

1-96
TRANSIT RIDERSHIP REPORT
First Quarter 1996

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

| Period | Percent Change | | |
|---------------|----------------|-----------|-----------|
| | 1996 | 1995 | 1995-1996 |
| JANUARY | 660,774 | 666,655 | -0.88% |
| FEBRUARY | 668,289 | 642,870 | 3.95% |
| MARCH | 716,951 | 751,032 | -4.54% |
| First Quarter | 2,046,014 | 2,060,557 | -0.71% |

CALENDAR COMPARISON

| | JANUARY | | FEBRUARY | | MARCH | |
|-----------|---------|------|----------|------|-------|------|
| | 1996 | 1995 | 1996 | 1995 | 1996 | 1995 |
| Weekdays | 22 | 21 | 21 | 20 | 21 | 23 |
| Saturdays | 4 | 4 | 4 | 4 | 5 | 4 |
| Sundays | 4 | 5 | 4 | 4 | 5 | 4 |
| Holidays | 1 | 1 | 0 | 0 | 0 | 0 |

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| MODE | CURRENT YEAR (a)(b) | | | PRECEDING YEAR (a)(b) | | | | PERCENT CHANGE (b) | | |
|---|---------------------|----------------|----------------|-----------------------|----------------|----------------|----------------|---------------------|------------------|------------------|
| | JAN '96 | FEB '96 | MAR '96 | JAN '96- MAR '96 | JAN '95 | FEB '95 | MAR '95 | JAN '95- MAR '95 | First Quarter | Year-to- Date |
| United States | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| Heavy Rail | 162,694 | 159,955 | 174,348 | 496,997 | 169,265 | 159,345 | 189,470 | 518,080 | -4.07% | -4.07% |
| Light Rail | 18,100 | 18,517 | 19,707 | 56,324 | 17,755 | 17,922 | 20,165 | 55,841 | 0.86% | 0.86% |
| Commuter Rail | 28,282 | 27,370 | 29,172 | 84,824 | 28,362 | 26,225 | 30,130 | 84,717 | 0.13% | 0.13% |
| Trolley Bus | 9,946 | 11,292 | 13,092 | 34,330 | 11,770 | 11,984 | 12,836 | 36,590 | -6.18% | -6.18% |
| Motor Bus Population Group | | | | | | | | | | |
| 2,000,000 and over | 257,805 | 262,260 | 288,204 | 808,269 | 260,835 | 248,830 | 298,212 | 807,877 | 0.05% | 0.05% |
| 500,00 to 1,999,999 | 102,053 | 102,349 | 106,356 | 310,759 | 100,129 | 97,788 | 110,110 | 308,027 | 0.89% | 0.89% |
| 250,000 to 499,999 | 19,167 | 19,443 | 20,340 | 58,949 | 18,814 | 18,274 | 21,411 | 58,499 | 0.77% | 0.77% |
| 100,000 to 249,999 | 19,770 | 21,235 | 21,039 | 62,044 | 19,491 | 20,173 | 21,951 | 61,615 | 0.70% | 0.70% |
| 50,000 to 99,999 | 10,925 | 11,428 | 10,838 | 33,191 | 9,952 | 10,066 | 11,336 | 31,353 | 5.86% | 5.86% |
| Less than 50,000 | 19,920 | 22,249 | 20,872 | 63,041 | 18,753 | 21,161 | 21,949 | 61,863 | 1.90% | 1.90% |
| Motor Bus Total | 429,640 | 438,963 | 467,650 | 1,336,253 | 427,974 | 416,291 | 484,969 | 1,329,235 | 0.53% | 0.53% |
| Demand Response | 7,727 | 7,867 | 8,215 | 23,810 | 7,432 | 7,162 | 8,485 | 23,078 | 3.17% | 3.17% |
| Other (c) | 4,251 | 4,203 | 4,635 | 13,090 | 4,098 | 3,940 | 4,978 | 13,016 | 0.56% | 0.56% |
| TOTAL UNITED STATES | 660,774 | 668,289 | 716,951 | 2,046,014 | 666,655 | 642,870 | 751,032 | 2,060,557 | -0.71% | -0.71% |
| TOTAL CANADA (Reporting systems only) | 90,712 | 93,524 | 92,565 | 276,801 | 91,386 | 91,037 | 98,693 | 281,116 | -1.53% | -1.53% |

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
 First Quarter 1996

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| Urbanized Area/ Location | Transit System | MODE | CURRENT YEAR (a)(b) | | | PRECEDING YEAR (a)(b) | | | PERCENT CHANGE (b) | | | |
|-----------------------------|------------------------------|------|---------------------|--------------------|--------------------|--------------------------------|--------------------|--------------------|--------------------|------------------|------------------|---------------|
| | | | JAN '96 (000's) | FEB '96 (000's) | MAR '96 (000's) | JAN '95- MAR '96 (000's) | JAN '95 (000's) | FEB '95 (000's) | MAR '95 (000's) | First Quarter | Year-to- Date | |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | HR | 5,843.7 | 5,921.8 | 5,820.7 | 17,586.2 | 5,588.7 | 5,396.5 | 6,105.5 | 17,090.7 | 2.90% | 2.90% |
| Baltimore, MD | Mass Transit Adm of Maryland | HR | 825.3 | 947.5 | 1,012.7 | 2,785.5 | 817.0 | 794.8 | 952.7 | 2,564.5 | 8.62% | 8.62% |
| Boston, MA | Massachusetts Bay Trp Auth | HR | 9,635.5 | 9,205.7 | 9,695.7 | 28,536.9 | 8,982.3 | 8,640.2 | 9,669.0 | 27,291.5 | 4.56% | 4.56% |
| Chicago, IL | Chicago Transit Authority | HR | 9,741.1 | 9,320.3 | 9,912.4 | 28,973.8 | 9,373.3 | 8,877.6 | 10,387.7 | 28,638.6 | 1.17% | 1.17% |
| Cleveland, OH | Greater Cleveland Reg TA | HR | 390.8 | 351.4 | 452.0 | 1,194.2 | 317.1 | 349.6 | 426.6 | 1,093.3 | 9.23% | 9.23% |
| Los Angeles, CA | Los Angeles County MTA | HR | 578.6 | 566.0 | 596.1 | 1,740.7 | 427.7 | 470.8 | 519.7 | 1,418.2 | 22.74% | 22.74% |
| Miami, FL | Metro-Dade Transit Agency | HR | 1,255.1 | 1,257.8 | 1,253.8 | 3,766.7 | 1,191.6 | 1,146.5 | 1,373.6 | 3,711.7 | 1.48% | 1.48% |
| New York, NY | MTA New York City Transit | HR | 101,151.0 | 98,355.0 | 106,843.0 | 306,349.0 | 107,497.0 | 100,290.0 | 120,290.0 | 328,077.0 | -6.62% | -6.62% |
| New York, NY | MTA Staten Island Railway | HR | 397.0 | 402.0 | 447.0 | 1,246.0 | 431.0 | 378.0 | 480.0 | 1,289.0 | -3.34% | -3.34% |
| New York, NY | Port Authority of NY & NJ | HR | 4,812.0 | 4,789.0 | 5,119.0 | 14,720.0 | 4,891.5 | 4,423.5 | 5,309.0 | 14,624.0 | 0.66% | 0.66% |
| Philadelphia, PA | Port Authority Transit Corp | HR | 904.8 | 914.8 | 938.0 | 2,757.6 | 935.7 | 845.3 | 1,005.4 | 2,786.4 | -1.03% | -1.03% |
| Philadelphia, PA | Southeastern Pennsylvania TA | HR | 6,866.3 | 7,209.5 | 9,506.8 | 23,582.6 | 7,246.5 | 7,538.5 | 8,265.1 | 23,050.1 | 2.31% | 2.31% |
| San Francisco, CA | San Francisco Bay Area RTD | HR | 6,341.3 | 6,122.0 | 6,647.2 | 19,110.5 | 6,221.3 | 6,018.1 | 6,820.4 | 19,059.8 | 0.27% | 0.27% |
| Washington, DC | Washington Metro Area TA | HR | 13,951.0 | 14,592.0 | 16,104.0 | 44,647.0 | 15,344.0 | 14,176.0 | 17,865.0 | 47,385.0 | -5.78% | -5.78% |
| PROJECTED TOTAL | | | 162,693.5 | 159,954.8 | 174,348.4 | 496,996.7 | 169,264.7 | 159,345.4 | 189,469.7 | 518,079.8 | -4.07% | -4.07% |

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.

02-Jul-96

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First Quarter 1996

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ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| Urbanized Area/ Location | Transit System | MODE | CURRENT YEAR (a)(b) | | | PRECEDING YEAR (a)(b) | | | PERCENT CHANGE (b) | | | |
|-----------------------------|-------------------------------|------|---------------------|--------------------|--------------------|-----------------------|--------------------|--------------------|--------------------------------|------------------|------------------|--------------|
| | | | JAN '96 (000's) | FEB '96 (000's) | MAR '96 (000's) | JAN '95 (000's) | FEB '95 (000's) | MAR '95 (000's) | JAN '95- MAR '95 (000's) | First Quarter | Year-to- Date | |
| Baltimore, MD | Mass Transit Adm of Maryland | LR | 367.3 | 346.9 | 538.3 | 1,252.5 | 113.9 | 102.3 | 135.8 | 352.0 | 255.82% | 255.82% |
| Boston, MA | Massachusetts Bay Trp Auth | LR | 5,952.2 | 6,171.8 | 6,053.5 | 18,177.5 | 5,706.2 | 5,422.7 | 6,004.9 | 17,133.8 | 6.09% | 6.09% |
| Buffalo, NY | Niagara Frontier Transp Auth | LR | 591.2 | 623.3 | 552.7 | 1,767.2 | 554.3 | 587.2 | 615.7 | 1,757.2 | 0.57% | 0.57% |
| Cleveland, OH | Greater Cleveland Reg TA | LR | 237.8 | 203.3 | 227.8 | 668.9 | 206.9 | 211.2 | 277.3 | 695.4 | -3.81% | -3.81% |
| Denver, CO | Regional Transportation Dist | LR | 35.7 | 31.1 | 30.2 | 97.0 | 33.6 | 30.1 | 33.5 | 97.2 | -0.21% | -0.21% |
| Los Angeles, CA | Los Angeles County MTA | LR | 1,541.9 | 1,488.9 | 1,651.6 | 4,682.4 | 847.1 | 1,204.3 | 1,067.0 | 3,118.4 | 50.15% | 50.15% |
| Memphis, TN | Memphis Area Transit Auth | LR | 21.1 | 18.7 | 48.0 | 87.8 | 19.7 | 21.6 | 41.7 | 83.0 | 5.78% | 5.78% |
| New Orleans, LA | Regional Transit Auth | LR | 373.3 | 425.8 | 524.4 | 1,323.5 | 424.8 | 389.2 | 540.1 | 1,354.1 | -2.26% | -2.26% |
| New York, NY | New Jersey Transit Corp | LR | 363.8 | 351.1 | 349.6 | 1,064.5 | 320.5 | 287.3 | 346.1 | 953.9 | 11.59% | 11.59% |
| Philadelphia, PA | Southeastern Pennsylvania TA | LR | 1,434.5 | 1,542.5 | 1,928.8 | 4,905.8 | 1,435.0 | 1,485.2 | 1,622.7 | 4,542.9 | 7.99% | 7.99% |
| Pittsburgh, PA | Port Auth of Allegheny County | LR | 597.0 | 564.9 | 611.1 | 1,773.0 | 611.4 | 577.9 | 706.0 | 1,895.3 | -6.45% | -6.45% |
| Portland, OR | Tri-County Metro Trp Dist | LR | 728.0 | 715.0 | 748.0 | 2,191.0 | 672.0 | 662.0 | 769.0 | 2,103.0 | 4.18% | 4.18% |
| Sacramento, CA | Sacramento Regional Tr Dist | LR | 611.9 | 660.4 | 664.6 | 1,936.9 | 510.9 | 585.2 | 645.9 | 1,742.0 | 11.19% | 11.19% |
| Saint Louis, MO | Bi-State Development Agency | LR | 934.4 | 942.5 | 1,071.6 | 2,948.5 | 811.4 | 790.6 | 1,047.2 | 2,649.2 | 11.30% | 11.30% |
| San Diego, CA | San Diego Trolley | LR | 1,328.1 | 1,360.8 | 1,420.1 | 4,109.0 | 1,197.4 | 1,193.1 | 1,367.9 | 3,758.4 | 9.33% | 9.33% |
| San Jose, CA | Santa Clara Valley Transp Aut | LR | 485.2 | 515.6 | 568.5 | 1,569.3 | 405.7 | 451.4 | 532.8 | 1,389.9 | 12.91% | 12.91% |
| PROJECTED TOTAL | | | 18,099.9 | 18,516.6 | 19,707.0 | 56,323.6 | 17,754.6 | 17,921.7 | 20,164.6 | 55,840.9 | 0.86% | 0.86% |

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.

MOTOR BUS
TRANSIT RIDERSHIP REPORT
First 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>JAN '96</u> (000's) | <u>FEB '96</u> (000's) | <u>MAR '96</u> (000's) | <u>MAR '96</u> (000's) | <u>JAN '95</u> (000's) | <u>FEB '95</u> (000's) | <u>MAR '95</u> (000's) | <u>MAR '95</u> (000's) | <u>First Quarter</u> | <u>Year-to- Date</u> |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | MB | 5,688.4 | 5,978.6 | 6,202.9 | 17,869.9 | 5,734.8 | 5,626.3 | 6,515.2 | 17,876.3 | -0.04% | -0.04% |
| Baltimore, MD | Mass Transit Adm of Maryland | MB | 4,770.3 | 5,722.4 | 6,298.4 | 16,791.1 | 5,926.0 | 5,914.2 | 6,918.7 | 18,758.9 | -10.49% | -10.49% |
| Baltimore, MD | Mass Transit Adm of Maryland | MBP | 101.0 | 116.6 | 117.6 | 335.2 | 111.7 | 106.4 | 127.8 | 345.9 | -3.09% | -3.09% |
| Boston, MA | Massachusetts Bay Trp Auth | MB | 8,639.6 | 8,034.5 | 8,488.0 | 25,162.1 | 7,892.1 | 7,514.5 | 8,692.3 | 24,098.9 | 4.41% | 4.41% |
| Boston, MA | Massachusetts Bay Trp Auth | MBP | 157.2 | 153.3 | 164.7 | 475.2 | 115.0 | 113.1 | 141.0 | 369.1 | 28.75% | 28.75% |
| Chicago, IL | Chicago Transit Authority | MB | 24,390.4 | 24,293.5 | 25,784.5 | 74,468.4 | 23,774.4 | 23,476.6 | 27,996.2 | 75,247.2 | -1.03% | -1.03% |
| Cleveland, OH | Greater Cleveland Reg TA | MB | 4,028.5 | 4,040.8 | 4,198.1 | 12,267.4 | 4,070.8 | 3,875.8 | 4,624.8 | 12,571.4 | -2.42% | -2.42% |
| Cleveland, OH | Greater Cleveland Reg TA | MBP | 134.3 | 137.8 | 160.6 | 432.7 | 136.3 | 165.0 | 182.3 | 483.6 | -10.53% | -10.53% |
| Dallas, TX | Dallas Area Rapid Transit | MB | 2,867.0 | 3,034.5 | 2,942.2 | 8,843.7 | 3,108.9 | 2,974.8 | 3,164.8 | 9,248.5 | -4.38% | -4.38% |
| Dallas, TX | Dallas Area Rapid Transit | MBP | 589.0 | 595.5 | 571.8 | 1,756.3 | 572.7 | 575.1 | 678.0 | 1,825.8 | -3.81% | -3.81% |
| Denver, CO | Regional Transportation Dist | MB | 3,129.2 | 3,074.2 | 3,154.5 | 9,357.9 | 3,006.9 | 2,939.1 | 3,260.8 | 9,206.8 | 1.64% | 1.64% |
| Denver, CO | Regional Transportation Dist | MBP | 768.6 | 761.9 | 845.0 | 2,375.5 | 710.8 | 652.0 | 762.3 | 2,125.1 | 11.78% | 11.78% |
| Detroit, MI | Detroit Dept of Transp | MB | 2,847.0 | 2,840.3 | 2,810.4 | 8,497.7 | 2,704.4 | 3,034.3 | 3,647.5 | 9,386.2 | -9.47% | -9.47% |
| Honolulu, HI | City & Cnty of Honolulu PTA | MB | 6,698.0 | 6,455.6 | 6,565.9 | 19,719.5 | 8,478.6 | 6,342.8 | 7,070.1 | 21,891.5 | -9.92% | -9.92% |
| Honolulu, HI | City & Cnty of Honolulu PTA | MBP | 13.2 | 13.4 | 13.4 | 40.0 | 17.0 | 16.4 | 18.6 | 52.0 | -23.08% | -23.08% |
| Houston, TX | Metro Tr Auth of Harris Co | MB | 6,537.6 | 6,623.0 | 6,439.1 | 19,599.7 | 6,351.1 | 6,496.9 | 6,860.0 | 19,708.0 | -0.55% | -0.55% |
| Houston, TX | Metro Tr Auth of Harris Co | MBP | 125.4 | 121.3 | 121.1 | 367.8 | 122.7 | 117.7 | 137.3 | 377.7 | -2.62% | -2.62% |
| Los Angeles, CA | Los Angeles County MTA | MB | 26,406.5 | 26,902.7 | 30,152.1 | 83,461.3 | 26,017.6 | 24,963.4 | 30,643.8 | 81,624.8 | 2.25% | 2.25% |
| Miami, FL | Metro-Dade Transit Agency | MB | 5,202.6 | 5,047.3 | 5,142.4 | 15,392.3 | 5,256.6 | 5,024.5 | 5,619.4 | 15,900.5 | -3.20% | -3.20% |
| Miami, FL | Metro-Dade Transit Agency | MBP | 79.8 | 81.5 | 89.2 | 250.5 | 54.1 | 53.5 | 60.5 | 168.1 | 49.02% | 49.02% |
| Milwaukee, WI | Milwaukee County Transit Sys | MB | 5,012.3 | 5,209.2 | 5,303.8 | 15,525.3 | 4,988.0 | 4,934.9 | 5,638.6 | 15,561.5 | -0.23% | -0.23% |
| Minneapolis, MN | Metropolitan Council Tr Op | MB | 5,088.7 | 5,140.4 | 5,230.3 | 15,459.4 | 5,387.0 | 5,079.0 | 5,887.3 | 16,353.3 | -5.47% | -5.47% |
| Minneapolis, MN | Metropolitan Council Tr Op | MBP | 1.1 | 1.1 | 1.2 | 3.4 | 8.3 | 8.5 | 7.7 | 24.5 | -86.12% | -86.12% |
| New Orleans, LA | Regional Transit Auth | MB | 3,556.1 | 3,716.7 | 3,971.8 | 11,244.6 | 3,772.2 | 4,092.9 | 4,458.1 | 12,323.2 | -8.75% | -8.75% |
| New York, NY | MTA New York City Transit | MB | 49,949.0 | 49,095.0 | 56,695.0 | 155,739.0 | 53,466.0 | 46,951.0 | 60,248.0 | 160,665.0 | -3.07% | -3.07% |
| New York, NY | New Jersey Transit Corp | MB | 9,704.0 | 10,126.5 | 10,776.1 | 30,606.6 | 9,967.5 | 9,296.9 | 11,238.5 | 30,502.9 | 0.34% | 0.34% |

| Urbanized Area/ Location | Transit System | MODE | JAN '96- | | | JAN '95- | | | JAN '95- MAR '95 | JAN '95- MAR '95 | First Quarter | Year-to- Date |
|-----------------------------|-------------------------------|------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|------------------|------------------|
| | | | JAN '96 (000's) | FEB '96 (000's) | MAR '96 (000's) | MAR '96 (000's) | JAN '95 (000's) | FEB '95 (000's) | | | | |
| New York, NY | New Jersey Transit Corp | MBP | 833.4 | 871.7 | 830.1 | 2,535.2 | 830.9 | 749.8 | 903.6 | 2,484.3 | 2.05% | 2.05% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MB | 9,065.2 | 10,757.8 | 13,764.5 | 33,587.5 | 12,096.2 | 12,393.7 | 13,728.0 | 38,217.9 | -12.12% | -12.12% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MBP | 1.4 | 1.5 | 1.8 | 4.7 | 0.0 | 0.0 | 1.1 | 1.1 | 345.89% | 345.89% |
| Pittsburgh, PA | Port Auth of Allegheny County | MB | 5,194.9 | 5,216.3 | 5,498.6 | 15,909.8 | 5,118.8 | 4,828.9 | 5,815.3 | 15,763.0 | 0.93% | 0.93% |
| Portland, OR | Tri-County Metro Trp Dist | MB | 4,796.0 | 4,528.0 | 4,556.0 | 13,880.0 | 4,301.0 | 4,299.0 | 4,673.0 | 13,273.0 | 4.57% | 4.57% |
| Portland, OR | Tri-County Metro Trp Dist | MBP | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 10.1 | 12.4 | 32.8 | -100.00% | -100.00% |
| Saint Louis, MO | Bi-State Development Agency | MB | 2,883.0 | 3,011.4 | 3,091.4 | 8,985.8 | 2,931.4 | 2,977.2 | 3,530.7 | 9,439.3 | -4.80% | -4.80% |
| San Antonio, TX | VIA Metropolitan Transit | MB | 2,968.3 | 2,939.0 | 3,042.7 | 8,950.0 | 3,583.0 | 3,517.8 | 3,895.2 | 10,996.0 | -18.61% | -18.61% |
| San Diego, CA | San Diego Transit Corp | MB | 2,680.4 | 2,624.6 | 2,836.2 | 8,141.2 | 2,489.3 | 2,561.5 | 2,916.9 | 7,967.7 | 2.18% | 2.18% |
| San Francisco, CA | Alameda-Contra Costa TD | MB | 4,496.0 | 4,355.5 | 4,713.7 | 13,565.2 | 4,741.3 | 4,876.9 | 5,375.5 | 14,993.7 | -9.53% | -9.53% |
| San Francisco, CA | Alameda-Contra Costa TD | MBP | 13.4 | 13.2 | 14.0 | 40.6 | 10.6 | 10.8 | 12.7 | 34.1 | 19.06% | 19.06% |
| San Jose, CA | Santa Clara Valley Transp Aut | MB | 3,469.7 | 3,436.2 | 3,760.0 | 10,665.9 | 3,057.0 | 3,201.2 | 3,579.4 | 9,837.6 | 8.42% | 8.42% |
| San Jose, CA | Santa Clara Valley Transp Aut | MBP | 11.1 | 11.9 | 11.7 | 34.7 | 11.3 | 11.1 | 14.7 | 37.1 | -6.47% | -6.47% |
| Washington, DC | Washington Metro Area TA | MB | 9,925.0 | 10,973.0 | 12,070.0 | 32,968.0 | 12,680.0 | 11,663.0 | 14,387.0 | 38,730.0 | -14.88% | -14.88% |
| PROJECTED TOTAL | | | 233,963.8 | 237,360.6 | 258,752.4 | 730,076.7 | 245,293.2 | 232,518.9 | 276,617.3 | 754,429.5 | -3.23% | -3.23% |

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(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.

