 5,229.2 | 436.9 | 515.1 | 476.0 | 4,292.2 | 48.85% | 21.83% |
| Boston, MA | Massachusetts Bay Trp Auth | LR | 6,398.6 | 6,114.1 | 6,566.4 | 56,093.1 | 6,507.6 | 6,035.8 | 7,045.6 | 54,756.7 | -2.60% | 2.44% |
| Buffalo, NY | Niagara Frontier Transp Auth | LR | 475.0 | 472.7 | 734.6 | 5,130.0 | 499.7 | 563.2 | 546.5 | 5,372.9 | 4.53% | -4.52% |
| Cleveland, OH | Greater Cleveland Reg TA | LR | 629.5 | 440.9 | 301.0 | 2,847.5 | 252.7 | 266.4 | 304.2 | 2,267.2 | 66.57% | 25.60% |
| Dallas, TX | Dallas Area Rapid Transit | LR | 477.0 | 422.0 | 395.0 | 1,414.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| Denver, CO | Regional Transportation Dist | LR | 360.2 | 331.3 | 349.9 | 3,005.6 | 363.7 | 378.4 | 345.3 | 3,094.7 | -4.23% | -2.88% |
| Los Angeles, CA | Los Angeles County MTA | LR | 1,718.5 | 1,482.2 | 1,670.8 | 14,330.1 | 930.9 | 1,519.4 | 1,373.7 | 9,756.2 | 27.39% | 46.88% |
| Memphis, TN | Memphis Area Transit Auth | LR | 61.1 | 51.8 | 37.4 | 397.0 | 76.5 | 55.8 | 47.8 | 443.0 | -16.55% | -10.38% |
| New York, NY | New Jersey Transit Corp | LR | 315.1 | 324.7 | 351.9 | 3,084.7 | 315.1 | 324.7 | 351.9 | 2,986.8 | 0.00% | 3.28% |
| Philadelphia, PA | Southeastern Pennsylvania TA | LR | 1,385.3 | 1,743.1 | 1,495.8 | 14,519.3 | 1,255.2 | 1,537.6 | 1,319.2 | 12,673.6 | 12.46% | 14.56% |
| Pittsburgh, PA | Port Auth of Allegheny County | LR | 622.1 | 628.2 | 603.9 | 5,508.9 | 617.4 | 743.1 | 561.0 | 5,768.4 | -3.50% | -4.50% |
| Portland, OR | Tri-County Metro Trp Dist | LR | 769.0 | 777.0 | 772.0 | 6,807.0 | 678.0 | 783.0 | 730.0 | 6,656.0 | 5.80% | 2.27% |
| Saint Louis, MO | Bi-State Development Agency | LR | 1,572.9 | 1,387.9 | 1,257.5 | 10,537.2 | 1,228.1 | 1,041.6 | 1,227.5 | 9,139.1 | 20.62% | 15.30% |
| San Diego, CA | San Diego Trolley | LR | 1,668.0 | 1,678.5 | 1,410.7 | 12,999.5 | 1,459.8 | 1,492.2 | 1,409.8 | 12,278.0 | 9.07% | 5.88% |
| San Jose, CA | Santa Clara Valley Trp Auth | LR | 520.2 | 560.9 | 568.6 | 4,876.6 | 480.3 | 514.5 | 471.8 | 4,297.3 | 12.48% | 13.48% |
| Seattle, WA | King County Dept of Transp | LR | 82.3 | 95.6 | 52.1 | 406.2 | 79.5 | 77.3 | 52.6 | 228.0 | 9.84% | 78.16% |
| REPORTED TOTAL | | | 17,765.5 | 17,227.3 | 17,266.1 | 147,185.9 | 15,181.4 | 15,848.1 | 16,262.9 | 134,010.1 | 10.50% | 9.83% |
| PROJECTED TOTAL (includes missing systems) | | | 22,381.5 | 21,714.3 | 21,770.7 | 186,107.0 | 19,356.4 | 20,122.8 | 20,566.4 | 170,511.3 | 9.69% | 9.15% |

Note: Data may differ from that included in Federal Transit Administration reports due to differences in data calculation procedures and in periods of time covered.

(a) Transit systems assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 1990 U.S. Census Population.

(b) Year-to-date ridership adjusted for data received after closing dates of previous issues.

**LARGEST MOTOR BUS SYSTEMS
 TRANSIT RIDERSHIP REPORT
 Third Quarter 1996**

Contact: Terry L. Bronson
 Manager-Statistics
 Telephone: (202) 898-4129
 Fax: (202) 898-4070

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | PERCENT CHANGE (b) | | |
|----------------------|-------------------------------|---------------------|----------------|----------------|----------------|-----------------------------|----------------|----------------|----------------|-----------------------------|--------------------------|--------------------------|
| <u>United States</u> | | <u>MODE</u> | <u>JUL '96</u> | <u>AUG '96</u> | <u>SEP '96</u> | <u>JAN '96- SEP '96</u> | <u>JUL '95</u> | <u>AUG '95</u> | <u>SEP '95</u> | <u>JAN '95- SEP '95</u> | <u>Third Quarter</u> | <u>Year-to- Date</u> |
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | MB | 9,125.6 | 7,211.7 | 6,008.9 | 58,611.4 | 5,865.4 | 6,248.5 | 5,952.2 | 54,926.8 | 23.69% | 6.71% |
| Baltimore, MD | Mass Transit Adm of Maryland | MB | 5,504.5 | 5,613.2 | 6,320.2 | 52,939.1 | 5,161.9 | 5,514.6 | 6,249.4 | 54,003.5 | 3.02% | -1.97% |
| Baltimore, MD | Mass Transit Adm of Maryland | MBP | 111.7 | 112.9 | 108.2 | 999.9 | 108.2 | 127.6 | 114.2 | 1,046.2 | -4.91% | -4.43% |
| Boston, MA | Massachusetts Bay Trp Auth | MB | 8,341.6 | 8,082.6 | 8,462.2 | 74,965.3 | 7,835.5 | 7,793.8 | 7,961.7 | 72,593.7 | 5.49% | 3.27% |
| Boston, MA | Massachusetts Bay Trp Auth | MBP | 219.7 | 203.2 | 175.4 | 1,550.1 | 157.9 | 157.9 | 158.2 | 1,316.8 | 26.22% | 17.72% |
| Chicago, IL | Chicago Transit Authority | MB | 25,005.9 | 24,871.7 | 25,861.6 | 227,024.0 | 23,828.9 | 25,710.9 | 26,552.4 | 230,114.5 | -0.46% | -1.34% |
| Cleveland, OH | Greater Cleveland Reg TA | MB | 3,926.4 | 3,807.9 | 3,900.8 | 36,978.4 | 3,600.3 | 4,028.2 | 4,307.3 | 37,724.4 | -2.52% | -1.98% |
| Dallas, TX | Dallas Area Rapid Transit | MB | 2,912.0 | 3,051.0 | 3,086.0 | 26,830.8 | 2,843.4 | 3,488.1 | 3,219.9 | 27,876.4 | -5.26% | -3.75% |
| Dallas, TX | Dallas Area Rapid Transit | MBP | 634.0 | 669.7 | 655.3 | 5,599.2 | 549.9 | 654.6 | 574.8 | 5,359.7 | 10.10% | 4.47% |
| Denver, CO | Regional Transportation Dist | MB | 3,204.4 | 3,291.6 | 3,130.3 | 28,543.0 | 3,043.8 | 3,387.7 | 3,167.0 | 27,707.6 | 0.29% | 3.02% |
| Denver, CO | Regional Transportation Dist | MBP | 831.0 | 845.5 | 781.5 | 7,370.1 | 744.1 | 815.3 | 807.4 | 6,963.8 | 3.85% | 5.83% |
| Detroit, MI | Detroit Dept of Transp | MB | 2,676.5 | 2,666.5 | 3,026.2 | 25,815.3 | 2,310.5 | 2,715.4 | 3,043.9 | 28,645.0 | 3.71% | -9.88% |
| Honolulu, HI | City & Cnty of Honolulu PTA | MB | 6,356.6 | 6,053.8 | 6,472.7 | 57,322.5 | 6,386.8 | 6,387.9 | 6,741.7 | 61,035.2 | -3.24% | -6.08% |
| Honolulu, HI | City & Cnty of Honolulu PTA | MBP | 0.0 | 0.0 | 0.0 | 80.0 | 12.6 | 13.5 | 13.4 | 147.9 | -100.00% | -45.91% |
| Houston, TX | Metro Tr Auth of Harris Co | MB | 6,557.0 | 6,775.0 | 6,710.1 | 59,176.6 | 6,138.3 | 6,893.2 | 6,532.1 | 58,630.5 | 2.45% | 0.93% |
| Houston, TX | Metro Tr Auth of Harris Co | MBP | 129.1 | 125.0 | 117.0 | 1,106.4 | 113.9 | 132.8 | 115.7 | 1,112.3 | 2.40% | -0.53% |
| Los Angeles, CA | Los Angeles County MTA | MB | 26,461.4 | 28,568.8 | 26,171.6 | 249,845.5 | 28,179.1 | 30,159.5 | 27,977.0 | 257,075.0 | -5.92% | -2.81% |
| Miami, FL | Metro-Dade Transit Agency | MB | 5,109.9 | 4,993.3 | 4,959.3 | 45,077.6 | 4,939.9 | 4,845.6 | 5,102.5 | 46,034.5 | 1.17% | -2.08% |
| Miami, FL | Metro-Dade Transit Agency | MBP | 50.1 | 49.1 | 48.2 | 632.2 | 58.5 | 63.0 | 60.0 | 515.3 | -18.79% | 22.69% |
| Milwaukee, WI | Milwaukee County Transit Sys | MB | 4,451.8 | 4,323.3 | 5,266.3 | 44,365.7 | 4,075.2 | 4,390.3 | 5,527.6 | 44,112.4 | 0.35% | 0.57% |
| Minneapolis, MN | Metropolitan Council Tr Op | MB | 5,104.8 | 5,295.7 | 5,018.8 | 46,826.1 | 5,157.4 | 6,020.5 | 5,555.4 | 49,642.1 | -7.85% | -5.67% |
| Minneapolis, MN | Metropolitan Council Tr Op | MBP | 1.2 | 1.3 | 1.2 | 10.4 | 1.1 | 1.4 | 1.3 | 32.5 | -2.63% | -68.00% |
| New York, NY | MTA New York City Transit | MB | 43,047.0 | 41,659.0 | 54,811.0 | 460,738.0 | 44,959.0 | 45,287.0 | 55,716.0 | 493,924.0 | -4.42% | -6.72% |
| New York, NY | New Jersey Transit Corp | MB | 10,728.6 | 10,963.6 | 10,880.6 | 95,642.2 | 9,999.1 | 10,739.5 | 10,576.2 | 93,583.8 | 4.02% | 2.20% |
| New York, NY | New Jersey Transit Corp | MBP | 869.5 | 869.5 | 924.5 | 7,713.7 | 792.9 | 902.0 | 904.7 | 7,729.0 | 2.46% | -0.20% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MB | 10,025.0 | 12,692.1 | 11,094.5 | 105,289.2 | 10,695.3 | 13,068.4 | 11,314.9 | 107,495.1 | -3.61% | -2.05% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MBP | 2.1 | 2.1 | 2.1 | 17.2 | 1.7 | 1.5 | 2.0 | 10.3 | 21.15% | 66.99% |
| Pittsburgh, PA | Port Auth of Allegheny County | MB | 5,200.2 | 5,369.2 | 5,257.0 | 47,749.4 | 5,076.0 | 5,552.9 | 5,507.9 | 47,984.0 | -1.92% | -0.49% |
| Portland, OR | Tri-County Metro Trp Dist | MB | 4,775.0 | 4,809.0 | 4,400.0 | 42,093.0 | 4,322.0 | 4,542.0 | 4,158.0 | 39,907.0 | 7.39% | 5.48% |
| Saint Louis, MO | Bi-State Development Agency | MB | 3,161.1 | 3,170.9 | 3,188.5 | 27,940.9 | 3,026.1 | 3,290.3 | 3,327.1 | 28,923.7 | -1.28% | -3.40% |

| <u>United States</u> | | <u>MODE</u> | <u>JUL '96</u> | <u>AUG '96</u> | <u>SEP '96</u> | <u>JAN '96- SEP '96</u> | <u>JUL '95</u> | <u>AUG '95</u> | <u>SEP '95</u> | <u>JAN '95- SEP '95</u> | <u>Third Quarter</u> | <u>Year-to- Date</u> |
|-----------------------|-----------------------------|-------------|------------------|------------------|------------------|-----------------------------|------------------|------------------|------------------|-----------------------------|--------------------------|--------------------------|
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| San Antonio, TX | VIA Metropolitan Transit | MB | 2,977.5 | 3,174.1 | 3,114.0 | 26,373.8 | 3,776.6 | 4,024.3 | 3,776.8 | 34,113.9 | -19.97% | -22.69% |
| San Diego, CA | San Diego Transit Corp | MB | 2,838.7 | 2,801.9 | 2,822.5 | 24,985.1 | 2,761.4 | 2,847.1 | 2,821.5 | 24,632.9 | 0.39% | 1.43% |
| San Francisco, CA | Alameda-Contra Costa TD | MB | 4,039.6 | 4,172.1 | 4,298.4 | 39,528.1 | 4,159.4 | 4,449.7 | 4,553.2 | 42,793.7 | -4.96% | -7.63% |
| San Francisco, CA | Alameda-Contra Costa TD | MBP | 16.7 | 16.3 | 15.9 | 136.0 | 14.0 | 15.0 | 13.1 | 115.4 | 16.15% | 17.85% |
| San Jose, CA | Santa Clara Valley Trp Auth | MB | 3,580.6 | 3,665.5 | 3,899.8 | 32,921.7 | 3,214.3 | 3,442.4 | 3,599.8 | 30,473.3 | 8.67% | 8.03% |
| San Jose, CA | Santa Clara Valley Trp Auth | MBP | 35.0 | 32.9 | 15.8 | 195.4 | 25.9 | 25.5 | 15.5 | 165.1 | 25.11% | 18.35% |
| Seattle, WA | King County Dept of Transp | MB | 4,791.4 | 4,722.3 | 4,862.2 | 44,147.3 | 4,580.7 | 4,514.7 | 4,648.4 | 42,315.2 | 4.60% | 4.33% |
| Seattle, WA | King County Dept of Transp | MBP | 47.5 | 47.3 | 28.7 | 406.5 | 59.7 | 65.0 | 55.6 | 544.7 | -31.50% | -25.37% |
| Washington, DC | Washington Metro Area TA | MB | 12,150.0 | 11,825.0 | 11,501.0 | 104,759.0 | 11,936.0 | 12,279.0 | 12,309.0 | 113,750.0 | -2.87% | -7.90% |
| REPORTED TOTAL | | | 225,000.7 | 226,605.6 | 237,398.3 | 2,112,306.1 | 220,512.7 | 234,596.6 | 243,034.8 | 2,175,077.2 | -1.31% | -2.89% |

Note: Data may differ from that included in Federal Transit Administration reports due to differences in data calculation procedures and in periods of time covered.

(a) Transit systems assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 1990 U.S. Census Population.

(b) Year-to-date ridership adjusted for data received after closing dates of previous issues.

**TROLLEY BUS
 TRANSIT RIDERSHIP REPORT
 Third Quarter 1996**

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>Urbanized Area/ Location</u> | <u>Transit System</u> | <u>MODE</u> | <u>CURRENT YEAR (a)(b)</u> | | | <u>PRECEDING YEAR (a)(b)</u> | | | <u>PERCENT CHANGE (b)</u> | | | |
|---|-------------------------------|-------------|----------------------------|---------------------------|---------------------------|--|----------------------------|---------------------------|---------------------------|--|--------------------------|--------------------------|
| | | | <u>JULY '96</u> (000's) | <u>AUG '96</u> (000's) | <u>SEP '96</u> (000's) | <u>JAN '96- SEP '96</u> (000's) | <u>JULY '95</u> (000's) | <u>AUG '95</u> (000's) | <u>SEP '95</u> (000's) | <u>JAN '95- SEP '95</u> (000's) | <u>Third Quarter</u> | <u>Year-to- Date</u> |
| Boston, MA | Massachusetts Bay Trp Auth | TB | 300.8 | 346.9 | 326.5 | 2,997.0 | 282.1 | 328.8 | 335.2 | 3,008.5 | 2.97% | -0.38% |
| Dayton, OH | Miami Valley Regional Tr Auth | TB | 217.5 | 227.3 | 235.8 | 2,030.3 | 230.6 | 249.4 | 260.4 | 2,300.1 | -8.08% | -11.73% |
| Philadelphia, PA | Southeastern Pennsylvania TA | TB | 643.9 | 816.7 | 719.0 | 7,099.1 | 672.2 | 817.6 | 733.7 | 6,906.5 | -1.97% | 2.79% |
| Seattle, WA | King County Dept of Transp | TB | 1,965.7 | 1,937.3 | 1,994.7 | 18,111.3 | 1,879.2 | 1,852.1 | 1,907.0 | 17,359.6 | 4.60% | 4.33% |
| REPORTED TOTAL | | | 3,127.9 | 3,328.2 | 3,276.0 | 30,237.7 | 3,064.1 | 3,247.9 | 3,236.3 | 29,574.7 | 1.92% | 2.24% |
| PROJECTED TOTAL (includes missing systems) | | | 8,445.3 | 8,986.1 | 8,845.2 | 81,641.8 | 8,899.8 | 9,433.7 | 9,400.0 | 85,900.9 | -5.25% | -4.96% |

Note: Data may differ from that included in Federal Transit Administration reports due to differences in data calculation procedures and in periods of time covered.

(a) Transit systems assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 1990 U.S. Census Population.

(b) Year-to-date ridership adjusted for data received after closing dates of previous issues.