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Akron, OH | Metro Regional Transit Auth | DR | 0.8 | 16.5 | 17.2 | 16.3 | 50.0 | 15.1 | 14.7 | 18.4 | 48.2 | 3.73% |
| Akron, OH | Metro Regional Transit Auth | DRP | 0.8 | 15.6 | 16.4 | 16.9 | 48.9 | 16.0 | 15.4 | 18.6 | 50.0 | -2.20% |
| Akron, OH | Metro Regional Transit Auth | MB | 19.2 | 443.6 | 452.5 | 404.9 | 1,301.0 | 406.7 | 454.0 | 505.2 | 1,365.9 | -4.75% |
| Akron, OH | Metro Regional Transit Auth | TOTAL | 20.7 | 475.7 | 486.1 | 438.1 | 1,399.9 | 437.8 | 484.1 | 542.2 | 1,464.1 | -4.38% |
| Albany, NY | Capital District Transp Auth | DR | 0.4 | 10.0 | 10.4 | 10.4 | 30.8 | 8.6 | 8.1 | 9.7 | 26.4 | 16.67% |
| Albany, NY | Capital District Transp Auth | MB | 36.4 | 849.0 | 845.1 | 894.9 | 2,589.0 | 865.7 | 822.7 | 1,001.9 | 2,690.3 | -3.77% |
| Albany, NY | Capital District Transp Auth | MBP | 0.0 | 0.3 | 0.4 | 0.3 | 1.0 | 0.4 | 0.3 | 0.4 | 1.1 | -4.76% |
| Albany, NY | Capital District Transp Auth | TOTAL | 36.8 | 859.3 | 855.9 | 905.6 | 2,620.8 | 874.7 | 831.1 | 1,012.0 | 2,717.8 | -3.57% |
| Albuquerque, NM | City of Albuquerque TD | DR | 0.5 | 12.6 | 11.9 | 12.7 | 37.2 | 12.0 | 12.1 | 13.7 | 37.8 | -1.59% |
| Albuquerque, NM | City of Albuquerque TD | MB | 22.2 | 503.8 | 496.1 | 506.6 | 1,506.5 | 474.4 | 479.9 | 540.6 | 1,494.9 | 0.78% |
| Albuquerque, NM | City of Albuquerque TD | TOTAL | 22.7 | 516.4 | 508.0 | 519.3 | 1,543.7 | 486.4 | 492.0 | 554.3 | 1,532.7 | 0.72% |
| Allentown, PA | Lehigh & Northampton Trp Auth | DRP | 1.1 | 22.1 | 28.7 | 28.1 | 78.9 | 27.1 | 23.0 | 30.0 | 80.1 | -1.50% |
| Allentown, PA | Lehigh & Northampton Trp Auth | MB | 11.5 | 253.1 | 280.6 | 288.7 | 822.4 | 303.9 | 284.4 | 394.2 | 982.5 | -16.30% |
| Allentown, PA | Lehigh & Northampton Trp Auth | MBP | 0.0 | 0.6 | 0.6 | 0.7 | 1.9 | 7.7 | 6.9 | 7.4 | 22.0 | -91.36% |
| Allentown, PA | Lehigh & Northampton Trp Auth | TOTAL | 12.6 | 275.8 | 309.9 | 317.5 | 903.2 | 338.7 | 314.3 | 431.6 | 1,084.6 | -16.73% |
| Altoona, PA | Altoona Metro Transit | DRP | 0.0 | 0.7 | 0.8 | 0.8 | 2.3 | 0.8 | 0.6 | 0.8 | 2.2 | 4.55% |
| Altoona, PA | Altoona Metro Transit | MB | 2.8 | 60.0 | 63.8 | 75.7 | 199.5 | 64.6 | 59.5 | 74.4 | 198.5 | 0.50% |
| Altoona, PA | Altoona Metro Transit | TOTAL | 2.8 | 60.7 | 64.6 | 76.5 | 201.8 | 65.4 | 60.1 | 75.2 | 200.7 | 0.55% |
| Ames, IA | Ames Transit Agency | DR | 0.1 | 1.9 | 2.9 | 2.0 | 6.8 | 1.8 | 2.7 | 2.1 | 6.6 | 3.03% |
| Ames, IA | Ames Transit Agency | MB | 12.2 | 241.5 | 326.4 | 256.9 | 824.8 | 196.8 | 294.8 | 264.3 | 755.9 | 9.11% |
| Ames, IA | Ames Transit Agency | TOTAL | 12.3 | 243.4 | 329.3 | 258.9 | 831.6 | 198.6 | 297.5 | 266.4 | 762.5 | 9.06% |
| Anchorage, AK | Munic of Anchorage Trans Sys | DRP | 0.2 | 5.9 | 5.5 | 5.9 | 17.3 | 5.6 | 5.3 | 5.1 | 16.0 | 8.13% |
| Anchorage, AK | Munic of Anchorage Trans Sys | MB | 10.7 | 239.9 | 264.2 | 273.6 | 777.7 | 253.8 | 254.6 | 281.9 | 790.3 | -1.59% |
| Anchorage, AK | Munic of Anchorage Trans Sys | VPP | 0.2 | 4.2 | 3.5 | 3.4 | 11.1 | 0.0 | 1.3 | 1.6 | 2.9 | 282.76% |
| Anchorage, AK | Munic of Anchorage Trans Sys | TOTAL | 11.2 | 250.0 | 273.2 | 282.9 | 806.1 | 259.4 | 261.2 | 288.6 | 809.2 | -0.38% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | DR | 0.1 | 1.2 | 1.7 | 1.6 | 4.5 | 1.9 | 1.7 | 2.0 | 5.6 | -19.64% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | DRP | 1.0 | 26.6 | 26.1 | 27.3 | 80.0 | 25.4 | 24.0 | 28.4 | 77.8 | 2.83% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | MB | 13.7 | 301.2 | 311.9 | 323.3 | 936.4 | 320.0 | 291.0 | 357.5 | 968.5 | -3.31% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|--------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Ann Arbor, MI | Ann Arbor Transportation Auth | TOTAL | 14.8 | 329.0 | 339.7 | 352.2 | 1,020.9 | 347.3 | 316.7 | 387.9 | 1,051.9 | -2.95% |
| Athens, GA | Athens Transit System | DR | 0.1 | 1.3 | 1.4 | 1.4 | 4.1 | 1.4 | 1.3 | 1.5 | 4.2 | -2.38% |
| Athens, GA | Athens Transit System | MB | 4.6 | 109.6 | 114.5 | 92.1 | 316.2 | 118.8 | 121.9 | 111.5 | 352.2 | -10.22% |
| Athens, GA | Athens Transit System | TOTAL | 4.7 | 110.9 | 115.9 | 93.5 | 320.3 | 120.2 | 123.2 | 113.0 | 356.4 | -10.13% |
| Atlanta, GA | Cobb Community Transit | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Atlanta, GA | Cobb Community Transit | MBP | 9.7 | 225.1 | 232.9 | 230.1 | 688.1 | 228.0 | 203.2 | 243.3 | 674.5 | 2.02% |
| Atlanta, GA | Cobb Community Transit | VPP | NA | NA | NA | NA | NA | 10.3 | 8.7 | 6.9 | 25.9 | NA |
| Atlanta, GA | Cobb Community Transit | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | DRP | 0.4 | 6.3 | 7.0 | 10.4 | 23.7 | 5.7 | 5.9 | 7.2 | 18.8 | 26.06% |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | HR | 226.0 | 5,843.7 | 5,921.8 | 5,820.7 | 17,586.2 | 5,588.7 | 5,396.5 | 6,105.5 | 17,090.7 | 2.90% |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | MB | 240.0 | 5,688.4 | 5,978.6 | 6,202.9 | 17,869.9 | 5,734.8 | 5,626.3 | 6,515.2 | 17,876.3 | -0.04% |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | TOTAL | 466.3 | 11,538.4 | 11,907.4 | 12,034.0 | 35,479.8 | 11,329.2 | 11,028.7 | 12,627.9 | 34,985.8 | 1.41% |
| Austin, TX | Capital Metropolitan Trp Auth | DR | 1.3 | 31.0 | 29.2 | 30.2 | 90.4 | 31.3 | 29.8 | 34.0 | 95.1 | -4.94% |
| Austin, TX | Capital Metropolitan Trp Auth | DRP | 0.6 | 13.0 | 12.0 | 13.1 | 38.1 | 14.3 | 14.4 | 15.5 | 44.2 | -13.80% |
| Austin, TX | Capital Metropolitan Trp Auth | MB | 62.1 | 1,578.1 | 1,458.9 | 1,562.0 | 4,599.0 | 1,326.6 | 1,339.7 | 1,515.2 | 4,181.5 | 9.98% |
| Austin, TX | Capital Metropolitan Trp Auth | MBP | 46.0 | 625.3 | 939.5 | 777.3 | 2,342.1 | 584.7 | 940.0 | 870.3 | 2,395.0 | -2.21% |
| Austin, TX | Capital Metropolitan Trp Auth | VPP | 1.7 | 40.0 | 33.8 | 38.2 | 112.0 | 29.8 | 28.1 | 30.8 | 88.7 | 26.27% |
| Austin, TX | Capital Metropolitan Trp Auth | TOTAL | 111.7 | 2,287.4 | 2,473.4 | 2,420.8 | 7,181.6 | 1,986.7 | 2,352.0 | 2,465.8 | 6,804.5 | 5.54% |
| Bakersfield, CA | Golden Empire Transit District | DRP | 0.2 | 3.5 | 3.4 | 3.7 | 10.6 | 4.1 | 3.3 | 3.5 | 10.9 | -2.75% |
| Bakersfield, CA | Golden Empire Transit District | MB | 16.1 | 381.0 | 389.0 | 408.7 | 1,178.7 | 365.3 | 368.0 | 416.6 | 1,149.9 | 2.50% |
| Bakersfield, CA | Golden Empire Transit District | TOTAL | 16.3 | 384.5 | 392.4 | 412.4 | 1,189.3 | 369.4 | 371.3 | 420.1 | 1,160.8 | 2.46% |
| Baltimore, MD | Mass Transit Adm of Maryland | CRP | 17.7 | 340.5 | 396.0 | 410.3 | 1,146.8 | 389.0 | 375.4 | 447.9 | 1,212.3 | -5.40% |
| Baltimore, MD | Mass Transit Adm of Maryland | DR | 0.2 | 3.6 | 4.1 | 4.7 | 12.4 | 5.3 | 4.1 | 5.3 | 14.7 | -15.65% |
| Baltimore, MD | Mass Transit Adm of Maryland | DRP | 1.2 | 24.1 | 30.4 | 32.5 | 87.0 | 20.8 | 21.4 | 26.9 | 69.1 | 25.90% |
| Baltimore, MD | Mass Transit Adm of Maryland | HR | 39.5 | 825.3 | 947.5 | 1,012.7 | 2,785.5 | 817.0 | 794.8 | 952.7 | 2,564.5 | 8.62% |
| Baltimore, MD | Mass Transit Adm of Maryland | LR | 16.9 | 367.3 | 346.9 | 538.3 | 1,252.5 | 113.9 | 102.3 | 135.8 | 352.0 | 255.82% |
| Baltimore, MD | Mass Transit Adm of Maryland | MB | 227.3 | 4,770.3 | 5,722.4 | 6,298.4 | 16,791.1 | 5,926.0 | 5,914.2 | 6,918.7 | 18,758.9 | -10.49% |
| Baltimore, MD | Mass Transit Adm of Maryland | MBP | 5.3 | 101.0 | 116.6 | 117.6 | 335.2 | 111.7 | 106.4 | 127.8 | 345.9 | -3.09% |
| Baltimore, MD | Mass Transit Adm of Maryland | TOTAL | 308.0 | 6,432.1 | 7,563.9 | 8,414.5 | 22,410.5 | 7,383.7 | 7,318.6 | 8,615.1 | 23,317.4 | -3.89% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|-----------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Batavia, NY | Batavia Bus Service | DR | NA | 7.0 | 7.2 | 7.3 | 21.5 | 7.2 | 6.6 | 8.0 | 21.8 | -1.38% |
| Batavia, NY | Batavia Bus Service | TOTAL | NA | 7.0 | 7.2 | 7.3 | 21.5 | 7.2 | 6.6 | 8.0 | 21.8 | -1.38% |
| Bay City, MI | Bay Metro Transit | DR | 0.3 | 6.0 | 6.0 | 6.0 | 18.0 | 5.7 | 5.2 | 5.7 | 16.6 | 8.43% |
| Bay City, MI | Bay Metro Transit | MB | 1.8 | 37.9 | 38.1 | 39.9 | 115.9 | 45.0 | 48.0 | 51.7 | 144.7 | -19.90% |
| Bay City, MI | Bay Metro Transit | TOTAL | 2.1 | 43.9 | 44.1 | 45.9 | 133.9 | 50.7 | 53.2 | 57.4 | 161.3 | -16.99% |
| Bellingham, WA | Whatcom Transportation Auth | DR | 0.5 | 11.5 | 11.7 | 11.8 | 35.0 | 10.6 | 10.1 | 11.8 | 32.5 | 7.69% |
| Bellingham, WA | Whatcom Transportation Auth | DRP | 0.0 | 0.3 | 0.3 | 0.3 | 0.9 | 0.3 | 0.3 | 0.4 | 1.0 | -10.00% |
| Bellingham, WA | Whatcom Transportation Auth | MB | 10.4 | 235.8 | 271.0 | 216.8 | 723.6 | 186.5 | 217.2 | 303.3 | 707.0 | 2.35% |
| Bellingham, WA | Whatcom Transportation Auth | TOTAL | 10.9 | 247.6 | 283.0 | 228.9 | 759.5 | 197.4 | 227.6 | 315.5 | 740.5 | 2.57% |
| Birmingham, AL | Birmingham-Jefferson Co TA | DR | 0.3 | 6.6 | 6.5 | 7.0 | 20.1 | 5.9 | 5.2 | 6.3 | 17.4 | 15.52% |
| Birmingham, AL | Birmingham-Jefferson Co TA | MB | 11.2 | 249.5 | 214.8 | 224.2 | 688.5 | 367.4 | 426.9 | 444.4 | 1,238.7 | -44.42% |
| Birmingham, AL | Birmingham-Jefferson Co TA | VP | 0.5 | 9.5 | 8.8 | 9.8 | 28.1 | 8.8 | 8.8 | 8.8 | 26.4 | 6.44% |
| Birmingham, AL | Birmingham-Jefferson Co TA | TOTAL | 11.9 | 265.6 | 230.1 | 241.0 | 736.7 | 382.1 | 440.9 | 459.5 | 1,282.5 | -42.56% |
| Blacksburg, VA | Blacksburg Transit | DR | 0.0 | 0.8 | 0.1 | 0.9 | 1.8 | 0.6 | 0.8 | 0.9 | 2.3 | -22.17% |
| Blacksburg, VA | Blacksburg Transit | MB | 6.2 | 135.0 | 173.0 | 133.2 | 441.2 | 123.0 | 167.2 | 142.2 | 432.4 | 2.04% |
| Blacksburg, VA | Blacksburg Transit | TOTAL | 6.3 | 135.8 | 173.1 | 134.1 | 443.0 | 123.6 | 168.0 | 143.1 | 434.7 | 1.91% |
| Bloomington, IN | Bloomington Public Trp Corp | DRP | 0.1 | 1.7 | 2.0 | 1.7 | 5.4 | 1.2 | 1.3 | 1.4 | 3.9 | 38.46% |
| Bloomington, IN | Bloomington Public Trp Corp | MB | 4.2 | 95.8 | 98.2 | 79.5 | 273.5 | 87.8 | 88.7 | 87.2 | 263.7 | 3.72% |
| Bloomington, IN | Bloomington Public Trp Corp | TOTAL | 4.2 | 97.5 | 100.2 | 81.2 | 278.9 | 89.0 | 90.0 | 88.6 | 267.6 | 4.22% |
| Boise, ID | Boise Urban Stages | DR | 0.0 | 1.8 | 2.0 | 1.9 | 5.7 | 1.7 | 1.6 | 1.7 | 5.0 | 14.00% |
| Boise, ID | Boise Urban Stages | MB | 23.6 | 102.0 | 102.2 | 104.2 | 308.4 | 115.8 | 115.0 | 121.0 | 351.8 | -12.34% |
| Boise, ID | Boise Urban Stages | TOTAL | 23.7 | 103.8 | 104.2 | 106.1 | 314.1 | 117.5 | 116.6 | 122.7 | 356.8 | -11.97% |
| Boston, MA | Massachusetts Bay Trp Auth | CR | 100.5 | 2,322.0 | 2,243.8 | 2,306.1 | 6,871.9 | 2,103.9 | 2,004.8 | 2,291.3 | 6,400.0 | 7.37% |
| Boston, MA | Massachusetts Bay Trp Auth | DRP | 3.1 | 71.4 | 77.7 | 80.9 | 230.0 | 67.6 | 63.1 | 77.3 | 208.0 | 10.58% |
| Boston, MA | Massachusetts Bay Trp Auth | FBP | 3.5 | 73.2 | 67.2 | 72.4 | 212.8 | 59.9 | 54.1 | 68.0 | 182.0 | 16.92% |
| Boston, MA | Massachusetts Bay Trp Auth | HR | 390.9 | 9,635.5 | 9,205.7 | 9,695.7 | 28,536.9 | 8,982.3 | 8,640.2 | 9,669.0 | 27,291.5 | 4.56% |
| Boston, MA | Massachusetts Bay Trp Auth | LR | 249.2 | 5,952.2 | 6,171.8 | 6,053.5 | 18,177.5 | 5,706.2 | 5,422.7 | 6,004.9 | 17,133.8 | 6.09% |
| Boston, MA | Massachusetts Bay Trp Auth | MB | 344.5 | 8,639.6 | 8,034.5 | 8,488.0 | 25,162.1 | 7,892.1 | 7,514.5 | 8,692.3 | 24,098.9 | 4.41% |
| Boston, MA | Massachusetts Bay Trp Auth | MBP | 7.5 | 157.2 | 153.3 | 164.7 | 475.2 | 115.0 | 113.1 | 141.0 | 369.1 | 28.75% |