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Akron, OH | Metro Regional Transit Auth | DR | 0.8 | 17.1 | 16.1 | 16.3 | 152.0 | 15.4 | 18.2 | 16.3 | 149.2 | -0.80% | 1.88% |
| Akron, OH | Metro Regional Transit Auth | DRP | 0.7 | 15.7 | 15.8 | 16.2 | 146.5 | 15.9 | 18.5 | 17.1 | 151.7 | -7.38% | -3.43% |
| Akron, OH | Metro Regional Transit Auth | MB | 18.1 | 366.8 | 463.3 | 444.4 | 3,894.2 | 340.1 | 456.2 | 460.3 | 3,973.9 | 1.42% | -2.01% |
| Akron, OH | Metro Regional Transit Auth | TOTAL | 19.6 | 399.6 | 495.2 | 476.9 | 4,192.7 | 371.4 | 492.9 | 493.7 | 4,274.8 | 1.01% | -1.92% |
| Albany, NY | Capital District Transp Auth | DR | 0.4 | 9.9 | 10.4 | 10.3 | 92.5 | 8.5 | 9.4 | 9.1 | 80.1 | 13.33% | 15.48% |
| Albany, NY | Capital District Transp Auth | MB | 31.4 | 734.3 | 740.5 | 808.4 | 7,344.7 | 643.0 | 706.8 | 832.5 | 7,233.7 | 4.62% | 1.53% |
| Albany, NY | Capital District Transp Auth | MBP | 0.0 | 0.4 | 0.4 | 0.4 | 3.4 | 0.4 | 0.5 | 0.4 | 3.5 | -7.69% | -2.86% |
| Albany, NY | Capital District Transp Auth | TOTAL | 31.8 | 744.6 | 751.3 | 819.1 | 7,440.6 | 651.9 | 716.7 | 842.0 | 7,317.3 | 4.72% | 1.69% |
| Albuquerque, NM | City of Albuquerque TD | DR | 0.5 | 12.6 | 13.4 | 12.7 | 113.7 | 12.8 | 13.3 | 12.2 | 113.7 | 1.04% | 0.00% |
| Albuquerque, NM | City of Albuquerque TD | MB | 23.2 | 497.5 | 511.4 | 672.3 | 4,671.0 | 452.2 | 508.9 | 512.8 | 4,376.6 | 14.06% | 6.73% |
| Albuquerque, NM | City of Albuquerque TD | TOTAL | 23.7 | 510.1 | 524.8 | 685.0 | 4,784.7 | 465.0 | 522.2 | 525.0 | 4,490.3 | 13.73% | 6.56% |
| Allentown, PA | Lehigh & Northampton Trp Auth | DRP | 1.3 | 31.4 | 31.1 | 30.3 | 261.0 | 25.2 | 28.8 | 26.7 | 244.2 | 14.99% | 6.88% |
| Allentown, PA | Lehigh & Northampton Trp Auth | MB | 11.7 | 260.1 | 351.6 | 241.9 | 2,522.1 | 262.3 | 335.9 | 291.4 | 2,747.1 | -4.05% | -8.19% |
| Allentown, PA | Lehigh & Northampton Trp Auth | MBP | 0.3 | 6.0 | 6.6 | 6.7 | 23.5 | 0.4 | 0.8 | 0.7 | 41.1 | 915.79% | -42.82% |
| Allentown, PA | Lehigh & Northampton Trp Auth | TOTAL | 13.3 | 297.5 | 389.3 | 278.9 | 2,806.6 | 287.9 | 365.5 | 318.8 | 3,032.4 | -0.67% | -7.45% |
| Ames, IA | Ames Transit Agency | DR | 0.1 | 1.2 | 1.6 | 3.4 | 17.7 | 1.0 | 1.4 | 3.0 | 17.5 | 14.81% | 1.14% |
| Ames, IA | Ames Transit Agency | MB | 7.5 | 94.4 | 132.9 | 286.6 | 1,871.6 | 92.0 | 166.6 | 269.7 | 1,783.7 | -2.73% | 4.93% |
| Ames, IA | Ames Transit Agency | TOTAL | 7.6 | 95.6 | 134.5 | 290.0 | 1,889.3 | 93.0 | 168.0 | 272.7 | 1,801.2 | -2.55% | 4.89% |
| Anchorage, AK | Munic of Anchorage TS | DRP | 0.3 | 6.1 | 6.3 | 5.9 | 53.5 | 5.1 | 6.0 | 5.7 | 48.1 | 8.93% | 11.23% |
| Anchorage, AK | Munic of Anchorage TS | MB | 10.2 | 242.9 | 252.3 | 235.6 | 2,289.0 | 229.7 | 256.9 | 236.4 | 2,282.7 | 1.08% | 0.28% |
| Anchorage, AK | Munic of Anchorage TS | VPP | 0.2 | 4.0 | 4.2 | 3.9 | 31.7 | 2.3 | 2.9 | 2.9 | 17.3 | 49.38% | 83.24% |
| Anchorage, AK | Munic of Anchorage TS | TOTAL | 10.7 | 253.0 | 262.8 | 245.4 | 2,374.2 | 237.1 | 265.8 | 245.0 | 2,348.1 | 1.78% | 1.11% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | DR | 0.1 | 1.2 | 1.4 | 1.2 | 13.4 | 1.7 | 1.7 | 1.6 | 15.9 | -24.00% | -15.72% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | DRP | 0.8 | 22.3 | 22.5 | 24.3 | 223.1 | 24.4 | 25.5 | 25.7 | 231.9 | -8.60% | -3.79% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | MB | 14.5 | 456.3 | 281.8 | 334.2 | 2,893.9 | 391.5 | 287.3 | 332.8 | 2,804.8 | 6.00% | 3.18% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | TOTAL | 15.4 | 479.8 | 305.7 | 359.7 | 3,130.4 | 417.6 | 314.5 | 360.1 | 3,052.6 | 4.85% | 2.55% |
| Athens, GA | Athens Transit System | DR | 0.1 | 1.3 | 1.4 | 1.3 | 12.2 | 1.0 | 1.2 | 1.3 | 11.4 | 14.29% | 7.02% |
| Athens, GA | Athens Transit System | MB | 3.3 | 89.1 | 77.9 | 90.0 | 878.3 | 72.5 | 67.9 | 99.4 | 913.9 | 7.17% | -3.90% |
| Athens, GA | Athens Transit System | TOTAL | 3.4 | 90.4 | 79.3 | 91.3 | 890.5 | 73.5 | 69.1 | 100.7 | 925.3 | 7.27% | -3.76% |
| Atlanta, GA | Cobb Community Transit | DRP | NA | 2.4 | 2.5 | 2.3 | 20.5 | NA | NA | 1.9 | NA | NA | NA |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|--------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Atlanta, GA | Cobb Community Transit | MBP | 10.6 | 299.6 | 260.0 | 197.2 | 2,185.3 | 238.6 | 261.0 | 233.6 | 2,125.5 | 3.22% | 2.81% |
| Atlanta, GA | Cobb Community Transit | VPP | 0.4 | 9.6 | 9.6 | 8.6 | 80.3 | 6.9 | 9.7 | 9.2 | 74.4 | 7.75% | 7.93% |
| Atlanta, GA | Cobb Community Transit | TOTAL | NA | 311.6 | 272.1 | 208.1 | 2,286.1 | NA | NA | 244.7 | NA | NA | NA |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | DRP | 0.4 | 7.9 | 8.9 | 9.6 | 77.7 | 6.2 | 7.2 | 6.4 | 59.7 | 33.33% | 30.15% |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | HR | 424.7 | 17,912.5 | 10,202.2 | 6,312.8 | 70,854.1 | 5,999.9 | 6,207.5 | 5,947.6 | 52,898.8 | 89.63% | 33.94% |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | MB | 279.0 | 9,125.6 | 7,211.7 | 6,008.9 | 58,611.4 | 5,865.4 | 6,248.5 | 5,952.2 | 54,926.8 | 23.69% | 6.71% |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | TOTAL | 704.0 | 27,046.0 | 17,422.8 | 12,331.3 | 129,543.2 | 11,871.5 | 12,463.2 | 11,906.2 | 107,885.3 | 56.73% | 20.07% |
| Auburn, NY | Centro of Cayuga | MB | 1.1 | 25.6 | 43.7 | 31.4 | 273.6 | 20.8 | 39.8 | 36.4 | 273.4 | 3.81% | 0.07% |
| Auburn, NY | Centro of Cayuga | TOTAL | 1.1 | 25.6 | 43.7 | 31.4 | 273.6 | 20.8 | 39.8 | 36.4 | 273.4 | 3.81% | 0.07% |
| Austin, TX | Capital Metropolitan Trp Auth | DR | 1.3 | 30.7 | 31.6 | 31.8 | 274.3 | 32.5 | 36.1 | 34.4 | 297.5 | -8.64% | -7.80% |
| Austin, TX | Capital Metropolitan Trp Auth | DRP | 0.6 | 14.0 | 14.0 | 14.3 | 121.6 | 11.7 | 13.0 | 12.9 | 121.5 | 12.50% | 0.08% |
| Austin, TX | Capital Metropolitan Trp Auth | MB | 68.3 | 1,724.7 | 1,699.0 | 1,810.7 | 14,821.3 | 1,474.2 | 1,612.1 | 1,438.3 | 13,163.6 | 15.69% | 12.59% |
| Austin, TX | Capital Metropolitan Trp Auth | MBP | 31.7 | 400.6 | 481.5 | 1,077.5 | 6,117.2 | 406.3 | 481.2 | 1,106.9 | 6,215.2 | -1.74% | -1.58% |
| Austin, TX | Capital Metropolitan Trp Auth | VPP | 1.8 | 40.3 | 40.9 | 36.9 | 347.7 | 29.9 | 35.1 | 31.7 | 282.5 | 22.13% | 23.08% |
| Austin, TX | Capital Metropolitan Trp Auth | TOTAL | 103.8 | 2,210.3 | 2,267.0 | 2,971.2 | 21,682.1 | 1,954.6 | 2,177.5 | 2,624.2 | 20,080.3 | 10.25% | 7.98% |
| Bakersfield, CA | Golden Empire Transit District | DRP | 0.2 | 3.7 | 3.7 | 3.5 | 32.6 | 3.3 | 3.6 | 3.3 | 31.0 | 6.86% | 5.16% |
| Bakersfield, CA | Golden Empire Transit District | MB | 15.1 | 370.4 | 381.3 | 374.0 | 3,476.1 | 335.2 | 371.1 | 408.1 | 3,422.1 | 1.01% | 1.58% |
| Bakersfield, CA | Golden Empire Transit District | TOTAL | 15.3 | 374.1 | 385.0 | 377.5 | 3,508.7 | 338.5 | 374.7 | 411.4 | 3,453.1 | 1.07% | 1.61% |
| Baltimore, MD | Mass Transit Adm of Maryland | CRP | 18.1 | 386.7 | 385.4 | 359.3 | 3,483.7 | 387.7 | 434.4 | 394.2 | 3,643.4 | -6.98% | -4.38% |
| Baltimore, MD | Mass Transit Adm of Maryland | DR | 0.2 | 4.8 | 5.3 | 5.2 | 42.3 | 4.2 | 4.8 | 5.5 | 42.7 | 5.52% | -0.94% |
| Baltimore, MD | Mass Transit Adm of Maryland | DRP | 1.3 | 28.1 | 36.1 | 30.3 | 270.8 | 22.4 | 27.8 | 24.3 | 213.4 | 26.85% | 26.90% |
| Baltimore, MD | Mass Transit Adm of Maryland | HR | 44.0 | 1,030.7 | 1,043.8 | 1,024.3 | 9,085.9 | 876.7 | 970.2 | 967.3 | 8,143.2 | 10.11% | 11.58% |
| Baltimore, MD | Mass Transit Adm of Maryland | LR | 28.6 | 710.7 | 716.4 | 698.5 | 5,229.2 | 436.9 | 515.1 | 476.0 | 4,292.2 | 48.85% | 21.83% |
| Baltimore, MD | Mass Transit Adm of Maryland | MB | 235.7 | 5,504.5 | 5,613.2 | 6,320.2 | 52,939.1 | 5,161.9 | 5,514.6 | 6,249.4 | 54,003.5 | 3.02% | -1.97% |
| Baltimore, MD | Mass Transit Adm of Maryland | MBP | 5.2 | 111.7 | 112.9 | 108.2 | 999.9 | 108.2 | 127.6 | 114.2 | 1,046.2 | -4.91% | -4.43% |
| Baltimore, MD | Mass Transit Adm of Maryland | TOTAL | 333.1 | 7,777.2 | 7,913.1 | 8,546.0 | 72,050.9 | 6,998.0 | 7,594.5 | 8,230.9 | 71,384.6 | 6.19% | 0.93% |
| Batavia, NY | Batavia Bus Service | DR | NA | 3.8 | 4.0 | 3.8 | 51.6 | 6.9 | 8.7 | 6.9 | 63.7 | -48.44% | -19.00% |
| Batavia, NY | Batavia Bus Service | TOTAL | NA | 3.8 | 4.0 | 3.8 | 51.6 | 6.9 | 8.7 | 6.9 | 63.7 | -48.44% | -19.00% |
| Battle Creek, MI | City of Battle Creek | DR | 0.1 | 2.5 | 2.7 | 2.7 | 21.0 | 2.3 | 2.5 | 2.5 | 22.4 | 8.22% | -6.25% |
| Battle Creek, MI | City of Battle Creek | MB | 1.9 | 40.4 | 35.5 | 43.8 | 421.6 | 45.4 | 38.9 | 66.3 | 513.9 | -20.52% | -17.96% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Battle Creek, MI | City of Battle Creek | TOTAL | 2.0 | 42.9 | 38.2 | 46.5 | 442.6 | 47.7 | 41.4 | 68.8 | 536.3 | -19.19% | -17.47% |
| Bay City, MI | Bay Metro Transit | DR | 0.2 | 4.2 | 4.4 | 5.8 | 49.8 | 3.6 | 4.3 | 2.7 | 42.5 | 35.85% | 17.18% |
| Bay City, MI | Bay Metro Transit | MB | 1.5 | 33.1 | 28.9 | 35.8 | 321.9 | 36.4 | 37.8 | 37.9 | 383.4 | -12.76% | -16.04% |
| Bay City, MI | Bay Metro Transit | TOTAL | 1.8 | 37.3 | 33.3 | 41.6 | 371.7 | 40.0 | 42.1 | 40.6 | 425.9 | -8.56% | -12.73% |
| Bellingham, WA | Whatcom Transportation Auth | DR | 0.6 | 12.4 | 13.1 | 12.2 | 109.4 | 9.9 | 12.0 | 11.0 | 99.8 | 14.59% | 9.62% |
| Bellingham, WA | Whatcom Transportation Auth | DRP | 0.0 | 0.3 | 0.2 | 0.2 | 2.6 | 0.2 | 0.2 | 0.3 | 2.4 | 0.00% | 8.33% |
| Bellingham, WA | Whatcom Transportation Auth | MB | 7.2 | 168.7 | 193.5 | 171.3 | 1,991.4 | 160.1 | 141.6 | 172.6 | 1,818.0 | 12.48% | 9.54% |
| Bellingham, WA | Whatcom Transportation Auth | TOTAL | 7.8 | 181.4 | 206.8 | 183.7 | 2,103.4 | 170.2 | 153.8 | 183.9 | 1,920.2 | 12.60% | 9.54% |
| Blacksburg, VA | Blacksburg Transit | DR | 0.0 | 0.5 | 0.7 | 0.8 | 7.2 | 0.6 | 0.8 | 0.8 | 6.9 | -9.09% | 4.35% |
| Blacksburg, VA | Blacksburg Transit | MB | 4.7 | 54.1 | 84.3 | 206.9 | 1,053.0 | 42.4 | 105.1 | 193.5 | 1,035.2 | 1.26% | 1.72% |
| Blacksburg, VA | Blacksburg Transit | TOTAL | 4.7 | 54.6 | 85.0 | 207.7 | 1,060.2 | 43.0 | 105.9 | 194.3 | 1,042.1 | 1.19% | 1.74% |
| Bloomington, IN | Bloomington Public Trp Corp | DRP | 0.1 | 1.7 | 1.6 | 1.7 | 16.1 | 1.4 | 1.4 | 1.5 | 12.2 | 16.28% | 31.97% |
| Bloomington, IN | Bloomington Public Trp Corp | MB | 3.3 | 57.8 | 56.4 | 105.3 | 703.6 | 54.6 | 72.7 | 107.2 | 702.7 | -6.40% | 0.13% |
| Bloomington, IN | Bloomington Public Trp Corp | TOTAL | 3.4 | 59.5 | 58.0 | 107.0 | 719.7 | 56.0 | 74.1 | 108.7 | 714.9 | -5.99% | 0.67% |
| Boise, ID | Boise Urban Stages | DR | 0.1 | 2.1 | 1.9 | 2.1 | 18.0 | 1.5 | 1.8 | 1.7 | 15.2 | 22.00% | 18.42% |
| Boise, ID | Boise Urban Stages | MB | 3.2 | 78.9 | 83.3 | 92.0 | 864.2 | 79.7 | 86.7 | 115.3 | 976.9 | -9.76% | -11.54% |
| Boise, ID | Boise Urban Stages | TOTAL | 3.3 | 81.0 | 85.2 | 94.1 | 882.2 | 81.2 | 88.5 | 117.0 | 992.1 | -9.21% | -11.08% |
| Boone, NC | AppalCART | DR | 0.1 | 2.1 | 2.2 | 1.8 | 16.6 | 1.8 | 2.0 | 1.8 | 17.4 | 8.93% | -4.60% |
| Boone, NC | AppalCART | MB | 1.3 | 6.8 | 23.1 | 45.7 | 239.3 | 6.1 | 22.4 | 45.0 | 233.8 | 2.86% | 2.35% |
| Boone, NC | AppalCART | TOTAL | 1.3 | 8.9 | 25.3 | 47.5 | 255.9 | 7.9 | 24.4 | 46.8 | 251.2 | 3.29% | 1.87% |
| Boston, MA | Massachusetts Bay Trp Auth | CR | 97.9 | 2,338.3 | 2,346.8 | 2,182.0 | 20,619.0 | 2,106.6 | 2,333.8 | 2,124.8 | 19,623.1 | 4.60% | 5.08% |
| Boston, MA | Massachusetts Bay Trp Auth | DRP | 3.4 | 82.1 | 83.1 | 80.8 | 729.2 | 68.9 | 77.7 | 74.8 | 651.0 | 11.11% | 12.01% |
| Boston, MA | Massachusetts Bay Trp Auth | FBP | 4.1 | 96.3 | 97.6 | 79.5 | 740.2 | 90.9 | 91.2 | 90.9 | 685.8 | 0.15% | 7.93% |
| Boston, MA | Massachusetts Bay Trp Auth | HR | 404.9 | 9,895.6 | 10,504.5 | 9,851.1 | 88,466.6 | 9,718.7 | 10,010.3 | 9,791.2 | 85,009.6 | 2.48% | 4.07% |
| Boston, MA | Massachusetts Bay Trp Auth | LR | 256.0 | 6,398.6 | 6,114.1 | 6,566.4 | 56,093.1 | 6,507.6 | 6,035.8 | 7,045.6 | 54,756.7 | -2.60% | 2.44% |
| Boston, MA | Massachusetts Bay Trp Auth | MB | 334.1 | 8,341.6 | 8,082.6 | 8,462.2 | 74,965.3 | 7,835.5 | 7,793.8 | 7,961.7 | 72,593.7 | 5.49% | 3.27% |
| Boston, MA | Massachusetts Bay Trp Auth | MBP | 8.6 | 219.7 | 203.2 | 175.4 | 1,550.1 | 157.9 | 157.9 | 158.2 | 1,316.8 | 26.22% | 17.72% |
| Boston, MA | Massachusetts Bay Trp Auth | TB | 13.7 | 300.8 | 346.9 | 326.5 | 2,997.0 | 282.1 | 328.8 | 335.2 | 3,008.5 | 2.97% | -0.38% |
| Boston, MA | Massachusetts Bay Trp Auth | TOTAL | 1,122.8 | 27,673.0 | 27,778.8 | 27,723.9 | 246,160.5 | 26,768.2 | 26,829.3 | 27,582.4 | 237,645.2 | 2.46% | 3.58% |
| Boulder, CO | Regional Transportation Dist | MB | 9.3 | 173.7 | 187.6 | 229.3 | 2,014.6 | 157.2 | 181.5 | 231.5 | 1,939.5 | 3.58% | 3.87% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Boulder, CO | Regional Transportation Dist | MBP | 0.9 | 46.7 | 55.1 | 56.4 | 520.0 | 54.9 | 49.4 | 61.1 | 522.7 | -4.35% | -0.52% |
| Boulder, CO | Regional Transportation Dist | TOTAL | 10.2 | 220.4 | 242.7 | 285.7 | 2,534.6 | 212.1 | 230.9 | 292.6 | 2,462.2 | 1.79% | 2.94% |
| Bremerton, WA | Kitsap Transit | DR | 0.9 | 21.8 | 21.5 | 20.1 | 178.6 | 20.3 | 22.4 | 19.3 | 101.5 | 2.26% | 75.96% |
| Bremerton, WA | Kitsap Transit | DRP | 0.1 | 2.6 | 2.5 | 1.3 | 18.1 | 1.2 | 1.2 | 1.2 | 80.8 | 77.78% | -77.60% |
| Bremerton, WA | Kitsap Transit | FBP | 1.0 | 32.0 | 26.2 | 33.1 | 287.5 | 36.1 | 35.9 | 38.8 | 301.8 | -17.60% | -4.74% |
| Bremerton, WA | Kitsap Transit | MB | 15.3 | 361.2 | 385.2 | 354.9 | 3,265.0 | 303.1 | 349.5 | 302.7 | 2,809.8 | 15.28% | 16.20% |
| Bremerton, WA | Kitsap Transit | VP | 1.8 | 34.1 | 33.0 | 25.4 | 312.5 | 14.2 | 18.9 | 16.4 | 147.1 | 86.87% | 112.44% |
| Bremerton, WA | Kitsap Transit | TOTAL | 19.1 | 451.7 | 468.4 | 434.8 | 4,061.7 | 374.9 | 427.9 | 378.4 | 3,441.0 | 14.71% | 18.04% |
| Bridgeport, CT | Greater Bridgeport Tr Dist | DRP | 0.4 | 9.2 | 8.9 | 8.7 | 92.0 | 10.9 | 12.1 | 11.3 | 106.2 | -21.87% | -13.37% |
| Bridgeport, CT | Greater Bridgeport Tr Dist | MB | 14.8 | 368.4 | 382.7 | 367.1 | 3,395.6 | 397.8 | 437.3 | 382.3 | 3,822.9 | -8.15% | -11.18% |
| Bridgeport, CT | Greater Bridgeport Tr Dist | TOTAL | 15.2 | 377.6 | 391.6 | 375.8 | 3,487.6 | 408.7 | 449.4 | 393.6 | 3,929.1 | -8.52% | -11.24% |
| Brockton, MA | Brockton Area Transit Auth | DRP | 0.9 | 17.6 | 18.1 | 17.9 | 161.8 | 17.2 | 19.8 | 18.7 | 152.5 | -3.77% | 6.10% |
| Brockton, MA | Brockton Area Transit Auth | MBP | 11.0 | 262.0 | 271.4 | 305.6 | 2,574.4 | 259.5 | 290.7 | 306.2 | 2,722.2 | -2.03% | -5.43% |
| Brockton, MA | Brockton Area Transit Auth | TOTAL | 11.9 | 279.6 | 289.5 | 323.5 | 2,736.2 | 276.7 | 310.5 | 324.9 | 2,874.7 | -2.14% | -4.82% |
| Buffalo, NY | Niagara Frontier Transp Auth | DR | 0.1 | 2.4 | 2.3 | 2.2 | 21.6 | 1.6 | 2.0 | 1.9 | 14.2 | 25.45% | 52.11% |
| Buffalo, NY | Niagara Frontier Transp Auth | LR | 24.2 | 475.0 | 472.7 | 734.6 | 5,130.0 | 499.7 | 563.2 | 546.5 | 5,372.9 | 4.53% | -4.52% |
| Buffalo, NY | Niagara Frontier Transp Auth | MB | 64.7 | 1,430.0 | 1,400.1 | 1,772.5 | 14,829.7 | 1,509.1 | 1,570.0 | 1,897.7 | 15,264.9 | -7.52% | -2.85% |
| Buffalo, NY | Niagara Frontier Transp Auth | TOTAL | 89.0 | 1,907.4 | 1,875.1 | 2,509.3 | 19,981.3 | 2,010.4 | 2,135.2 | 2,446.1 | 20,652.0 | -4.55% | -3.25% |
| Burlington, WA | Skagit Transit | DR | 0.2 | 5.7 | 4.7 | 4.4 | 42.5 | 3.8 | 4.3 | 4.2 | 38.2 | 20.33% | 11.26% |
| Burlington, WA | Skagit Transit | MB | 4.0 | 126.6 | 123.8 | 116.9 | 1,035.3 | 91.6 | 98.2 | 93.5 | 642.3 | 29.65% | 61.19% |
| Burlington, WA | Skagit Transit | TOTAL | 4.2 | 132.3 | 128.5 | 121.3 | 1,077.8 | 95.4 | 102.5 | 97.7 | 680.5 | 29.26% | 58.38% |
| Butler, PA | Butler Township-City Jt MTA | MBP | 0.7 | 16.2 | 16.2 | 15.4 | 139.6 | 14.6 | 17.0 | 14.8 | 140.1 | 3.02% | -0.36% |
| Butler, PA | Butler Township-City Jt MTA | TOTAL | 0.7 | 16.2 | 16.2 | 15.4 | 139.6 | 14.6 | 17.0 | 14.8 | 140.1 | 3.02% | -0.36% |
| Canton, OH | Starke Area RTA | DR | 0.1 | 1.8 | 1.9 | 1.7 | 15.2 | 1.2 | 1.5 | 1.4 | 15.0 | 31.71% | 1.33% |
| Canton, OH | Starke Area RTA | MB | 2.6 | 69.8 | 66.9 | 62.8 | 630.8 | 85.3 | 94.4 | 85.4 | 913.9 | -24.75% | -30.98% |
| Canton, OH | Starke Area RTA | TOTAL | 2.7 | 71.6 | 68.8 | 64.5 | 646.0 | 86.5 | 95.9 | 86.8 | 928.9 | -23.89% | -30.46% |
| Champaign, IL | Champaign-Urbana MTD | MB | 19.1 | 287.1 | 298.8 | 930.1 | 6,105.1 | 291.2 | 521.4 | 942.4 | 6,232.5 | -13.62% | -2.04% |
| Champaign, IL | Champaign-Urbana MTD | MBP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Champaign, IL | Champaign-Urbana MTD | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Charleston, SC | City of Charleston | DR | 0.2 | 5.4 | 5.7 | 4.7 | 44.6 | 3.9 | 4.5 | 4.2 | 37.2 | 25.40% | 19.89% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Charleston, SC | City of Charleston | MB | 1.5 | 53.1 | 48.8 | 36.5 | 383.7 | 51.8 | 51.8 | 43.1 | 447.5 | -5.66% | -14.26% |
| Charleston, SC | City of Charleston | TOTAL | 1.7 | 58.5 | 54.5 | 41.2 | 428.3 | 55.7 | 56.3 | 47.3 | 484.7 | -3.20% | -11.64% |
| Chattanooga, TN | Chattanooga Area RTA | DR | 0.1 | 3.1 | 3.0 | 2.8 | 25.6 | 2.9 | 2.9 | 2.6 | 25.6 | 5.95% | 0.00% |
| Chattanooga, TN | Chattanooga Area RTA | IP | 2.1 | 81.9 | 63.8 | 30.1 | 340.7 | 112.6 | 78.7 | 41.5 | 443.5 | -24.48% | -23.18% |
| Chattanooga, TN | Chattanooga Area RTA | MB | 8.7 | 253.5 | 250.7 | 209.1 | 1,914.2 | 296.0 | 291.4 | 233.6 | 2,105.8 | -13.12% | -9.10% |
| Chattanooga, TN | Chattanooga Area RTA | TOTAL | 10.9 | 338.5 | 317.5 | 242.0 | 2,280.5 | 411.5 | 373.0 | 277.7 | 2,574.9 | -15.46% | -11.43% |
| Chicago, IL | Chicago Transit Authority | DRP | 4.1 | 101.0 | 101.8 | 99.8 | 933.1 | 99.4 | 109.0 | 107.0 | 956.5 | -4.06% | -2.45% |
| Chicago, IL | Chicago Transit Authority | HR | 426.0 | 10,907.3 | 11,033.3 | 10,629.8 | 92,736.2 | 9,781.4 | 10,480.0 | 10,256.9 | 89,045.8 | 6.72% | 4.14% |
| Chicago, IL | Chicago Transit Authority | MB | 1,050.3 | 25,005.9 | 24,871.7 | 25,861.6 | 227,024.0 | 23,828.9 | 25,710.9 | 26,552.4 | 230,114.5 | -0.46% | -1.34% |
| Chicago, IL | Chicago Transit Authority | TOTAL | 1,480.4 | 36,014.2 | 36,006.8 | 36,591.2 | 320,693.3 | 33,709.7 | 36,299.9 | 36,916.3 | 320,116.8 | 1.58% | 0.18% |
| Chicago, IL | Hammond Transit System | DRP | 0.0 | 0.2 | 0.4 | 0.4 | 2.5 | 0.2 | 0.2 | 0.3 | 2.1 | 42.86% | 19.05% |
| Chicago, IL | Hammond Transit System | MBP | NA | 27.0 | 29.4 | 33.1 | 275.1 | 25.6 | 29.1 | 35.6 | 277.8 | -0.89% | -0.97% |
| Chicago, IL | Hammond Transit System | TOTAL | NA | 27.2 | 29.8 | 33.5 | 277.6 | 25.8 | 29.3 | 35.9 | 279.9 | -0.55% | -0.82% |
| Chicago, IL | METRA | CR | 263.2 | 6,097.0 | 5,915.6 | 5,829.6 | 52,486.3 | 5,874.0 | 5,894.9 | 5,766.8 | 52,407.2 | 1.75% | 0.15% |
| Chicago, IL | METRA | CRP | 12.0 | 327.2 | 299.3 | 290.9 | 2,639.6 | 309.1 | 303.8 | 285.2 | 2,609.8 | 2.15% | 1.14% |
| Chicago, IL | METRA | TOTAL | 275.2 | 6,424.2 | 6,214.9 | 6,120.5 | 55,125.9 | 6,183.1 | 6,198.7 | 6,052.0 | 55,017.0 | 1.77% | 0.20% |
| Chicago, IL | Northern IN Commuter TD | CR | 12.1 | 315.3 | 290.5 | 256.6 | 2,488.0 | 293.9 | 297.5 | 258.9 | 2,462.7 | 1.42% | 1.03% |
| Chicago, IL | Northern IN Commuter TD | TOTAL | 12.1 | 315.3 | 290.5 | 256.6 | 2,488.0 | 293.9 | 297.5 | 258.9 | 2,462.7 | 1.42% | 1.03% |
| Chicago, IL | PACE Suburban Bus | DR | 0.1 | 2.6 | 2.7 | 2.7 | 25.3 | 2.0 | 2.7 | 2.1 | 20.6 | 17.65% | 22.82% |
| Chicago, IL | PACE Suburban Bus | DRP | 6.2 | 132.9 | 136.0 | 128.0 | 1,218.4 | 121.9 | 141.7 | 130.1 | 1,190.7 | 0.81% | 2.33% |
| Chicago, IL | PACE Suburban Bus | MB | 102.9 | 2,191.1 | 2,263.6 | 2,125.9 | 21,786.8 | 2,336.7 | 2,626.6 | 2,718.1 | 23,044.2 | -14.33% | -5.46% |
| Chicago, IL | PACE Suburban Bus | MBP | 15.8 | 370.0 | 394.3 | 277.7 | 2,937.3 | 391.7 | 427.4 | 319.2 | 3,122.0 | -8.46% | -5.92% |
| Chicago, IL | PACE Suburban Bus | VP | 3.6 | 72.9 | 83.3 | 75.1 | 704.2 | 62.3 | 73.7 | 62.7 | 571.7 | 16.41% | 23.18% |
| Chicago, IL | PACE Suburban Bus | TOTAL | 128.6 | 2,769.5 | 2,879.9 | 2,609.4 | 26,672.0 | 2,914.6 | 3,272.1 | 3,232.2 | 27,949.2 | -12.32% | -4.57% |
| Cincinnati, OH | Tr Auth of Northern Kentucky | DR | 0.2 | 4.0 | 4.4 | 4.1 | 36.1 | 3.6 | 3.9 | 3.7 | 33.7 | 11.61% | 7.12% |
| Cincinnati, OH | Tr Auth of Northern Kentucky | MB | 13.0 | 251.7 | 287.7 | 288.3 | 2,501.4 | 240.4 | 276.8 | 294.4 | 2,477.1 | 1.98% | 0.98% |
| Cincinnati, OH | Tr Auth of Northern Kentucky | TOTAL | 13.2 | 255.7 | 292.1 | 292.4 | 2,537.5 | 244.0 | 280.7 | 298.1 | 2,510.8 | 2.11% | 1.06% |
| Cleveland, OH | Greater Cleveland Reg TA | DR | 0.9 | 21.2 | 18.2 | 18.5 | 181.5 | 18.1 | 20.0 | 18.1 | 179.8 | 3.02% | 0.95% |
| Cleveland, OH | Greater Cleveland Reg TA | DRP | 0.3 | 6.1 | 5.8 | 5.5 | 54.7 | 5.0 | 6.3 | 7.8 | 57.1 | -8.90% | -4.20% |
| Cleveland, OH | Greater Cleveland Reg TA | HR | 18.8 | 501.9 | 445.6 | 425.7 | 3,870.4 | 370.5 | 387.1 | 442.2 | 3,428.1 | 14.45% | 12.90% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Dallas, TX | Fort Worth Transp Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Danbury, CT | Housatonic Area Reg Transit | DR | 0.3 | 6.3 | 6.7 | 6.1 | 55.2 | 5.4 | 6.5 | 5.7 | 53.5 | 8.52% | 3.18% |
| Danbury, CT | Housatonic Area Reg Transit | MB | 2.4 | 58.0 | 59.2 | 55.3 | 496.2 | 51.3 | 56.4 | 50.1 | 460.8 | 9.32% | 7.68% |
| Danbury, CT | Housatonic Area Reg Transit | TOTAL | 2.7 | 64.3 | 65.9 | 61.4 | 551.4 | 56.7 | 62.9 | 55.8 | 514.3 | 9.24% | 7.21% |
| Dansville, NY | Livingston Area Transp Svce | DR | NA | 12.3 | 13.5 | 12.9 | 113.9 | 10.9 | 13.3 | 13.4 | 108.7 | 2.93% | 4.78% |
| Dansville, NY | Livingston Area Transp Svce | TOTAL | NA | 12.3 | 13.5 | 12.9 | 113.9 | 10.9 | 13.3 | 13.4 | 108.7 | 2.93% | 4.78% |
| Davenport, IA | Rock Island County MMTD | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Davenport, IA | Rock Island County MMTD | MB | 4.7 | 121.9 | 115.4 | 128.9 | 1,309.7 | 142.4 | 146.8 | 184.6 | 1,458.9 | -22.71% | -10.23% |
| Davenport, IA | Rock Island County MMTD | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Dayton, OH | Miami Valley Regional Tr Auth | DR | 0.4 | 9.4 | 9.5 | 9.6 | 87.7 | 8.0 | 8.3 | 8.5 | 66.6 | 14.92% | 31.68% |
| Dayton, OH | Miami Valley Regional Tr Auth | DRP | 0.0 | 0.2 | 0.1 | 0.2 | 1.4 | 1.3 | 0.6 | 0.7 | 18.9 | -80.77% | -92.59% |
| Dayton, OH | Miami Valley Regional Tr Auth | MB | 32.7 | 771.0 | 805.9 | 835.9 | 7,198.1 | 691.7 | 748.1 | 781.1 | 6,900.1 | 8.64% | 4.32% |
| Dayton, OH | Miami Valley Regional Tr Auth | TB | 8.7 | 217.5 | 227.3 | 235.8 | 2,030.3 | 230.6 | 249.4 | 260.4 | 2,300.1 | -8.08% | -11.73% |
| Dayton, OH | Miami Valley Regional Tr Auth | TOTAL | 41.8 | 998.1 | 1,042.8 | 1,081.5 | 9,317.5 | 931.6 | 1,006.4 | 1,050.7 | 9,285.7 | 4.47% | 0.34% |
| Decatur, IL | Decatur Public Transit | DRP | 0.1 | 3.4 | 3.6 | 3.5 | 30.9 | 3.6 | 3.9 | 3.9 | 34.7 | -7.89% | -10.95% |
| Decatur, IL | Decatur Public Transit | MB | 2.8 | 60.2 | 60.4 | 67.6 | 630.2 | 58.6 | 71.5 | 78.6 | 644.4 | -9.82% | -2.20% |
| Decatur, IL | Decatur Public Transit | TOTAL | 2.9 | 63.6 | 64.0 | 71.1 | 661.1 | 62.2 | 75.4 | 82.5 | 679.1 | -9.72% | -2.65% |
| Denver, CO | Regional Transportation Dist | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Denver, CO | Regional Transportation Dist | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Denver, CO | Regional Transportation Dist | LR | 13.7 | 360.2 | 331.3 | 349.9 | 3,005.6 | 363.7 | 378.4 | 345.3 | 3,094.7 | -4.23% | -2.88% |
| Denver, CO | Regional Transportation Dist | MB | 126.9 | 3,204.4 | 3,291.6 | 3,130.3 | 28,543.0 | 3,043.8 | 3,387.7 | 3,167.0 | 27,707.6 | 0.29% | 3.02% |
| Denver, CO | Regional Transportation Dist | MBP | 31.4 | 831.0 | 845.5 | 781.5 | 7,370.1 | 744.1 | 815.3 | 807.4 | 6,963.8 | 3.85% | 5.83% |
| Denver, CO | Regional Transportation Dist | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Des Moines, IA | Des Moines Metro TA | DR | 0.7 | 14.8 | 14.9 | 14.2 | 136.2 | 14.5 | 16.8 | 15.2 | 150.0 | -5.59% | -9.20% |
| Des Moines, IA | Des Moines Metro TA | DRP | 0.1 | 1.8 | 1.8 | 1.7 | 16.9 | 1.8 | 1.8 | 1.6 | 17.7 | 1.92% | -4.52% |
| Des Moines, IA | Des Moines Metro TA | MB | 13.7 | 229.9 | 342.8 | 301.1 | 2,675.8 | 280.2 | 337.6 | 300.2 | 2,679.2 | -4.81% | -0.13% |
| Des Moines, IA | Des Moines Metro TA | MBP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Des Moines, IA | Des Moines Metro TA | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Detroit, MI | Detroit Dept of Transp | MB | 131.4 | 2,676.5 | 2,666.5 | 3,026.2 | 25,815.3 | 2,310.5 | 2,715.4 | 3,043.9 | 28,645.0 | 3.71% | -9.88% |
| Detroit, MI | Detroit Dept of Transp | TOTAL | 131.4 | 2,676.5 | 2,666.5 | 3,026.2 | 25,815.3 | 2,310.5 | 2,715.4 | 3,043.9 | 28,645.0 | 3.71% | -9.88% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Detroit, MI | Suburban Mobility Auth for RT | DR | 2.0 | 42.7 | 44.8 | 42.8 | 392.3 | 36.3 | 44.3 | 38.8 | 377.2 | 9.13% | 4.00% |
| Detroit, MI | Suburban Mobility Auth for RT | DRP | 1.5 | 35.7 | 31.0 | 29.6 | 291.9 | 35.5 | 32.5 | 29.1 | 286.6 | -0.82% | 1.85% |
| Detroit, MI | Suburban Mobility Auth for RT | MB | 24.9 | 591.4 | 623.0 | 606.9 | 5,399.8 | 608.3 | 689.7 | 666.2 | 6,127.0 | -7.28% | -11.87% |
| Detroit, MI | Suburban Mobility Auth for RT | MBP | 1.1 | 27.8 | 27.1 | 24.1 | 236.0 | 24.0 | 26.8 | 25.1 | 225.8 | 4.08% | 4.52% |
| Detroit, MI | Suburban Mobility Auth for RT | TOTAL | 29.5 | 697.6 | 725.9 | 703.4 | 6,320.0 | 704.1 | 793.3 | 759.2 | 7,016.6 | -5.75% | -9.93% |
| Duluth, MN | Duluth Transit Authority | DRP | NA | 2.6 | 2.5 | 2.6 | 22.9 | 1.9 | 2.2 | 2.3 | 19.6 | 20.31% | 16.84% |
| Duluth, MN | Duluth Transit Authority | MB | NA | 228.0 | 222.7 | 266.1 | 2,380.1 | 199.9 | 214.5 | 260.5 | 2,287.2 | 6.21% | 4.06% |
| Duluth, MN | Duluth Transit Authority | TOTAL | NA | 230.6 | 225.2 | 268.7 | 2,403.0 | 201.8 | 216.7 | 262.8 | 2,306.8 | 6.34% | 4.17% |
| Durham, NC | Durham Area Transit Auth | DRP | 0.2 | 4.9 | 5.3 | 4.6 | 45.5 | 4.7 | 5.6 | 5.4 | 44.7 | -5.73% | 1.79% |
| Durham, NC | Durham Area Transit Auth | MB | 9.7 | 235.0 | 243.1 | 214.0 | 2,114.5 | 242.6 | 271.0 | 257.5 | 2,320.9 | -10.25% | -8.89% |
| Durham, NC | Durham Area Transit Auth | TOTAL | 9.9 | 239.9 | 248.4 | 218.6 | 2,160.0 | 247.3 | 276.6 | 262.9 | 2,365.6 | -10.16% | -8.69% |
| Fitchburg, MA | Montachusett Area RTA | DRP | 1.8 | 27.8 | 33.6 | 61.5 | 483.5 | 25.5 | 33.4 | 61.2 | 459.5 | 2.33% | 5.22% |
| Fitchburg, MA | Montachusett Area RTA | MBP | 2.3 | 42.5 | 48.9 | 65.1 | 528.7 | 42.9 | 48.9 | 64.3 | 506.5 | 0.26% | 4.38% |
| Fitchburg, MA | Montachusett Area RTA | TOTAL | 4.1 | 70.3 | 82.5 | 126.6 | 1,012.2 | 68.4 | 82.3 | 125.5 | 966.0 | 1.16% | 4.78% |
| Flint, MI | Mass Transportation Authority | DR | 0.8 | 15.1 | 16.0 | 16.5 | 155.8 | 13.1 | 15.1 | 15.3 | 86.2 | 9.43% | 80.74% |
| Flint, MI | Mass Transportation Authority | DRP | 0.1 | 2.6 | 3.0 | 4.0 | 38.8 | 2.3 | 3.1 | 3.9 | 100.4 | 3.23% | -61.35% |
| Flint, MI | Mass Transportation Authority | MB | 14.2 | 230.8 | 239.8 | 487.5 | 3,712.9 | 212.9 | 233.7 | 491.7 | 3,724.4 | 2.11% | -0.31% |
| Flint, MI | Mass Transportation Authority | TOTAL | 15.1 | 248.5 | 258.8 | 508.0 | 3,907.5 | 228.3 | 251.9 | 510.9 | 3,911.0 | 2.44% | -0.09% |
| Fort Collins, CO | Transfort | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Fort Collins, CO | Transfort | DRP | 0.2 | 5.2 | 5.4 | 5.1 | 52.6 | 5.6 | 6.2 | 5.8 | 48.2 | -10.80% | 9.13% |
| Fort Collins, CO | Transfort | MB | 3.7 | 77.0 | 80.7 | 106.4 | 899.7 | 70.1 | 82.2 | 108.0 | 870.4 | 1.46% | 3.37% |
| Fort Collins, CO | Transfort | VP | 0.3 | 8.3 | 8.3 | 8.3 | 73.7 | 5.7 | 6.7 | 6.8 | 38.9 | 29.69% | 89.46% |
| Fort Collins, CO | Transfort | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Fort Lauderdale, FL | Broward County Transit | DRP | 2.1 | 47.1 | 63.4 | 53.9 | 542.8 | 62.2 | 74.8 | 68.4 | 643.6 | -19.96% | -15.66% |
| Fort Lauderdale, FL | Broward County Transit | MB | 74.1 | 1,903.1 | 1,924.3 | 1,775.1 | 16,998.1 | 1,750.8 | 1,746.8 | 1,789.7 | 16,968.7 | 5.96% | 0.17% |
| Fort Lauderdale, FL | Broward County Transit | MBP | 1.9 | 51.2 | 50.2 | 46.1 | 429.6 | 42.8 | 45.3 | 45.0 | 424.5 | 10.82% | 1.20% |
| Fort Lauderdale, FL | Broward County Transit | TOTAL | 78.2 | 2,001.4 | 2,037.9 | 1,875.1 | 17,970.5 | 1,855.8 | 1,866.9 | 1,903.1 | 18,036.8 | 5.13% | -0.37% |
| Fort Wayne, IN | Fort Wayne Public Tr Corp | DR | 0.1 | 1.8 | 2.0 | 1.9 | 16.9 | 1.6 | 1.9 | 1.7 | 14.7 | 9.62% | 14.97% |
| Fort Wayne, IN | Fort Wayne Public Tr Corp | MB | 4.8 | 107.7 | 112.1 | 106.2 | 988.4 | 98.9 | 111.7 | 111.2 | 966.3 | 1.31% | 2.29% |
| Fort Wayne, IN | Fort Wayne Public Tr Corp | TOTAL | 4.9 | 109.5 | 114.1 | 108.1 | 1,005.3 | 100.5 | 113.6 | 112.9 | 981.0 | 1.44% | 2.48% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|--------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Fresno, CA | Fresno Area Express | DRP | NA | 7.1 | 7.2 | 7.0 | 64.3 | 7.6 | 8.1 | 7.6 | 70.2 | -8.58% | -8.40% |
| Fresno, CA | Fresno Area Express | MB | 30.5 | 697.9 | 730.2 | 796.4 | 6,885.9 | 646.3 | 707.2 | 785.4 | 6,592.8 | 4.00% | 4.45% |
| Fresno, CA | Fresno Area Express | TOTAL | NA | 705.0 | 737.4 | 803.4 | 6,950.2 | 653.9 | 715.3 | 793.0 | 6,663.0 | 3.87% | 4.31% |
| Grand Rapids, MI | Grand Rapids Area Transit Auth | DRP | 0.6 | 13.5 | 13.8 | 13.0 | 129.1 | 13.3 | 14.6 | 13.8 | 139.8 | -3.36% | -7.65% |
| Grand Rapids, MI | Grand Rapids Area Transit Auth | MB | 11.0 | 221.4 | 237.9 | 293.2 | 2,476.5 | 173.6 | 213.3 | 270.5 | 2,280.3 | 14.47% | 8.60% |
| Grand Rapids, MI | Grand Rapids Area Transit Auth | TOTAL | 11.6 | 234.9 | 251.7 | 306.2 | 2,605.6 | 186.9 | 227.9 | 284.3 | 2,420.1 | 13.40% | 7.66% |
| Great Falls, MT | Great Falls Transit District | DRP | NA | 0.8 | 0.9 | 0.9 | 7.2 | 0.5 | 0.5 | 0.6 | 4.9 | 62.50% | 46.94% |
| Great Falls, MT | Great Falls Transit District | MB | 1.2 | 29.3 | 26.9 | 32.0 | 328.2 | 26.1 | 29.4 | 31.4 | 299.1 | 1.50% | 9.73% |
| Great Falls, MT | Great Falls Transit District | TOTAL | NA | 30.1 | 27.8 | 32.9 | 335.4 | 26.6 | 29.9 | 32.0 | 304.0 | 2.60% | 10.33% |
| Hartford, CT | Connecticut DOT | FB | 0.7 | 28.1 | 30.1 | 18.4 | 112.2 | 34.5 | 35.7 | 23.1 | 151.4 | -17.90% | -25.89% |
| Hartford, CT | Connecticut DOT | MBP | 0.5 | 11.5 | 11.4 | 11.8 | 113.0 | 12.0 | 13.1 | 11.8 | 122.9 | -5.96% | -8.06% |
| Hartford, CT | Connecticut DOT | TOTAL | 1.2 | 39.6 | 41.5 | 30.2 | 225.2 | 46.5 | 48.8 | 34.9 | 274.3 | -14.52% | -17.90% |
| Hartford, CT | Connecticut Transit | MB | 50.8 | 1,196.5 | 1,233.9 | 1,182.9 | 11,028.1 | 1,166.2 | 1,268.7 | 1,224.2 | 11,223.1 | -1.25% | -1.74% |
| Hartford, CT | Connecticut Transit | TOTAL | 50.8 | 1,196.5 | 1,233.9 | 1,182.9 | 11,028.1 | 1,166.2 | 1,268.7 | 1,224.2 | 11,223.1 | -1.25% | -1.74% |
| Hartford, CT | Greater Hartford Tran Dist | DRP | 0.5 | 14.6 | 14.1 | 17.2 | 124.9 | NA | NA | NA | NA | NA | NA |
| Hartford, CT | Greater Hartford Tran Dist | MBP | 1.3 | 24.0 | 28.7 | 27.8 | 272.0 | 32.0 | 39.1 | 32.0 | 339.6 | -21.92% | -19.91% |
| Hartford, CT | Greater Hartford Tran Dist | TOTAL | 1.8 | 38.6 | 42.8 | 45.0 | 396.9 | NA | NA | NA | NA | NA | NA |
| Honolulu, HI | City & Cnty of Honolulu PTA | DRP | 2.3 | 54.0 | 51.0 | 49.8 | 466.5 | 49.4 | 52.8 | 50.3 | 470.4 | 1.51% | -0.83% |
| Honolulu, HI | City & Cnty of Honolulu PTA | MB | 237.7 | 6,356.6 | 6,053.8 | 6,472.7 | 57,322.5 | 6,386.8 | 6,387.9 | 6,741.7 | 61,035.2 | -3.24% | -6.08% |
| Honolulu, HI | City & Cnty of Honolulu PTA | MBP | 0.0 | 0.0 | 0.0 | 0.0 | 80.0 | 12.6 | 13.5 | 13.4 | 147.9 | -100.00% | -45.91% |
| Honolulu, HI | City & Cnty of Honolulu PTA | TOTAL | 240.0 | 6,410.6 | 6,104.8 | 6,522.5 | 57,869.0 | 6,448.8 | 6,454.2 | 6,805.4 | 61,653.5 | -3.40% | -6.14% |
| Houston, TX | Metro Tr Auth of Harris Co | DRP | 4.0 | 89.4 | 85.0 | 80.2 | 731.9 | 73.4 | 79.3 | 74.2 | 673.6 | 12.21% | 8.65% |
| Houston, TX | Metro Tr Auth of Harris Co | MB | 267.0 | 6,557.0 | 6,775.0 | 6,710.1 | 59,176.6 | 6,138.3 | 6,893.2 | 6,532.1 | 58,630.5 | 2.45% | 0.93% |
| Houston, TX | Metro Tr Auth of Harris Co | MBP | 5.8 | 129.1 | 125.0 | 117.0 | 1,106.4 | 113.9 | 132.8 | 115.7 | 1,112.3 | 2.40% | -0.53% |
| Houston, TX | Metro Tr Auth of Harris Co | TOTAL | 276.8 | 6,775.5 | 6,985.0 | 6,907.3 | 61,014.9 | 6,325.6 | 7,105.3 | 6,722.0 | 60,416.4 | 2.55% | 0.99% |
| Indianapolis, IN | Indianapolis Public Trp Corp | DRP | 0.5 | 10.7 | 10.9 | 11.4 | 91.2 | 8.5 | 9.2 | 6.9 | 73.3 | 34.15% | 24.42% |
| Indianapolis, IN | Indianapolis Public Trp Corp | MB | NA | NA | NA | NA | NA | 752.2 | NA | NA | NA | NA | NA |
| Indianapolis, IN | Indianapolis Public Trp Corp | MBP | NA | NA | NA | NA | NA | 0.0 | NA | NA | NA | NA | NA |
| Indianapolis, IN | Indianapolis Public Trp Corp | TOTAL | NA | NA | NA | NA | NA | 760.7 | NA | NA | NA | NA | NA |
| Ithaca, NY | Ithaca Transit | MB | 2.4 | 54.8 | 56.0 | 70.1 | 562.6 | 49.5 | 53.1 | 78.5 | 562.9 | -0.11% | -0.05% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Ithaca, NY | Ithaca Transit | MBP | 0.5 | 12.2 | 13.5 | 16.2 | 124.2 | 10.8 | 12.8 | 17.0 | 113.9 | 3.20% | 9.04% |
| Ithaca, NY | Ithaca Transit | TOTAL | 2.9 | 67.0 | 69.5 | 86.3 | 686.8 | 60.3 | 65.9 | 95.5 | 676.8 | 0.50% | 1.48% |
| Jacksonville, FL | Jacksonville Transp Auth | AG | 1.0 | 23.6 | 23.7 | 21.0 | 228.3 | 19.0 | 25.4 | 26.6 | 218.6 | -3.80% | 4.44% |
| Jacksonville, FL | Jacksonville Transp Auth | DRP | 0.4 | 10.0 | 10.0 | 9.2 | 95.1 | 11.0 | 11.9 | 11.7 | 102.3 | -15.61% | -7.04% |
| Jacksonville, FL | Jacksonville Transp Auth | MB | 28.9 | 690.1 | 724.7 | 707.3 | 6,286.8 | 684.6 | 733.9 | 713.8 | 6,496.5 | -0.48% | -3.23% |
| Jacksonville, FL | Jacksonville Transp Auth | TOTAL | 30.2 | 723.7 | 758.4 | 737.5 | 6,610.2 | 714.6 | 771.2 | 752.1 | 6,817.4 | -0.82% | -3.04% |
| Johnstown, PA | Cambria County Transit Auth | IP | 0.5 | 18.0 | 16.3 | 9.8 | 98.1 | 23.2 | 22.9 | 13.2 | 121.4 | -25.63% | -19.19% |
| Johnstown, PA | Cambria County Transit Auth | MB | 4.0 | 97.0 | 112.3 | 96.1 | 942.3 | 112.7 | 119.2 | 115.6 | 1,095.4 | -12.12% | -13.98% |
| Johnstown, PA | Cambria County Transit Auth | TOTAL | 4.4 | 115.0 | 128.6 | 105.9 | 1,040.4 | 135.9 | 142.1 | 128.8 | 1,216.8 | -14.09% | -14.50% |
| Kansas City, MO | Kansas City Area Trp Auth | DR | 0.2 | 3.6 | 3.1 | 3.0 | 27.6 | 2.5 | 3.1 | 2.6 | 24.4 | 18.29% | 13.11% |
| Kansas City, MO | Kansas City Area Trp Auth | DRP | 0.7 | 16.1 | 17.7 | 17.2 | 155.6 | 15.6 | 17.2 | 16.0 | 152.1 | 4.51% | 2.30% |
| Kansas City, MO | Kansas City Area Trp Auth | MB | 48.2 | 1,227.4 | 1,257.0 | 1,197.3 | 10,674.8 | 1,163.6 | 1,280.8 | 1,209.6 | 10,682.5 | 0.76% | -0.07% |
| Kansas City, MO | Kansas City Area Trp Auth | TOTAL | 49.1 | 1,247.1 | 1,277.8 | 1,217.5 | 10,858.0 | 1,181.7 | 1,301.1 | 1,228.2 | 10,859.0 | 0.85% | -0.01% |
| LaCrosse, WI | LaCrosse Municipal Tran Util | MB | 2.6 | 55.1 | 55.2 | 56.1 | 560.0 | 49.6 | 55.5 | 57.2 | 554.3 | 2.53% | 1.03% |
| LaCrosse, WI | LaCrosse Municipal Tran Util | TOTAL | 2.6 | 55.1 | 55.2 | 56.1 | 560.0 | 49.6 | 55.5 | 57.2 | 554.3 | 2.53% | 1.03% |
| Lafayette, IN | Greater Lafayette PTC | DR | 0.1 | 2.0 | 2.0 | 1.8 | 17.7 | 1.5 | 1.9 | 1.9 | 16.2 | 9.43% | 9.26% |
| Lafayette, IN | Greater Lafayette PTC | MB | 6.1 | 67.4 | 137.4 | 195.6 | 1,329.8 | 70.5 | 126.1 | 192.1 | 1,327.2 | 3.01% | 0.20% |
| Lafayette, IN | Greater Lafayette PTC | TOTAL | 6.2 | 69.4 | 139.4 | 197.4 | 1,347.5 | 72.0 | 128.0 | 194.0 | 1,343.4 | 3.10% | 0.31% |
| Lancaster, PA | Red Rose Transit Authority | DRP | 1.2 | 27.8 | 26.9 | 25.0 | 230.4 | 24.1 | 27.5 | 23.4 | 218.6 | 6.27% | 5.40% |
| Lancaster, PA | Red Rose Transit Authority | MB | 7.0 | 167.2 | 180.0 | 168.3 | 1,513.8 | 171.2 | 191.4 | 176.7 | 1,607.1 | -4.41% | -5.81% |
| Lancaster, PA | Red Rose Transit Authority | TOTAL | 8.2 | 195.0 | 206.9 | 193.3 | 1,744.2 | 195.3 | 218.9 | 200.1 | 1,825.7 | -3.11% | -4.46% |
| Lansing, MI | Capital Area Transp Authority | DR | 0.1 | 3.2 | 3.3 | 3.2 | 29.4 | 2.8 | 3.4 | 3.1 | 24.1 | 4.30% | 21.99% |
| Lansing, MI | Capital Area Transp Authority | DRP | 0.9 | 19.6 | 19.3 | 21.1 | 191.5 | 17.3 | 18.6 | 18.6 | 176.5 | 10.09% | 8.50% |
| Lansing, MI | Capital Area Transp Authority | MB | 11.6 | 263.9 | 278.8 | 305.8 | 2,608.6 | 246.5 | 269.7 | 278.8 | 2,494.5 | 6.73% | 4.57% |
| Lansing, MI | Capital Area Transp Authority | TOTAL | 12.6 | 286.7 | 301.4 | 330.1 | 2,829.5 | 266.6 | 291.7 | 300.5 | 2,695.1 | 6.92% | 4.99% |
| Las Vegas, NV | RTC of Clark County | DRP | 1.5 | 45.8 | 47.0 | 45.5 | 393.8 | 33.1 | 37.1 | 35.8 | 265.0 | 30.47% | 48.60% |
| Las Vegas, NV | RTC of Clark County | MBP | 98.5 | 2,951.2 | 3,041.0 | 3,066.0 | 25,603.0 | 2,152.0 | 2,235.3 | 2,245.1 | 19,178.8 | 36.57% | 33.50% |
| Las Vegas, NV | RTC of Clark County | TOTAL | 100.0 | 2,997.0 | 3,088.0 | 3,111.5 | 25,996.8 | 2,185.1 | 2,272.4 | 2,280.9 | 19,443.8 | 36.48% | 33.70% |
| Longmont, CO | Regional Transportation Dist | MBP | 0.8 | 17.6 | 18.5 | 19.8 | 211.1 | 16.9 | 21.2 | 24.3 | 203.9 | -10.42% | 3.53% |
| Longmont, CO | Regional Transportation Dist | TOTAL | 0.8 | 17.6 | 18.5 | 19.8 | 211.1 | 16.9 | 21.2 | 24.3 | 203.9 | -10.42% | 3.53% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|-----------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Los Angeles, CA | Culver City Munic Bus Lines | MB | 13.6 | 341.0 | 355.0 | 365.0 | 3,117.0 | 342.8 | 373.9 | 362.0 | 3,120.7 | -1.64% | -0.12% |
| Los Angeles, CA | Culver City Munic Bus Lines | TOTAL | 13.6 | 341.0 | 355.0 | 365.0 | 3,117.0 | 342.8 | 373.9 | 362.0 | 3,120.7 | -1.64% | -0.12% |
| Los Angeles, CA | Long Beach Transit | DRP | 0.3 | 7.1 | 6.9 | 6.8 | 62.0 | 7.0 | 7.5 | 7.1 | 63.0 | -3.70% | -1.59% |
| Los Angeles, CA | Long Beach Transit | MB | 75.0 | 2,016.2 | 1,920.5 | 2,050.7 | 18,330.4 | 1,913.8 | 1,959.0 | 2,050.7 | 17,477.6 | 1.08% | 4.88% |
| Los Angeles, CA | Long Beach Transit | TOTAL | 75.3 | 2,023.3 | 1,927.4 | 2,057.5 | 18,392.4 | 1,920.8 | 1,966.5 | 2,057.8 | 17,540.6 | 1.06% | 4.86% |
| Los Angeles, CA | Los Angeles County MTA | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Los Angeles, CA | Los Angeles County MTA | HR | 32.0 | 746.8 | 825.1 | 884.6 | 6,010.6 | 503.7 | 677.8 | 570.3 | 4,762.3 | 40.23% | 26.21% |
| Los Angeles, CA | Los Angeles County MTA | LR | 58.7 | 1,718.5 | 1,482.2 | 1,670.8 | 14,330.1 | 930.9 | 1,519.4 | 1,373.7 | 9,756.2 | 27.39% | 46.88% |
| Los Angeles, CA | Los Angeles County MTA | MB | 1,012.3 | 26,461.4 | 28,568.8 | 26,171.6 | 249,845.5 | 28,179.1 | 30,159.5 | 27,977.0 | 257,075.0 | -5.92% | -2.81% |
| Los Angeles, CA | Los Angeles County MTA | MBP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Los Angeles, CA | Los Angeles County MTA | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Los Angeles, CA | Montebello Bus Lines | DR | 0.1 | 1.8 | 1.6 | 1.6 | 15.8 | 1.8 | 1.7 | 2.3 | 15.2 | -13.79% | 3.95% |
| Los Angeles, CA | Montebello Bus Lines | MB | 18.4 | 470.3 | 469.9 | 489.2 | 4,312.5 | 503.9 | 522.2 | 513.3 | 4,478.2 | -7.15% | -3.70% |
| Los Angeles, CA | Montebello Bus Lines | TOTAL | 18.5 | 472.1 | 471.5 | 490.8 | 4,328.3 | 505.7 | 523.9 | 515.6 | 4,493.4 | -7.17% | -3.67% |
| Los Angeles, CA | Orange County Transp Auth | DRP | NA | 77.8 | 73.3 | 67.4 | 730.2 | 67.4 | 84.8 | 80.0 | 802.6 | -5.90% | -9.02% |
| Los Angeles, CA | Orange County Transp Auth | MB | 153.5 | 3,923.5 | 4,006.4 | 3,890.5 | 34,286.3 | 3,629.4 | 3,909.7 | 3,732.0 | 32,198.6 | 4.87% | 6.48% |
| Los Angeles, CA | Orange County Transp Auth | MBP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Los Angeles, CA | Orange County Transp Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Los Angeles, CA | Santa Clarita Transit | DRP | 0.2 | 4.8 | 5.6 | 4.8 | 44.7 | 4.6 | 5.2 | 4.5 | 44.2 | 6.29% | 1.13% |
| Los Angeles, CA | Santa Clarita Transit | MBP | 5.9 | 118.7 | 118.0 | 135.4 | 1,190.6 | 104.2 | 104.7 | 132.4 | 1,041.8 | 9.02% | 14.28% |
| Los Angeles, CA | Santa Clarita Transit | TOTAL | 6.1 | 123.5 | 123.6 | 140.2 | 1,235.3 | 108.8 | 109.9 | 136.9 | 1,086.0 | 8.91% | 13.75% |
| Los Angeles, CA | Santa Monica Bus Lines | MB | NA | 1,579.0 | 1,603.0 | 1,583.9 | 14,106.9 | 1,459.6 | 1,550.4 | 1,552.0 | 13,498.3 | 4.47% | 4.51% |
| Los Angeles, CA | Santa Monica Bus Lines | TOTAL | NA | 1,579.0 | 1,603.0 | 1,583.9 | 14,106.9 | 1,459.6 | 1,550.4 | 1,552.0 | 13,498.3 | 4.47% | 4.51% |
| Los Angeles, CA | Southern California RRA | CRP | 22.0 | 486.5 | 489.1 | 452.4 | 4,244.0 | 344.4 | 416.3 | 376.7 | 3,387.8 | 25.55% | 25.27% |
| Los Angeles, CA | Southern California RRA | TOTAL | 22.0 | 486.5 | 489.1 | 452.4 | 4,244.0 | 344.4 | 416.3 | 376.7 | 3,387.8 | 25.55% | 25.27% |
| Louisville, KY | Transit Auth of River City | DR | 0.2 | 4.3 | 4.6 | 4.1 | 37.5 | 3.6 | 4.8 | 3.8 | 35.2 | 6.56% | 6.53% |
| Louisville, KY | Transit Auth of River City | DRP | NA | NA | NA | NA | NA | 19.3 | 21.0 | 18.5 | 184.1 | NA | NA |
| Louisville, KY | Transit Auth of River City | MB | 51.6 | 1,230.8 | 1,155.3 | 1,193.8 | 10,657.2 | 1,137.6 | 1,144.7 | 1,211.7 | 10,601.5 | 2.46% | 0.53% |
| Louisville, KY | Transit Auth of River City | MBP | 0.6 | 13.7 | 13.7 | 9.4 | 105.5 | 5.7 | 6.6 | 5.8 | 55.2 | 103.31% | 91.12% |
| Louisville, KY | Transit Auth of River City | TOTAL | NA | NA | NA | NA | NA | 1,166.2 | 1,177.1 | 1,239.8 | 10,876.0 | NA | NA |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Lubbock, TX | Citibus | DR | 0.2 | 4.3 | 4.5 | 4.3 | 36.9 | 3.7 | 4.1 | 3.4 | 35.6 | 16.96% | 3.65% |
| Lubbock, TX | Citibus | MB | 11.8 | 136.4 | 117.4 | 485.2 | 2,437.2 | 133.3 | 135.4 | 465.6 | 2,347.8 | 0.64% | 3.81% |
| Lubbock, TX | Citibus | TOTAL | 12.0 | 140.7 | 121.9 | 489.5 | 2,474.1 | 137.0 | 139.5 | 469.0 | 2,383.4 | 0.89% | 3.81% |
| Lynchburg, VA | Greater Lynchburg Transit Co | DR | NA | 0.8 | 0.9 | 0.9 | 7.4 | 0.9 | 1.0 | 0.9 | 8.3 | -7.14% | -10.84% |
| Lynchburg, VA | Greater Lynchburg Transit Co | MB | 3.8 | 96.7 | 104.1 | 92.3 | 913.5 | 100.2 | 105.7 | 102.8 | 960.9 | -5.05% | -4.93% |
| Lynchburg, VA | Greater Lynchburg Transit Co | TOTAL | NA | 97.5 | 105.0 | 93.2 | 920.9 | 101.1 | 106.7 | 103.7 | 969.2 | -5.07% | -4.98% |
| Lyons, NY | Wayne Area Transp Service | MB | NA | 8.8 | 9.4 | 9.0 | 80.3 | 7.8 | 9.2 | 8.0 | 76.3 | 8.80% | 5.24% |
| Lyons, NY | Wayne Area Transp Service | TOTAL | NA | 8.8 | 9.4 | 9.0 | 80.3 | 7.8 | 9.2 | 8.0 | 76.3 | 8.80% | 5.24% |
| Madison, WI | Madison Metro Transit System | DR | 0.1 | 0.0 | 1.2 | 1.5 | 5.0 | 0.2 | 0.0 | 0.0 | 10.6 | 1250.00% | -52.83% |
| Madison, WI | Madison Metro Transit System | DRP | NA | 12.0 | 11.4 | 11.8 | 110.2 | 13.6 | 13.4 | 13.7 | 138.5 | -13.51% | -20.43% |
| Madison, WI | Madison Metro Transit System | MB | 29.1 | 602.0 | 624.8 | 919.2 | 6,987.7 | 584.6 | 663.0 | 880.0 | 6,982.2 | 0.86% | 0.08% |
| Madison, WI | Madison Metro Transit System | TOTAL | NA | 614.0 | 637.4 | 932.5 | 7,102.9 | 598.4 | 676.4 | 893.7 | 7,131.3 | 0.71% | -0.40% |
| Melbourne, FL | Space Coast Area Transit | DR | 0.9 | 18.5 | 20.4 | 20.5 | 179.5 | 18.3 | 18.3 | 22.2 | 178.3 | 1.02% | 0.67% |
| Melbourne, FL | Space Coast Area Transit | DRP | 0.3 | 7.8 | 6.6 | 6.5 | 66.3 | 8.0 | 8.0 | 8.2 | 74.1 | -13.64% | -10.53% |
| Melbourne, FL | Space Coast Area Transit | MB | 0.8 | 18.9 | 16.9 | 15.8 | 146.7 | 15.6 | 14.4 | 13.7 | 128.0 | 18.08% | 14.61% |
| Melbourne, FL | Space Coast Area Transit | VPP | 1.0 | 20.7 | 20.5 | 19.6 | 197.0 | 20.5 | 19.7 | 22.3 | 196.9 | -2.72% | 0.05% |
| Melbourne, FL | Space Coast Area Transit | TOTAL | 3.0 | 65.9 | 64.4 | 62.4 | 589.5 | 62.4 | 60.4 | 66.4 | 577.3 | 1.85% | 2.11% |
| Memphis, TN | Memphis Area Transit Auth | DR | NA | 9.4 | 10.0 | 9.9 | 88.0 | 9.9 | 11.8 | 10.6 | 98.7 | -9.29% | -10.84% |
| Memphis, TN | Memphis Area Transit Auth | LR | NA | 61.1 | 51.8 | 37.4 | 397.0 | 76.5 | 55.8 | 47.8 | 443.0 | -16.55% | -10.38% |
| Memphis, TN | Memphis Area Transit Auth | MB | NA | 914.6 | 886.9 | 904.6 | 8,267.3 | 834.8 | 936.6 | 983.1 | 8,663.0 | -1.76% | -4.57% |
| Memphis, TN | Memphis Area Transit Auth | TOTAL | NA | 985.1 | 948.7 | 951.9 | 8,752.3 | 921.2 | 1,004.2 | 1,041.5 | 9,204.7 | -2.74% | -4.91% |
| Miami, FL | Metro-Dade Transit Agency | AG | 11.6 | 323.0 | 294.5 | 295.5 | 2,894.5 | 342.8 | 329.1 | 347.5 | 3,101.0 | -10.44% | -6.66% |
| Miami, FL | Metro-Dade Transit Agency | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Miami, FL | Metro-Dade Transit Agency | DRP | NA | 54.9 | 68.5 | 58.1 | 562.5 | 75.8 | 55.1 | 77.7 | 596.9 | -12.99% | -5.76% |
| Miami, FL | Metro-Dade Transit Agency | HR | 45.8 | 1,154.9 | 1,097.5 | 1,141.2 | 10,656.2 | 1,149.7 | 1,129.2 | 1,167.9 | 10,715.6 | -1.54% | -0.55% |
| Miami, FL | Metro-Dade Transit Agency | MB | 192.6 | 5,109.9 | 4,993.3 | 4,959.3 | 45,077.6 | 4,939.9 | 4,845.6 | 5,102.5 | 46,034.5 | 1.17% | -2.08% |
| Miami, FL | Metro-Dade Transit Agency | MBP | 2.1 | 50.1 | 49.1 | 48.2 | 632.2 | 58.5 | 63.0 | 60.0 | 515.3 | -18.79% | 22.69% |
| Miami, FL | Metro-Dade Transit Agency | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Miami, FL | Tri-Cnty Commuter Rail Auth | CRP | 7.1 | 177.7 | 189.5 | 183.1 | 1,726.4 | 187.4 | 186.7 | 186.5 | 1,911.8 | -1.84% | -9.70% |
| Miami, FL | Tri-Cnty Commuter Rail Auth | TOTAL | 7.1 | 177.7 | 189.5 | 183.1 | 1,726.4 | 187.4 | 186.7 | 186.5 | 1,911.8 | -1.84% | -9.70% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|-----------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Middletown, OH | City of Middletown Transit | DR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| Middletown, OH | City of Middletown Transit | MB | 0.7 | 18.1 | 18.5 | 14.9 | 160.7 | 18.0 | 19.6 | 17.8 | 160.3 | -7.04% | 0.25% |
| Middletown, OH | City of Middletown Transit | TOTAL | 0.7 | 18.1 | 18.5 | 14.9 | 160.7 | 18.0 | 19.6 | 17.8 | 160.3 | -7.04% | 0.25% |
| Milwaukee, WI | Milwaukee County Transit Sys | MB | 184.6 | 4,451.8 | 4,323.3 | 5,266.3 | 44,365.7 | 4,075.2 | 4,390.3 | 5,527.6 | 44,112.4 | 0.35% | 0.57% |
| Milwaukee, WI | Milwaukee County Transit Sys | TOTAL | 184.6 | 4,451.8 | 4,323.3 | 5,266.3 | 44,365.7 | 4,075.2 | 4,390.3 | 5,527.6 | 44,112.4 | 0.35% | 0.57% |
| Milwaukee, WI | Waukesha Transit System | DR | 0.0 | 0.9 | 0.9 | 0.9 | 7.8 | 0.0 | 1.7 | 1.5 | 3.2 | -15.63% | 143.75% |
| Milwaukee, WI | Waukesha Transit System | DRP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 12.0 | -100.00% | -100.00% |
| Milwaukee, WI | Waukesha Transit System | MB | 2.2 | 51.6 | 46.8 | 56.3 | 490.9 | 52.9 | 53.1 | 59.4 | 517.9 | -6.47% | -5.21% |
| Milwaukee, WI | Waukesha Transit System | TOTAL | 2.2 | 52.5 | 47.7 | 57.2 | 498.7 | 54.5 | 54.8 | 60.9 | 533.1 | -7.52% | -6.45% |
| Minneapolis, MN | Metropolitan Council Tr Op | MB | 209.6 | 5,104.8 | 5,295.7 | 5,018.8 | 46,826.1 | 5,157.4 | 6,020.5 | 5,555.4 | 49,642.1 | -7.85% | -5.67% |
| Minneapolis, MN | Metropolitan Council Tr Op | MBP | 0.1 | 1.2 | 1.3 | 1.2 | 10.4 | 1.1 | 1.4 | 1.3 | 32.5 | -2.63% | -68.00% |
| Minneapolis, MN | Metropolitan Council Tr Op | TOTAL | 209.7 | 5,106.0 | 5,297.0 | 5,020.0 | 46,836.5 | 5,158.5 | 6,021.9 | 5,556.7 | 49,674.6 | -7.85% | -5.71% |
| Moncks Corner, SC | Berkeley-Charleston-Dorchester RT | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Moncks Corner, SC | Berkeley-Charleston-Dorchester RT | MB | 0.4 | 10.0 | 11.0 | 9.0 | 92.1 | 10.2 | 8.1 | 6.6 | 70.2 | 20.48% | 31.20% |
| Moncks Corner, SC | Berkeley-Charleston-Dorchester RT | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Monroe, MI | Lake Erie Transp Commission | DR | 0.5 | 12.3 | 11.0 | 9.8 | 96.9 | 10.2 | 10.4 | 9.3 | 85.1 | 10.70% | 13.87% |
| Monroe, MI | Lake Erie Transp Commission | MB | 1.3 | 27.7 | 27.0 | 24.6 | 236.2 | 24.0 | 27.6 | 24.4 | 224.8 | 4.34% | 5.07% |
| Monroe, MI | Lake Erie Transp Commission | TOTAL | 1.8 | 40.0 | 38.0 | 34.4 | 333.1 | 34.2 | 38.0 | 33.7 | 309.9 | 6.14% | 7.49% |
| Muncie, IN | Muncie Indiana Transit Sys | DR | 0.2 | 4.4 | 4.4 | 4.5 | 38.8 | 4.0 | 4.0 | 4.5 | 40.6 | 6.40% | -4.43% |
| Muncie, IN | Muncie Indiana Transit Sys | MB | 3.7 | 86.5 | 88.9 | 86.7 | 822.1 | 81.0 | 93.9 | 90.7 | 816.8 | -1.32% | 0.65% |
| Muncie, IN | Muncie Indiana Transit Sys | TOTAL | 3.9 | 90.9 | 93.3 | 91.2 | 860.9 | 85.0 | 97.9 | 95.2 | 857.4 | -0.97% | 0.41% |
| Muskegon, MI | Muskegon Area Transit Sys | DRP | 0.0 | 0.7 | 0.8 | 0.7 | 6.4 | 0.7 | 0.8 | 0.7 | 6.5 | 0.00% | -1.54% |
| Muskegon, MI | Muskegon Area Transit Sys | MB | 1.4 | 38.6 | 40.3 | 35.2 | 344.2 | 44.4 | 48.3 | 44.3 | 442.6 | -16.72% | -22.23% |
| Muskegon, MI | Muskegon Area Transit Sys | TOTAL | 1.4 | 39.3 | 41.1 | 35.9 | 350.6 | 45.1 | 49.1 | 45.0 | 449.1 | -16.45% | -21.93% |
| Nashville, TN | Metropolitan Transit Auth | DR | 0.3 | 8.4 | 8.8 | 8.0 | 75.3 | 8.8 | 11.0 | 9.6 | 84.5 | -14.29% | -10.89% |
| Nashville, TN | Metropolitan Transit Auth | MB | 21.6 | 607.2 | 592.4 | 566.9 | 4,975.5 | 549.5 | 594.6 | 563.2 | 5,058.9 | 3.47% | -1.65% |
| Nashville, TN | Metropolitan Transit Auth | VP | 0.6 | 12.1 | 11.9 | 11.8 | 100.5 | 9.0 | 9.0 | 8.0 | 72.5 | 37.69% | 38.62% |
| Nashville, TN | Metropolitan Transit Auth | TOTAL | 22.5 | 627.7 | 613.1 | 586.7 | 5,151.3 | 567.3 | 614.6 | 580.8 | 5,215.9 | 3.68% | -1.24% |
| New Castle, IN | New Castle Community Transit | MB | 0.1 | 2.4 | 2.5 | 2.4 | 20.1 | 3.9 | 5.7 | 3.5 | 36.9 | -44.27% | -45.53% |
| New Castle, IN | New Castle Community Transit | TOTAL | 0.1 | 2.4 | 2.5 | 2.4 | 20.1 | 3.9 | 5.7 | 3.5 | 36.9 | -44.27% | -45.53% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|----------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| New Haven, CT | Connecticut DOT | CRP | 1.1 | 25.8 | 26.0 | 25.0 | 233.7 | 23.9 | 26.1 | 23.7 | 228.1 | 4.21% | 2.46% |