APTA TRANSIT RIDERSHIP REPORT

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|-----------------------------|---------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Champaign, IL | Champaign-Urbana MTD | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Charleston, SC | City of Charleston | DR | 0.2 | 4.4 | 4.3 | 4.7 | 13.4 | 3.7 | 3.6 | 4.4 | 11.7 | 14.53% |
| Charleston, SC | City of Charleston | MB | 0.9 | 16.2 | 24.0 | 38.5 | 78.7 | 23.3 | 28.7 | 51.9 | 103.9 | -24.28% |
| Charleston, SC | City of Charleston | TOTAL | 1.1 | 20.6 | 28.3 | 43.2 | 92.1 | 27.0 | 32.3 | 56.3 | 115.6 | -20.36% |
| Chattanooga, TN | Chattanooga Area RTA | DR | 0.1 | 2.6 | 2.4 | 2.8 | 7.8 | 2.7 | 2.7 | 3.2 | 8.6 | -9.30% |
| Chattanooga, TN | Chattanooga Area RTA | IP | 0.2 | 0.0 | 0.0 | 19.6 | 19.6 | 10.0 | 10.7 | 26.8 | 47.5 | -58.74% |
| Chattanooga, TN | Chattanooga Area RTA | MB | 7.2 | 162.8 | 159.2 | 188.9 | 510.9 | 173.1 | 164.6 | 210.1 | 547.8 | -6.74% |
| Chattanooga, TN | Chattanooga Area RTA | TOTAL | 7.4 | 165.4 | 161.6 | 211.3 | 538.3 | 185.8 | 178.0 | 240.1 | 603.9 | -10.86% |
| Chicago, IL | Chicago Transit Authority | DRP | 3.8 | 105.1 | 102.7 | 109.1 | 316.9 | 106.5 | 102.9 | 117.1 | 326.5 | -2.94% |
| Chicago, IL | Chicago Transit Authority | HR | 387.7 | 9,741.1 | 9,320.3 | 9,912.4 | 28,973.8 | 9,373.3 | 8,877.6 | 10,387.7 | 28,638.6 | 1.17% |
| Chicago, IL | Chicago Transit Authority | MB | 1,034.4 | 24,390.4 | 24,293.5 | 25,784.5 | 74,468.4 | 23,774.4 | 23,476.6 | 27,996.2 | 75,247.2 | -1.03% |
| Chicago, IL | Chicago Transit Authority | TOTAL | 1,425.9 | 34,236.6 | 33,716.5 | 35,806.0 | 103,759.1 | 33,254.2 | 32,457.1 | 38,501.0 | 104,212.3 | -0.43% |
| Chicago, IL | Gary Public Transp Corp | DRP | 0.0 | 0.2 | 0.3 | 0.3 | 0.8 | 0.2 | 0.2 | 0.2 | 0.6 | 33.33% |
| Chicago, IL | Gary Public Transp Corp | MB | NA | NA | NA | NA | NA | 188.9 | 179.4 | 240.0 | 608.3 | NA |
| Chicago, IL | Gary Public Transp Corp | TOTAL | NA | NA | NA | NA | NA | 189.1 | 179.6 | 240.2 | 608.9 | NA |
| Chicago, IL | Hammond Transit System | DRP | 0.0 | 0.3 | 0.3 | 0.2 | 0.8 | 0.3 | 0.3 | 0.2 | 0.8 | 2.56% |
| Chicago, IL | Hammond Transit System | MBP | NA | 29.7 | 30.5 | 34.2 | 94.4 | 29.4 | 30.1 | 36.2 | 95.7 | -1.35% |
| Chicago, IL | Hammond Transit System | TOTAL | NA | 30.0 | 30.8 | 34.4 | 95.2 | 29.7 | 30.4 | 36.4 | 96.5 | -1.32% |
| Chicago, IL | METRA | CR | 120.3 | 2,821.2 | 2,566.3 | 2,671.1 | 8,058.6 | 2,745.9 | 2,586.5 | 2,758.4 | 8,090.8 | -0.40% |
| Chicago, IL | METRA | CRP | 152.7 | 3,555.6 | 3,159.7 | 3,280.9 | 9,996.2 | 3,438.1 | 3,262.7 | 3,464.5 | 10,165.3 | -1.66% |
| Chicago, IL | METRA | TOTAL | 273.0 | 6,376.8 | 5,726.0 | 5,952.0 | 18,054.8 | 6,184.0 | 5,849.2 | 6,222.9 | 18,256.1 | -1.10% |
| Chicago, IL | Northern IN Commuter TD | CR | 11.6 | 270.4 | 256.5 | 266.4 | 793.3 | 263.7 | 244.6 | 285.4 | 793.7 | -0.05% |
| Chicago, IL | Northern IN Commuter TD | TOTAL | 11.6 | 270.4 | 256.5 | 266.4 | 793.3 | 263.7 | 244.6 | 285.4 | 793.7 | -0.05% |
| Chicago, IL | PACE Suburban Bus | DRP | 6.5 | 136.9 | 138.7 | 142.4 | 418.0 | 132.4 | 128.5 | 148.1 | 409.0 | 2.20% |
| Chicago, IL | PACE Suburban Bus | MB | 104.2 | 2,440.0 | 2,496.7 | 2,556.3 | 7,493.0 | 2,432.9 | 2,399.4 | 2,744.5 | 7,576.8 | -1.11% |
| Chicago, IL | PACE Suburban Bus | MBP | 14.1 | 320.9 | 305.5 | 315.9 | 942.3 | 332.2 | 306.1 | 337.9 | 976.2 | -3.47% |
| Chicago, IL | PACE Suburban Bus | VP | 3.7 | 79.6 | 76.1 | 81.4 | 237.1 | 58.4 | 57.2 | 64.0 | 179.6 | 32.03% |
| Chicago, IL | PACE Suburban Bus | TOTAL | 128.5 | 2,977.4 | 3,017.0 | 3,096.0 | 9,090.4 | 2,955.9 | 2,891.2 | 3,294.5 | 9,141.6 | -0.56% |

APTA TRANSIT RIDERSHIP REPORT

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|-----------------------------|------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Cincinnati, OH | Tr Auth of Northern Kentucky | DR | 0.2 | 3.5 | 4.0 | 4.0 | 11.5 | 3.2 | 3.3 | 4.2 | 10.7 | 7.48% |
| Cincinnati, OH | Tr Auth of Northern Kentucky | MB | 13.2 | 277.6 | 276.3 | 290.0 | 843.9 | 277.7 | 268.5 | 308.0 | 854.2 | -1.21% |
| Cincinnati, OH | Tr Auth of Northern Kentucky | TOTAL | 13.4 | 281.1 | 280.3 | 294.0 | 855.4 | 280.9 | 271.8 | 312.2 | 864.9 | -1.10% |
| Cleveland, OH | Greater Cleveland Reg TA | DR | 0.9 | 20.6 | 19.8 | 21.1 | 61.5 | 20.4 | 19.3 | 23.0 | 62.7 | -1.91% |
| Cleveland, OH | Greater Cleveland Reg TA | DRP | 0.3 | 6.5 | 5.7 | 6.3 | 18.5 | 6.5 | 5.6 | 6.9 | 19.0 | -2.63% |
| Cleveland, OH | Greater Cleveland Reg TA | HR | 16.6 | 390.8 | 351.4 | 452.0 | 1,194.2 | 317.1 | 349.6 | 426.6 | 1,093.3 | 9.23% |
| Cleveland, OH | Greater Cleveland Reg TA | LR | 9.3 | 237.8 | 203.3 | 227.8 | 668.9 | 206.9 | 211.2 | 277.3 | 695.4 | -3.81% |
| Cleveland, OH | Greater Cleveland Reg TA | MB | 170.6 | 4,028.5 | 4,040.8 | 4,198.1 | 12,267.4 | 4,070.8 | 3,875.8 | 4,624.8 | 12,571.4 | -2.42% |
| Cleveland, OH | Greater Cleveland Reg TA | MBP | 6.0 | 134.3 | 137.8 | 160.6 | 432.7 | 136.3 | 165.0 | 182.3 | 483.6 | -10.53% |
| Cleveland, OH | Greater Cleveland Reg TA | TOTAL | 203.7 | 4,818.5 | 4,758.8 | 5,065.9 | 14,643.2 | 4,758.0 | 4,626.5 | 5,540.9 | 14,925.4 | -1.89% |
| Cleveland, OH | LAKETRAN | DR | 1.0 | 20.1 | 20.4 | 21.4 | 61.9 | 17.9 | 17.0 | 20.1 | 55.0 | 12.55% |
| Cleveland, OH | LAKETRAN | DRP | 0.2 | 4.0 | 4.1 | 4.0 | 12.1 | 3.7 | 3.6 | 4.5 | 11.8 | 2.54% |
| Cleveland, OH | LAKETRAN | MB | 0.9 | 19.2 | 18.9 | 19.5 | 57.6 | 18.3 | 20.2 | 19.0 | 57.5 | 0.17% |
| Cleveland, OH | LAKETRAN | TOTAL | 2.1 | 43.3 | 43.4 | 44.9 | 131.6 | 39.9 | 40.8 | 43.6 | 124.3 | 5.87% |
| Colorado Springs, CO | Springs Transit Management | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Colorado Springs, CO | Springs Transit Management | MB | 12.6 | 267.7 | 270.4 | 264.1 | 802.2 | 258.6 | 264.8 | 281.3 | 804.7 | -0.31% |
| Colorado Springs, CO | Springs Transit Management | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Columbus, GA | Columbus Transit System | DR | 1.0 | 2.1 | 2.0 | 3.5 | 7.6 | 2.1 | 1.9 | 2.3 | 6.3 | 20.63% |
| Columbus, GA | Columbus Transit System | MB | 3.6 | 80.1 | 77.2 | 80.1 | 237.4 | 80.9 | 77.9 | 89.4 | 248.2 | -4.35% |
| Columbus, GA | Columbus Transit System | TOTAL | 4.6 | 82.2 | 79.2 | 83.6 | 245.0 | 83.0 | 79.8 | 91.7 | 254.5 | -3.73% |
| Corpus Christi, TX | Corpus Christi Regional TA | DRP | 0.9 | 19.4 | 18.7 | 18.6 | 56.7 | 16.4 | 16.4 | 16.2 | 49.0 | 15.71% |
| Corpus Christi, TX | Corpus Christi Regional TA | FBP | NA | NA | NA | NA | NA | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Corpus Christi, TX | Corpus Christi Regional TA | MB | 15.7 | 346.7 | 338.1 | 320.3 | 1,005.1 | 310.3 | 316.9 | 350.9 | 978.1 | 2.76% |
| Corpus Christi, TX | Corpus Christi Regional TA | MBP | 1.0 | 22.3 | 22.6 | 22.0 | 66.9 | 19.6 | 21.7 | 25.6 | 66.9 | 0.00% |
| Corpus Christi, TX | Corpus Christi Regional TA | VPP | NA | NA | NA | NA | NA | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Corpus Christi, TX | Corpus Christi Regional TA | TOTAL | NA | NA | NA | NA | NA | 346.3 | 355.0 | 392.7 | 1,094.0 | NA |
| Dallas, TX | Dallas Area Rapid Transit | DRP | 2.7 | 58.0 | 56.0 | 60.0 | 174.0 | 64.7 | 65.2 | 67.3 | 197.2 | -11.76% |
| Dallas, TX | Dallas Area Rapid Transit | MB | 136.4 | 2,867.0 | 3,034.5 | 2,942.2 | 8,843.7 | 3,108.9 | 2,974.8 | 3,164.8 | 9,248.5 | -4.38% |
| Dallas, TX | Dallas Area Rapid Transit | MBP | 27.1 | 589.0 | 595.5 | 571.8 | 1,756.3 | 572.7 | 575.1 | 678.0 | 1,825.8 | -3.81% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Denver, CO | Regional Transportation Dist | LR | 12.8 | 35.7 | 31.1 | 30.2 | 97.0 | 33.6 | 30.1 | 33.5 | 97.2 | -0.21% |
| Denver, CO | Regional Transportation Dist | MB | 125.2 | 3,129.2 | 3,074.2 | 3,154.5 | 9,357.9 | 3,006.9 | 2,939.1 | 3,260.8 | 9,206.8 | 1.64% |
| Denver, CO | Regional Transportation Dist | MBP | 31.0 | 768.6 | 761.9 | 845.0 | 2,375.5 | 710.8 | 652.0 | 762.3 | 2,125.1 | 11.78% |
| Denver, CO | Regional Transportation Dist | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Des Moines, IA | Des Moines Metro TA | DR | 0.8 | 14.8 | 15.8 | 15.8 | 46.4 | 17.4 | 17.1 | 18.9 | 53.4 | -13.11% |
| Des Moines, IA | Des Moines Metro TA | DRP | 0.1 | 1.8 | 2.0 | 2.1 | 5.9 | 2.1 | 2.0 | 2.2 | 6.3 | -6.35% |
| Des Moines, IA | Des Moines Metro TA | MB | 13.8 | 300.0 | 320.3 | 318.1 | 938.4 | 281.6 | 280.4 | 298.3 | 860.3 | 9.08% |
| Des Moines, IA | Des Moines Metro TA | MBP | 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 |
| Detroit, MI | Detroit Dept of Transp | MB | 132.8 | 2,847.0 | 2,840.3 | 2,810.4 | 8,497.7 | 2,704.4 | 3,034.3 | 3,647.5 | 9,386.2 | -9.47% |
| Detroit, MI | Detroit Dept of Transp | TOTAL | 132.8 | 2,847.0 | 2,840.3 | 2,810.4 | 8,497.7 | 2,704.4 | 3,034.3 | 3,647.5 | 9,386.2 | -9.47% |
| Detroit, MI | Suburban Mobility Auth for RT | DR | 2.0 | 42.9 | 43.4 | 43.0 | 129.3 | 45.3 | 41.7 | 51.0 | 138.0 | -6.30% |
| Detroit, MI | Suburban Mobility Auth for RT | DRP | 1.5 | 30.0 | 34.1 | 32.7 | 96.8 | 31.2 | 26.8 | 37.4 | 95.4 | 1.47% |
| Detroit, MI | Suburban Mobility Auth for RT | MB | 24.5 | 593.8 | 578.0 | 594.0 | 1,765.8 | 714.5 | 667.4 | 802.1 | 2,184.0 | -19.15% |
| Detroit, MI | Suburban Mobility Auth for RT | MBP | 1.1 | 25.8 | 26.0 | 27.3 | 79.1 | 24.0 | 23.0 | 27.0 | 74.0 | 6.89% |
| Detroit, MI | Suburban Mobility Auth for RT | TOTAL | 29.1 | 692.5 | 681.5 | 697.0 | 2,071.0 | 815.0 | 758.9 | 917.5 | 2,491.4 | -16.87% |
| Duluth, MN | Duluth Transit Authority | DRP | NA | 2.4 | 2.5 | 2.6 | 7.5 | 2.3 | 2.3 | 2.4 | 7.0 | 7.14% |
| Duluth, MN | Duluth Transit Authority | MB | NA | 260.5 | 290.5 | 298.9 | 849.9 | 266.0 | 264.4 | 314.4 | 844.8 | 0.60% |
| Duluth, MN | Duluth Transit Authority | TOTAL | NA | 262.9 | 293.0 | 301.5 | 857.4 | 268.3 | 266.7 | 316.8 | 851.8 | 0.66% |
| Durham, NC | Durham Area Transit Auth | DRP | 0.2 | 5.3 | 5.0 | 5.5 | 15.8 | 4.3 | 4.1 | 5.8 | 14.2 | 11.27% |
| Durham, NC | Durham Area Transit Auth | MB | 9.1 | 199.5 | 221.6 | 248.3 | 669.4 | 244.5 | 236.6 | 286.4 | 767.5 | -12.78% |
| Durham, NC | Durham Area Transit Auth | TOTAL | 9.3 | 204.8 | 226.6 | 253.8 | 685.2 | 248.8 | 240.7 | 292.2 | 781.7 | -12.34% |
| Fairfield, CA | Fairfield/Suisun Transit Sys | DRP | 0.1 | 1.6 | 1.5 | 1.6 | 4.7 | 1.6 | 1.5 | 1.8 | 4.9 | -4.08% |
| Fairfield, CA | Fairfield/Suisun Transit Sys | MBP | 2.9 | 64.6 | 66.4 | 70.9 | 201.9 | 56.8 | 58.1 | 67.0 | 181.9 | 11.00% |
| Fairfield, CA | Fairfield/Suisun Transit Sys | TOTAL | 3.0 | 66.2 | 67.9 | 72.5 | 206.6 | 58.4 | 59.6 | 68.8 | 186.8 | 10.60% |
| Fitchburg, MA | Montachusett Area RTA | DRP | 2.6 | 64.3 | 52.0 | 69.6 | 185.9 | 64.0 | 52.0 | 69.6 | 185.6 | 0.16% |
| Fitchburg, MA | Montachusett Area RTA | MBP | 2.6 | 60.8 | 62.1 | 64.5 | 187.4 | 58.1 | 52.6 | 67.4 | 178.1 | 5.22% |
| Fitchburg, MA | Montachusett Area RTA | TOTAL | 5.2 | 125.1 | 114.1 | 134.1 | 373.3 | 122.1 | 104.6 | 137.0 | 363.7 | 2.64% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|-------------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Flint, MI | Mass Transportation Authority | DR | 0.8 | 18.6 | 18.3 | 17.9 | 54.8 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Flint, MI | Mass Transportation Authority | DRP | 0.2 | 5.3 | 5.8 | 5.2 | 16.3 | 22.3 | 22.1 | 25.1 | 69.5 | -76.55% |
| Flint, MI | Mass Transportation Authority | MB | 22.1 | 515.0 | 473.5 | 473.6 | 1,462.1 | 497.7 | 439.6 | 582.9 | 1,520.2 | -3.82% |
| Flint, MI | Mass Transportation Authority | TOTAL | 23.2 | 538.9 | 497.6 | 496.7 | 1,533.2 | 520.0 | 461.7 | 608.0 | 1,589.7 | -3.55% |
| Fort Collins, CO | Transfort | DRP | 0.3 | 6.3 | 6.4 | 6.4 | 19.1 | 4.9 | 4.7 | 5.4 | 15.0 | 27.33% |
| Fort Collins, CO | Transfort | MB | 5.2 | 113.5 | 134.8 | 115.5 | 363.8 | 101.7 | 122.3 | 120.2 | 344.2 | 5.69% |
| Fort Collins, CO | Transfort | VP | 0.3 | 7.7 | 8.1 | 8.1 | 23.9 | 2.0 | 2.0 | 2.2 | 6.2 | 285.48% |
| Fort Collins, CO | Transfort | TOTAL | 5.7 | 127.5 | 149.3 | 130.0 | 406.8 | 108.6 | 129.0 | 127.8 | 365.4 | 11.33% |
| Fort Lauderdale, FL | Broward County Transit | DRP | 2.5 | 58.6 | 75.5 | 60.1 | 194.2 | 66.1 | 69.7 | 92.4 | 228.2 | -14.90% |
| Fort Lauderdale, FL | Broward County Transit | MB | 77.4 | 1,938.4 | 1,911.1 | 2,025.5 | 5,875.0 | 2,024.2 | 1,938.7 | 2,164.8 | 6,127.7 | -4.12% |
| Fort Lauderdale, FL | Broward County Transit | MBP | 1.8 | 47.4 | 46.5 | 45.0 | 138.9 | 48.5 | 45.6 | 55.3 | 149.4 | -7.03% |
| Fort Lauderdale, FL | Broward County Transit | TOTAL | 81.8 | 2,044.4 | 2,033.1 | 2,130.6 | 6,208.1 | 2,138.8 | 2,054.0 | 2,312.5 | 6,505.3 | -4.57% |
| Fort Wayne, IN | Fort Wayne Public Tr Corp | DR | 0.1 | 1.9 | 1.8 | 1.9 | 5.6 | 1.4 | 1.5 | 1.7 | 4.6 | 21.74% |
| Fort Wayne, IN | Fort Wayne Public Tr Corp | MB | 4.7 | 110.5 | 110.6 | 113.1 | 334.2 | 102.5 | 102.5 | 117.8 | 322.8 | 3.53% |
| Fort Wayne, IN | Fort Wayne Public Tr Corp | TOTAL | 4.8 | 112.4 | 112.4 | 115.0 | 339.8 | 103.9 | 104.0 | 119.5 | 327.4 | 3.79% |
| Fresno, CA | Fresno Area Express | DRP | NA | 7.1 | 6.8 | 7.5 | 21.4 | 6.9 | 7.4 | 8.2 | 22.5 | -4.89% |
| Fresno, CA | Fresno Area Express | MB | 32.9 | 770.3 | 758.8 | 821.1 | 2,350.2 | 697.2 | 715.5 | 819.5 | 2,232.2 | 5.29% |
| Fresno, CA | Fresno Area Express | TOTAL | NA | 777.4 | 765.6 | 828.6 | 2,371.6 | 704.1 | 722.9 | 827.7 | 2,254.7 | 5.18% |
| Glens Falls, NY | Greater Glens Falls Transit | DR | 0.0 | 0.2 | 0.2 | 0.2 | 0.6 | 0.2 | 0.2 | 0.3 | 0.7 | -14.29% |
| Glens Falls, NY | Greater Glens Falls Transit | DRP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Glens Falls, NY | Greater Glens Falls Transit | MB | 0.8 | 20.0 | 22.0 | 21.6 | 63.6 | 19.7 | 20.3 | 23.2 | 63.2 | 0.63% |
| Glens Falls, NY | Greater Glens Falls Transit | TOTAL | 0.8 | 20.2 | 22.2 | 21.8 | 64.2 | 19.9 | 20.5 | 23.5 | 63.9 | 0.47% |
| Grand Rapids, MI | Grand Rapids Area Transit Authority | DRP | 0.7 | 15.8 | 15.5 | 15.7 | 47.0 | 16.8 | 16.7 | 18.5 | 52.0 | -9.62% |
| Grand Rapids, MI | Grand Rapids Area Transit Authority | MB | 12.8 | 296.8 | 296.1 | 303.8 | 896.7 | 281.4 | 272.9 | 316.2 | 870.5 | 3.01% |
| Grand Rapids, MI | Grand Rapids Area Transit Authority | TOTAL | 13.5 | 312.6 | 311.6 | 319.5 | 943.7 | 298.2 | 289.6 | 334.7 | 922.5 | 2.30% |
| Great Falls, MT | Great Falls Transit District | DRP | 0.1 | 0.7 | 0.7 | 0.9 | 2.3 | 0.5 | 0.5 | 0.6 | 1.6 | 40.63% |
| Great Falls, MT | Great Falls Transit District | MB | 1.9 | 40.4 | 43.4 | 45.9 | 129.7 | 36.1 | 34.4 | 39.8 | 110.3 | 17.59% |
| Great Falls, MT | Great Falls Transit District | TOTAL | 1.9 | 41.1 | 44.1 | 46.8 | 132.0 | 36.6 | 34.9 | 40.4 | 111.9 | 17.92% |