| New Haven, CT | Connecticut DOT | TOTAL | 1.1 | 25.8 | 26.0 | 25.0 | 233.7 | 23.9 | 26.1 | 23.7 | 228.1 | 4.21% | 2.46% |
| New Haven, CT | Connecticut Transit | MB | 30.4 | 731.7 | 744.9 | 746.8 | 6,828.4 | 703.7 | 748.1 | 734.3 | 6,690.4 | 1.71% | 2.06% |
| New Haven, CT | Connecticut Transit | TOTAL | 30.4 | 731.7 | 744.9 | 746.8 | 6,828.4 | 703.7 | 748.1 | 734.3 | 6,690.4 | 1.71% | 2.06% |
| New York, NY | MTA Long Island Bus | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| New York, NY | MTA Long Island Bus | MB | 88.5 | 2,217.2 | 2,270.4 | 2,158.5 | 19,023.1 | 2,083.9 | 2,249.5 | 2,116.1 | 18,789.8 | 3.05% | 1.24% |
| New York, NY | MTA Long Island Bus | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| New York, NY | MTA Long Island Rail Road | CR | 344.3 | 8,615.0 | 8,451.0 | 7,915.0 | 73,683.0 | 7,929.0 | 8,641.0 | 7,835.0 | 73,354.0 | 2.36% | 0.45% |
| New York, NY | MTA Long Island Rail Road | TOTAL | 344.3 | 8,615.0 | 8,451.0 | 7,915.0 | 73,683.0 | 7,929.0 | 8,641.0 | 7,835.0 | 73,354.0 | 2.36% | 0.45% |
| New York, NY | MTA New York City Transit | DRP | 2.0 | 47.8 | 50.4 | 50.4 | 411.6 | 41.9 | 45.1 | 43.3 | 388.9 | 14.04% | 5.84% |
| New York, NY | MTA New York City Transit | HR | 3,951.7 | 101,129.0 | 99,581.0 | 102,661.0 | 929,961.0 | 95,514.0 | 101,029.0 | 101,279.0 | 920,529.0 | 1.86% | 1.02% |
| New York, NY | MTA New York City Transit | MB | 1,782.0 | 43,047.0 | 41,659.0 | 54,811.0 | 460,738.0 | 44,959.0 | 45,287.0 | 55,716.0 | 493,924.0 | -4.42% | -6.72% |
| New York, NY | MTA New York City Transit | TOTAL | 5,735.7 | 144,223.8 | 141,290.4 | 157,522.4 | 1,391,110.6 | 140,514.9 | 146,361.1 | 157,038.3 | 1,414,841.9 | -0.20% | -1.68% |
| New York, NY | MTA Staten Island Railway | HR | 16.5 | 374.0 | 343.0 | 426.0 | 3,691.0 | 351.0 | 377.0 | 419.0 | 3,770.0 | -0.35% | -2.10% |
| New York, NY | MTA Staten Island Railway | TOTAL | 16.5 | 374.0 | 343.0 | 426.0 | 3,691.0 | 351.0 | 377.0 | 419.0 | 3,770.0 | -0.35% | -2.10% |
| New York, NY | New Jersey Transit Corp | CR | NA | 3,919.4 | 3,833.0 | 3,910.8 | 34,365.0 | 3,597.7 | 3,664.2 | 3,688.9 | 32,925.8 | 6.51% | 4.37% |
| New York, NY | New Jersey Transit Corp | CRP | NA | 117.7 | 117.7 | 107.0 | 1,021.9 | 107.0 | 123.1 | 107.0 | 1,016.6 | 1.57% | 0.52% |
| New York, NY | New Jersey Transit Corp | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| New York, NY | New Jersey Transit Corp | LR | NA | 315.1 | 324.7 | 351.9 | 3,084.7 | 315.1 | 324.7 | 351.9 | 2,986.8 | 0.00% | 3.28% |
| New York, NY | New Jersey Transit Corp | MB | NA | 10,728.6 | 10,963.6 | 10,880.6 | 95,642.2 | 9,999.1 | 10,739.5 | 10,576.2 | 93,583.8 | 4.02% | 2.20% |
| New York, NY | New Jersey Transit Corp | MBP | NA | 869.5 | 869.5 | 924.5 | 7,713.7 | 792.9 | 902.0 | 904.7 | 7,729.0 | 2.46% | -0.20% |
| New York, NY | New Jersey Transit Corp | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| New York, NY | Port Authority of NY & NJ | FBP | 9.5 | 216.9 | 218.7 | 203.7 | 1,805.9 | 209.3 | 239.4 | 203.9 | 1,780.5 | -2.04% | 1.43% |
| New York, NY | Port Authority of NY & NJ | HR | 223.7 | 5,559.6 | 5,557.8 | 5,371.8 | 49,699.8 | 5,111.8 | 5,615.0 | 5,239.6 | 48,467.2 | 3.27% | 2.54% |
| New York, NY | Port Authority of NY & NJ | TOTAL | 233.2 | 5,776.5 | 5,776.5 | 5,575.5 | 51,505.7 | 5,321.1 | 5,854.4 | 5,443.5 | 50,247.7 | 3.07% | 2.50% |
| New York, NY | Westchester County DOT | DRP | 0.6 | 13.0 | 13.2 | 13.1 | 115.8 | 12.1 | 13.2 | 12.7 | 115.8 | 3.42% | 0.00% |
| New York, NY | Westchester County DOT | MBP | 112.1 | 2,343.2 | 2,361.1 | 2,449.7 | 21,481.9 | 2,241.7 | 2,422.5 | 2,528.3 | 21,871.8 | -0.54% | -1.78% |
| New York, NY | Westchester County DOT | TOTAL | 112.7 | 2,356.2 | 2,374.3 | 2,462.8 | 21,597.7 | 2,253.8 | 2,435.7 | 2,541.0 | 21,987.6 | -0.51% | -1.77% |
| Norfolk, VA | Tidewater Transp Dist Comm | DR | 0.9 | 24.9 | 24.8 | 23.5 | 193.3 | 20.0 | 21.0 | 20.8 | 187.6 | 18.45% | 3.04% |
| Norfolk, VA | Tidewater Transp Dist Comm | DRP | 0.5 | 18.1 | 17.4 | 16.6 | 149.6 | 2.3 | 2.7 | 2.7 | 46.8 | 576.62% | 219.66% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Norfolk, VA | Tidewater Transp Dist Comm | FBP | 2.0 | 74.3 | 70.1 | 37.0 | 370.2 | 86.0 | 67.7 | 43.4 | 417.4 | -7.97% | -11.31% |
| Norfolk, VA | Tidewater Transp Dist Comm | MB | 28.5 | 762.5 | 841.8 | 659.1 | 6,178.7 | 684.8 | 706.0 | 656.1 | 5,742.7 | 10.58% | 7.59% |
| Norfolk, VA | Tidewater Transp Dist Comm | VP | 0.2 | 6.5 | 6.5 | 6.5 | 53.2 | 9.7 | 8.8 | 8.8 | 82.8 | -28.57% | -35.75% |
| Norfolk, VA | Tidewater Transp Dist Comm | TOTAL | 32.1 | 886.3 | 960.6 | 742.7 | 6,945.0 | 802.8 | 806.2 | 731.8 | 6,477.3 | 10.63% | 7.22% |
| Norwalk, CT | Norwalk Transit District | DR | 0.1 | 1.1 | 1.2 | 1.3 | 11.6 | 1.1 | 1.2 | 1.2 | 8.1 | 2.86% | 43.21% |
| Norwalk, CT | Norwalk Transit District | DRP | 0.1 | 3.0 | 3.0 | 3.0 | 27.1 | 2.0 | 2.6 | 2.4 | 19.5 | 28.57% | 38.97% |
| Norwalk, CT | Norwalk Transit District | MB | 5.4 | 126.6 | 130.8 | 130.5 | 1,159.5 | 115.6 | 119.8 | 124.9 | 1,127.5 | 7.66% | 2.84% |
| Norwalk, CT | Norwalk Transit District | TOTAL | 5.6 | 130.7 | 135.0 | 134.8 | 1,198.2 | 118.7 | 123.6 | 128.5 | 1,155.1 | 8.01% | 3.73% |
| Ogden, UT | Utah Transit Authority | DRP | NA | 3.0 | 5.3 | 4.1 | 31.1 | 2.8 | 2.6 | 2.5 | 22.2 | 56.96% | 40.09% |
| Ogden, UT | Utah Transit Authority | MB | 11.2 | 259.0 | 281.1 | 232.5 | 2,431.8 | 219.3 | 263.0 | 245.3 | 2,368.9 | 6.18% | 2.66% |
| Ogden, UT | Utah Transit Authority | TOTAL | NA | 262.0 | 286.4 | 236.6 | 2,462.9 | 222.1 | 265.6 | 247.8 | 2,391.1 | 6.73% | 3.00% |
| Olympia, WA | Intercity Transit | DR | 0.5 | 13.9 | 13.6 | 12.8 | 119.6 | 13.9 | 13.8 | 12.7 | 121.0 | -0.25% | -1.16% |
| Olympia, WA | Intercity Transit | MB | 11.5 | 291.5 | 298.3 | 260.1 | 2,601.9 | 257.2 | 270.2 | 248.6 | 2,465.3 | 9.52% | 5.54% |
| Olympia, WA | Intercity Transit | VP | 0.5 | 10.4 | 10.3 | 9.4 | 90.9 | 7.3 | 8.5 | 7.8 | 73.0 | 27.54% | 24.52% |
| Olympia, WA | Intercity Transit | TOTAL | 12.5 | 315.8 | 322.2 | 282.3 | 2,812.4 | 278.4 | 292.5 | 269.1 | 2,659.3 | 9.56% | 5.76% |
| Orlando, FL | Central Florida RTA | DRP | 1.8 | 44.1 | 43.8 | 41.5 | 375.9 | 39.0 | 41.9 | 50.2 | 369.1 | -1.30% | 1.84% |
| Orlando, FL | Central Florida RTA | MB | 50.3 | 1,234.9 | 1,325.7 | 1,322.1 | 11,152.8 | 1,163.5 | 1,157.0 | 1,183.9 | 10,055.1 | 10.80% | 10.92% |
| Orlando, FL | Central Florida RTA | VPP | 0.7 | 14.7 | 14.5 | 12.2 | 124.5 | 15.5 | 16.0 | 13.8 | 147.3 | -8.61% | -15.48% |
| Orlando, FL | Central Florida RTA | TOTAL | 52.7 | 1,293.7 | 1,384.0 | 1,375.8 | 11,653.2 | 1,218.0 | 1,214.9 | 1,247.9 | 10,571.5 | 10.13% | 10.23% |
| Oswego, NY | Centro of Oswego | MB | 1.2 | 42.4 | 19.1 | 51.6 | 414.6 | 42.5 | 23.9 | 51.3 | 388.0 | -3.91% | 6.86% |
| Oswego, NY | Centro of Oswego | TOTAL | 1.2 | 42.4 | 19.1 | 51.6 | 414.6 | 42.5 | 23.9 | 51.3 | 388.0 | -3.91% | 6.86% |
| Owensboro, KY | Owensboro Transit System | DRP | 0.1 | 1.0 | 1.1 | 1.1 | 9.8 | 1.7 | 1.4 | 1.1 | 14.2 | -23.81% | -30.99% |
| Owensboro, KY | Owensboro Transit System | MB | 1.0 | 21.0 | 23.0 | 18.0 | 175.6 | 18.5 | 22.9 | 20.7 | 179.1 | -0.16% | -1.95% |
| Owensboro, KY | Owensboro Transit System | TOTAL | 1.1 | 22.0 | 24.1 | 19.1 | 185.4 | 20.2 | 24.3 | 21.8 | 193.3 | -1.66% | -4.09% |
| Oxnard, CA | South Coast Area Transit | DRP | 0.1 | 1.4 | 1.5 | 1.5 | 12.4 | 1.3 | 1.5 | 1.2 | 9.8 | 10.00% | 26.53% |
| Oxnard, CA | South Coast Area Transit | MB | 9.9 | 243.8 | 248.2 | 247.1 | 2,194.3 | 228.5 | 244.3 | 239.6 | 2,054.8 | 3.75% | 6.79% |
| Oxnard, CA | South Coast Area Transit | TOTAL | 10.0 | 245.2 | 249.7 | 248.6 | 2,206.7 | 229.8 | 245.8 | 240.8 | 2,064.6 | 3.78% | 6.88% |
| Pensacola, FL | Escambia County Area Transit | DRP | 0.1 | 3.0 | 2.9 | 3.0 | 25.4 | 2.5 | 2.5 | 2.6 | 23.6 | 17.11% | 7.63% |
| Pensacola, FL | Escambia County Area Transit | MB | 6.0 | 146.1 | 129.4 | 108.7 | 1,020.2 | 137.4 | 108.0 | 121.6 | 965.8 | 4.69% | 5.63% |
| Pensacola, FL | Escambia County Area Transit | TOTAL | 6.1 | 149.1 | 132.3 | 111.7 | 1,045.6 | 139.9 | 110.5 | 124.2 | 989.4 | 4.94% | 5.68% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Peoria, IL | Greater Peoria Mass Tr Dist | DRP | 0.4 | 7.6 | 7.7 | 7.2 | 59.7 | 5.3 | 6.3 | 5.3 | 50.4 | 33.14% | 18.45% |
| Peoria, IL | Greater Peoria Mass Tr Dist | MB | 5.4 | 114.0 | 117.2 | 112.0 | 1,069.9 | 115.7 | 127.1 | 118.6 | 1,100.2 | -5.04% | -2.75% |
| Peoria, IL | Greater Peoria Mass Tr Dist | TOTAL | 5.8 | 121.6 | 124.9 | 119.2 | 1,129.6 | 121.0 | 133.4 | 123.9 | 1,150.6 | -3.33% | -1.83% |
| Philadelphia, PA | Pennsylvania Dept of Transp | CRP | 0.6 | 13.3 | 12.7 | 13.0 | 116.8 | 14.2 | 15.8 | 13.9 | 100.3 | -11.16% | 16.45% |
| Philadelphia, PA | Pennsylvania Dept of Transp | TOTAL | 0.6 | 13.3 | 12.7 | 13.0 | 116.8 | 14.2 | 15.8 | 13.9 | 100.3 | -11.16% | 16.45% |
| Philadelphia, PA | Port Authority Transit Corp | HR | 37.5 | 909.7 | 872.3 | 846.8 | 8,101.8 | 857.4 | 932.9 | 874.2 | 8,212.8 | -1.34% | -1.35% |
| Philadelphia, PA | Port Authority Transit Corp | TOTAL | 37.5 | 909.7 | 872.3 | 846.8 | 8,101.8 | 857.4 | 932.9 | 874.2 | 8,212.8 | -1.34% | -1.35% |
| Philadelphia, PA | Southeastern Pennsylvania TA | CR | 77.0 | 1,688.2 | 1,981.1 | 1,757.9 | 16,925.3 | 1,620.0 | 2,000.1 | 1,720.3 | 16,834.2 | 1.63% | 0.54% |
| Philadelphia, PA | Southeastern Pennsylvania TA | DRP | 2.2 | 48.5 | 54.1 | 52.4 | 441.9 | 45.2 | 57.0 | 46.8 | 442.3 | 4.03% | -0.09% |
| Philadelphia, PA | Southeastern Pennsylvania TA | HR | 288.9 | 6,383.3 | 7,974.9 | 6,639.1 | 67,451.9 | 6,410.9 | 7,670.2 | 6,557.4 | 63,682.7 | 1.74% | 5.92% |
| Philadelphia, PA | Southeastern Pennsylvania TA | LR | 63.8 | 1,385.3 | 1,743.1 | 1,495.8 | 14,519.3 | 1,255.2 | 1,537.6 | 1,319.2 | 12,673.6 | 12.46% | 14.56% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MB | 467.3 | 10,025.0 | 12,692.1 | 11,094.5 | 105,289.2 | 10,695.3 | 13,068.4 | 11,314.9 | 107,495.1 | -3.61% | -2.05% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MBP | 0.1 | 2.1 | 2.1 | 2.1 | 17.2 | 1.7 | 1.5 | 2.0 | 10.3 | 21.15% | 66.99% |
| Philadelphia, PA | Southeastern Pennsylvania TA | TB | 30.0 | 643.9 | 816.7 | 719.0 | 7,099.1 | 672.2 | 817.6 | 733.7 | 6,906.5 | -1.97% | 2.79% |
| Philadelphia, PA | Southeastern Pennsylvania TA | TOTAL | 929.3 | 20,176.3 | 25,264.1 | 21,760.8 | 211,743.9 | 20,700.5 | 25,152.4 | 21,694.3 | 208,044.7 | -0.51% | 1.78% |
| Phoenix, AZ | City of Phoenix PTD | DRP | 1.7 | 43.8 | 38.0 | 39.7 | 390.6 | 41.6 | 44.1 | 41.2 | 386.2 | -4.26% | 1.14% |
| Phoenix, AZ | City of Phoenix PTD | MB | 100.4 | 2,120.1 | 2,367.4 | 2,373.9 | 21,191.6 | 2,066.1 | 2,400.5 | 2,442.6 | 21,453.2 | -0.69% | -1.22% |
| Phoenix, AZ | City of Phoenix PTD | MBP | 8.5 | 160.8 | 197.3 | 184.1 | 1,584.7 | 165.8 | 184.1 | 177.1 | 1,691.8 | 2.88% | -6.33% |
| Phoenix, AZ | City of Phoenix PTD | TOTAL | 110.6 | 2,324.7 | 2,602.7 | 2,597.7 | 23,166.9 | 2,273.5 | 2,628.7 | 2,660.9 | 23,531.2 | -0.50% | -1.55% |
| Phoenix, AZ | Glendale Transit | DR | 0.3 | 6.4 | 6.2 | 5.6 | 51.2 | 5.5 | 6.2 | 5.2 | 53.0 | 7.69% | -3.40% |
| Phoenix, AZ | Glendale Transit | TOTAL | 0.3 | 6.4 | 6.2 | 5.6 | 51.2 | 5.5 | 6.2 | 5.2 | 53.0 | 7.69% | -3.40% |
| Phoenix, AZ | Regional Public Transp Auth | DRP | 0.9 | 22.1 | 23.1 | 20.8 | 197.7 | 20.7 | 23.4 | 22.1 | 196.7 | -0.30% | 0.51% |
| Phoenix, AZ | Regional Public Transp Auth | MBP | 8.9 | 186.4 | 216.2 | 198.8 | 1,863.7 | 187.3 | 208.7 | 205.1 | 1,879.7 | 0.05% | -0.85% |
| Phoenix, AZ | Regional Public Transp Auth | VPP | 1.7 | 35.4 | 35.2 | 36.9 | 315.0 | 26.2 | 34.4 | 33.1 | 246.7 | 14.73% | 27.69% |
| Phoenix, AZ | Regional Public Transp Auth | TOTAL | 11.5 | 243.9 | 274.5 | 256.5 | 2,376.4 | 234.2 | 266.5 | 260.3 | 2,323.1 | 1.83% | 2.29% |
| Phoenix, AZ | Scottsdale Connection | MBP | 0.4 | 8.4 | 9.8 | 8.0 | 125.9 | 15.2 | 16.8 | 17.5 | 163.3 | -47.07% | -22.90% |
| Phoenix, AZ | Scottsdale Connection | TOTAL | 0.4 | 8.4 | 9.8 | 8.0 | 125.9 | 15.2 | 16.8 | 17.5 | 163.3 | -47.07% | -22.90% |
| Pittsburgh, PA | Port Auth of Allegheny County | DRP | 7.1 | 177.1 | 181.1 | 168.7 | 1,561.5 | 167.2 | 185.4 | 174.7 | 1,598.2 | -0.08% | -2.30% |
| Pittsburgh, PA | Port Auth of Allegheny County | IP | 2.9 | 115.5 | 115.3 | 81.1 | 750.5 | 112.7 | 102.5 | 85.6 | 722.4 | 3.69% | 3.89% |
| Pittsburgh, PA | Port Auth of Allegheny County | IPP | 1.5 | 61.0 | 58.8 | 38.7 | 370.2 | 67.1 | 59.1 | 45.8 | 411.0 | -7.85% | -9.93% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Pittsburgh, PA | Port Auth of Allegheny County | LR | 24.7 | 622.1 | 628.2 | 603.9 | 5,508.9 | 617.4 | 743.1 | 561.0 | 5,768.4 | -3.50% | -4.50% |
| Pittsburgh, PA | Port Auth of Allegheny County | MB | 211.7 | 5,200.2 | 5,369.2 | 5,257.0 | 47,749.4 | 5,076.0 | 5,552.9 | 5,507.9 | 47,984.0 | -1.92% | -0.49% |
| Pittsburgh, PA | Port Auth of Allegheny County | TOTAL | 247.9 | 6,175.9 | 6,352.6 | 6,149.4 | 55,940.5 | 6,040.4 | 6,643.0 | 6,375.0 | 56,484.0 | -2.00% | -0.96% |
| Pittsburgh, PA | Westmoreland County TA | DRP | 0.0 | 0.2 | 0.2 | 0.3 | 2.4 | 0.3 | 0.2 | 0.3 | 2.6 | -12.50% | -7.69% |
| Pittsburgh, PA | Westmoreland County TA | MBP | 1.2 | 25.7 | 28.8 | 23.4 | 222.7 | 23.4 | 27.4 | 24.4 | 223.2 | 3.59% | -0.22% |
| Pittsburgh, PA | Westmoreland County TA | TOTAL | 1.2 | 25.9 | 29.0 | 23.7 | 225.1 | 23.7 | 27.6 | 24.7 | 225.8 | 3.42% | -0.31% |
| Port Angeles, WA | Clallam Transit System | DR | NA | 4.3 | 4.4 | 4.6 | 45.1 | 4.9 | 4.8 | 4.9 | 45.0 | -8.90% | 0.22% |
| Port Angeles, WA | Clallam Transit System | MB | 2.6 | 62.0 | 64.1 | 58.1 | 593.5 | 50.3 | 58.9 | 54.2 | 521.3 | 12.73% | 13.85% |
| Port Angeles, WA | Clallam Transit System | TOTAL | NA | 66.3 | 68.5 | 62.7 | 638.6 | 55.2 | 63.7 | 59.1 | 566.3 | 10.96% | 12.77% |
| Port Arthur, TX | Port Arthur Transit | DR | 0.1 | 1.9 | 1.8 | 1.8 | 15.6 | 1.5 | 1.9 | 1.7 | 16.0 | 7.84% | -2.50% |
| Port Arthur, TX | Port Arthur Transit | MB | 0.7 | 14.9 | 14.0 | 15.4 | 141.0 | 22.3 | 24.3 | 23.7 | 220.4 | -36.98% | -36.03% |
| Port Arthur, TX | Port Arthur Transit | TOTAL | 0.8 | 16.8 | 15.8 | 17.2 | 156.6 | 23.8 | 26.2 | 25.4 | 236.4 | -33.95% | -33.76% |
| Portland, ME | Regional Transp Program | DRP | 0.7 | 15.0 | 14.9 | 14.1 | 132.8 | 14.0 | 15.8 | 14.4 | 134.9 | -0.45% | -1.56% |
| Portland, ME | Regional Transp Program | TOTAL | 0.7 | 15.0 | 14.9 | 14.1 | 132.8 | 14.0 | 15.8 | 14.4 | 134.9 | -0.45% | -1.56% |
| Portland, OR | Clark Co Pub Trp Benefit Area | DRP | 0.6 | 12.0 | 12.5 | 12.5 | 103.4 | 9.0 | 9.8 | 9.3 | 85.2 | 31.67% | 21.36% |
| Portland, OR | Clark Co Pub Trp Benefit Area | MB | 17.3 | 436.8 | 467.4 | 403.2 | 3,672.9 | 332.1 | 385.2 | 344.7 | 3,109.6 | 23.11% | 18.11% |
| Portland, OR | Clark Co Pub Trp Benefit Area | VP | 0.1 | 1.4 | 1.6 | 1.7 | 13.3 | 1.2 | 1.5 | 1.3 | 12.9 | 17.50% | 3.10% |
| Portland, OR | Clark Co Pub Trp Benefit Area | TOTAL | 18.0 | 450.2 | 481.5 | 417.4 | 3,789.6 | 342.3 | 396.5 | 355.3 | 3,207.7 | 23.31% | 18.14% |
| Portland, OR | Tri-County Metro Trp Dist | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Portland, OR | Tri-County Metro Trp Dist | DRP | 2.1 | 47.3 | 49.7 | 47.9 | 428.5 | 42.1 | 47.2 | 44.3 | 392.6 | 8.46% | 9.14% |
| Portland, OR | Tri-County Metro Trp Dist | LR | 27.8 | 769.0 | 777.0 | 772.0 | 6,807.0 | 678.0 | 783.0 | 730.0 | 6,656.0 | 5.80% | 2.27% |
| Portland, OR | Tri-County Metro Trp Dist | MB | 187.9 | 4,775.0 | 4,809.0 | 4,400.0 | 42,093.0 | 4,322.0 | 4,542.0 | 4,158.0 | 39,907.0 | 7.39% | 5.48% |
| Portland, OR | Tri-County Metro Trp Dist | MBP | NA | NA | NA | NA | NA | 0.0 | 0.0 | 0.0 | 65.6 | NA | NA |
| Portland, OR | Tri-County Metro Trp Dist | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Providence, RI | Rhode Island Public TA | DRP | 1.5 | 32.7 | 31.2 | 32.0 | 252.4 | 21.7 | 24.1 | 22.8 | 68.6 | 39.80% | 267.93% |
| Providence, RI | Rhode Island Public TA | MB | 47.0 | 1,112.8 | 1,340.8 | 1,494.6 | 12,725.7 | 1,279.0 | 1,360.6 | 1,427.9 | 12,987.7 | -2.93% | -2.02% |
| Providence, RI | Rhode Island Public TA | TOTAL | 48.5 | 1,145.5 | 1,372.0 | 1,526.6 | 12,978.1 | 1,300.7 | 1,384.7 | 1,450.7 | 13,056.3 | -2.22% | -0.60% |
| Provo, UT | Utah Transit Authority | DRP | NA | 3.5 | 3.6 | 3.2 | 30.2 | 2.8 | 2.6 | 2.5 | 20.3 | 30.38% | 48.77% |
| Provo, UT | Utah Transit Authority | MB | 7.8 | 165.9 | 181.6 | 190.6 | 1,671.1 | 150.5 | 174.7 | 195.7 | 1,619.0 | 3.30% | 3.22% |
| Provo, UT | Utah Transit Authority | TOTAL | NA | 169.4 | 185.2 | 193.8 | 1,701.3 | 153.3 | 177.3 | 198.2 | 1,639.3 | 3.71% | 3.78% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Reading, PA | Berks Area Reading Trp Auth | DR | 0.5 | 11.4 | 11.5 | 10.0 | 94.3 | 11.1 | 13.0 | 11.7 | 108.3 | -8.10% | -12.93% |
| Reading, PA | Berks Area Reading Trp Auth | DRP | 0.2 | 3.2 | 3.4 | 3.6 | 29.6 | 2.9 | 3.4 | 2.9 | 35.4 | 10.87% | -16.38% |
| Reading, PA | Berks Area Reading Trp Auth | MB | 10.2 | 247.9 | 262.7 | 247.4 | 2,284.6 | 246.2 | 276.6 | 267.3 | 2,477.1 | -4.06% | -7.77% |
| Reading, PA | Berks Area Reading Trp Auth | TOTAL | 10.9 | 262.5 | 277.6 | 261.0 | 2,408.5 | 260.2 | 293.0 | 281.9 | 2,620.8 | -4.07% | -8.10% |
| Redding, CA | Redding Area Bus Authority | DRP | 0.2 | 4.6 | 4.8 | 4.5 | 46.4 | 6.6 | 7.3 | 7.1 | 58.4 | -33.81% | -20.55% |
| Redding, CA | Redding Area Bus Authority | MBP | 2.8 | 57.3 | 70.0 | 66.5 | 538.7 | 44.7 | 54.4 | 57.2 | 458.0 | 23.99% | 17.62% |
| Redding, CA | Redding Area Bus Authority | TOTAL | 3.0 | 61.9 | 74.8 | 71.0 | 585.1 | 51.3 | 61.7 | 64.3 | 516.4 | 17.15% | 13.30% |
| Reno, NV | Regional Transportation Comm | DRP | 0.8 | 18.4 | 17.9 | 16.6 | 153.8 | 15.4 | 18.0 | 15.8 | 148.8 | 7.52% | 3.36% |
| Reno, NV | Regional Transportation Comm | MB | 25.2 | 683.7 | 723.5 | 677.8 | 6,056.3 | 701.3 | 755.0 | 713.5 | 6,181.4 | -3.91% | -2.02% |
| Reno, NV | Regional Transportation Comm | TOTAL | 26.0 | 702.1 | 741.4 | 694.4 | 6,210.1 | 716.7 | 773.0 | 729.3 | 6,330.2 | -3.65% | -1.90% |
| Richland, WA | Ben Franklin Transit | DR | 0.6 | 13.3 | 13.7 | 12.4 | 116.3 | 15.3 | 13.7 | 14.4 | 132.8 | -9.22% | -12.42% |
| Richland, WA | Ben Franklin Transit | DRP | 0.1 | 3.7 | 3.3 | 2.0 | 21.1 | 3.3 | 2.8 | 2.0 | 20.1 | 11.11% | 4.98% |
| Richland, WA | Ben Franklin Transit | MB | 12.4 | 273.2 | 336.3 | 299.2 | 2,720.7 | 218.6 | 301.8 | 274.1 | 2,448.8 | 14.37% | 11.10% |
| Richland, WA | Ben Franklin Transit | MBP | 0.3 | 6.7 | 7.0 | 6.0 | 61.0 | 4.9 | 6.2 | 5.6 | 50.4 | 17.96% | 21.03% |
| Richland, WA | Ben Franklin Transit | VP | 2.0 | 44.0 | 42.4 | 42.9 | 415.9 | 37.0 | 40.0 | 36.9 | 325.0 | 13.52% | 27.97% |
| Richland, WA | Ben Franklin Transit | TOTAL | 15.5 | 340.9 | 402.7 | 362.5 | 3,335.0 | 279.1 | 364.5 | 333.0 | 2,977.1 | 13.26% | 12.02% |
| Richmond, VA | Greater Richmond Transit Co | DRP | 0.6 | 12.1 | 12.3 | 11.2 | 102.6 | 10.4 | 12.4 | 11.1 | 100.1 | 5.01% | 2.50% |
| Richmond, VA | Greater Richmond Transit Co | MB | 37.0 | 789.0 | 817.5 | 760.6 | 7,315.6 | 745.3 | 845.0 | 792.9 | 7,460.7 | -0.68% | -1.94% |
| Richmond, VA | Greater Richmond Transit Co | TOTAL | 37.6 | 801.1 | 829.8 | 771.8 | 7,418.2 | 755.7 | 857.4 | 804.0 | 7,560.8 | -0.60% | -1.89% |
| Riverside, CA | OMNITRANS | DRP | 2.0 | 48.6 | 48.1 | 43.5 | 448.3 | 57.7 | 60.0 | 57.9 | 490.9 | -20.16% | -8.68% |
| Riverside, CA | OMNITRANS | MB | 32.6 | 711.9 | 828.6 | 822.6 | 7,087.9 | 664.4 | 746.5 | 779.2 | 6,306.3 | 7.90% | 12.39% |
| Riverside, CA | OMNITRANS | MBP | 1.0 | 20.7 | 21.6 | 19.9 | 223.7 | 29.1 | 31.6 | 27.0 | 321.5 | -29.08% | -30.42% |
| Riverside, CA | OMNITRANS | TOTAL | 35.6 | 781.2 | 898.3 | 886.0 | 7,759.9 | 751.2 | 838.1 | 864.1 | 7,118.7 | 4.57% | 9.01% |
| Riverside, CA | Riverside Transit Agency | DRP | 0.7 | 16.2 | 16.4 | 15.4 | 145.7 | 15.7 | 18.0 | 15.9 | 149.9 | -3.23% | -2.80% |
| Riverside, CA | Riverside Transit Agency | MB | 18.4 | 442.8 | 454.3 | 462.8 | 4,193.9 | 407.9 | 446.3 | 465.7 | 3,857.9 | 3.03% | 8.71% |
| Riverside, CA | Riverside Transit Agency | MBP | 1.9 | 50.1 | 52.3 | 48.3 | 450.0 | 40.9 | 47.0 | 44.2 | 366.7 | 14.08% | 22.72% |
| Riverside, CA | Riverside Transit Agency | TOTAL | 21.0 | 509.1 | 523.0 | 526.5 | 4,789.6 | 464.5 | 511.3 | 525.8 | 4,374.5 | 3.80% | 9.49% |
| Rochester, NY | Lift Line | DR | NA | 28.1 | 14.9 | 13.9 | 118.7 | 25.8 | 10.6 | 10.3 | 107.3 | 21.84% | 10.62% |
| Rochester, NY | Lift Line | TOTAL | NA | 28.1 | 14.9 | 13.9 | 118.7 | 25.8 | 10.6 | 10.3 | 107.3 | 21.84% | 10.62% |
| Rochester, NY | Regional Transit Service | MB | 40.5 | 940.7 | 918.7 | 1,182.4 | 9,731.4 | 933.7 | 1,006.3 | 1,154.3 | 10,111.7 | -1.70% | -3.76% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Rochester, NY | Regional Transit Service | TOTAL | 40.5 | 940.7 | 918.7 | 1,182.4 | 9,731.4 | 933.7 | 1,006.3 | 1,154.3 | 10,111.7 | -1.70% | -3.76% |
| Rock Glen, NY | Wyoming Transit Service | DR | NA | 4.3 | 5.1 | 4.4 | 39.8 | 2.8 | 4.4 | 3.6 | 27.7 | 27.78% | 43.68% |
| Rock Glen, NY | Wyoming Transit Service | TOTAL | NA | 4.3 | 5.1 | 4.4 | 39.8 | 2.8 | 4.4 | 3.6 | 27.7 | 27.78% | 43.68% |
| Saint Louis, MO | Bi-State Development Agency | DR | 1.3 | 30.5 | 30.2 | 29.2 | 261.5 | 25.3 | 29.1 | 26.4 | 231.2 | 11.26% | 13.11% |
| Saint Louis, MO | Bi-State Development Agency | LR | 45.8 | 1,572.9 | 1,387.9 | 1,257.5 | 10,537.2 | 1,228.1 | 1,041.6 | 1,227.5 | 9,139.1 | 20.62% | 15.30% |
| Saint Louis, MO | Bi-State Development Agency | MB | 125.8 | 3,161.1 | 3,170.9 | 3,188.5 | 27,940.9 | 3,026.1 | 3,290.3 | 3,327.1 | 28,923.7 | -1.28% | -3.40% |
| Saint Louis, MO | Bi-State Development Agency | TOTAL | 172.8 | 4,764.5 | 4,589.0 | 4,475.2 | 38,739.6 | 4,279.5 | 4,361.0 | 4,581.0 | 38,294.0 | 4.59% | 1.16% |
| Salem, OR | Salem Area Mass Transit | MB | 10.3 | 247.2 | 254.4 | 245.6 | 2,354.0 | 219.2 | 240.1 | 239.1 | 2,220.0 | 6.99% | 6.04% |
| Salem, OR | Salem Area Mass Transit | TOTAL | 10.3 | 247.2 | 254.4 | 245.6 | 2,354.0 | 219.2 | 240.1 | 239.1 | 2,220.0 | 6.99% | 6.04% |
| Salt Lake City, UT | Utah Transit Authority | DR | NA | 22.3 | 23.7 | 21.9 | 198.9 | 17.1 | 20.3 | 20.0 | 171.4 | 18.29% | 16.04% |
| Salt Lake City, UT | Utah Transit Authority | DRP | NA | 1.0 | 0.9 | 0.5 | 11.3 | 1.2 | 1.0 | 1.0 | 11.1 | -25.00% | 1.80% |
| Salt Lake City, UT | Utah Transit Authority | MB | 62.0 | 1,430.9 | 1,513.4 | 1,323.5 | 13,591.0 | 1,247.6 | 1,473.5 | 1,360.1 | 13,065.8 | 4.57% | 4.02% |
| Salt Lake City, UT | Utah Transit Authority | VPP | NA | 15.3 | 18.1 | 16.4 | 166.8 | NA | NA | NA | NA | NA | NA |
| Salt Lake City, UT | Utah Transit Authority | TOTAL | NA | 1,469.5 | 1,556.1 | 1,362.3 | 13,968.0 | NA | NA | NA | NA | NA | NA |
| San Antonio, TX | VIA Metropolitan Transit | DR | 2.2 | 55.1 | 54.8 | 50.2 | 506.8 | 65.3 | 69.3 | 69.1 | 606.9 | -21.40% | -16.49% |
| San Antonio, TX | VIA Metropolitan Transit | DRP | 1.3 | 27.4 | 28.1 | 26.1 | 223.6 | 30.9 | 35.9 | 30.3 | 284.4 | -15.96% | -21.38% |
| San Antonio, TX | VIA Metropolitan Transit | MB | 118.3 | 2,977.5 | 3,174.1 | 3,114.0 | 26,373.8 | 3,776.6 | 4,024.3 | 3,776.8 | 34,113.9 | -19.97% | -22.69% |
| San Antonio, TX | VIA Metropolitan Transit | TOTAL | 121.8 | 3,060.0 | 3,257.0 | 3,190.3 | 27,104.2 | 3,872.8 | 4,129.5 | 3,876.2 | 35,005.2 | -19.96% | -22.57% |
| San Diego, CA | San Diego County Transit Sys | DRP | 0.3 | 10.3 | 10.0 | 9.0 | 82.6 | 9.0 | 10.1 | 8.5 | 87.7 | 6.16% | -5.82% |
| San Diego, CA | San Diego County Transit Sys | MBP | 14.3 | 308.1 | 274.9 | 315.8 | 2,793.5 | 276.3 | 300.0 | 309.3 | 2,637.8 | 1.49% | 5.90% |
| San Diego, CA | San Diego County Transit Sys | TOTAL | 14.6 | 318.4 | 284.9 | 324.8 | 2,876.1 | 285.3 | 310.1 | 317.8 | 2,725.5 | 1.63% | 5.53% |
| San Diego, CA | San Diego Metrop Tr Dev Bd | DRP | 1.0 | 18.6 | 21.7 | 21.3 | 172.4 | 10.9 | 13.9 | 12.2 | 76.1 | 66.49% | 126.54% |
| San Diego, CA | San Diego Metrop Tr Dev Bd | MBP | 22.6 | 577.9 | 584.1 | 581.0 | 4,199.6 | 350.3 | 349.2 | 377.6 | 3,025.7 | 61.82% | 38.80% |
| San Diego, CA | San Diego Metrop Tr Dev Bd | TOTAL | 23.6 | 596.5 | 605.8 | 602.3 | 4,372.0 | 361.2 | 363.1 | 389.8 | 3,101.8 | 61.98% | 40.95% |
| San Diego, CA | San Diego Transit Corp | DRP | 0.8 | 19.5 | 15.4 | 16.9 | 165.1 | 15.8 | 20.8 | 18.3 | 169.4 | -5.65% | -2.54% |
| San Diego, CA | San Diego Transit Corp | MB | 105.6 | 2,838.7 | 2,801.9 | 2,822.5 | 24,985.1 | 2,761.4 | 2,847.1 | 2,821.5 | 24,632.9 | 0.39% | 1.43% |
| San Diego, CA | San Diego Transit Corp | TOTAL | 106.4 | 2,858.2 | 2,817.3 | 2,839.4 | 25,150.2 | 2,777.2 | 2,867.9 | 2,839.8 | 24,802.3 | 0.35% | 1.40% |
| San Diego, CA | San Diego Trolley | LR | 53.5 | 1,668.0 | 1,678.5 | 1,410.7 | 12,999.5 | 1,459.8 | 1,492.2 | 1,409.8 | 12,278.0 | 9.07% | 5.88% |