APTA TRANSIT RIDERSHIP REPORT

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|-----------------------------|------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Greensboro, NC | Greensboro Transit Auth | DRP | 0.4 | 7.7 | 8.1 | 9.1 | 24.9 | 8.5 | 8.5 | 9.3 | 26.3 | -5.32% |
| Greensboro, NC | Greensboro Transit Auth | MBP | 5.6 | 130.3 | 128.1 | 132.5 | 390.9 | 130.4 | 124.7 | 152.5 | 407.6 | -4.10% |
| Greensboro, NC | Greensboro Transit Auth | TOTAL | 6.0 | 138.0 | 136.2 | 141.6 | 415.8 | 138.9 | 133.2 | 161.8 | 433.9 | -4.17% |
| Harrisburg, PA | Cumberland-Dauphin-Hg TA | DRP | 0.0 | 0.5 | 0.8 | 0.8 | 2.1 | 0.4 | 0.4 | 0.6 | 1.4 | 50.00% |
| Harrisburg, PA | Cumberland-Dauphin-Hg TA | MB | 9.6 | 188.4 | 223.8 | 230.4 | 642.6 | 251.1 | 223.3 | 269.9 | 744.3 | -13.66% |
| Harrisburg, PA | Cumberland-Dauphin-Hg TA | TOTAL | 9.6 | 188.9 | 224.6 | 231.2 | 644.7 | 251.5 | 223.7 | 270.5 | 745.7 | -13.54% |
| Hartford, CT | Connecticut DOT | FB | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Hartford, CT | Connecticut DOT | MBP | 0.6 | 14.8 | 13.3 | 13.4 | 41.5 | 15.4 | 13.8 | 16.0 | 45.2 | -8.19% |
| Hartford, CT | Connecticut DOT | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Honolulu, HI | City & Cnty of Honolulu PTA | DRP | 2.3 | 54.4 | 52.0 | 50.1 | 156.5 | 52.6 | 49.5 | 56.5 | 158.6 | -1.32% |
| Honolulu, HI | City & Cnty of Honolulu PTA | MB | 253.6 | 6,698.0 | 6,455.6 | 6,565.9 | 19,719.5 | 8,478.6 | 6,342.8 | 7,070.1 | 21,891.5 | -9.92% |
| Honolulu, HI | City & Cnty of Honolulu PTA | MBP | 0.5 | 13.2 | 13.4 | 13.4 | 40.0 | 17.0 | 16.4 | 18.6 | 52.0 | -23.08% |
| Honolulu, HI | City & Cnty of Honolulu PTA | TOTAL | 256.5 | 6,765.6 | 6,521.0 | 6,629.4 | 19,916.0 | 8,548.2 | 6,408.7 | 7,145.2 | 22,102.1 | -9.89% |
| Houston, TX | Metro Tr Auth of Harris Co | DRP | 3.7 | 76.6 | 75.8 | 61.4 | 213.8 | 69.5 | 69.6 | 78.1 | 217.2 | -1.57% |
| Houston, TX | Metro Tr Auth of Harris Co | MB | 257.0 | 6,537.6 | 6,623.0 | 6,439.1 | 19,599.7 | 6,351.1 | 6,496.9 | 6,860.0 | 19,708.0 | -0.55% |
| Houston, TX | Metro Tr Auth of Harris Co | MBP | 5.8 | 125.4 | 121.3 | 121.1 | 367.8 | 122.7 | 117.7 | 137.3 | 377.7 | -2.62% |
| Houston, TX | Metro Tr Auth of Harris Co | TOTAL | 266.5 | 6,739.6 | 6,820.1 | 6,621.6 | 20,181.3 | 6,543.3 | 6,684.2 | 7,075.4 | 20,302.9 | -0.60% |
| Indianapolis, IN | Indianapolis Public Trp Corp | DRP | 0.4 | 8.0 | 8.6 | 9.7 | 26.3 | 6.9 | 7.4 | 9.6 | 23.9 | 10.04% |
| Indianapolis, IN | Indianapolis Public Trp Corp | MB | 29.5 | 708.8 | 704.5 | 834.3 | 2,247.6 | 696.5 | 700.1 | 817.9 | 2,214.5 | 1.49% |
| Indianapolis, IN | Indianapolis Public Trp Corp | TOTAL | 29.9 | 716.8 | 713.1 | 844.0 | 2,273.9 | 703.4 | 707.5 | 827.5 | 2,238.4 | 1.59% |
| Ithaca, NY | Ithaca Transit | MB | 3.2 | 58.2 | 78.4 | 68.1 | 204.7 | 55.1 | 78.9 | 69.8 | 203.8 | 0.44% |
| Ithaca, NY | Ithaca Transit | MBP | 0.6 | 13.5 | 15.4 | 14.9 | 43.8 | 12.0 | 13.1 | 13.4 | 38.5 | 13.77% |
| Ithaca, NY | Ithaca Transit | TOTAL | 3.7 | 71.7 | 93.8 | 83.0 | 248.5 | 67.1 | 92.0 | 83.2 | 242.3 | 2.56% |
| Jacksonville, FL | Jacksonville Transp Auth | AG | 1.1 | 21.0 | 22.0 | 36.9 | 79.9 | 18.9 | 22.1 | 40.0 | 81.0 | -1.36% |
| Jacksonville, FL | Jacksonville Transp Auth | DRP | 0.5 | 11.7 | 10.7 | 10.9 | 33.3 | 9.9 | 9.6 | 12.7 | 32.2 | 3.42% |
| Jacksonville, FL | Jacksonville Transp Auth | MB | 28.7 | 698.4 | 691.4 | 683.3 | 2,073.1 | 723.7 | 684.0 | 784.6 | 2,192.3 | -5.44% |
| Jacksonville, FL | Jacksonville Transp Auth | TOTAL | 30.2 | 731.1 | 724.1 | 731.1 | 2,186.3 | 752.5 | 715.7 | 837.3 | 2,305.5 | -5.17% |
| Johnstown, PA | Cambria County Transit Auth | IP | 0.2 | 3.0 | 4.8 | 7.3 | 15.1 | 3.8 | 4.3 | 9.1 | 17.2 | -12.21% |

APTA TRANSIT RIDERSHIP REPORT

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|-----------------------------|-------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Johnstown, PA | Cambria County Transit Auth | MB | 4.2 | 103.8 | 106.0 | 112.0 | 321.8 | 126.2 | 118.5 | 142.1 | 386.8 | -16.80% |
| Johnstown, PA | Cambria County Transit Auth | TOTAL | 4.4 | 106.8 | 110.8 | 119.3 | 336.9 | 130.0 | 122.8 | 151.2 | 404.0 | -16.61% |
| Kalamazoo, MI | Kalamazoo Metro Transit Sys | DRP | 0.0 | 0.7 | 0.7 | 0.8 | 2.2 | 0.5 | 0.5 | 0.6 | 1.6 | 37.50% |
| Kalamazoo, MI | Kalamazoo Metro Transit Sys | MB | 5.1 | 122.6 | 123.2 | 123.6 | 369.4 | 113.3 | 114.3 | 128.1 | 355.7 | 3.85% |
| Kalamazoo, MI | Kalamazoo Metro Transit Sys | MBP | 0.0 | 1.2 | 0.9 | 1.4 | 3.5 | 1.2 | 0.6 | 0.9 | 2.7 | 29.63% |
| Kalamazoo, MI | Kalamazoo Metro Transit Sys | TOTAL | 5.1 | 124.5 | 124.8 | 125.8 | 375.1 | 115.0 | 115.4 | 129.6 | 360.0 | 4.19% |
| Kansas City, MO | Kansas City Area Trp Auth | DR | 0.1 | 2.9 | 2.9 | 2.9 | 8.7 | 2.4 | 2.6 | 3.1 | 8.1 | 7.41% |
| Kansas City, MO | Kansas City Area Trp Auth | DRP | 0.8 | 16.8 | 17.0 | 18.1 | 51.9 | 17.4 | 17.0 | 18.3 | 52.7 | -1.52% |
| Kansas City, MO | Kansas City Area Trp Auth | MB | 46.6 | 1,115.7 | 1,142.5 | 1,159.0 | 3,417.2 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Kansas City, MO | Kansas City Area Trp Auth | MBP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,115.4 | 1,103.6 | 1,263.9 | 3,482.9 | -100.00% |
| Kansas City, MO | Kansas City Area Trp Auth | TOTAL | 47.5 | 1,135.4 | 1,162.4 | 1,180.0 | 3,477.8 | 1,135.2 | 1,123.2 | 1,285.3 | 3,543.7 | -1.86% |
| Kittanning, PA | Mid-County Transit Auth | DRP | 0.2 | 4.9 | 5.4 | 5.1 | 15.4 | 4.7 | 4.4 | 6.5 | 15.6 | -1.28% |
| Kittanning, PA | Mid-County Transit Auth | MB | 0.2 | 5.4 | 5.0 | 5.5 | 15.9 | 5.2 | 5.0 | 5.9 | 16.1 | -1.24% |
| Kittanning, PA | Mid-County Transit Auth | TOTAL | 0.4 | 10.3 | 10.4 | 10.6 | 31.3 | 9.9 | 9.4 | 12.4 | 31.7 | -1.26% |
| LaCrosse, WI | LaCrosse Municipal Tran Util | MB | 3.3 | 67.5 | 73.0 | 70.6 | 211.1 | 68.3 | 67.0 | 72.8 | 208.1 | 1.44% |
| LaCrosse, WI | LaCrosse Municipal Tran Util | TOTAL | 3.3 | 67.5 | 73.0 | 70.6 | 211.1 | 68.3 | 67.0 | 72.8 | 208.1 | 1.44% |
| Lafayette, IN | Greater Lafayette PTC | DR | 0.1 | 2.3 | 1.8 | 1.9 | 6.0 | 1.7 | 1.8 | 1.9 | 5.4 | 11.11% |
| Lafayette, IN | Greater Lafayette PTC | MB | 9.1 | 196.7 | 212.0 | 172.6 | 581.3 | 183.8 | 207.2 | 178.7 | 569.7 | 2.04% |
| Lafayette, IN | Greater Lafayette PTC | TOTAL | 9.2 | 199.0 | 213.8 | 174.5 | 587.3 | 185.5 | 209.0 | 180.6 | 575.1 | 2.12% |
| Lancaster, PA | Red Rose Transit Authority | DRP | 1.1 | 19.8 | 25.3 | 24.6 | 69.7 | 23.0 | 20.8 | 25.9 | 69.7 | 0.00% |
| Lancaster, PA | Red Rose Transit Authority | MB | 6.7 | 139.9 | 169.3 | 176.5 | 485.7 | 169.6 | 163.2 | 194.7 | 527.5 | -7.92% |
| Lancaster, PA | Red Rose Transit Authority | TOTAL | 7.8 | 159.7 | 194.6 | 201.1 | 555.4 | 192.6 | 184.0 | 220.6 | 597.2 | -7.00% |
| Lansing, MI | Capital Area Transp Authority | DR | 0.1 | 3.3 | 3.4 | 3.3 | 10.0 | 2.5 | 2.2 | 2.6 | 7.3 | 36.99% |
| Lansing, MI | Capital Area Transp Authority | DRP | 0.9 | 22.2 | 22.4 | 21.9 | 66.5 | 20.0 | 19.6 | 23.6 | 63.2 | 5.22% |
| Lansing, MI | Capital Area Transp Authority | MB | 12.5 | 302.6 | 313.5 | 307.9 | 924.0 | 284.9 | 282.5 | 312.8 | 880.2 | 4.98% |
| Lansing, MI | Capital Area Transp Authority | TOTAL | 13.6 | 328.1 | 339.3 | 333.1 | 1,000.5 | 307.4 | 304.3 | 339.0 | 950.7 | 5.24% |
| Las Vegas, NV | RTC of Clark County | DRP | 1.4 | 40.7 | 40.6 | 42.8 | 124.1 | 17.5 | 20.4 | 28.8 | 66.7 | 86.06% |
| Las Vegas, NV | RTC of Clark County | MBP | 86.6 | 2,464.7 | 2,566.5 | 2,841.6 | 7,872.8 | 1,889.0 | 1,965.6 | 2,209.3 | 6,063.9 | 29.83% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Las Vegas, NV | RTC of Clark County | TOTAL | 87.9 | 2,505.4 | 2,607.1 | 2,884.4 | 7,996.9 | 1,906.5 | 1,986.0 | 2,238.1 | 6,130.6 | 30.44% |
| Longmont, CO | Regional Transportation Dist | MBP | 1.2 | 28.1 | 27.7 | 27.9 | 83.7 | 26.8 | 24.0 | 26.5 | 77.3 | 8.28% |
| Longmont, CO | Regional Transportation Dist | TOTAL | 1.2 | 28.1 | 27.7 | 27.9 | 83.7 | 26.8 | 24.0 | 26.5 | 77.3 | 8.28% |
| Los Angeles, CA | Culver City Munic Bus Lines | MB | 13.0 | 327.0 | 323.0 | 364.0 | 1,014.0 | 300.0 | 326.0 | 365.0 | 991.0 | 2.32% |
| Los Angeles, CA | Culver City Munic Bus Lines | TOTAL | 13.0 | 327.0 | 323.0 | 364.0 | 1,014.0 | 300.0 | 326.0 | 365.0 | 991.0 | 2.32% |
| Los Angeles, CA | Foothill Transit | MBP | 45.1 | 1,147.4 | 1,008.5 | 1,086.8 | 3,242.7 | 939.6 | 1,002.0 | 1,173.1 | 3,114.7 | 4.11% |
| Los Angeles, CA | Foothill Transit | TOTAL | 45.1 | 1,147.4 | 1,008.5 | 1,086.8 | 3,242.7 | 939.6 | 1,002.0 | 1,173.1 | 3,114.7 | 4.11% |
| Los Angeles, CA | Long Beach Transit | DRP | 0.3 | 5.8 | 6.0 | 6.3 | 18.1 | 6.2 | 6.9 | 7.8 | 20.9 | -13.40% |
| Los Angeles, CA | Long Beach Transit | MB | 76.0 | 1,633.9 | 1,563.1 | 1,663.5 | 4,860.5 | 1,947.5 | 1,898.8 | 2,070.9 | 5,917.2 | -17.86% |
| Los Angeles, CA | Long Beach Transit | TOTAL | 76.2 | 1,639.7 | 1,569.1 | 1,669.8 | 4,878.6 | 1,953.7 | 1,905.7 | 2,078.7 | 5,938.1 | -17.84% |
| Los Angeles, CA | Los Angeles County MTA | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Los Angeles, CA | Los Angeles County MTA | HR | 21.8 | 578.6 | 566.0 | 596.1 | 1,740.7 | 427.7 | 470.8 | 519.7 | 1,418.2 | 22.74% |
| Los Angeles, CA | Los Angeles County MTA | LR | 58.7 | 1,541.9 | 1,488.9 | 1,651.6 | 4,682.4 | 847.1 | 1,204.3 | 1,067.0 | 3,118.4 | 50.15% |
| Los Angeles, CA | Los Angeles County MTA | MB | 1,031.3 | 26,406.5 | 26,902.7 | 30,152.1 | 83,461.3 | 26,017.6 | 24,963.4 | 30,643.8 | 81,624.8 | 2.25% |
| Los Angeles, CA | Los Angeles County MTA | MBP | 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 |
| Los Angeles, CA | Montebello Bus Lines | DR | 0.1 | 1.5 | 1.7 | 1.8 | 5.0 | 1.5 | 1.5 | 1.8 | 4.8 | 4.17% |
| Los Angeles, CA | Montebello Bus Lines | MB | 18.1 | 478.6 | 443.2 | 494.1 | 1,415.9 | 418.0 | 456.0 | 512.2 | 1,386.2 | 2.14% |
| Los Angeles, CA | Montebello Bus Lines | TOTAL | 18.2 | 480.1 | 444.9 | 495.9 | 1,420.9 | 419.5 | 457.5 | 514.0 | 1,391.0 | 2.15% |
| Los Angeles, CA | Orange County Transp Auth | DRP | NA | 90.9 | 82.4 | 86.0 | 259.3 | 93.6 | 88.1 | 105.3 | 287.0 | -9.65% |
| Los Angeles, CA | Orange County Transp Auth | MB | 141.3 | 3,561.7 | 3,419.4 | 3,833.7 | 10,814.8 | 2,978.3 | 3,311.3 | 3,705.0 | 9,994.6 | 8.21% |
| Los Angeles, CA | Orange County Transp Auth | MBP | 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 |
| Los Angeles, CA | Santa Clarita Transit | DRP | 0.2 | 4.8 | 4.6 | 4.8 | 14.2 | 4.5 | 4.8 | 5.5 | 14.8 | -4.05% |
| Los Angeles, CA | Santa Clarita Transit | MBP | 6.2 | 126.7 | 128.4 | 140.7 | 395.8 | 95.4 | 109.2 | 131.3 | 335.9 | 17.83% |
| Los Angeles, CA | Santa Clarita Transit | TOTAL | 6.4 | 131.5 | 133.0 | 145.5 | 410.0 | 99.9 | 114.0 | 136.8 | 350.7 | 16.91% |
| Los Angeles, CA | Southern California RRA | CRP | 21.4 | 462.9 | 453.0 | 469.1 | 1,385.0 | 351.4 | 341.7 | 416.1 | 1,109.2 | 24.86% |
| Los Angeles, CA | Southern California RRA | TOTAL | 21.4 | 462.9 | 453.0 | 469.1 | 1,385.0 | 351.4 | 341.7 | 416.1 | 1,109.2 | 24.86% |