| San Diego, CA | San Diego Trolley | TOTAL | 53.5 | 1,668.0 | 1,678.5 | 1,410.7 | 12,999.5 | 1,459.8 | 1,492.2 | 1,409.8 | 12,278.0 | 9.07% | 5.88% |
| San Francisco, CA | Alameda-Contra Costa TD | MB | NA | 4,039.6 | 4,172.1 | 4,298.4 | 39,528.1 | 4,159.4 | 4,449.7 | 4,553.2 | 42,793.7 | -4.96% | -7.63% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| San Francisco, CA | Alameda-Contra Costa TD | MBP | NA | 16.7 | 16.3 | 15.9 | 136.0 | 14.0 | 15.0 | 13.1 | 115.4 | 16.15% | 17.85% |
| San Francisco, CA | Alameda-Contra Costa TD | TOTAL | NA | 4,056.3 | 4,188.4 | 4,314.3 | 39,664.1 | 4,173.4 | 4,464.7 | 4,566.3 | 42,909.1 | -4.89% | -7.56% |
| San Francisco, CA | Central Contra Costa TA | DRP | 0.4 | 9.1 | 9.2 | 8.4 | 78.6 | 7.1 | 8.2 | 8.0 | 66.1 | 14.59% | 18.91% |
| San Francisco, CA | Central Contra Costa TA | MB | 15.1 | 321.3 | 315.8 | 370.0 | 3,108.1 | 275.0 | 299.2 | 338.3 | 2,912.1 | 10.37% | 6.73% |
| San Francisco, CA | Central Contra Costa TA | TOTAL | 15.5 | 330.4 | 325.0 | 378.4 | 3,186.7 | 282.1 | 307.4 | 346.3 | 2,978.2 | 10.47% | 7.00% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | DRP | 0.3 | 6.6 | 6.3 | 6.6 | 54.2 | 5.0 | 5.2 | 5.2 | 44.2 | 26.62% | 22.62% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | FB | 5.5 | 150.4 | 161.9 | 133.3 | 1,111.1 | 139.3 | 156.7 | 131.5 | 1,025.1 | 4.23% | 8.39% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | MB | 31.7 | 772.9 | 772.7 | 791.2 | 6,788.2 | 685.2 | 758.2 | 735.3 | 6,475.3 | 7.26% | 4.83% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | MBP | 0.6 | 13.3 | 13.3 | 12.5 | 122.2 | 12.2 | 14.1 | 12.9 | 133.6 | -0.26% | -8.53% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | TOTAL | 38.2 | 943.2 | 954.2 | 943.6 | 8,075.7 | 841.7 | 934.2 | 884.9 | 7,678.2 | 6.77% | 5.18% |
| San Francisco, CA | Livermore/Amador Valley TA | DRP | NA | 1.9 | 2.1 | 2.3 | 17.9 | 1.6 | 1.6 | 1.8 | 15.8 | 26.00% | 13.29% |
| San Francisco, CA | Livermore/Amador Valley TA | MBP | 3.5 | 84.7 | 81.2 | 87.2 | 762.9 | 73.0 | 78.1 | 80.9 | 702.3 | 9.09% | 8.63% |
| San Francisco, CA | Livermore/Amador Valley TA | TOTAL | NA | 86.6 | 83.3 | 89.5 | 780.8 | 74.6 | 79.7 | 82.7 | 718.1 | 9.45% | 8.73% |
| San Francisco, CA | Peninsula Corridor JPB | CRP | 23.0 | 658.6 | 674.6 | 665.5 | 5,786.5 | 592.3 | 622.4 | 593.8 | 5,312.8 | 10.52% | 8.92% |
| San Francisco, CA | Peninsula Corridor JPB | TOTAL | 23.0 | 658.6 | 674.6 | 665.5 | 5,786.5 | 592.3 | 622.4 | 593.8 | 5,312.8 | 10.52% | 8.92% |
| San Francisco, CA | San Francisco Bay Area RTD | HR | 268.2 | 6,671.3 | 6,814.5 | 6,572.7 | 58,669.5 | 6,082.1 | 6,651.6 | 6,296.1 | 56,963.5 | 5.41% | 2.99% |
| San Francisco, CA | San Francisco Bay Area RTD | MBP | 7.3 | 228.3 | 228.6 | 226.7 | 2,068.0 | 208.7 | 211.7 | 147.2 | 1,717.4 | 20.44% | 20.41% |
| San Francisco, CA | San Francisco Bay Area RTD | TOTAL | 275.5 | 6,899.6 | 7,043.1 | 6,799.4 | 60,737.5 | 6,290.8 | 6,863.3 | 6,443.3 | 58,680.9 | 5.84% | 3.50% |
| San Francisco, CA | San Mateo County Tran Dist | DRP | 0.7 | 17.4 | 17.0 | 16.3 | 143.0 | 15.1 | 16.6 | 16.2 | 137.7 | 5.85% | 3.85% |
| San Francisco, CA | San Mateo County Tran Dist | MB | 40.5 | 881.4 | 877.8 | 1,109.5 | 9,423.5 | 873.1 | 978.9 | 1,157.6 | 9,802.6 | -4.68% | -3.87% |
| San Francisco, CA | San Mateo County Tran Dist | MBP | 17.4 | 480.2 | 481.0 | 467.7 | 4,205.4 | 517.1 | 544.5 | 529.2 | 4,550.4 | -10.18% | -7.58% |
| San Francisco, CA | San Mateo County Tran Dist | TOTAL | 58.5 | 1,379.0 | 1,375.8 | 1,593.5 | 13,771.9 | 1,405.3 | 1,540.0 | 1,703.0 | 14,490.7 | -6.45% | -4.96% |
| San Jose, CA | Santa Clara Valley Trp Auth | DRP | 1.4 | 34.1 | 34.6 | 34.3 | 300.1 | 28.0 | 31.7 | 29.4 | 257.9 | 15.60% | 16.36% |
| San Jose, CA | Santa Clara Valley Trp Auth | LR | 21.2 | 520.2 | 560.9 | 568.6 | 4,876.6 | 480.3 | 514.5 | 471.8 | 4,297.3 | 12.48% | 13.48% |
| San Jose, CA | Santa Clara Valley Trp Auth | MB | 143.9 | 3,580.6 | 3,665.5 | 3,899.8 | 32,921.7 | 3,214.3 | 3,442.4 | 3,599.8 | 30,473.3 | 8.67% | 8.03% |
| San Jose, CA | Santa Clara Valley Trp Auth | MBP | 1.2 | 35.0 | 32.9 | 15.8 | 195.4 | 25.9 | 25.5 | 15.5 | 165.1 | 25.11% | 18.35% |
| San Jose, CA | Santa Clara Valley Trp Auth | TOTAL | 167.7 | 4,169.9 | 4,293.9 | 4,518.5 | 38,293.8 | 3,748.5 | 4,014.1 | 4,116.5 | 35,193.6 | 9.29% | 8.81% |
| San Juan, PR | Metropolitan Bus Authority | DR | 0.2 | 2.7 | 5.1 | 3.7 | 32.0 | 2.7 | 3.7 | 2.8 | 29.8 | 25.00% | 7.38% |
| San Juan, PR | Metropolitan Bus Authority | MB | 55.7 | 1,358.6 | 1,466.4 | 1,313.0 | 12,600.4 | 1,299.8 | 1,422.5 | 1,292.2 | 13,093.1 | 3.08% | -3.76% |
| San Juan, PR | Metropolitan Bus Authority | TOTAL | 55.9 | 1,361.3 | 1,471.5 | 1,316.7 | 12,632.4 | 1,302.5 | 1,426.2 | 1,295.0 | 13,122.9 | 3.13% | -3.74% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| San Luis Obispo, CA | San Luis Transit | MB | NA | 55.8 | 59.1 | 77.5 | 776.2 | 66.3 | 51.7 | 67.3 | 674.9 | 3.83% | 15.01% |
| San Luis Obispo, CA | San Luis Transit | TOTAL | NA | 55.8 | 59.1 | 77.5 | 776.2 | 66.3 | 51.7 | 67.3 | 674.9 | 3.83% | 15.01% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | DRP | 0.2 | 3.6 | 3.8 | 4.1 | 31.7 | 2.6 | 2.7 | 2.8 | 23.6 | 41.98% | 34.32% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | MB | 17.5 | 502.3 | 493.1 | 555.2 | 5,063.7 | 455.8 | 445.8 | 501.5 | 4,924.3 | 10.51% | 2.83% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | MBP | 0.7 | 11.9 | 14.2 | 17.3 | 133.7 | 9.9 | 12.8 | 17.3 | 129.0 | 8.50% | 3.64% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | TOTAL | 18.4 | 517.8 | 511.1 | 576.6 | 5,229.1 | 468.3 | 461.3 | 521.6 | 5,076.9 | 10.63% | 3.00% |
| Sarasota, FL | Sarasota County Area Transit | DRP | 0.2 | 4.6 | 4.7 | 4.9 | 42.5 | 3.5 | 3.3 | 3.3 | 37.0 | 40.59% | 14.86% |
| Sarasota, FL | Sarasota County Area Transit | MB | 6.0 | 149.3 | 154.4 | 139.7 | 1,397.9 | 127.3 | 139.6 | 132.9 | 1,241.2 | 10.91% | 12.62% |
| Sarasota, FL | Sarasota County Area Transit | TOTAL | 6.2 | 153.9 | 159.1 | 144.6 | 1,440.4 | 130.8 | 142.9 | 136.2 | 1,278.2 | 11.64% | 12.69% |
| Savannah, GA | Chatham Area Transit Auth | DRP | 0.2 | 3.9 | 4.2 | 3.8 | 37.8 | 3.9 | 4.3 | 4.2 | 35.0 | -4.03% | 8.00% |
| Savannah, GA | Chatham Area Transit Auth | MB | 11.2 | 285.0 | 297.5 | 266.1 | 2,700.5 | 333.5 | 324.5 | 322.4 | 3,100.5 | -13.44% | -12.90% |
| Savannah, GA | Chatham Area Transit Auth | TOTAL | 11.4 | 288.9 | 301.7 | 269.9 | 2,738.3 | 337.4 | 328.8 | 326.6 | 3,135.5 | -13.33% | -12.67% |
| Scranton, PA | Luzerne County Transp Auth | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Scranton, PA | Luzerne County Transp Auth | MB | 6.0 | 128.0 | 130.5 | 126.9 | 1,138.0 | 116.6 | 135.1 | 131.9 | 1,171.4 | 0.47% | -2.85% |
| Scranton, PA | Luzerne County Transp Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Seaside, CA | Monterey-Salinas Transit | MB | 17.0 | 365.7 | 392.1 | 351.1 | 2,873.7 | 364.1 | 391.5 | 374.5 | 2,945.2 | -1.88% | -2.43% |
| Seaside, CA | Monterey-Salinas Transit | MBP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Seaside, CA | Monterey-Salinas Transit | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Seattle, WA | King County Dept of Transp | DRP | 2.9 | 82.4 | 85.6 | 80.5 | 693.0 | 48.3 | 56.7 | 53.1 | 462.2 | 57.18% | 49.94% |
| Seattle, WA | King County Dept of Transp | LR | 1.6 | 82.3 | 95.6 | 52.1 | 406.2 | 79.5 | 77.3 | 52.6 | 228.0 | 9.84% | 78.16% |
| Seattle, WA | King County Dept of Transp | MB | 183.0 | 4,791.4 | 4,722.3 | 4,862.2 | 44,147.3 | 4,580.7 | 4,514.7 | 4,648.4 | 42,315.2 | 4.60% | 4.33% |
| Seattle, WA | King County Dept of Transp | MBP | 1.9 | 47.5 | 47.3 | 28.7 | 406.5 | 59.7 | 65.0 | 55.6 | 544.7 | -31.50% | -25.37% |
| Seattle, WA | King County Dept of Transp | TB | 75.1 | 1,965.7 | 1,937.3 | 1,994.7 | 18,111.3 | 1,879.2 | 1,852.1 | 1,907.0 | 17,359.6 | 4.60% | 4.33% |
| Seattle, WA | King County Dept of Transp | VP | 9.0 | 188.2 | 197.3 | 154.4 | 1,432.0 | 163.7 | 168.7 | 143.0 | 1,419.2 | 13.57% | 0.90% |
| Seattle, WA | King County Dept of Transp | TOTAL | 273.5 | 7,157.5 | 7,085.4 | 7,172.6 | 65,196.3 | 6,811.1 | 6,734.5 | 6,859.7 | 62,328.9 | 4.95% | 4.60% |
| Seattle, WA | Snohomish County PTBA | DRP | 0.5 | 12.4 | 12.1 | 11.6 | 111.5 | 11.3 | 12.2 | 11.4 | 109.1 | 3.44% | 2.20% |
| Seattle, WA | Snohomish County PTBA | MB | 15.8 | 402.6 | 388.2 | 372.8 | 3,486.1 | 293.1 | 309.1 | 298.8 | 2,691.9 | 29.15% | 29.50% |
| Seattle, WA | Snohomish County PTBA | MBP | 8.1 | 179.1 | 176.9 | 167.4 | 1,578.2 | 151.4 | 179.6 | 163.1 | 1,483.6 | 5.93% | 6.38% |
| Seattle, WA | Snohomish County PTBA | VP | 1.5 | 31.7 | 32.3 | 31.8 | 275.9 | 16.2 | 19.4 | 18.3 | 170.4 | 77.74% | 61.91% |
| Seattle, WA | Snohomish County PTBA | TOTAL | 25.8 | 625.8 | 609.5 | 583.6 | 5,451.7 | 472.0 | 520.3 | 491.6 | 4,455.0 | 22.58% | 22.37% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Seattle, WA | Washington State Ferries | FB | NA | 2,693.0 | 2,841.2 | 2,144.2 | 18,945.9 | 2,581.4 | 2,668.4 | 2,192.8 | 18,639.3 | 3.17% | 1.64% |
| Seattle, WA | Washington State Ferries | TOTAL | NA | 2,693.0 | 2,841.2 | 2,144.2 | 18,945.9 | 2,581.4 | 2,668.4 | 2,192.8 | 18,639.3 | 3.17% | 1.64% |
| Shreveport, LA | Shreveport Area Transit Sys | DRP | NA | 2.9 | 3.0 | 2.9 | 26.9 | 2.6 | 2.9 | 2.8 | 25.3 | 6.02% | 6.32% |
| Shreveport, LA | Shreveport Area Transit Sys | MB | NA | 292.7 | 290.8 | 294.4 | 2,656.8 | 273.3 | 318.9 | 299.8 | 2,717.4 | -1.58% | -2.23% |
| Shreveport, LA | Shreveport Area Transit Sys | TOTAL | NA | 295.6 | 293.8 | 297.3 | 2,683.7 | 275.9 | 321.8 | 302.6 | 2,742.7 | -1.51% | -2.15% |
| Sioux Falls, SD | Sioux Falls Transit | DR | 0.3 | 7.1 | 7.3 | 7.0 | 63.5 | 6.1 | 7.2 | 6.7 | 60.1 | 7.00% | 5.66% |
| Sioux Falls, SD | Sioux Falls Transit | DRP | 0.1 | 1.6 | 1.6 | 1.4 | 15.1 | 2.1 | 2.5 | 2.1 | 20.4 | -31.34% | -25.98% |
| Sioux Falls, SD | Sioux Falls Transit | MB | 1.7 | 34.0 | 34.4 | 39.1 | 366.3 | 32.0 | 38.4 | 38.8 | 369.6 | -1.56% | -0.89% |
| Sioux Falls, SD | Sioux Falls Transit | TOTAL | 2.1 | 42.7 | 43.3 | 47.5 | 444.9 | 40.2 | 48.1 | 47.6 | 450.1 | -1.77% | -1.16% |
| Spokane, WA | Spokane Transit Authority | DR | 1.1 | 24.5 | 24.1 | 23.1 | 222.3 | 21.1 | 24.0 | 21.5 | 218.6 | 7.66% | 1.69% |
| Spokane, WA | Spokane Transit Authority | DRP | 0.6 | 13.8 | 13.6 | 13.0 | 125.4 | 12.5 | 12.8 | 13.7 | 107.2 | 3.59% | 16.98% |
| Spokane, WA | Spokane Transit Authority | MB | 23.7 | 592.2 | 570.9 | 583.8 | 5,834.5 | 531.1 | 564.1 | 567.6 | 5,622.9 | 5.06% | 3.76% |
| Spokane, WA | Spokane Transit Authority | VP | 0.3 | 5.6 | 5.3 | 5.4 | 59.2 | 5.3 | 6.3 | 6.2 | 58.9 | -8.43% | 0.51% |
| Spokane, WA | Spokane Transit Authority | TOTAL | 25.8 | 636.1 | 613.9 | 625.3 | 6,241.4 | 570.0 | 607.2 | 609.0 | 6,007.6 | 4.99% | 3.89% |
| Springfield, IL | Springfield Mass Transit Dist | DR | 0.2 | 4.0 | 4.0 | 3.8 | 36.4 | 4.6 | 4.0 | 4.7 | 41.1 | -11.28% | -11.44% |
| Springfield, IL | Springfield Mass Transit Dist | MB | 3.9 | 103.3 | 102.8 | 93.0 | 979.9 | 76.4 | 126.9 | 117.8 | 997.1 | -6.85% | -1.73% |
| Springfield, IL | Springfield Mass Transit Dist | TOTAL | 4.1 | 107.3 | 106.8 | 96.8 | 1,016.3 | 81.0 | 130.9 | 122.5 | 1,038.2 | -7.03% | -2.11% |
| Springfield, MA | UMass Transit Service | MB | 6.4 | 56.3 | 50.4 | 310.5 | 1,756.3 | 58.4 | 59.3 | 317.6 | 1,779.6 | -4.16% | -1.31% |
| Springfield, MA | UMass Transit Service | TOTAL | 6.4 | 56.3 | 50.4 | 310.5 | 1,756.3 | 58.4 | 59.3 | 317.6 | 1,779.6 | -4.16% | -1.31% |
| Springfield, MO | City Utilities of Springfield | DR | 0.1 | 1.7 | 1.7 | 1.7 | 14.5 | 1.3 | 1.3 | 1.2 | 12.3 | 34.21% | 17.89% |
| Springfield, MO | City Utilities of Springfield | MB | 4.1 | 103.7 | 106.9 | 89.7 | 935.7 | 106.3 | 108.0 | 105.3 | 971.9 | -6.04% | -3.72% |
| Springfield, MO | City Utilities of Springfield | TOTAL | 4.2 | 105.4 | 108.6 | 91.4 | 950.2 | 107.6 | 109.3 | 106.5 | 984.2 | -5.57% | -3.45% |
| Stamford, CT | Connecticut Transit | MB | 10.4 | 256.6 | 268.0 | 245.8 | 2,222.2 | 220.6 | 240.4 | 217.8 | 2,012.3 | 13.49% | 10.43% |
| Stamford, CT | Connecticut Transit | TOTAL | 10.4 | 256.6 | 268.0 | 245.8 | 2,222.2 | 220.6 | 240.4 | 217.8 | 2,012.3 | 13.49% | 10.43% |
| State College, PA | Centre Area Transp Auth | DRP | NA | 2.1 | 2.1 | 2.2 | 21.0 | 2.1 | 2.2 | 2.1 | 18.5 | 0.00% | 13.51% |
| State College, PA | Centre Area Transp Auth | MB | NA | 63.0 | 127.0 | 108.0 | 1,172.0 | 54.5 | 97.7 | 182.6 | 1,127.4 | -10.99% | 3.96% |
| State College, PA | Centre Area Transp Auth | MBP | NA | 22.0 | 20.3 | 31.9 | 278.2 | 12.3 | 15.5 | 33.3 | 257.3 | 21.44% | 8.12% |
| State College, PA | Centre Area Transp Auth | TOTAL | NA | 87.1 | 149.4 | 142.1 | 1,471.2 | 68.9 | 115.4 | 218.0 | 1,403.2 | -5.89% | 4.85% |
| Stockton, CA | San Joaquin Reg Trans Dist | DR | 0.3 | 7.8 | 7.5 | 7.5 | 67.5 | 7.2 | 9.7 | 7.4 | 65.8 | -6.17% | 2.58% |
| Stockton, CA | San Joaquin Reg Trans Dist | DRP | 0.0 | 0.4 | 0.3 | 0.3 | 3.8 | 0.4 | 0.5 | 0.4 | 4.2 | -23.08% | -9.52% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Stockton, CA | San Joaquin Reg Trans Dist | MB | 8.6 | 212.6 | 221.7 | 237.4 | 1,966.8 | 222.9 | 257.7 | 277.2 | 2,174.4 | -11.36% | -9.55% |
| Stockton, CA | San Joaquin Reg Trans Dist | TOTAL | 8.9 | 220.8 | 229.5 | 245.2 | 2,038.1 | 230.5 | 267.9 | 285.0 | 2,244.4 | -11.22% | -9.19% |
| Syracuse, NY | Centro Call-A-Bus | DR | 0.2 | 6.8 | 7.1 | 6.5 | 57.0 | 6.0 | 6.9 | 6.2 | 59.9 | 6.81% | -4.84% |
| Syracuse, NY | Centro Call-A-Bus | TOTAL | 0.2 | 6.8 | 7.1 | 6.5 | 57.0 | 6.0 | 6.9 | 6.2 | 59.9 | 6.81% | -4.84% |
| Syracuse, NY | CNY Centro | MB | 27.2 | 580.8 | 959.9 | 955.3 | 7,557.0 | 570.9 | 984.4 | 1,092.7 | 8,079.1 | -5.74% | -6.46% |
| Syracuse, NY | CNY Centro | TOTAL | 27.2 | 580.8 | 959.9 | 955.3 | 7,557.0 | 570.9 | 984.4 | 1,092.7 | 8,079.1 | -5.74% | -6.46% |
| Tacoma, WA | Pierce County PTBA | DR | 0.6 | 12.5 | 14.0 | 12.9 | 120.9 | 13.3 | 14.6 | 13.6 | 159.1 | -5.06% | -24.01% |
| Tacoma, WA | Pierce County PTBA | DRP | 1.0 | 20.1 | 24.4 | 23.2 | 205.1 | 26.8 | 26.7 | 26.8 | 270.5 | -15.69% | -24.18% |
| Tacoma, WA | Pierce County PTBA | MB | 36.8 | 963.8 | 946.3 | 917.6 | 8,627.1 | 840.7 | 862.6 | 882.9 | 8,048.3 | 9.34% | 7.19% |
| Tacoma, WA | Pierce County PTBA | VP | 1.2 | 23.3 | 26.1 | 25.7 | 227.6 | 28.4 | 23.1 | 22.4 | 228.0 | 1.62% | -0.18% |
| Tacoma, WA | Pierce County PTBA | TOTAL | 39.5 | 1,019.7 | 1,010.8 | 979.4 | 9,180.7 | 909.2 | 927.0 | 945.7 | 8,705.9 | 8.20% | 5.45% |
| Tallahassee, FL | TALTRAN | DR | 0.2 | 3.8 | 3.8 | 3.5 | 36.5 | 3.6 | 4.1 | 4.0 | 41.5 | -5.13% | -12.05% |
| Tallahassee, FL | TALTRAN | DRP | 0.0 | 0.6 | 0.6 | 0.6 | 6.2 | 1.1 | 1.2 | 1.1 | 10.6 | -47.06% | -41.51% |
| Tallahassee, FL | TALTRAN | MB | NA | 257.5 | 233.2 | 264.6 | 2,124.7 | 245.6 | 280.3 | 375.8 | 2,347.3 | -16.24% | -9.48% |
| Tallahassee, FL | TALTRAN | TOTAL | NA | 261.9 | 237.6 | 268.7 | 2,167.4 | 250.3 | 285.6 | 380.9 | 2,399.4 | -16.21% | -9.67% |
| Tampa, FL | Hillsborough Area Reg TA | AGP | 0.4 | 9.2 | 7.4 | 7.4 | 61.8 | 21.9 | 20.2 | 16.5 | 230.3 | -59.04% | -73.17% |
| Tampa, FL | Hillsborough Area Reg TA | DRP | 0.0 | 0.8 | 0.8 | 0.9 | 6.6 | 1.0 | 0.7 | 0.7 | 12.3 | 4.17% | -46.34% |
| Tampa, FL | Hillsborough Area Reg TA | MB | 25.7 | 590.5 | 617.2 | 591.6 | 4,888.2 | 644.2 | 578.2 | 597.5 | 5,852.6 | -1.13% | -16.48% |
| Tampa, FL | Hillsborough Area Reg TA | MBP | 0.8 | 30.0 | 3.6 | 2.9 | 562.6 | NA | NA | NA | NA | NA | NA |
| Tampa, FL | Hillsborough Area Reg TA | TOTAL | 27.0 | 630.5 | 629.0 | 602.8 | 5,519.2 | NA | NA | NA | NA | NA | NA |
| Tampa, FL | Pinellas Suncoast Tran Auth | DR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 2.7 | 2.5 | 25.6 | -100.00% | -100.00% |
| Tampa, FL | Pinellas Suncoast Tran Auth | DRP | 0.6 | 14.9 | 14.9 | 15.2 | 136.6 | 10.1 | 10.8 | 11.3 | 96.8 | 39.75% | 41.12% |
| Tampa, FL | Pinellas Suncoast Tran Auth | MB | 26.9 | 709.9 | 661.4 | 664.4 | 6,243.3 | 630.0 | 612.1 | 690.9 | 5,959.9 | 5.31% | 4.76% |
| Tampa, FL | Pinellas Suncoast Tran Auth | TOTAL | 27.4 | 724.8 | 676.3 | 679.6 | 6,379.9 | 642.6 | 625.6 | 704.7 | 6,082.3 | 5.46% | 4.89% |
| Temple, TX | Temple Transit | DR | 0.1 | 2.0 | 1.9 | 1.9 | 16.8 | 1.8 | 2.1 | 1.8 | 16.4 | 1.75% | 2.44% |
| Temple, TX | Temple Transit | TOTAL | 0.1 | 2.0 | 1.9 | 1.9 | 16.8 | 1.8 | 2.1 | 1.8 | 16.4 | 1.75% | 2.44% |
| Toledo, OH | Toledo Area Reg Transit Auth | DRP | 0.1 | 3.0 | 3.3 | 3.2 | 28.2 | 3.1 | 3.7 | 3.4 | 31.6 | -6.86% | -10.76% |
| Toledo, OH | Toledo Area Reg Transit Auth | MB | 25.9 | 308.4 | 445.9 | 955.8 | 6,947.8 | 306.1 | 320.8 | 905.1 | 6,868.9 | 11.63% | 1.15% |
| Toledo, OH | Toledo Area Reg Transit Auth | TOTAL | 26.0 | 311.4 | 449.2 | 959.0 | 6,976.0 | 309.2 | 324.5 | 908.5 | 6,900.5 | 11.50% | 1.09% |
| Topeka, KS | Topeka Metropolitan TA | DR | 0.1 | 2.8 | 2.8 | 2.4 | 24.5 | 2.7 | 3.0 | 2.7 | 25.1 | -4.76% | -2.39% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|----------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Topeka, KS | Topeka Metropolitan TA | DRP | 0.0 | 0.4 | 0.3 | 0.3 | 3.6 | 0.4 | 0.4 | 0.4 | 3.6 | -16.67% | 0.00% |
| Topeka, KS | Topeka Metropolitan TA | MB | 4.3 | 104.2 | 103.7 | 104.1 | 948.9 | 98.0 | 104.1 | 106.2 | 927.8 | 1.20% | 2.27% |
| Topeka, KS | Topeka Metropolitan TA | TOTAL | 4.4 | 107.4 | 106.8 | 106.8 | 977.0 | 101.1 | 107.5 | 109.3 | 956.5 | 0.98% | 2.14% |
| Tucson, AZ | City of Tucson MTS | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Tucson, AZ | City of Tucson MTS | MB | 52.7 | 1,193.0 | 1,319.5 | 1,367.6 | 11,747.8 | 1,055.2 | 1,267.7 | 1,381.5 | 11,414.4 | 4.74% | 2.92% |
| Tucson, AZ | City of Tucson MTS | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Tulsa, OK | Metro Tulsa Transit Auth | DRP | 0.8 | 18.4 | 20.1 | 17.9 | 161.6 | 16.0 | 18.8 | 17.2 | 158.2 | 8.46% | 2.15% |
| Tulsa, OK | Metro Tulsa Transit Auth | MB | 10.3 | 241.6 | 252.8 | 218.6 | 2,032.6 | 223.4 | 268.2 | 231.5 | 2,086.2 | -1.40% | -2.57% |
| Tulsa, OK | Metro Tulsa Transit Auth | MBP | 0.1 | 2.2 | 2.4 | 1.8 | 17.0 | 2.0 | 2.3 | 2.4 | 18.9 | -4.48% | -10.05% |
| Tulsa, OK | Metro Tulsa Transit Auth | TOTAL | 11.2 | 262.2 | 275.3 | 238.3 | 2,211.2 | 241.4 | 289.3 | 251.1 | 2,263.3 | -0.77% | -2.30% |
| Visalia, CA | Visalia City Coach | DRP | 0.1 | 2.9 | 3.1 | 2.9 | 26.5 | 2.5 | 3.2 | 3.0 | 25.5 | 2.30% | 3.92% |
| Visalia, CA | Visalia City Coach | MBP | 3.7 | 81.6 | 88.5 | 92.3 | 824.4 | 70.1 | 83.7 | 94.0 | 734.9 | 5.89% | 12.18% |
| Visalia, CA | Visalia City Coach | TOTAL | 3.8 | 84.5 | 91.6 | 95.2 | 850.9 | 72.6 | 86.9 | 97.0 | 760.4 | 5.77% | 11.90% |
| Waco, TX | Waco Transit System | DR | 0.1 | 1.6 | 1.6 | 1.4 | 13.4 | 1.3 | 1.6 | 1.4 | 12.1 | 6.98% | 10.74% |
| Waco, TX | Waco Transit System | MB | 1.6 | 45.9 | 40.9 | 43.5 | 384.0 | 35.0 | 45.7 | 49.8 | 367.8 | -0.15% | 4.40% |
| Waco, TX | Waco Transit System | TOTAL | 1.7 | 47.5 | 42.5 | 44.9 | 397.4 | 36.3 | 47.3 | 51.2 | 379.9 | 0.07% | 4.61% |
| Warsaw, IN | Kosciusko Area Bus Service | DR | 0.1 | 3.3 | 3.5 | 2.9 | 37.1 | 3.4 | 4.1 | 3.5 | 39.7 | -11.82% | -6.55% |
| Warsaw, IN | Kosciusko Area Bus Service | MB | 0.1 | 2.7 | 3.2 | 3.6 | 25.6 | 4.6 | 5.1 | 4.2 | 48.1 | -31.65% | -46.78% |
| Warsaw, IN | Kosciusko Area Bus Service | TOTAL | 0.2 | 6.0 | 6.7 | 6.5 | 62.7 | 8.0 | 9.2 | 7.7 | 87.8 | -22.89% | -28.59% |
| Washington, DC | Alexandria Transit Company | MB | 8.0 | 203.0 | 200.6 | 184.6 | 1,712.1 | 195.8 | 201.0 | 184.6 | 1,678.3 | 1.17% | 2.01% |
| Washington, DC | Alexandria Transit Company | TOTAL | 8.0 | 203.0 | 200.6 | 184.6 | 1,712.1 | 195.8 | 201.0 | 184.6 | 1,678.3 | 1.17% | 2.01% |
| Washington, DC | PG County Call-A-Bus | DR | NA | 0.7 | 0.9 | NA | NA | 1.7 | 1.3 | 1.1 | 12.4 | NA | NA |
| Washington, DC | PG County Call-A-Bus | DRP | NA | 2.0 | 2.3 | NA | NA | 0.6 | 1.4 | 1.6 | 14.6 | NA | NA |
| Washington, DC | PG County Call-A-Bus | MB | 1.4 | 28.0 | 29.3 | 30.1 | 228.4 | 21.9 | 25.6 | 25.4 | 201.9 | 19.89% | 13.13% |
| Washington, DC | PG County Call-A-Bus | TOTAL | NA | 30.7 | 32.5 | NA | NA | 24.2 | 28.3 | 28.1 | 228.9 | NA | NA |
| Washington, DC | Virginia Railway Express | CRP | 7.1 | 148.5 | 152.3 | 147.3 | 1,410.2 | 149.2 | 176.6 | 153.8 | 1,414.5 | -6.57% | -0.30% |
| Washington, DC | Virginia Railway Express | TOTAL | 7.1 | 148.5 | 152.3 | 147.3 | 1,410.2 | 149.2 | 176.6 | 153.8 | 1,414.5 | -6.57% | -0.30% |
| Washington, DC | Washington Metro Area TA | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Washington, DC | Washington Metro Area TA | HR | 685.0 | 18,729.0 | 16,466.0 | 15,471.0 | 146,537.0 | 17,566.0 | 16,914.0 | 15,136.0 | 149,292.0 | 2.12% | -1.85% |
| Washington, DC | Washington Metro Area TA | MB | 486.3 | 12,150.0 | 11,825.0 | 11,501.0 | 104,759.0 | 11,936.0 | 12,279.0 | 12,309.0 | 113,750.0 | -2.87% | -7.90% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-----------------------------|----------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Washington, DC | Washington Metro Area TA | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Wenatchee, WA | Chelan-Douglas PTBA | DRP | NA | 9.2 | 9.1 | 8.8 | 80.1 | 7.0 | 7.5 | 6.2 | 68.8 | 30.92% | 16.42% |
| Wenatchee, WA | Chelan-Douglas PTBA | MB | 5.8 | 138.7 | 155.7 | 135.7 | 1,285.7 | 128.8 | 145.8 | 126.8 | 1,179.0 | 7.15% | 9.05% |
| Wenatchee, WA | Chelan-Douglas PTBA | VP | 0.0 | 0.2 | 0.0 | 0.4 | 0.6 | 0.2 | 0.0 | 0.4 | 5.2 | 0.00% | -88.46% |
| Wenatchee, WA | Chelan-Douglas PTBA | TOTAL | NA | 148.1 | 164.8 | 144.9 | 1,366.4 | 136.0 | 153.3 | 133.4 | 1,253.0 | 8.30% | 9.05% |
| Williamsport, PA | Williamsport Bureau of Tr | DRP | 0.0 | 0.2 | 0.1 | 0.1 | 1.2 | 0.1 | 0.2 | 0.2 | 1.3 | -20.00% | -7.69% |
| Williamsport, PA | Williamsport Bureau of Tr | MB | 4.1 | 97.8 | 105.8 | 95.3 | 917.8 | 97.8 | 110.2 | 101.4 | 856.2 | -3.39% | 7.19% |
| Williamsport, PA | Williamsport Bureau of Tr | TOTAL | 4.1 | 98.0 | 105.9 | 95.4 | 919.0 | 97.9 | 110.4 | 101.6 | 857.5 | -3.42% | 7.17% |
| Wilmington, DE | Delaware Transit Corp | DR | NA | 27.5 | 28.0 | 26.0 | 229.5 | 21.6 | 25.1 | 23.8 | 205.2 | 15.60% | 11.84% |
| Wilmington, DE | Delaware Transit Corp | MB | NA | 528.9 | 553.0 | 522.4 | 4,675.0 | 484.7 | 561.1 | 476.7 | 4,655.3 | 5.37% | 0.42% |
| Wilmington, DE | Delaware Transit Corp | MBP | NA | 18.3 | 19.8 | 18.2 | 99.4 | 6.2 | 7.4 | 7.5 | 62.6 | 166.82% | 58.79% |
| Wilmington, DE | Delaware Transit Corp | TOTAL | NA | 574.7 | 600.8 | 566.6 | 5,003.9 | 512.5 | 593.6 | 508.0 | 4,923.1 | 7.93% | 1.64% |
| Winston-Salem, NC | Winston-Salem Transit Auth | DR | 0.3 | 8.3 | 8.3 | 6.7 | 89.5 | 11.0 | 7.8 | 7.8 | 115.4 | -12.41% | -22.44% |
| Winston-Salem, NC | Winston-Salem Transit Auth | MB | 9.2 | 257.3 | 235.1 | 217.4 | 2,239.5 | 257.1 | 283.2 | 242.5 | 2,414.3 | -9.33% | -7.24% |
| Winston-Salem, NC | Winston-Salem Transit Auth | VP | 1.3 | 29.6 | 31.9 | 36.9 | 253.0 | 23.5 | 32.1 | 33.2 | 244.6 | 10.81% | 3.43% |
| Winston-Salem, NC | Winston-Salem Transit Auth | TOTAL | 10.8 | 295.2 | 275.3 | 261.0 | 2,582.0 | 291.6 | 323.1 | 283.5 | 2,774.3 | -7.43% | -6.93% |
| Worcester, MA | Worcester Regional TA | DR | 0.3 | 9.1 | 8.5 | 8.1 | 82.9 | 8.6 | 9.3 | 9.0 | 79.9 | -4.46% | 3.75% |
| Worcester, MA | Worcester Regional TA | DRP | 0.8 | 17.5 | 17.7 | 16.6 | 165.8 | 16.2 | 18.7 | 17.0 | 153.3 | -0.19% | 8.15% |
| Worcester, MA | Worcester Regional TA | MB | 16.9 | 413.5 | 420.6 | 381.1 | 3,514.8 | 333.4 | 386.5 | 373.7 | 3,294.2 | 11.12% | 6.70% |
| Worcester, MA | Worcester Regional TA | TOTAL | 18.0 | 440.1 | 446.8 | 405.8 | 3,763.5 | 358.2 | 414.5 | 399.7 | 3,527.4 | 10.26% | 6.69% |
| York, PA | York County Transp Auth | DRP | 0.7 | 14.6 | 15.4 | 14.3 | 122.9 | 12.9 | 15.1 | 14.0 | 125.8 | 5.48% | -2.31% |
| York, PA | York County Transp Auth | MB | 3.3 | 68.4 | 74.8 | 64.0 | 625.2 | 85.0 | 87.9 | 85.8 | 760.8 | -19.91% | -17.82% |
| York, PA | York County Transp Auth | TOTAL | 4.0 | 83.0 | 90.2 | 78.3 | 748.1 | 97.9 | 103.0 | 99.8 | 886.6 | -16.36% | -15.62% |
| Youngstown, OH | Western Reserve Trans Auth | DR | 0.1 | 2.4 | 2.2 | 2.0 | 20.1 | 2.4 | 2.9 | 2.4 | 23.0 | -14.29% | -12.61% |
| Youngstown, OH | Western Reserve Trans Auth | MB | 3.9 | 98.5 | 94.8 | 85.3 | 858.8 | 91.3 | 102.9 | 97.2 | 899.9 | -4.39% | -4.57% |
| Youngstown, OH | Western Reserve Trans Auth | TOTAL | 4.0 | 100.9 | 97.0 | 87.3 | 878.9 | 93.7 | 105.8 | 99.6 | 922.9 | -4.65% | -4.77% |
| Zanesville, OH | Muskingum Auth of Pub Tr | DR | 0.1 | 1.4 | 1.6 | 1.6 | 12.8 | 1.5 | 1.3 | 1.2 | 12.5 | 15.00% | 2.40% |
| Zanesville, OH | Muskingum Auth of Pub Tr | MB | 0.4 | 11.6 | 11.1 | 7.2 | 89.5 | 9.6 | 11.1 | 8.4 | 89.0 | 2.75% | 0.56% |
| Zanesville, OH | Muskingum Auth of Pub Tr | TOTAL | 0.5 | 13.0 | 12.7 | 8.8 | 102.3 | 11.1 | 12.4 | 9.6 | 101.5 | 4.23% | 0.79% |