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Lynchburg, VA | Greater Lynchburg Transit Co | DR | 0.0 | 0.7 | 0.8 | 0.9 | 2.4 | 0.9 | 0.7 | 1.0 | 2.6 | -7.69% |
| Lynchburg, VA | Greater Lynchburg Transit Co | MB | 4.1 | 92.9 | 92.6 | 102.2 | 287.7 | 98.4 | 97.7 | 113.5 | 309.6 | -7.07% |
| Lynchburg, VA | Greater Lynchburg Transit Co | TOTAL | 4.1 | 93.6 | 93.4 | 103.1 | 290.1 | 99.3 | 98.4 | 114.5 | 312.2 | -7.08% |
| Lyons, NY | Wayne Area Transp Service | MB | NA | 7.9 | 8.2 | 8.6 | 24.7 | 7.4 | 7.1 | 9.3 | 23.8 | 3.78% |
| Lyons, NY | Wayne Area Transp Service | TOTAL | NA | 7.9 | 8.2 | 8.6 | 24.7 | 7.4 | 7.1 | 9.3 | 23.8 | 3.78% |
| Madison, WI | Madison Metro Transit System | DR | 0.4 | 7.2 | 7.8 | 8.5 | 23.5 | 5.3 | 6.1 | 5.8 | 17.2 | 36.63% |
| Madison, WI | Madison Metro Transit System | DRP | NA | 12.9 | 13.5 | 12.8 | 39.2 | 15.2 | 16.3 | 18.3 | 49.8 | -21.29% |
| Madison, WI | Madison Metro Transit System | MB | 37.3 | 778.6 | 951.2 | 887.8 | 2,617.6 | 762.1 | 886.4 | 956.0 | 2,604.5 | 0.50% |
| Madison, WI | Madison Metro Transit System | TOTAL | NA | 798.7 | 972.5 | 909.1 | 2,680.3 | 782.6 | 908.8 | 980.1 | 2,671.5 | 0.33% |
| Meadville, PA | Crawford Area Transp Auth | DR | 0.1 | 1.7 | 1.8 | 1.8 | 5.3 | 1.7 | 1.6 | 2.0 | 5.3 | 0.00% |
| Meadville, PA | Crawford Area Transp Auth | DRP | 0.1 | 2.3 | 2.4 | 1.7 | 6.4 | 2.3 | 2.2 | 2.4 | 6.9 | -7.25% |
| Meadville, PA | Crawford Area Transp Auth | MBP | 0.5 | 13.2 | 12.7 | 14.4 | 40.3 | 12.5 | 12.2 | 15.4 | 40.1 | 0.50% |
| Meadville, PA | Crawford Area Transp Auth | TOTAL | 0.7 | 17.2 | 16.9 | 17.9 | 52.0 | 16.5 | 16.0 | 19.8 | 52.3 | -0.57% |
| Melbourne, FL | Space Coast Area Transit | DR | 0.2 | 4.7 | 5.1 | 5.4 | 15.2 | NA | NA | NA | NA | NA |
| Melbourne, FL | Space Coast Area Transit | DRP | 0.3 | 7.3 | 7.2 | 7.4 | 21.9 | 8.1 | 7.8 | 8.8 | 24.7 | -11.34% |
| Melbourne, FL | Space Coast Area Transit | MB | 0.7 | 14.6 | 16.0 | 15.6 | 46.2 | 12.8 | 13.0 | 15.3 | 41.1 | 12.41% |
| Melbourne, FL | Space Coast Area Transit | VPP | 1.1 | 23.9 | 23.1 | 22.2 | 69.2 | 24.9 | 22.2 | 25.5 | 72.6 | -4.68% |
| Melbourne, FL | Space Coast Area Transit | TOTAL | 2.3 | 50.5 | 51.4 | 50.6 | 152.5 | NA | NA | NA | NA | NA |
| Miami, FL | Metro-Dade Transit Agency | AG | 12.7 | 329.4 | 323.4 | 331.7 | 984.5 | 340.1 | 318.3 | 417.6 | 1,076.0 | -8.50% |
| Miami, FL | Metro-Dade Transit Agency | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Miami, FL | Metro-Dade Transit Agency | DRP | NA | 55.2 | 59.6 | 76.5 | 191.3 | 63.4 | 55.6 | 64.7 | 183.7 | 4.14% |
| Miami, FL | Metro-Dade Transit Agency | HR | 50.4 | 1,255.1 | 1,257.8 | 1,253.8 | 3,766.7 | 1,191.6 | 1,146.5 | 1,373.6 | 3,711.7 | 1.48% |
| Miami, FL | Metro-Dade Transit Agency | MB | 198.7 | 5,202.6 | 5,047.3 | 5,142.4 | 15,392.3 | 5,256.6 | 5,024.5 | 5,619.4 | 15,900.5 | -3.20% |
| Miami, FL | Metro-Dade Transit Agency | MBP | 3.6 | 79.8 | 81.5 | 89.2 | 250.5 | 54.1 | 53.5 | 60.5 | 168.1 | 49.02% |
| Miami, FL | Metro-Dade Transit Agency | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Miami, FL | Tri-Cnty Commuter Rail Auth | CRP | 7.8 | 192.2 | 198.1 | 208.8 | 599.1 | 227.9 | 238.9 | 266.8 | 733.6 | -18.33% |
| Miami, FL | Tri-Cnty Commuter Rail Auth | TOTAL | 7.8 | 192.2 | 198.1 | 208.8 | 599.1 | 227.9 | 238.9 | 266.8 | 733.6 | -18.33% |
| 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 |
| Middletown, OH | City of Middletown Transit | MB | 0.8 | 17.0 | 19.2 | 19.3 | 55.5 | 16.7 | 15.9 | 18.9 | 51.5 | 7.77% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Middletown, OH | City of Middletown Transit | TOTAL | 0.8 | 17.0 | 19.2 | 19.3 | 55.5 | 16.7 | 15.9 | 18.9 | 51.5 | 7.77% |
| Milwaukee, WI | Milwaukee County Transit Sys | MB | 206.9 | 5,012.3 | 5,209.2 | 5,303.8 | 15,525.3 | 4,988.0 | 4,934.9 | 5,638.6 | 15,561.5 | -0.23% |
| Milwaukee, WI | Milwaukee County Transit Sys | TOTAL | 206.9 | 5,012.3 | 5,209.2 | 5,303.8 | 15,525.3 | 4,988.0 | 4,934.9 | 5,638.6 | 15,561.5 | -0.23% |
| Milwaukee, WI | Waukesha Transit System | DR | 0.0 | 0.9 | 0.9 | 0.9 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Milwaukee, WI | Waukesha Transit System | DRP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 1.6 | 2.0 | 5.3 | -100.00% |
| Milwaukee, WI | Waukesha Transit System | MB | 2.6 | 60.2 | 58.7 | 61.5 | 180.4 | 58.7 | 58.0 | 68.6 | 185.3 | -2.64% |
| Milwaukee, WI | Waukesha Transit System | TOTAL | 2.6 | 61.1 | 59.6 | 62.4 | 183.1 | 60.4 | 59.6 | 70.6 | 190.6 | -3.93% |
| Minneapolis, MN | Metropolitan Council Tr Op | MB | 211.7 | 5,088.7 | 5,140.4 | 5,230.3 | 15,459.4 | 5,387.0 | 5,079.0 | 5,887.3 | 16,353.3 | -5.47% |
| Minneapolis, MN | Metropolitan Council Tr Op | MBP | 0.1 | 1.1 | 1.1 | 1.2 | 3.4 | 8.3 | 8.5 | 7.7 | 24.5 | -86.12% |
| Minneapolis, MN | Metropolitan Council Tr Op | TOTAL | 211.8 | 5,089.8 | 5,141.5 | 5,231.5 | 15,462.8 | 5,395.3 | 5,087.5 | 5,895.0 | 16,377.8 | -5.59% |
| Monroe, MI | Lake Erie Transp Commission | DR | 0.5 | 10.5 | 10.7 | 10.9 | 32.1 | 8.9 | 8.3 | 10.1 | 27.3 | 17.58% |
| Monroe, MI | Lake Erie Transp Commission | MB | 1.2 | 25.7 | 26.0 | 27.3 | 79.0 | 24.0 | 22.9 | 26.9 | 73.8 | 7.05% |
| Monroe, MI | Lake Erie Transp Commission | TOTAL | 1.7 | 36.2 | 36.7 | 38.2 | 111.1 | 32.9 | 31.2 | 37.0 | 101.1 | 9.89% |
| Montgomery, AL | Montgomery Area Tr Sys | DR | 0.5 | 11.5 | 11.3 | 11.6 | 34.4 | 11.1 | 10.5 | 11.9 | 33.5 | 2.69% |
| Montgomery, AL | Montgomery Area Tr Sys | MB | 3.1 | 106.6 | 54.7 | 43.9 | 205.2 | 111.0 | 112.5 | 124.8 | 348.3 | -41.09% |
| Montgomery, AL | Montgomery Area Tr Sys | TOTAL | 3.6 | 118.1 | 66.0 | 55.5 | 239.6 | 122.1 | 123.0 | 136.7 | 381.8 | -37.24% |
| Muncie, IN | Muncie Indiana Transit Sys | DR | 0.2 | 3.4 | 4.3 | 4.3 | 12.0 | 4.7 | 4.5 | 5.1 | 14.3 | -16.08% |
| Muncie, IN | Muncie Indiana Transit Sys | MB | 3.9 | 90.2 | 94.8 | 93.1 | 278.1 | 83.3 | 91.0 | 102.4 | 276.7 | 0.51% |
| Muncie, IN | Muncie Indiana Transit Sys | TOTAL | 4.1 | 93.6 | 99.1 | 97.4 | 290.1 | 88.0 | 95.5 | 107.5 | 291.0 | -0.31% |
| Muskegon, MI | Muskegon Area Transit Sys | DRP | 0.0 | 0.7 | 0.7 | 0.7 | 2.1 | 0.7 | 0.7 | 0.8 | 2.2 | -4.55% |
| Muskegon, MI | Muskegon Area Transit Sys | MB | 1.6 | 34.8 | 34.7 | 36.7 | 106.2 | 52.5 | 51.6 | 58.3 | 162.4 | -34.61% |
| Muskegon, MI | Muskegon Area Transit Sys | TOTAL | 1.6 | 35.5 | 35.4 | 37.4 | 108.3 | 53.2 | 52.3 | 59.1 | 164.6 | -34.20% |
| Nashville, TN | Metropolitan Transit Auth | DR | 0.5 | 7.9 | 8.0 | 8.7 | 24.6 | 8.8 | 8.2 | 10.1 | 27.1 | -9.23% |
| Nashville, TN | Metropolitan Transit Auth | MB | 21.0 | 515.5 | 493.0 | 561.7 | 1,570.2 | 533.3 | 516.5 | 596.6 | 1,646.4 | -4.63% |
| Nashville, TN | Metropolitan Transit Auth | VP | 0.5 | 10.8 | 11.2 | 11.1 | 33.1 | 7.2 | 6.8 | 8.8 | 22.8 | 45.18% |
| Nashville, TN | Metropolitan Transit Auth | TOTAL | 22.0 | 534.2 | 512.2 | 581.5 | 1,627.9 | 549.3 | 531.5 | 615.5 | 1,696.3 | -4.03% |
| New Castle, IN | New Castle Community Transit | MB | 0.1 | 1.8 | 2.0 | 2.3 | 6.1 | 3.6 | 3.4 | 4.6 | 11.6 | -47.41% |
| New Castle, IN | New Castle Community Transit | TOTAL | 0.1 | 1.8 | 2.0 | 2.3 | 6.1 | 3.6 | 3.4 | 4.6 | 11.6 | -47.41% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| New Castle, PA | New Castle Area Transit Auth | MB | 8.6 | 49.1 | 48.7 | 52.4 | 150.2 | 47.0 | 46.4 | 55.6 | 149.0 | 0.81% |
| New Castle, PA | New Castle Area Transit Auth | TOTAL | 8.6 | 49.1 | 48.7 | 52.4 | 150.2 | 47.0 | 46.4 | 55.6 | 149.0 | 0.81% |
| New Haven, CT | Connecticut DOT | CRP | 12.6 | 26.9 | 25.9 | 26.8 | 79.6 | 25.9 | 23.5 | 27.7 | 77.1 | 3.24% |
| New Haven, CT | Connecticut DOT | TOTAL | 12.6 | 26.9 | 25.9 | 26.8 | 79.6 | 25.9 | 23.5 | 27.7 | 77.1 | 3.24% |
| New Orleans, LA | Regional Transit Auth | DR | 0.5 | 11.7 | 10.9 | 13.1 | 35.7 | 9.5 | 8.5 | 11.6 | 29.6 | 20.61% |
| New Orleans, LA | Regional Transit Auth | DRP | 0.5 | 9.6 | 9.9 | 12.2 | 31.7 | 7.9 | 8.6 | 9.9 | 26.4 | 20.08% |
| New Orleans, LA | Regional Transit Auth | LR | 21.1 | 373.3 | 425.8 | 524.4 | 1,323.5 | 424.8 | 389.2 | 540.1 | 1,354.1 | -2.26% |
| New Orleans, LA | Regional Transit Auth | MB | 178.8 | 3,556.1 | 3,716.7 | 3,971.8 | 11,244.6 | 3,772.2 | 4,092.9 | 4,458.1 | 12,323.2 | -8.75% |
| New Orleans, LA | Regional Transit Auth | TOTAL | 201.0 | 3,950.7 | 4,163.3 | 4,521.5 | 12,635.5 | 4,214.4 | 4,499.2 | 5,019.7 | 13,733.3 | -7.99% |
| New York, NY | MTA Long Island Bus | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| New York, NY | MTA Long Island Bus | MB | 80.7 | 1,870.6 | 1,914.6 | 2,104.8 | 5,890.0 | 1,933.7 | 1,795.9 | 2,220.1 | 5,949.7 | -1.00% |
| New York, NY | MTA Long Island Bus | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| New York, NY | MTA Long Island Railroad | CR | 354.5 | 7,823.0 | 7,724.0 | 8,152.0 | 23,699.0 | 8,453.0 | 7,320.0 | 8,748.0 | 24,521.0 | -3.35% |
| New York, NY | MTA Long Island Railroad | TOTAL | 354.5 | 7,823.0 | 7,724.0 | 8,152.0 | 23,699.0 | 8,453.0 | 7,320.0 | 8,748.0 | 24,521.0 | -3.35% |
| New York, NY | MTA New York City Transit | DRP | 1.9 | 38.9 | 44.8 | 47.0 | 130.7 | 44.1 | 39.2 | 46.7 | 130.0 | 0.54% |
| New York, NY | MTA New York City Transit | HR | 4,062.3 | 101,151.0 | 98,355.0 | 106,843.0 | 306,349.0 | 107,497.0 | 100,290.0 | 120,290.0 | 328,077.0 | -6.62% |
| New York, NY | MTA New York City Transit | MB | 2,085.0 | 49,949.0 | 49,095.0 | 56,695.0 | 155,739.0 | 53,466.0 | 46,951.0 | 60,248.0 | 160,665.0 | -3.07% |
| New York, NY | MTA New York City Transit | TOTAL | 6,149.2 | 151,138.9 | 147,494.8 | 163,585.0 | 462,218.7 | 161,007.1 | 147,280.2 | 180,584.7 | 488,872.0 | -5.45% |
| New York, NY | MTA Staten Island Railway | HR | 18.5 | 397.0 | 402.0 | 447.0 | 1,246.0 | 431.0 | 378.0 | 480.0 | 1,289.0 | -3.34% |
| New York, NY | MTA Staten Island Railway | TOTAL | 18.5 | 397.0 | 402.0 | 447.0 | 1,246.0 | 431.0 | 378.0 | 480.0 | 1,289.0 | -3.34% |
| New York, NY | New Jersey Transit Corp | CR | NA | 3,682.8 | 3,616.0 | 3,871.1 | 11,169.9 | 3,684.6 | 3,453.0 | 3,800.3 | 10,937.9 | 2.12% |
| New York, NY | New Jersey Transit Corp | CRP | NA | 117.7 | 107.0 | 112.4 | 337.1 | 112.4 | 101.6 | 123.1 | 337.1 | 0.00% |
| New York, NY | New Jersey Transit Corp | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| New York, NY | New Jersey Transit Corp | LR | NA | 363.8 | 351.1 | 349.6 | 1,064.5 | 320.5 | 287.3 | 346.1 | 953.9 | 11.59% |
| New York, NY | New Jersey Transit Corp | MB | NA | 9,704.0 | 10,126.5 | 10,776.1 | 30,606.6 | 9,967.5 | 9,296.9 | 11,238.5 | 30,502.9 | 0.34% |
| New York, NY | New Jersey Transit Corp | MBP | NA | 833.4 | 871.7 | 830.1 | 2,535.2 | 830.9 | 749.8 | 903.6 | 2,484.3 | 2.05% |
| New York, NY | New Jersey Transit Corp | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| New York, NY | Port Authority of NY & NJ | FBP | 8.6 | 178.1 | 173.9 | 192.7 | 544.7 | 173.0 | 146.7 | 193.8 | 513.3 | 6.12% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|----------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| New York, NY | Port Authority of NY & NJ | HR | 208.3 | 4,812.0 | 4,789.0 | 5,119.0 | 14,720.0 | 4,891.5 | 4,423.5 | 5,309.0 | 14,624.0 | 0.66% |
| New York, NY | Port Authority of NY & NJ | TOTAL | 216.9 | 4,990.1 | 4,962.9 | 5,311.7 | 15,264.7 | 5,064.5 | 4,570.2 | 5,502.6 | 15,137.3 | 0.84% |
| New York, NY | Westchester County DOT | DRP | 0.5 | 10.3 | 11.5 | 13.2 | 35.0 | 12.4 | 11.8 | 14.1 | 38.3 | -8.62% |
| New York, NY | Westchester County DOT | MBP | 107.3 | 2,200.2 | 2,221.3 | 2,440.1 | 6,861.6 | 2,370.2 | 2,127.7 | 2,688.4 | 7,186.3 | -4.52% |
| New York, NY | Westchester County DOT | TOTAL | 107.9 | 2,210.5 | 2,232.8 | 2,453.3 | 6,896.6 | 2,382.6 | 2,139.5 | 2,702.5 | 7,224.6 | -4.54% |
| Norfolk, VA | Peninsula Transp Dist Comm | DR | 0.3 | 5.6 | 5.7 | 5.6 | 16.9 | 6.5 | 6.5 | 6.5 | 19.5 | -13.33% |
| Norfolk, VA | Peninsula Transp Dist Comm | DRP | 0.0 | 0.1 | 0.1 | 0.1 | 0.3 | NA | NA | NA | NA | NA |
| Norfolk, VA | Peninsula Transp Dist Comm | MB | 25.6 | 513.8 | 559.1 | 591.2 | 1,664.1 | 525.4 | 506.9 | 575.5 | 1,607.8 | 3.50% |
| Norfolk, VA | Peninsula Transp Dist Comm | TOTAL | 25.9 | 519.5 | 564.9 | 596.9 | 1,681.3 | NA | NA | NA | NA | NA |
| Norfolk, VA | Tidewater Transp Dist Comm | DR | 0.7 | 18.4 | 17.5 | 20.2 | 56.1 | 19.6 | 19.0 | 22.8 | 61.4 | -8.63% |
| Norfolk, VA | Tidewater Transp Dist Comm | DRP | 0.5 | 15.2 | 14.2 | 16.7 | 46.1 | 9.6 | 10.2 | 12.8 | 32.6 | 41.41% |
| Norfolk, VA | Tidewater Transp Dist Comm | FBP | 0.4 | 7.4 | 10.8 | 15.8 | 34.0 | 11.0 | 10.8 | 22.4 | 44.2 | -23.08% |
| Norfolk, VA | Tidewater Transp Dist Comm | MB | 24.0 | 598.6 | 595.8 | 650.1 | 1,844.5 | 574.5 | 560.7 | 659.8 | 1,795.0 | 2.76% |
| Norfolk, VA | Tidewater Transp Dist Comm | VP | 0.2 | 5.3 | 5.3 | 5.3 | 15.9 | 9.2 | 9.2 | 9.7 | 28.1 | -43.42% |
| Norfolk, VA | Tidewater Transp Dist Comm | TOTAL | 25.8 | 644.9 | 643.6 | 708.1 | 1,996.6 | 623.9 | 609.9 | 727.5 | 1,981.3 | 1.80% |
| Norwalk, CT | Norwalk Transit District | DR | 0.1 | 1.3 | 1.3 | 1.3 | 3.9 | 0.5 | 0.7 | 0.7 | 1.9 | 105.26% |
| Norwalk, CT | Norwalk Transit District | DRP | 0.1 | 2.7 | 3.2 | 3.2 | 9.1 | 1.8 | 1.8 | 2.3 | 5.9 | 54.24% |
| Norwalk, CT | Norwalk Transit District | MB | 5.3 | 117.8 | 122.9 | 133.6 | 374.3 | 122.8 | 119.7 | 133.9 | 376.4 | -0.56% |
| Norwalk, CT | Norwalk Transit District | TOTAL | 5.5 | 121.8 | 127.4 | 138.1 | 387.3 | 125.1 | 122.2 | 136.9 | 384.2 | 0.81% |
| Oklahoma City, OK | Central Oklahoma TA | DR | 0.6 | 12.2 | 13.2 | 13.5 | 38.9 | 12.5 | 14.1 | 12.7 | 39.3 | -1.02% |
| Oklahoma City, OK | Central Oklahoma TA | DRP | 0.5 | 10.3 | 10.3 | 9.9 | 30.5 | 9.2 | 9.9 | 8.4 | 27.5 | 10.91% |
| Oklahoma City, OK | Central Oklahoma TA | MB | 7.8 | 157.9 | 189.4 | 152.2 | 499.5 | 173.9 | 182.3 | 203.4 | 559.6 | -10.74% |
| Oklahoma City, OK | Central Oklahoma TA | MBP | 2.9 | 55.0 | 65.1 | 67.2 | 187.3 | 70.7 | 72.4 | 81.2 | 224.3 | -16.50% |
| Oklahoma City, OK | Central Oklahoma TA | TOTAL | 11.8 | 235.4 | 278.0 | 242.8 | 756.2 | 266.3 | 278.7 | 305.7 | 850.7 | -11.11% |
| Olympia, WA | Intercity Transit | DR | 0.5 | 13.0 | 12.7 | 13.5 | 39.2 | 14.1 | 12.1 | 14.2 | 40.4 | -2.97% |
| Olympia, WA | Intercity Transit | MB | 11.6 | 292.1 | 291.8 | 289.1 | 873.0 | 280.9 | 271.1 | 302.8 | 854.8 | 2.13% |
| Olympia, WA | Intercity Transit | VP | 0.5 | 10.7 | 10.0 | 10.0 | 30.7 | 9.0 | 8.4 | 8.6 | 26.0 | 18.08% |
| Olympia, WA | Intercity Transit | TOTAL | 12.5 | 315.8 | 314.5 | 312.6 | 942.9 | 304.0 | 291.6 | 325.6 | 921.2 | 2.36% |
| Orlando, FL | Central Florida RTA | DRP | 1.7 | 50.1 | 42.8 | 40.9 | 133.8 | 38.5 | 35.6 | 43.1 | 117.2 | 14.16% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Orlando, FL | Central Florida RTA | MB | 47.6 | 1,219.0 | 1,197.7 | 1,213.1 | 3,629.8 | 1,016.8 | 1,018.3 | 1,183.3 | 3,218.4 | 12.78% |
| Orlando, FL | Central Florida RTA | VPP | 0.6 | 14.7 | 13.4 | 13.6 | 41.7 | 17.4 | 15.8 | 18.1 | 51.3 | -18.71% |
| Orlando, FL | Central Florida RTA | TOTAL | 49.9 | 1,283.8 | 1,253.9 | 1,267.6 | 3,805.3 | 1,072.7 | 1,069.7 | 1,244.5 | 3,386.9 | 12.35% |
| Owensboro, KY | Owensboro Transit System | DRP | 0.1 | 1.0 | 1.2 | 1.1 | 3.3 | 1.7 | 1.7 | 1.8 | 5.2 | -36.54% |
| Owensboro, KY | Owensboro Transit System | MB | 1.0 | 17.6 | 19.4 | 17.1 | 54.1 | 18.2 | 18.3 | 20.9 | 57.4 | -5.75% |
| Owensboro, KY | Owensboro Transit System | TOTAL | 1.1 | 18.6 | 20.6 | 18.2 | 57.4 | 19.9 | 20.0 | 22.7 | 62.6 | -8.31% |
| Oxnard, CA | South Coast Area Transit | DRP | 0.1 | 1.3 | 1.3 | 1.5 | 4.1 | 0.8 | 0.9 | 1.1 | 2.8 | 46.43% |
| Oxnard, CA | South Coast Area Transit | MB | 9.4 | 230.9 | 225.5 | 248.4 | 704.8 | 187.3 | 195.1 | 250.6 | 633.0 | 11.34% |
| Oxnard, CA | South Coast Area Transit | TOTAL | 9.5 | 232.2 | 226.8 | 249.9 | 708.9 | 188.1 | 196.0 | 251.7 | 635.8 | 11.50% |
| Parkersburg, WV | Mid-Ohio Valley Transit Auth | DR | 0.1 | 1.0 | 1.0 | 1.0 | 3.0 | 1.0 | 1.2 | 1.4 | 3.6 | -16.67% |
| Parkersburg, WV | Mid-Ohio Valley Transit Auth | MB | 1.1 | 24.9 | 25.6 | 26.8 | 77.3 | 24.9 | 24.6 | 29.1 | 78.6 | -1.65% |
| Parkersburg, WV | Mid-Ohio Valley Transit Auth | TOTAL | 1.2 | 25.9 | 26.6 | 27.8 | 80.3 | 25.9 | 25.8 | 30.5 | 82.2 | -2.31% |
| Pensacola, FL | Escambia County Area Transit | DRP | 1.3 | 2.7 | 2.5 | 2.6 | 7.8 | 2.5 | 2.6 | 2.8 | 7.9 | -1.27% |
| Pensacola, FL | Escambia County Area Transit | MB | 4.8 | 100.0 | 102.0 | 98.0 | 300.0 | 89.2 | 88.5 | 101.0 | 278.7 | 7.54% |
| Pensacola, FL | Escambia County Area Transit | TOTAL | 6.0 | 102.7 | 104.5 | 100.6 | 307.8 | 91.7 | 91.1 | 103.8 | 286.6 | 7.40% |
| Peoria, IL | Greater Peoria Mass Tr Dist | DRP | 0.3 | 5.9 | 5.9 | 6.2 | 18.0 | 5.3 | 4.8 | 5.3 | 15.4 | 16.88% |
| Peoria, IL | Greater Peoria Mass Tr Dist | MB | 5.1 | 103.2 | 109.1 | 114.5 | 326.8 | 120.1 | 119.7 | 137.5 | 377.3 | -13.38% |
| Peoria, IL | Greater Peoria Mass Tr Dist | TOTAL | 5.4 | 109.1 | 115.0 | 120.7 | 344.8 | 125.4 | 124.5 | 142.8 | 392.7 | -12.20% |
| Philadelphia, PA | Pennsylvania Dept of Transp | CRP | 0.6 | 13.8 | 12.2 | 12.8 | 38.8 | 5.2 | 6.3 | 7.3 | 18.8 | 106.38% |
| Philadelphia, PA | Pennsylvania Dept of Transp | TOTAL | 0.6 | 13.8 | 12.2 | 12.8 | 38.8 | 5.2 | 6.3 | 7.3 | 18.8 | 106.38% |
| Philadelphia, PA | Port Authority Transit Corp | HR | 40.2 | 904.8 | 914.8 | 938.0 | 2,757.6 | 935.7 | 845.3 | 1,005.4 | 2,786.4 | -1.03% |
| Philadelphia, PA | Port Authority Transit Corp | TOTAL | 40.2 | 904.8 | 914.8 | 938.0 | 2,757.6 | 935.7 | 845.3 | 1,005.4 | 2,786.4 | -1.03% |
| Philadelphia, PA | Southeastern Pennsylvania TA | CR | 82.6 | 1,715.5 | 1,819.3 | 2,272.9 | 5,807.7 | 1,713.2 | 1,753.9 | 2,285.4 | 5,752.5 | 0.96% |
| Philadelphia, PA | Southeastern Pennsylvania TA | DRP | 1.9 | 32.8 | 46.6 | 61.2 | 140.6 | 39.5 | 42.4 | 58.2 | 140.1 | 0.36% |
| Philadelphia, PA | Southeastern Pennsylvania TA | HR | 324.9 | 6,866.3 | 7,209.5 | 9,506.8 | 23,582.6 | 7,246.5 | 7,538.5 | 8,265.1 | 23,050.1 | 2.31% |
| Philadelphia, PA | Southeastern Pennsylvania TA | LR | 68.2 | 1,434.5 | 1,542.5 | 1,928.8 | 4,905.8 | 1,435.0 | 1,485.2 | 1,622.7 | 4,542.9 | 7.99% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MB | 500.6 | 9,065.2 | 10,757.8 | 13,764.5 | 33,587.5 | 12,096.2 | 12,393.7 | 13,728.0 | 38,217.9 | -12.12% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MBP | 0.1 | 1.4 | 1.5 | 1.8 | 4.7 | 0.0 | 0.0 | 1.1 | 1.1 | 345.89% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|-------------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Philadelphia, PA | Southeastern Pennsylvania TA | TB | 33.2 | 653.3 | 776.1 | 987.6 | 2,417.0 | 786.6 | 806.6 | 882.8 | 2,476.0 | -2.38% |
| Philadelphia, PA | Southeastern Pennsylvania TA | TOTAL | 1,011.5 | 19,769.0 | 22,153.3 | 28,523.6 | 70,445.9 | 23,317.0 | 24,020.3 | 26,843.3 | 74,180.6 | -5.03% |
| Phoenix, AZ | City of Phoenix Public Transit Dept | DRP | 1.9 | 45.5 | 44.3 | 45.5 | 135.3 | 43.9 | 44.2 | 47.2 | 135.3 | 0.00% |
| Phoenix, AZ | City of Phoenix Public Transit Dept | MB | 107.1 | 2,410.2 | 2,487.1 | 2,465.8 | 7,363.1 | 2,434.9 | 2,395.6 | 2,687.1 | 7,517.6 | -2.06% |
| Phoenix, AZ | City of Phoenix Public Transit Dept | MBP | 8.3 | 178.1 | 177.8 | 173.6 | 529.5 | 198.1 | 187.1 | 215.4 | 600.6 | -11.84% |
| Phoenix, AZ | City of Phoenix Public Transit Dept | TOTAL | 117.3 | 2,633.8 | 2,709.2 | 2,684.9 | 8,027.9 | 2,676.9 | 2,626.9 | 2,949.7 | 8,253.5 | -2.73% |
| Phoenix, AZ | Glendale Transit | DR | 0.3 | 5.3 | 5.1 | 5.4 | 15.8 | 5.5 | 5.4 | 6.7 | 17.6 | -10.23% |
| Phoenix, AZ | Glendale Transit | TOTAL | 0.3 | 5.3 | 5.1 | 5.4 | 15.8 | 5.5 | 5.4 | 6.7 | 17.6 | -10.23% |
| Phoenix, AZ | Regional Public Transp Auth | DRP | 0.9 | 21.4 | 22.0 | 22.7 | 66.1 | 21.1 | 20.7 | 23.5 | 65.3 | 1.23% |
| Phoenix, AZ | Regional Public Transp Auth | MBP | 10.1 | 213.6 | 213.5 | 219.4 | 646.5 | 178.8 | 216.2 | 243.5 | 638.5 | 1.25% |
| Phoenix, AZ | Regional Public Transp Auth | VPP | 1.6 | 34.0 | 34.6 | 34.5 | 103.1 | 23.5 | 23.0 | 24.7 | 71.2 | 44.80% |
| Phoenix, AZ | Regional Public Transp Auth | TOTAL | 12.6 | 269.0 | 270.1 | 276.6 | 815.7 | 223.4 | 259.9 | 291.7 | 775.0 | 5.25% |
| Phoenix, AZ | Scottsdale Connection | MBP | 1.0 | 20.9 | 21.4 | 22.0 | 64.3 | 18.2 | 18.8 | 21.9 | 58.9 | 9.17% |
| Phoenix, AZ | Scottsdale Connection | TOTAL | 1.0 | 20.9 | 21.4 | 22.0 | 64.3 | 18.2 | 18.8 | 21.9 | 58.9 | 9.17% |
| Pittsburgh, PA | Port Auth of Allegheny County | DRP | 6.9 | 161.0 | 163.8 | 175.6 | 500.4 | 171.6 | 163.8 | 193.3 | 528.7 | -5.35% |
| Pittsburgh, PA | Port Auth of Allegheny County | IP | 1.7 | 47.7 | 49.8 | 66.4 | 163.9 | 45.2 | 48.4 | 74.4 | 168.0 | -2.44% |
| Pittsburgh, PA | Port Auth of Allegheny County | IPP | 0.8 | 21.0 | 24.4 | 29.4 | 74.8 | 24.5 | 24.4 | 37.4 | 86.3 | -13.33% |
| Pittsburgh, PA | Port Auth of Allegheny County | LR | 24.4 | 597.0 | 564.9 | 611.1 | 1,773.0 | 611.4 | 577.9 | 706.0 | 1,895.3 | -6.45% |
| Pittsburgh, PA | Port Auth of Allegheny County | MB | 216.8 | 5,194.9 | 5,216.3 | 5,498.6 | 15,909.8 | 5,118.8 | 4,828.9 | 5,815.3 | 15,763.0 | 0.93% |
| Pittsburgh, PA | Port Auth of Allegheny County | TOTAL | 250.5 | 6,021.6 | 6,019.2 | 6,381.1 | 18,421.9 | 5,971.5 | 5,643.4 | 6,826.4 | 18,441.3 | -0.11% |
| Pittsburgh, PA | Westmoreland County TA | DRP | 0.0 | 0.3 | 0.3 | 0.3 | 0.9 | 0.3 | 0.3 | 0.3 | 0.9 | 0.00% |
| Pittsburgh, PA | Westmoreland County TA | MBP | 1.1 | 24.1 | 23.9 | 24.3 | 72.3 | 24.5 | 22.7 | 27.2 | 74.4 | -2.82% |
| Pittsburgh, PA | Westmoreland County TA | TOTAL | 1.1 | 24.4 | 24.2 | 24.6 | 73.2 | 24.8 | 23.0 | 27.5 | 75.3 | -2.79% |
| Port Angeles, WA | Clallam Transit System | DR | NA | 6.7 | 5.4 | 5.2 | 17.3 | 4.9 | 5.4 | 5.0 | 15.3 | 13.07% |
| Port Angeles, WA | Clallam Transit System | MB | 3.0 | 68.8 | 73.6 | 69.3 | 211.7 | 59.0 | 55.0 | 63.9 | 177.9 | 19.00% |
| Port Angeles, WA | Clallam Transit System | TOTAL | NA | 75.5 | 79.0 | 74.5 | 229.0 | 63.9 | 60.4 | 68.9 | 193.2 | 18.53% |
| Port Arthur, TX | Port Arthur Transit | DR | 0.1 | 1.6 | 1.6 | 1.5 | 4.7 | 1.8 | 1.6 | 1.9 | 5.3 | -11.32% |
| Port Arthur, TX | Port Arthur Transit | MB | 0.8 | 16.9 | 16.8 | 15.9 | 49.6 | 24.7 | 25.3 | 24.9 | 74.9 | -33.78% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Port Arthur, TX | Port Arthur Transit | TOTAL | 0.9 | 18.5 | 18.4 | 17.4 | 54.3 | 28.5 | 26.9 | 26.8 | 80.2 | -32.29% |
| Portland, ME | Regional Transp Program | DRP | 0.7 | 14.2 | 15.4 | 14.7 | 44.3 | 14.8 | 13.0 | 17.1 | 44.9 | -1.34% |
| Portland, ME | Regional Transp Program | TOTAL | 0.7 | 14.2 | 15.4 | 14.7 | 44.3 | 14.8 | 13.0 | 17.1 | 44.9 | -1.34% |
| Portland, OR | Clark Co Pub Trp Benefit Area | DRP | 0.5 | 10.4 | 10.2 | 11.2 | 31.8 | 9.2 | 8.3 | 10.6 | 28.1 | 13.17% |
| Portland, OR | Clark Co Pub Trp Benefit Area | MB | 15.9 | 381.9 | 375.2 | 400.8 | 1,157.9 | 330.8 | 315.6 | 362.3 | 1,008.7 | 14.79% |
| Portland, OR | Clark Co Pub Trp Benefit Area | VP | 0.1 | 1.6 | 1.4 | 1.5 | 4.5 | 1.5 | 1.3 | 1.6 | 4.4 | 2.27% |
| Portland, OR | Clark Co Pub Trp Benefit Area | TOTAL | 16.5 | 393.9 | 386.8 | 413.5 | 1,194.2 | 341.5 | 325.2 | 374.5 | 1,041.2 | 14.69% |
| Portland, OR | Tri-County Metro Trp Dist | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Portland, OR | Tri-County Metro Trp Dist | DRP | 2.0 | 46.6 | 42.0 | 48.6 | 137.2 | 41.9 | 34.3 | 47.0 | 123.2 | 11.36% |
| Portland, OR | Tri-County Metro Trp Dist | LR | 26.8 | 728.0 | 715.0 | 748.0 | 2,191.0 | 672.0 | 662.0 | 769.0 | 2,103.0 | 4.18% |
| Portland, OR | Tri-County Metro Trp Dist | MB | 189.1 | 4,796.0 | 4,528.0 | 4,556.0 | 13,880.0 | 4,301.0 | 4,299.0 | 4,673.0 | 13,273.0 | 4.57% |
| Portland, OR | Tri-County Metro Trp Dist | MBP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 10.1 | 12.4 | 32.8 | -100.00% |
| Portland, OR | Tri-County Metro Trp Dist | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Reading, PA | Berks Area Reading Trp Auth | DR | 0.5 | 6.2 | 11.7 | 10.6 | 28.5 | 12.0 | 10.9 | 13.2 | 36.1 | -21.05% |
| Reading, PA | Berks Area Reading Trp Auth | DRP | 0.2 | 2.5 | 3.7 | 3.0 | 9.2 | 4.7 | 4.1 | 5.1 | 13.9 | -33.81% |
| Reading, PA | Berks Area Reading Trp Auth | MB | 11.0 | 203.9 | 269.4 | 270.9 | 744.2 | 272.9 | 263.7 | 309.8 | 846.4 | -12.07% |
| Reading, PA | Berks Area Reading Trp Auth | TOTAL | 11.6 | 212.6 | 284.8 | 284.5 | 781.9 | 289.6 | 278.7 | 328.1 | 896.4 | -12.77% |
| Redding, CA | Redding Area Bus Authority | DRP | 0.2 | 7.1 | 6.4 | 5.1 | 18.6 | 6.3 | 5.8 | 6.8 | 18.9 | -1.59% |
| Redding, CA | Redding Area Bus Authority | MBP | 2.7 | 51.4 | 55.1 | 62.5 | 169.0 | 46.0 | 50.7 | 56.7 | 153.4 | 10.17% |
| Redding, CA | Redding Area Bus Authority | TOTAL | 2.9 | 58.5 | 61.5 | 67.6 | 187.6 | 52.3 | 56.5 | 63.5 | 172.3 | 8.88% |
| Reno, NV | Regional Transportation Comm | DRP | 0.7 | 15.7 | 16.0 | 17.0 | 48.7 | 16.1 | 15.1 | 17.9 | 49.1 | -0.81% |
| Reno, NV | Regional Transportation Comm | MB | 24.4 | 644.9 | 638.5 | 687.4 | 1,970.8 | 636.7 | 637.0 | 696.1 | 1,969.8 | 0.05% |
| Reno, NV | Regional Transportation Comm | TOTAL | 25.1 | 660.6 | 654.5 | 704.4 | 2,019.5 | 652.8 | 652.1 | 714.0 | 2,018.9 | 0.03% |
| Richland, WA | Ben Franklin Transit | DR | NA | 12.5 | 12.4 | 13.1 | 38.0 | 14.5 | 13.4 | 16.1 | 44.0 | -13.64% |
| Richland, WA | Ben Franklin Transit | DRP | 0.1 | 1.8 | 1.7 | 1.9 | 5.4 | 1.6 | 1.7 | 2.3 | 5.6 | -3.57% |
| Richland, WA | Ben Franklin Transit | MB | 12.4 | 282.1 | 294.8 | 314.8 | 891.7 | 270.0 | 263.0 | 307.3 | 840.3 | 6.12% |
| Richland, WA | Ben Franklin Transit | MBP | NA | 7.1 | 6.6 | 6.8 | 20.5 | 5.1 | 5.2 | 6.0 | 16.3 | 25.77% |
| Richland, WA | Ben Franklin Transit | VP | NA | 46.5 | 48.8 | 48.8 | 144.1 | 33.0 | 31.0 | 35.8 | 99.8 | 44.39% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|-----------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Richland, WA | Ben Franklin Transit | TOTAL | NA | 350.0 | 364.3 | 385.4 | 1,099.7 | 324.2 | 314.3 | 367.5 | 1,006.0 | 9.31% |
| Richmond, VA | Greater Richmond Transit Co | DRP | 0.5 | 9.1 | 10.6 | 11.7 | 31.4 | 10.6 | 10.5 | 10.5 | 31.6 | -0.63% |
| Richmond, VA | Greater Richmond Transit Co | MB | 37.8 | 785.5 | 807.7 | 788.5 | 2,381.7 | 794.7 | 988.8 | 862.3 | 2,645.8 | -9.98% |
| Richmond, VA | Greater Richmond Transit Co | TOTAL | 38.3 | 794.6 | 818.3 | 800.2 | 2,413.1 | 805.3 | 999.3 | 872.8 | 2,677.4 | -9.87% |
| Riverside, CA | OMNITRANS | DRP | 1.8 | 40.5 | 39.5 | 40.6 | 120.6 | 46.7 | 45.1 | 51.4 | 143.2 | -15.78% |
| Riverside, CA | OMNITRANS | MB | 32.1 | 787.4 | 775.0 | 841.5 | 2,403.9 | 601.6 | 666.8 | 736.7 | 2,005.1 | 19.89% |
| Riverside, CA | OMNITRANS | MBP | 1.0 | 25.2 | 25.2 | 28.6 | 79.0 | 34.1 | 37.8 | 41.2 | 113.1 | -30.15% |
| Riverside, CA | OMNITRANS | TOTAL | 35.0 | 853.1 | 839.7 | 910.7 | 2,603.5 | 682.4 | 749.7 | 829.3 | 2,261.4 | 15.13% |
| Riverside, CA | Riverside Transit Agency | DRP | 0.7 | 17.4 | 15.0 | 16.3 | 48.7 | 16.0 | 15.3 | 18.2 | 49.5 | -1.62% |
| Riverside, CA | Riverside Transit Agency | MB | 18.6 | 465.5 | 456.5 | 488.0 | 1,410.0 | 371.6 | 400.9 | 460.6 | 1,233.1 | 14.35% |
| Riverside, CA | Riverside Transit Agency | MBP | 1.8 | 46.0 | 46.0 | 52.3 | 144.3 | 31.6 | 35.8 | 42.2 | 109.6 | 31.66% |