| Metropolitan Area | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year-to-Date Change |
|-------------------|----------------------------|-------|-------------------------|----------------------------|---------------------------|---------------------------|----------------------------|----------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| Calgary, AB | Calgary Transit | LR | 113.4 | 2,632.0 | 2,209.5 | 3,109.2 | 25,238.7 | 2,428.8 | 2,065.0 | 2,829.4 | 23,681.9 | 8.57% | 6.57% |
| Calgary, AB | Calgary Transit | MB | 170.0 | 3,948.1 | 3,314.2 | 4,663.8 | 37,858.2 | 3,643.1 | 3,097.6 | 4,244.2 | 35,522.9 | 8.57% | 6.57% |
| Calgary, AB | Calgary Transit | TOTAL | 283.4 | 6,580.1 | 5,523.7 | 7,773.0 | 63,096.9 | 6,071.9 | 5,162.6 | 7,073.6 | 59,204.8 | 8.57% | 6.57% |
| Hamilton, ON | Hamilton Street Railway | MB | 78.8 | 1,863.8 | 1,805.3 | 2,236.8 | 19,121.2 | 1,882.1 | 1,874.1 | 2,263.9 | 19,390.9 | -1.90% | -1.39% |
| Hamilton, ON | Hamilton Street Railway | TOTAL | 78.8 | 1,863.8 | 1,805.3 | 2,236.8 | 19,121.2 | 1,882.1 | 1,874.1 | 2,263.9 | 19,390.9 | -1.90% | -1.39% |
| Montreal, PQ | Montreal Urban Commun TC | CRP | NA | NA | NA | NA | NA | 292.9 | 316.2 | 469.9 | 4,300.8 | NA | NA |
| Montreal, PQ | Montreal Urban Commun TC | DR | 1.5 | 32.6 | 37.3 | 40.1 | 359.3 | 30.6 | 38.9 | 40.1 | 349.5 | 0.36% | 2.80% |
| Montreal, PQ | Montreal Urban Commun TC | DRP | 2.1 | 43.3 | 50.2 | 55.9 | 516.6 | 34.2 | 49.2 | 52.7 | 477.5 | 9.77% | 8.19% |
| Montreal, PQ | Montreal Urban Commun TC | HR | 770.9 | 17,154.3 | 17,467.6 | 19,303.1 | 184,440.4 | 16,637.4 | 18,031.5 | 21,240.5 | 187,031.3 | -3.55% | -1.39% |
| Montreal, PQ | Montreal Urban Commun TC | MB | 932.7 | 23,114.0 | 23,536.1 | 26,009.3 | 248,518.4 | 22,417.6 | 24,296.0 | 28,619.9 | 252,009.5 | -3.55% | -1.39% |
| Montreal, PQ | Montreal Urban Commun TC | TOTAL | NA | NA | NA | NA | NA | 39,412.7 | 42,731.8 | 50,423.1 | 444,168.6 | NA | NA |
| Ottawa, ON | Ottawa-Carleton Reg TC | DRP | 2.2 | 56.2 | 55.9 | 59.1 | 545.7 | 55.3 | 58.5 | 60.2 | 587.7 | -1.61% | -7.15% |
| Ottawa, ON | Ottawa-Carleton Reg TC | MB | 299.3 | 6,791.2 | 6,315.9 | 8,432.8 | 73,728.1 | 6,340.3 | 6,485.9 | 8,630.7 | 74,128.0 | 0.39% | -0.54% |
| Ottawa, ON | Ottawa-Carleton Reg TC | TOTAL | 301.5 | 6,847.4 | 6,371.8 | 8,491.9 | 74,273.8 | 6,395.6 | 6,544.4 | 8,690.9 | 74,715.7 | 0.37% | -0.59% |
| Toronto, ON | GO Transit | CRP | 93.4 | 2,071.3 | 2,248.6 | 2,151.6 | 18,475.9 | 1,902.2 | 2,202.6 | 2,069.3 | 17,787.8 | 4.82% | 3.87% |
| Toronto, ON | GO Transit | MB | 27.8 | 692.0 | 710.4 | 712.9 | 6,236.4 | 683.7 | 729.4 | 754.2 | 6,399.7 | -2.40% | -2.55% |
| Toronto, ON | GO Transit | TOTAL | 121.3 | 2,763.3 | 2,959.0 | 2,864.5 | 24,712.3 | 2,585.9 | 2,932.0 | 2,823.5 | 24,187.5 | 2.94% | 2.17% |
| Toronto, ON | Toronto Transit Commission | DR | 2.5 | 63.5 | 60.9 | 79.1 | 607.4 | 59.4 | 59.6 | 76.7 | 578.4 | 3.99% | 5.01% |
| Toronto, ON | Toronto Transit Commission | DRP | 1.5 | 39.0 | 34.7 | 40.2 | 412.3 | 64.0 | 63.0 | 65.7 | 612.3 | -40.89% | -32.66% |
| Toronto, ON | Toronto Transit Commission | HR | 735.9 | 19,308.2 | 18,503.0 | 18,951.1 | 174,098.5 | 19,870.0 | 19,258.0 | 19,903.5 | 178,829.7 | -3.84% | -2.65% |
| Toronto, ON | Toronto Transit Commission | IR | 12.6 | 419.7 | 416.2 | 421.0 | 4,731.5 | 710.8 | 825.8 | 740.3 | 4,947.9 | -44.80% | -4.37% |
| Toronto, ON | Toronto Transit Commission | LR | 168.8 | 4,533.4 | 4,423.1 | 4,874.6 | 44,671.0 | 5,131.8 | 4,870.2 | 5,669.2 | 49,342.1 | -11.74% | -9.47% |
| Toronto, ON | Toronto Transit Commission | MB | 1,099.3 | 27,947.1 | 26,912.5 | 29,660.2 | 257,157.9 | 27,958.7 | 28,588.7 | 30,594.6 | 260,452.7 | -3.01% | -1.27% |
| Toronto, ON | Toronto Transit Commission | TOTAL | 2,020.5 | 52,310.9 | 50,350.4 | 54,026.2 | 481,678.6 | 53,794.7 | 53,665.3 | 57,050.0 | 494,763.1 | -4.76% | -2.64% |
| Vancouver, BC | Vancouver Regional Transit | AG | 135.8 | 3,597.6 | 3,388.2 | 3,331.8 | 30,546.6 | 3,159.2 | 2,867.1 | 3,268.8 | 27,150.6 | 11.00% | 12.51% |
| Vancouver, BC | Vancouver Regional Transit | CRP | 5.5 | 122.7 | 108.0 | 115.0 | 1,018.3 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| Vancouver, BC | Vancouver Regional Transit | DRP | 3.6 | 93.2 | 86.9 | 93.3 | 847.8 | 83.6 | 88.4 | 91.2 | 806.8 | 3.88% | 5.08% |
| Vancouver, BC | Vancouver Regional Transit | FB | 23.1 | 695.8 | 607.5 | 455.9 | 4,223.6 | 515.6 | 531.1 | 442.0 | 3,640.9 | 18.17% | 16.00% |
| Vancouver, BC | Vancouver Regional Transit | MB | 347.9 | 9,213.1 | 8,010.5 | 9,189.4 | 83,317.8 | 8,322.7 | 8,017.2 | 9,302.7 | 78,901.9 | 3.00% | 5.60% |
| Vancouver, BC | Vancouver Regional Transit | TB | 197.9 | 5,258.6 | 4,696.1 | 5,077.1 | 47,800.7 | 4,779.6 | 4,565.2 | 5,169.8 | 44,579.1 | 3.56% | 7.23% |