| Riverside, CA | Riverside Transit Agency | TOTAL | 21.0 | 528.9 | 517.5 | 556.6 | 1,603.0 | 419.2 | 452.0 | 521.0 | 1,392.2 | 15.14% |
| Rochester, NY | Lift Line | DR | NA | 10.0 | 10.3 | 10.4 | 30.7 | 9.9 | 9.1 | 10.8 | 29.8 | 3.02% |
| Rochester, NY | Lift Line | TOTAL | NA | 10.0 | 10.3 | 10.4 | 30.7 | 9.9 | 9.1 | 10.8 | 29.8 | 3.02% |
| Rochester, NY | Regional Transit Service | MB | 50.0 | 1,154.2 | 1,140.4 | 1,284.6 | 3,579.2 | 1,148.2 | 1,104.3 | 1,354.3 | 3,606.8 | -0.77% |
| Rochester, NY | Regional Transit Service | TOTAL | 50.0 | 1,154.2 | 1,140.4 | 1,284.6 | 3,579.2 | 1,148.2 | 1,104.3 | 1,354.3 | 3,606.8 | -0.77% |
| Rock Glen, NY | Wyoming Transit Service | DR | NA | 4.3 | 4.2 | 4.4 | 12.9 | 2.6 | 2.6 | 3.2 | 8.4 | 53.57% |
| Rock Glen, NY | Wyoming Transit Service | TOTAL | NA | 4.3 | 4.2 | 4.4 | 12.9 | 2.6 | 2.6 | 3.2 | 8.4 | 53.57% |
| Rockford, IL | Rockford Mass Transit Dist | DR | 0.2 | 3.6 | 3.5 | 3.7 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Rockford, IL | Rockford Mass Transit Dist | DRP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.9 | 7.1 | 8.3 | 22.3 | -100.00% |
| Rockford, IL | Rockford Mass Transit Dist | MB | 7.0 | 160.9 | 147.8 | 140.8 | 449.5 | 151.7 | 141.2 | 161.3 | 454.2 | -1.03% |
| Rockford, IL | Rockford Mass Transit Dist | TOTAL | 7.2 | 164.5 | 151.3 | 144.5 | 460.3 | 158.6 | 148.3 | 169.6 | 476.5 | -3.40% |
| Sacramento, CA | Sacramento Regional Tr Dist | DRP | 1.0 | 24.4 | 25.0 | 26.7 | 76.1 | 18.7 | 20.4 | 22.3 | 61.4 | 23.94% |
| Sacramento, CA | Sacramento Regional Tr Dist | LR | 26.4 | 611.9 | 660.4 | 664.6 | 1,936.9 | 510.9 | 585.2 | 645.9 | 1,742.0 | 11.19% |
| Sacramento, CA | Sacramento Regional Tr Dist | MB | 56.3 | 1,276.7 | 1,309.4 | 1,448.3 | 4,034.4 | 1,149.7 | 1,255.2 | 1,399.4 | 3,804.3 | 6.05% |
| Sacramento, CA | Sacramento Regional Tr Dist | TOTAL | 83.7 | 1,913.0 | 1,994.8 | 2,139.6 | 6,047.4 | 1,679.3 | 1,860.8 | 2,067.6 | 5,607.7 | 7.84% |
| Saint Louis, MO | Bi-State Development Agency | DR | 1.2 | 25.6 | 28.0 | 29.1 | 82.7 | 22.2 | 22.1 | 26.9 | 71.2 | 16.15% |
| Saint Louis, MO | Bi-State Development Agency | LR | NA | 934.4 | 942.5 | 1,071.6 | 2,948.5 | 811.4 | 790.6 | 1,047.2 | 2,649.2 | 11.30% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Saint Louis, MO | Bi-State Development Agency | MB | NA | 2,883.0 | 3,011.4 | 3,091.4 | 8,985.8 | 2,931.4 | 2,977.2 | 3,530.7 | 9,439.3 | -4.80% |
| Saint Louis, MO | Bi-State Development Agency | TOTAL | NA | 3,843.0 | 3,981.9 | 4,192.1 | 12,017.0 | 3,765.0 | 3,789.9 | 4,604.8 | 12,159.7 | -1.17% |
| Salem, OR | Salem Area Mass Transit | MB | 11.1 | 265.6 | 256.6 | 276.6 | 798.8 | 251.1 | 240.8 | 272.5 | 764.4 | 4.50% |
| Salem, OR | Salem Area Mass Transit | TOTAL | 11.1 | 265.6 | 256.6 | 276.6 | 798.8 | 251.1 | 240.8 | 272.5 | 764.4 | 4.50% |
| San Antonio, TX | VIA Metropolitan Transit | DR | NA | 62.4 | 60.3 | 59.8 | 182.5 | 63.5 | 61.0 | 70.9 | 195.4 | -6.60% |
| San Antonio, TX | VIA Metropolitan Transit | DRP | 1.0 | 21.7 | 19.4 | 22.9 | 64.0 | 31.7 | 30.5 | 33.0 | 95.2 | -32.77% |
| San Antonio, TX | VIA Metropolitan Transit | MB | 116.1 | 2,968.3 | 2,939.0 | 3,042.7 | 8,950.0 | 3,583.0 | 3,517.8 | 3,895.2 | 10,996.0 | -18.61% |
| San Antonio, TX | VIA Metropolitan Transit | TOTAL | NA | 3,052.4 | 3,018.7 | 3,125.4 | 9,196.5 | 3,678.2 | 3,609.3 | 3,999.1 | 11,286.6 | -18.52% |
| San Diego, CA | North San Diego Co TD | CRP | 2.8 | 56.7 | 60.8 | 66.6 | 184.1 | 0.0 | 7.1 | 47.9 | 55.0 | 234.73% |
| San Diego, CA | North San Diego Co TD | DRP | NA | 16.6 | 16.2 | 16.7 | 49.5 | 16.1 | 15.9 | 18.2 | 50.2 | -1.39% |
| San Diego, CA | North San Diego Co TD | MB | 33.1 | 878.6 | 881.0 | 937.6 | 2,697.2 | 802.4 | 855.4 | 949.2 | 2,607.0 | 3.46% |
| San Diego, CA | North San Diego Co TD | TOTAL | NA | 951.9 | 958.0 | 1,020.9 | 2,930.8 | 818.5 | 878.4 | 1,015.3 | 2,712.2 | 8.06% |
| San Diego, CA | San Diego County Transit Sys | DRP | 0.3 | 9.0 | 8.9 | 9.2 | 27.1 | 9.7 | 9.2 | 10.6 | 29.5 | -8.14% |
| San Diego, CA | San Diego County Transit Sys | MBP | 14.3 | 303.4 | 300.0 | 336.0 | 939.4 | 269.9 | 281.0 | 319.4 | 870.3 | 7.94% |
| San Diego, CA | San Diego County Transit Sys | TOTAL | 14.6 | 312.4 | 308.9 | 345.2 | 966.5 | 279.6 | 290.2 | 330.0 | 899.8 | 7.41% |
| San Diego, CA | San Diego Metrop Tr Dev Bd | DRP | 0.8 | 15.5 | 15.4 | 17.4 | 48.3 | 0.6 | 0.8 | 9.3 | 10.7 | 351.40% |
| San Diego, CA | San Diego Metrop Tr Dev Bd | MBP | 15.5 | 361.2 | 375.9 | 420.8 | 1,157.9 | 289.4 | 305.3 | 349.5 | 944.2 | 22.63% |
| San Diego, CA | San Diego Metrop Tr Dev Bd | TOTAL | 16.3 | 376.7 | 391.3 | 438.2 | 1,206.2 | 290.0 | 306.1 | 358.8 | 954.9 | 26.32% |
| San Diego, CA | San Diego Transit Corp | DRP | 1.0 | 20.7 | 17.4 | 18.6 | 56.7 | 16.1 | 18.3 | 23.7 | 58.1 | -2.41% |
| San Diego, CA | San Diego Transit Corp | MB | 106.1 | 2,680.4 | 2,624.6 | 2,836.2 | 8,141.2 | 2,489.3 | 2,561.5 | 2,916.9 | 7,967.7 | 2.18% |
| San Diego, CA | San Diego Transit Corp | TOTAL | 107.1 | 2,701.1 | 2,642.0 | 2,854.8 | 8,197.9 | 2,505.4 | 2,579.8 | 2,940.6 | 8,025.8 | 2.14% |
| San Diego, CA | San Diego Trolley | LR | 47.0 | 1,328.1 | 1,360.8 | 1,420.1 | 4,109.0 | 1,197.4 | 1,193.1 | 1,367.9 | 3,758.4 | 9.33% |
| San Diego, CA | San Diego Trolley | TOTAL | 47.0 | 1,328.1 | 1,360.8 | 1,420.1 | 4,109.0 | 1,197.4 | 1,193.1 | 1,367.9 | 3,758.4 | 9.33% |
| San Francisco, CA | Alameda-Contra Costa TD | MB | NA | 4,496.0 | 4,355.5 | 4,713.7 | 13,565.2 | 4,741.3 | 4,876.9 | 5,375.5 | 14,993.7 | -9.53% |
| San Francisco, CA | Alameda-Contra Costa TD | MBP | NA | 13.4 | 13.2 | 14.0 | 40.6 | 10.6 | 10.8 | 12.7 | 34.1 | 19.06% |
| San Francisco, CA | Alameda-Contra Costa TD | TOTAL | NA | 4,509.4 | 4,368.7 | 4,727.7 | 13,605.8 | 4,751.9 | 4,887.7 | 5,388.2 | 15,027.8 | -9.46% |
| San Francisco, CA | Central Contra Costa TA | DRP | 0.4 | 8.7 | 8.1 | 8.5 | 25.3 | 6.7 | 6.6 | 7.9 | 21.2 | 19.34% |
| San Francisco, CA | Central Contra Costa TA | MB | 16.3 | 354.9 | 342.9 | 363.7 | 1,061.5 | 319.4 | 324.0 | 362.0 | 1,005.4 | 5.58% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|------------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| San Francisco, CA | Central Contra Costa TA | TOTAL | 16.7 | 363.6 | 351.0 | 372.2 | 1,086.8 | 326.1 | 330.6 | 369.9 | 1,026.6 | 5.86% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | DRP | 0.2 | 5.4 | 5.6 | 6.0 | 17.0 | 4.1 | 4.7 | 5.5 | 14.3 | 18.88% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | FB | 3.9 | 93.1 | 87.3 | 107.7 | 288.1 | 79.4 | 87.5 | 98.5 | 265.4 | 8.55% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | MB | 30.7 | 734.7 | 699.2 | 754.7 | 2,188.6 | 687.2 | 665.8 | 764.9 | 2,117.9 | 3.34% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | MBP | 0.7 | 14.6 | 13.7 | 14.2 | 42.5 | 15.6 | 15.1 | 17.9 | 48.6 | -12.55% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | TOTAL | 35.6 | 847.8 | 805.8 | 882.6 | 2,536.2 | 786.3 | 773.1 | 886.8 | 2,446.2 | 3.68% |
| San Francisco, CA | Livermore/Amador Valley TA | DRP | NA | 1.7 | 1.8 | 2.1 | 5.6 | 1.8 | 1.7 | 1.9 | 5.4 | 3.70% |
| San Francisco, CA | Livermore/Amador Valley TA | MBP | 3.5 | 82.6 | 83.7 | 87.6 | 253.9 | 70.8 | 77.4 | 84.6 | 232.8 | 9.06% |
| San Francisco, CA | Livermore/Amador Valley TA | TOTAL | NA | 84.3 | 85.5 | 89.7 | 259.5 | 72.6 | 79.1 | 86.5 | 238.2 | 8.94% |
| San Francisco, CA | Peninsula Corridor Joint Powers Bd | CRP | 22.9 | 624.6 | 592.6 | 637.4 | 1,854.6 | 575.7 | 555.1 | 615.5 | 1,746.3 | 6.20% |
| San Francisco, CA | Peninsula Corridor Joint Powers Bd | TOTAL | 22.9 | 624.6 | 592.6 | 637.4 | 1,854.6 | 575.7 | 555.1 | 615.5 | 1,746.3 | 6.20% |
| San Francisco, CA | San Francisco Bay Area RTD | HR | 262.5 | 6,341.3 | 6,122.0 | 6,647.2 | 19,110.5 | 6,221.3 | 6,018.1 | 6,820.4 | 19,059.8 | 0.27% |
| San Francisco, CA | San Francisco Bay Area RTD | MBP | 7.2 | 173.9 | 176.3 | 180.6 | 530.8 | 176.0 | 181.6 | 198.1 | 555.7 | -4.48% |
| San Francisco, CA | San Francisco Bay Area RTD | TOTAL | 269.7 | 6,515.2 | 6,298.3 | 6,827.8 | 19,641.3 | 6,397.3 | 6,199.7 | 7,018.5 | 19,615.5 | 0.13% |
| San Francisco, CA | San Mateo County Tran Dist | DRP | 0.6 | 12.5 | 14.8 | 16.0 | 43.3 | 9.3 | 13.9 | 17.0 | 40.2 | 7.71% |
| San Francisco, CA | San Mateo County Tran Dist | MB | 48.8 | 1,159.4 | 1,112.5 | 1,147.8 | 3,419.7 | 1,122.2 | 1,110.6 | 1,240.2 | 3,473.0 | -1.53% |
| San Francisco, CA | San Mateo County Tran Dist | MBP | 17.0 | 486.4 | 451.9 | 463.5 | 1,401.8 | 473.0 | 466.3 | 505.5 | 1,444.8 | -2.98% |
| San Francisco, CA | San Mateo County Tran Dist | TOTAL | 66.4 | 1,658.3 | 1,579.2 | 1,627.3 | 4,864.8 | 1,604.5 | 1,590.8 | 1,762.7 | 4,958.0 | -1.88% |
| San Jose, CA | Santa Clara Valley Transp Auth | DRP | 1.4 | 32.0 | 31.7 | 33.8 | 97.5 | 26.2 | 25.9 | 29.1 | 81.2 | 20.07% |
| San Jose, CA | Santa Clara Valley Transp Auth | LR | 20.3 | 485.2 | 515.6 | 568.5 | 1,569.3 | 405.7 | 451.4 | 532.8 | 1,389.9 | 12.91% |
| San Jose, CA | Santa Clara Valley Transp Auth | MB | 140.6 | 3,469.7 | 3,436.2 | 3,760.0 | 10,665.9 | 3,057.0 | 3,201.2 | 3,579.4 | 9,837.6 | 8.42% |
| San Jose, CA | Santa Clara Valley Transp Auth | MBP | 0.6 | 11.1 | 11.9 | 11.7 | 34.7 | 11.3 | 11.1 | 14.7 | 37.1 | -6.47% |
| San Jose, CA | Santa Clara Valley Transp Auth | TOTAL | 162.9 | 3,998.0 | 3,995.4 | 4,374.0 | 12,367.4 | 3,500.2 | 3,689.6 | 4,156.0 | 11,345.8 | 9.00% |
| San Juan, PR | Metropolitan Bus Authority | DR | 0.2 | 2.5 | 2.9 | 3.6 | 9.0 | 2.1 | 3.1 | 4.3 | 9.5 | -5.26% |
| San Juan, PR | Metropolitan Bus Authority | MB | 55.5 | 1,272.2 | 1,365.4 | 1,390.5 | 4,028.1 | 1,384.2 | 1,465.4 | 1,680.6 | 4,530.2 | -11.08% |
| San Juan, PR | Metropolitan Bus Authority | TOTAL | 55.7 | 1,274.7 | 1,368.3 | 1,394.1 | 4,037.1 | 1,386.3 | 1,468.5 | 1,684.9 | 4,539.7 | -11.07% |
| San Luis Obispo, CA | San Luis Transit | MB | NA | 111.5 | 112.4 | 88.0 | 311.9 | 91.8 | 82.5 | 80.9 | 255.2 | 22.22% |
| San Luis Obispo, CA | San Luis Transit | TOTAL | NA | 111.5 | 112.4 | 88.0 | 311.9 | 91.8 | 82.5 | 80.9 | 255.2 | 22.22% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|-------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | DRP | 0.1 | 3.0 | 3.0 | 3.4 | 9.4 | 2.2 | 2.3 | 2.8 | 7.3 | 28.77% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | MB | 19.9 | 619.8 | 585.4 | 516.5 | 1,721.7 | 573.3 | 614.4 | 578.2 | 1,765.9 | -2.50% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | MBP | 0.7 | 13.3 | 16.4 | 15.4 | 45.1 | 12.0 | 17.0 | 17.0 | 46.0 | -1.96% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | TOTAL | 20.7 | 636.1 | 604.8 | 535.3 | 1,776.2 | 587.5 | 633.7 | 598.0 | 1,819.2 | -2.36% |
| Sarasota, FL | Sarasota County Area Transit | DRP | 0.2 | 4.6 | 4.6 | 4.9 | 14.1 | 3.6 | 4.2 | 5.7 | 13.5 | 4.44% |
| Sarasota, FL | Sarasota County Area Transit | MB | 6.7 | 166.0 | 167.3 | 166.3 | 499.6 | 137.1 | 140.2 | 159.4 | 436.7 | 14.40% |
| Sarasota, FL | Sarasota County Area Transit | TOTAL | 6.9 | 170.6 | 171.9 | 171.2 | 513.7 | 140.7 | 144.4 | 165.1 | 450.2 | 14.10% |
| Savannah, GA | Chatham Area Transit Auth | DRP | 0.2 | 4.2 | 4.3 | 4.4 | 12.9 | 3.6 | 3.4 | 4.2 | 11.2 | 15.18% |
| Savannah, GA | Chatham Area Transit Auth | MB | 12.4 | 305.3 | 317.8 | 314.3 | 937.4 | 329.3 | 319.5 | 388.8 | 1,037.6 | -9.66% |
| Savannah, GA | Chatham Area Transit Auth | TOTAL | 12.6 | 309.5 | 322.1 | 318.7 | 950.3 | 332.9 | 322.9 | 393.0 | 1,048.8 | -9.39% |
| Seaside, CA | Monterey-Salinas Transit | MB | 12.9 | 222.6 | 242.5 | 307.0 | 772.1 | 263.9 | 278.5 | 293.7 | 836.1 | -7.65% |
| Seaside, CA | Monterey-Salinas Transit | MBP | 12.9 | 222.6 | 242.5 | 307.0 | 772.1 | 263.9 | 278.5 | 293.7 | 836.1 | -7.65% |
| Seaside, CA | Monterey-Salinas Transit | TOTAL | 25.7 | 445.2 | 485.0 | 614.0 | 1,544.2 | 527.8 | 557.0 | 587.4 | 1,672.2 | -7.65% |
| Seattle, WA | Snohomish County PTBA | DRP | 0.5 | 11.5 | 12.2 | 13.2 | 36.9 | 12.5 | 11.5 | 13.6 | 37.6 | -1.86% |
| Seattle, WA | Snohomish County PTBA | MB | 15.2 | 382.1 | 353.3 | 374.1 | 1,109.5 | 283.4 | 284.4 | 307.1 | 874.9 | 26.81% |
| Seattle, WA | Snohomish County PTBA | MBP | 8.2 | 184.5 | 172.6 | 172.4 | 529.5 | 161.5 | 148.8 | 178.3 | 488.6 | 8.37% |
| Seattle, WA | Snohomish County PTBA | VP | 1.3 | 28.0 | 28.0 | 30.1 | 86.1 | 19.0 | 18.3 | 21.4 | 58.7 | 46.68% |
| Seattle, WA | Snohomish County PTBA | TOTAL | 25.3 | 606.1 | 566.1 | 589.8 | 1,762.0 | 476.4 | 463.0 | 520.4 | 1,459.8 | 20.70% |
| Shreveport, LA | Shreveport Area Transit Sys | DRP | NA | 3.7 | 2.9 | 2.9 | 9.5 | 2.7 | 2.6 | 3.0 | 8.3 | 14.46% |
| Shreveport, LA | Shreveport Area Transit Sys | MB | NA | 294.4 | 291.1 | 301.4 | 886.9 | 286.2 | 287.6 | 324.2 | 898.0 | -1.24% |
| Shreveport, LA | Shreveport Area Transit Sys | TOTAL | NA | 298.1 | 294.0 | 304.3 | 896.4 | 288.9 | 290.2 | 327.2 | 906.3 | -1.09% |
| Sioux Falls, SD | Sioux Falls Transit | DR | 0.3 | 7.0 | 7.0 | 7.1 | 21.1 | 6.2 | 6.1 | 7.5 | 19.8 | 6.57% |
| Sioux Falls, SD | Sioux Falls Transit | DRP | 0.1 | 1.9 | 1.7 | 1.7 | 5.3 | 2.5 | 2.3 | 2.8 | 7.6 | -30.26% |
| Sioux Falls, SD | Sioux Falls Transit | MB | 2.0 | 40.9 | 44.7 | 43.8 | 129.4 | 46.6 | 44.1 | 51.2 | 141.9 | -8.81% |
| Sioux Falls, SD | Sioux Falls Transit | TOTAL | 2.4 | 49.8 | 53.4 | 52.6 | 155.8 | 55.3 | 52.5 | 61.5 | 169.3 | -7.97% |
| South Bend, IN | South Bend Public Transp | DRP | 0.1 | 1.6 | 1.5 | 1.8 | 4.9 | 1.7 | 1.8 | 2.2 | 5.7 | -14.04% |
| South Bend, IN | South Bend Public Transp | MB | 8.9 | 205.8 | 186.8 | 225.6 | 618.2 | 196.8 | 200.1 | 228.7 | 625.6 | -1.18% |
| South Bend, IN | South Bend Public Transp | TOTAL | 9.0 | 207.4 | 188.3 | 227.4 | 623.1 | 198.5 | 201.9 | 230.9 | 631.3 | -1.30% |