| Metropolitan Area | Transit System | Mode | Average Weekday (000's) | Trips for July '96 (000's) | Trips for Aug '96 (000's) | Trips for Sep '96 (000's) | Trips Thru Sep '96 (000's) | Trips for July '95 (000's) | Trips for Aug '95 (000's) | Trips for Sep '95 (000's) | Trips Thru Sep '95 (000's) | Quarterly Change | Year- to-Date Change |
|-------------------|----------------------------|-------|-------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------|----------------------------|
| Vancouver, BC | Vancouver Regional Transit | TOTAL | 713.7 | 18,981.0 | 16,897.2 | 18,262.5 | 167,754.8 | 16,860.7 | 16,069.0 | 18,274.5 | 155,079.3 | 5.73% | 8.17% |
| Victoria, BC | Victoria Regional Transit | DRP | 0.7 | 17.6 | 16.9 | 17.8 | 146.9 | 15.4 | 16.9 | 17.6 | 149.2 | 4.81% | -1.54% |
| Victoria, BC | Victoria Regional Transit | MB | 62.1 | 1,548.3 | 1,529.3 | 1,776.6 | 14,725.7 | 1,520.9 | 1,516.2 | 1,718.2 | 14,576.2 | 2.08% | 1.03% |
| Victoria, BC | Victoria Regional Transit | TOTAL | 62.8 | 1,565.9 | 1,546.2 | 1,794.4 | 14,872.6 | 1,536.3 | 1,533.1 | 1,735.8 | 14,725.4 | 2.11% | 1.00% |

DEFINITIONS

The APTA Transit Ridership Report contains data for total unlinked transit passenger trips. The Pre-1978 predecessor to this report --the Monthly Transit Traffic report--contained data for revenue passengers and is not directly comparable.

Unlinked Transit Passenger Trip is a trip on one transit vehicle regardless of the type of fare paid or transfer presented. A person riding only one vehicle from origin to destination takes ONE unlinked passenger trip; a person who transfers to a second vehicle takes TWO unlinked passenger trips; a person who transfers to a third vehicle takes THREE unlinked passenger trips. The number of unlinked transit passenger trips is about two to four passenger times higher than the number of people riding transit: most people take two trips per day; those who transfer take four or six. The transit dependent may take ten or twelve.

MODE CODES

| | | | | | |
|----|-----------------|----|-------------------|-------|--------------------|
| MB | Motor Bus | HR | Heavy Rail | FB | Ferry Boat |
| TB | Trolleybus | LR | Light Rail | AG | Automated Guideway |
| DR | Demand Response | CR | Commuter Rail | IP | Inclined Plane |
| VP | Vanpool | IR | Intermediate Rail | TOTAL | System Total |
| JT | Jitney | | | | |

If followed by P, indicates purchased service.

OTHER CODES

NA Not calculable due to zero base or missing data.