APTA TRANSIT RIDERSHIP REPORT

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|-----------------------------|-------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Spokane, WA | Spokane Transit Authority | DR | 1.2 | 25.5 | 25.3 | 24.3 | 75.1 | 24.5 | 24.1 | 27.8 | 76.4 | -1.70% |
| Spokane, WA | Spokane Transit Authority | DRP | 0.7 | 13.0 | 13.7 | 14.8 | 41.5 | 9.7 | 9.9 | 11.7 | 31.3 | 32.59% |
| Spokane, WA | Spokane Transit Authority | MB | 28.9 | 703.7 | 693.8 | 692.1 | 2,089.6 | 674.2 | 637.6 | 701.1 | 2,012.9 | 3.81% |
| Spokane, WA | Spokane Transit Authority | VP | 0.4 | 8.3 | 7.7 | 7.4 | 23.4 | 8.3 | 5.6 | 7.3 | 21.2 | 10.38% |
| Spokane, WA | Spokane Transit Authority | TOTAL | 31.1 | 750.5 | 740.5 | 738.6 | 2,229.6 | 716.7 | 677.2 | 747.9 | 2,141.8 | 4.10% |
| Springfield, IL | Springfield Mass Transit Dist | DR | 0.2 | 4.2 | 4.0 | 4.1 | 12.3 | 4.5 | 4.3 | 5.0 | 13.8 | -10.87% |
| Springfield, IL | Springfield Mass Transit Dist | MB | 4.9 | 105.1 | 131.6 | 110.0 | 346.7 | 101.0 | 113.4 | 132.2 | 346.6 | 0.03% |
| Springfield, IL | Springfield Mass Transit Dist | TOTAL | 5.1 | 109.3 | 135.6 | 114.1 | 359.0 | 105.5 | 117.7 | 137.2 | 360.4 | -0.39% |
| Springfield, MA | UMass Transit Service | MB | 11.0 | 112.1 | 344.6 | 266.9 | 723.6 | 97.9 | 331.9 | 292.4 | 722.2 | 0.19% |
| Springfield, MA | UMass Transit Service | TOTAL | 11.0 | 112.1 | 344.6 | 266.9 | 723.6 | 97.9 | 331.9 | 292.4 | 722.2 | 0.19% |
| Springfield, MO | City Utilities of Springfield | DR | 0.1 | 1.4 | 1.5 | 1.5 | 4.4 | 1.2 | 1.4 | 1.6 | 4.2 | 4.76% |
| Springfield, MO | City Utilities of Springfield | MB | 4.9 | 104.2 | 104.8 | 105.3 | 314.3 | 105.0 | 106.5 | 119.6 | 331.1 | -5.07% |
| Springfield, MO | City Utilities of Springfield | TOTAL | 5.0 | 105.6 | 106.3 | 106.8 | 318.7 | 106.2 | 107.9 | 121.2 | 335.3 | -4.95% |
| Stockton, CA | San Joaquin Reg Trans Dist | DR | 0.3 | 7.2 | 7.1 | 8.2 | 22.5 | 6.8 | 6.3 | 7.3 | 20.4 | 10.29% |
| Stockton, CA | San Joaquin Reg Trans Dist | DRP | 0.0 | 0.7 | 0.4 | 0.4 | 1.5 | 0.5 | 0.4 | 0.5 | 1.4 | 7.14% |
| Stockton, CA | San Joaquin Reg Trans Dist | MB | 8.4 | 219.2 | 200.6 | 226.9 | 646.7 | 230.3 | 224.2 | 244.1 | 698.6 | -7.43% |
| Stockton, CA | San Joaquin Reg Trans Dist | TOTAL | 8.7 | 227.1 | 208.1 | 235.5 | 670.7 | 237.6 | 230.9 | 251.9 | 720.4 | -6.90% |
| Tacoma, WA | Pierce County PTBA | DR | 0.7 | 12.9 | 13.3 | 16.6 | 42.8 | 13.6 | 12.3 | 15.2 | 41.1 | 4.14% |
| Tacoma, WA | Pierce County PTBA | DRP | 1.2 | 22.5 | 24.1 | 25.2 | 71.8 | 31.6 | 29.1 | 34.1 | 94.8 | -24.26% |
| Tacoma, WA | Pierce County PTBA | MB | 37.9 | 929.5 | 933.4 | 1,000.8 | 2,863.7 | 894.6 | 855.9 | 976.0 | 2,726.5 | 5.03% |
| Tacoma, WA | Pierce County PTBA | VP | 1.2 | 24.4 | 25.4 | 25.8 | 75.6 | 24.5 | 24.6 | 28.5 | 77.6 | -2.58% |
| Tacoma, WA | Pierce County PTBA | TOTAL | 41.0 | 989.3 | 996.2 | 1,068.4 | 3,053.9 | 964.3 | 921.9 | 1,053.8 | 2,940.0 | 3.87% |
| Tallahassee, FL | TALTRAN | DR | 0.2 | 4.6 | 4.8 | 4.7 | 14.1 | 4.7 | 5.0 | 5.6 | 15.3 | -7.84% |
| Tallahassee, FL | TALTRAN | DRP | 0.0 | 0.8 | 0.8 | 0.8 | 2.4 | 1.2 | 1.2 | 1.5 | 3.9 | -38.46% |
| Tallahassee, FL | TALTRAN | MB | 11.2 | 246.9 | 246.4 | 237.1 | 730.4 | 239.9 | 244.7 | 263.4 | 748.0 | -2.35% |
| Tallahassee, FL | TALTRAN | TOTAL | 11.4 | 252.3 | 252.0 | 242.6 | 746.9 | 245.8 | 250.9 | 270.5 | 767.2 | -2.65% |
| Tampa, FL | Hillsborough Area Reg TA | AGP | 0.3 | 9.5 | 7.6 | 2.4 | 19.5 | 35.3 | 42.2 | 35.6 | 113.1 | -82.76% |
| Tampa, FL | Hillsborough Area Reg TA | DRP | 0.0 | 0.6 | 0.7 | 0.7 | 2.0 | 1.7 | 1.6 | 2.0 | 5.3 | -62.26% |
| Tampa, FL | Hillsborough Area Reg TA | MB | 24.9 | 624.0 | 583.8 | 622.4 | 1,830.2 | 663.6 | 708.1 | 729.3 | 2,101.0 | -12.89% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|------------------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Tampa, FL | Hillsborough Area Reg TA | TOTAL | 25.2 | 634.1 | 592.1 | 625.5 | 1,851.7 | 700.6 | 751.9 | 766.9 | 2,219.4 | -16.57% |
| Tampa, FL | Pinellas Suncoast Tran Auth | DR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.1 | 3.0 | 3.4 | 9.5 | -100.00% |
| Tampa, FL | Pinellas Suncoast Tran Auth | DRP | 0.5 | 14.8 | 14.8 | 14.9 | 44.5 | 10.5 | 10.1 | 11.7 | 32.3 | 37.77% |
| Tampa, FL | Pinellas Suncoast Tran Auth | MB | 26.8 | 707.7 | 678.6 | 719.0 | 2,105.3 | 668.0 | 648.0 | 724.0 | 2,040.0 | 3.20% |
| Tampa, FL | Pinellas Suncoast Tran Auth | TOTAL | 27.3 | 722.5 | 693.4 | 733.9 | 2,149.8 | 681.6 | 661.1 | 739.1 | 2,081.8 | 3.27% |
| Temple, TX | Temple Transit | DR | 0.1 | 1.9 | 1.6 | 1.8 | 5.3 | 1.8 | 1.7 | 1.8 | 5.3 | 0.00% |
| Temple, TX | Temple Transit | TOTAL | 0.1 | 1.9 | 1.6 | 1.8 | 5.3 | 1.8 | 1.7 | 1.8 | 5.3 | 0.00% |
| Toledo, OH | Toledo Area Reg Transit Auth | DRP | 0.1 | 3.2 | 3.0 | 3.1 | 9.3 | 3.9 | 3.4 | 3.8 | 11.1 | -16.22% |
| Toledo, OH | Toledo Area Reg Transit Auth | MB | 42.8 | 864.4 | 959.2 | 968.1 | 2,791.7 | 943.2 | 853.2 | 1,101.8 | 2,898.2 | -3.67% |
| Toledo, OH | Toledo Area Reg Transit Auth | TOTAL | 42.9 | 867.6 | 962.2 | 971.2 | 2,801.0 | 947.1 | 856.6 | 1,105.6 | 2,909.3 | -3.72% |
| Topeka, KS | Topeka Metropolitan TA | DR | 0.1 | 2.7 | 2.8 | 2.7 | 8.2 | 2.4 | 2.6 | 3.0 | 8.0 | 2.50% |
| Topeka, KS | Topeka Metropolitan TA | DRP | 0.0 | 0.4 | 0.4 | 0.5 | 1.3 | 0.4 | 0.4 | 0.4 | 1.2 | 8.33% |
| Topeka, KS | Topeka Metropolitan TA | MB | 4.6 | 104.0 | 108.0 | 104.0 | 316.0 | 103.0 | 100.0 | 110.0 | 313.0 | 0.96% |
| Topeka, KS | Topeka Metropolitan TA | TOTAL | 4.7 | 107.1 | 111.2 | 107.2 | 325.5 | 105.8 | 103.0 | 113.4 | 322.2 | 1.02% |
| Tucson, AZ | City of Tucson Mass Transit System | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Tucson, AZ | City of Tucson Mass Transit System | MB | 59.9 | 1,349.7 | 1,355.9 | 1,382.2 | 4,087.8 | 1,301.7 | 1,264.5 | 1,435.3 | 4,001.5 | 2.16% |
| Tucson, AZ | City of Tucson Mass Transit System | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Tulsa, OK | Metro Tulsa Transit Auth | DRP | 0.7 | 17.2 | 17.3 | 17.8 | 52.3 | 16.7 | 16.3 | 18.8 | 51.8 | 0.97% |
| Tulsa, OK | Metro Tulsa Transit Auth | MB | 8.6 | 195.2 | 203.2 | 199.3 | 597.7 | 224.1 | 216.0 | 244.0 | 684.1 | -12.63% |
| Tulsa, OK | Metro Tulsa Transit Auth | MBP | 0.1 | 1.6 | 1.7 | 1.7 | 5.0 | 2.1 | 2.0 | 2.3 | 6.4 | -21.88% |
| Tulsa, OK | Metro Tulsa Transit Auth | TOTAL | 9.4 | 214.0 | 222.2 | 218.8 | 655.0 | 242.9 | 234.3 | 265.1 | 742.3 | -11.76% |
| Vancouver, BC | Vancouver Regional Transit | CRP | 5.2 | 114.5 | 103.8 | 113.0 | 331.3 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Vancouver, BC | Vancouver Regional Transit | TOTAL | 5.2 | 114.5 | 103.8 | 113.0 | 331.3 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Visalia, CA | Visalia City Coach | DRP | 1.2 | 2.8 | 2.9 | 3.0 | 8.7 | 2.6 | 2.5 | 3.1 | 8.2 | 6.10% |
| Visalia, CA | Visalia City Coach | MBP | 3.7 | 87.3 | 91.3 | 100.2 | 278.8 | 70.4 | 75.9 | 90.7 | 237.0 | 17.64% |
| Visalia, CA | Visalia City Coach | TOTAL | 4.8 | 90.1 | 94.2 | 103.2 | 287.5 | 73.0 | 78.4 | 93.8 | 245.2 | 17.25% |
| Naco, TX | Waco Transit System | DR | 0.1 | 1.4 | 1.5 | 1.4 | 4.3 | 1.2 | 1.2 | 1.2 | 3.6 | 19.44% |
| Naco, TX | Waco Transit System | MB | 1.8 | 42.0 | 42.2 | 44.7 | 128.9 | 36.1 | 35.2 | 42.5 | 113.8 | 13.27% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|----------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Waco, TX | Waco Transit System | TOTAL | 1.9 | 43.4 | 43.7 | 46.1 | 133.2 | 37.3 | 36.4 | 43.7 | 117.4 | 13.46% |
| Warsaw, IN | Kosciusko Area Bus Service | DR | 0.2 | 4.8 | 5.1 | 4.9 | 14.8 | 4.6 | 4.5 | 5.7 | 14.8 | 0.00% |
| Warsaw, IN | Kosciusko Area Bus Service | MB | 0.1 | 2.8 | 2.7 | 2.7 | 8.2 | 6.1 | 5.9 | 6.1 | 18.1 | -54.70% |
| Warsaw, IN | Kosciusko Area Bus Service | TOTAL | 0.3 | 7.6 | 7.8 | 7.6 | 23.0 | 10.7 | 10.4 | 11.8 | 32.9 | -30.09% |
| Washington, DC | Alexandria Transit Company | MB | 7.9 | 166.2 | 184.0 | 191.5 | 541.7 | 169.7 | 161.9 | 195.9 | 527.5 | 2.69% |
| Washington, DC | Alexandria Transit Company | TOTAL | 7.9 | 166.2 | 184.0 | 191.5 | 541.7 | 169.7 | 161.9 | 195.9 | 527.5 | 2.69% |
| Washington, DC | Montgomery County Ride-On | DR | 0.1 | 1.3 | 1.6 | 1.7 | 4.6 | 1.4 | 1.5 | 1.8 | 4.7 | -2.13% |
| Washington, DC | Montgomery County Ride-On | DRP | 0.6 | 11.1 | 12.5 | 14.1 | 37.7 | 6.3 | 6.5 | 6.9 | 19.7 | 91.37% |
| Washington, DC | Montgomery County Ride-On | MB | 45.9 | 1,054.2 | 1,157.2 | 1,255.2 | 3,466.6 | 1,211.7 | 1,152.0 | 1,403.9 | 3,767.6 | -7.99% |
| Washington, DC | Montgomery County Ride-On | MBP | 5.4 | 127.2 | 150.5 | 150.4 | 428.1 | 142.6 | 141.8 | 142.7 | 427.1 | 0.23% |
| Washington, DC | Montgomery County Ride-On | TOTAL | 52.0 | 1,193.8 | 1,321.8 | 1,421.4 | 3,937.0 | 1,362.0 | 1,301.8 | 1,555.3 | 4,219.1 | -6.69% |
| Washington, DC | Virginia Railway Express | CRP | 7.7 | 146.6 | 162.2 | 168.3 | 477.1 | 151.1 | 139.4 | 166.8 | 457.3 | 4.33% |
| Washington, DC | Virginia Railway Express | TOTAL | 7.7 | 146.6 | 162.2 | 168.3 | 477.1 | 151.1 | 139.4 | 166.8 | 457.3 | 4.33% |
| Washington, DC | Washington Metro Area TA | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Washington, DC | Washington Metro Area TA | HR | 629.7 | 13,951.0 | 14,592.0 | 16,104.0 | 44,647.0 | 15,344.0 | 14,176.0 | 17,865.0 | 47,385.0 | -5.78% |
| Washington, DC | Washington Metro Area TA | MB | 454.7 | 9,925.0 | 10,973.0 | 12,070.0 | 32,968.0 | 12,680.0 | 11,663.0 | 14,387.0 | 38,730.0 | -14.88% |
| Washington, DC | Washington Metro Area TA | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Wenatchee, WA | Chelan-Douglas PTBA | DRP | NA | 8.4 | 8.6 | 7.7 | 24.7 | 8.4 | 7.6 | 8.8 | 24.8 | -0.40% |
| Wenatchee, WA | Chelan-Douglas PTBA | MB | 5.8 | 142.8 | 145.5 | 147.5 | 435.8 | 130.5 | 126.9 | 139.0 | 396.4 | 9.94% |
| Wenatchee, WA | Chelan-Douglas PTBA | VP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 1.5 | 0.6 | 3.4 | -100.00% |
| Wenatchee, WA | Chelan-Douglas PTBA | TOTAL | NA | 151.2 | 154.1 | 155.2 | 460.5 | 140.2 | 136.0 | 148.4 | 424.6 | 8.46% |
| Williamsport, PA | Williamsport Bureau of Tr | DRP | 0.0 | 0.1 | 0.1 | 0.1 | 0.3 | 0.1 | 0.1 | 0.2 | 0.4 | -25.00% |
| Williamsport, PA | Williamsport Bureau of Tr | MB | 4.2 | 96.5 | 107.2 | 108.9 | 312.6 | 89.2 | 87.2 | 102.5 | 278.9 | 12.08% |
| Williamsport, PA | Williamsport Bureau of Tr | TOTAL | 4.2 | 96.6 | 107.3 | 109.0 | 312.9 | 89.3 | 87.3 | 102.7 | 279.3 | 12.03% |
| Wilmington, DE | Delaware Transit Corp | DR | 1.1 | 20.6 | 23.6 | 25.3 | 69.5 | 21.8 | 19.4 | 24.4 | 65.6 | 5.95% |
| Wilmington, DE | Delaware Transit Corp | MB | 22.4 | 462.6 | 511.7 | 527.8 | 1,502.1 | 487.7 | 497.3 | 583.0 | 1,568.0 | -4.20% |
| Wilmington, DE | Delaware Transit Corp | MBP | 0.4 | 6.1 | 7.5 | 7.4 | 21.0 | 6.4 | 6.3 | 7.3 | 20.0 | 5.00% |
| Wilmington, DE | Delaware Transit Corp | TOTAL | 23.8 | 489.3 | 542.8 | 560.5 | 1,592.6 | 515.9 | 523.0 | 614.7 | 1,653.6 | -3.69% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|----------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| Winston-Salem, NC | Winston-Salem Transit Auth | DR | 0.3 | 7.0 | 6.5 | 7.7 | 21.2 | 13.6 | 14.8 | 15.1 | 43.5 | -51.26% |
| Winston-Salem, NC | Winston-Salem Transit Auth | MB | 10.6 | 179.1 | 230.5 | 260.1 | 669.7 | 284.8 | 239.8 | 288.0 | 812.6 | -17.59% |
| Winston-Salem, NC | Winston-Salem Transit Auth | VP | 0.9 | 15.3 | 22.2 | 22.1 | 59.6 | 19.9 | 24.0 | 22.2 | 66.1 | -9.83% |
| Winston-Salem, NC | Winston-Salem Transit Auth | TOTAL | 11.9 | 201.4 | 259.2 | 289.9 | 750.5 | 318.3 | 278.6 | 325.3 | 922.2 | -18.62% |
| Worcester, MA | Worcester Regional TA | DR | 0.4 | 8.1 | 9.6 | 9.7 | 27.4 | 8.6 | 8.0 | 9.5 | 26.1 | 4.98% |
| Worcester, MA | Worcester Regional TA | DRP | 0.9 | 17.5 | 19.0 | 19.2 | 55.7 | 16.9 | 15.6 | 18.3 | 50.8 | 9.65% |
| Worcester, MA | Worcester Regional TA | MB | 16.6 | 383.4 | 375.5 | 404.4 | 1,163.3 | 344.7 | 335.1 | 405.3 | 1,085.1 | 7.21% |
| Worcester, MA | Worcester Regional TA | TOTAL | 17.9 | 409.0 | 404.1 | 433.3 | 1,246.4 | 370.2 | 358.7 | 433.1 | 1,162.0 | 7.26% |
| York, PA | York County Transp Auth | DRP | 5.8 | 9.7 | 12.9 | 13.2 | 35.8 | 14.1 | 11.9 | 15.2 | 41.2 | -13.11% |
| York, PA | York County Transp Auth | MB | 3.3 | 57.5 | 69.2 | 74.8 | 201.5 | 78.7 | 81.1 | 90.8 | 250.6 | -19.59% |
| York, PA | York County Transp Auth | TOTAL | 9.1 | 67.2 | 82.1 | 88.0 | 237.3 | 92.8 | 93.0 | 106.0 | 291.8 | -18.68% |
| Youngstown, OH | Western Reserve Trans Auth | DR | 0.1 | 2.2 | 2.1 | 2.3 | 6.6 | 3.0 | 2.7 | 2.8 | 8.5 | -22.35% |
| Youngstown, OH | Western Reserve Trans Auth | MB | 4.4 | 107.7 | 100.2 | 105.3 | 313.2 | 99.9 | 94.0 | 113.6 | 307.5 | 1.85% |
| Youngstown, OH | Western Reserve Trans Auth | TOTAL | 4.5 | 109.9 | 102.3 | 107.6 | 319.8 | 102.9 | 96.7 | 116.4 | 316.0 | 1.20% |
| Zanesville, OH | Muskingum Auth of Pub Tr | DR | 0.1 | 1.4 | 1.4 | 1.4 | 4.2 | 1.4 | 1.3 | 1.6 | 4.3 | -2.33% |
| Zanesville, OH | Muskingum Auth of Pub Tr | MB | 0.3 | 8.6 | 9.4 | 8.7 | 26.7 | 8.7 | 8.6 | 10.9 | 28.2 | -5.32% |
| Zanesville, OH | Muskingum Auth of Pub Tr | TOTAL | 0.4 | 10.0 | 10.8 | 10.1 | 30.9 | 10.1 | 9.9 | 12.5 | 32.5 | -4.92% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit System | Mode | Average Weekday (000's) | Trips for Jan '96 (000's) | Trips for Feb '96 (000's) | Trips for Mar '96 (000's) | Trips Thru Mar '96 (000's) | Trips for Jan '95 (000's) | Trips for Feb '95 (000's) | Trips for Mar '95 (000's) | Trips Thru Mar '95 (000's) | Year- to-Date Change |
|-----------------------------|----------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------------------|
| CANADA | | | | | | | | | | | | |
| Calgary, AB | Calgary Transit | LR | 124.9 | 2,775.8 | 2,883.8 | 3,012.1 | 8,671.7 | 2,752.6 | 2,724.7 | 2,888.5 | 8,365.8 | 3.66% |
| Calgary, AB | Calgary Transit | MB | 187.3 | 4,163.7 | 4,325.8 | 4,518.1 | 13,007.6 | 4,129.0 | 4,087.1 | 4,332.7 | 12,548.8 | 3.66% |
| Calgary, AB | Calgary Transit | TOTAL | 312.1 | 6,939.5 | 7,209.6 | 7,530.2 | 21,679.3 | 6,881.6 | 6,811.8 | 7,221.2 | 20,914.6 | 3.66% |
| Hamilton, ON | Hamilton Street Railway | MB | 90.8 | 2,287.7 | 2,195.2 | 2,329.6 | 6,812.5 | 2,262.0 | 2,218.0 | 2,390.0 | 6,870.0 | -0.84% |
| Hamilton, ON | Hamilton Street Railway | TOTAL | 90.8 | 2,287.7 | 2,195.2 | 2,329.6 | 6,812.5 | 2,262.0 | 2,218.0 | 2,390.0 | 6,870.0 | -0.84% |
| Ottawa, ON | Ottawa-Carleton Reg TC | DRP | 2.5 | 63.6 | 63.3 | 64.7 | 191.6 | 65.0 | 63.2 | 70.3 | 198.5 | -3.48% |
| Ottawa, ON | Ottawa-Carleton Reg TC | MB | 383.6 | 8,459.6 | 8,174.8 | 7,918.3 | 24,552.7 | 9,568.1 | 8,840.6 | 9,923.9 | 28,332.6 | -13.34% |
| Ottawa, ON | Ottawa-Carleton Reg TC | TOTAL | 386.1 | 8,523.2 | 8,238.1 | 7,983.0 | 24,744.3 | 9,633.1 | 8,903.8 | 9,994.2 | 28,531.1 | -13.27% |
| Toronto, ON | Toronto Transit Commission | DR | 2.4 | 70.1 | 60.7 | 74.1 | 204.9 | 55.5 | 58.0 | 74.1 | 187.6 | 9.22% |
| Toronto, ON | Toronto Transit Commission | DRP | 2.0 | 52.6 | 48.4 | 56.2 | 157.2 | 61.2 | 65.6 | 82.3 | 209.1 | -24.82% |
| Toronto, ON | Toronto Transit Commission | HR | 782.5 | 19,737.2 | 19,204.5 | 20,000.5 | 58,942.2 | 19,976.3 | 19,304.2 | 21,993.9 | 61,274.4 | -3.81% |
| Toronto, ON | Toronto Transit Commission | IR | 23.0 | 592.1 | 606.1 | 634.3 | 1,832.5 | 583.3 | 517.7 | 431.9 | 1,532.9 | 19.54% |
| Toronto, ON | Toronto Transit Commission | LR | 197.2 | 5,452.7 | 5,173.9 | 5,065.3 | 15,691.9 | 5,130.7 | 4,951.9 | 5,933.5 | 16,016.1 | -2.02% |
| Toronto, ON | Toronto Transit Commission | MB | 1,113.8 | 27,715.6 | 28,315.4 | 28,460.8 | 84,491.8 | 29,152.7 | 27,850.8 | 30,967.3 | 87,970.8 | -3.95% |
| Toronto, ON | Toronto Transit Commission | TOTAL | 2,120.9 | 53,620.3 | 53,409.0 | 54,291.2 | 161,320.5 | 54,959.7 | 52,748.2 | 59,483.0 | 167,190.9 | -3.51% |
| Vancouver, BC | Vancouver Regional Transit | AG | 134.3 | 3,118.8 | 3,823.7 | 3,382.6 | 10,325.1 | 2,680.2 | 3,202.1 | 3,055.7 | 8,938.0 | 15.52% |
| Vancouver, BC | Vancouver Regional Transit | DRP | 3.7 | 89.8 | 97.9 | 97.1 | 284.8 | 89.7 | 77.7 | 96.7 | 264.1 | 7.84% |
| Vancouver, BC | Vancouver Regional Transit | FB | 14.6 | 346.3 | 367.8 | 408.8 | 1,122.9 | 313.5 | 309.5 | 377.2 | 1,000.2 | 12.27% |
| Vancouver, BC | Vancouver Regional Transit | MB | 379.2 | 9,059.5 | 10,551.8 | 9,547.2 | 29,158.5 | 8,079.4 | 9,505.2 | 8,999.6 | 26,584.2 | 9.68% |
| Vancouver, BC | Vancouver Regional Transit | TB | 210.8 | 5,027.1 | 5,914.2 | 5,265.1 | 16,206.4 | 4,805.6 | 5,592.4 | 5,330.8 | 15,728.8 | 3.04% |
| Vancouver, BC | Vancouver Regional Transit | TOTAL | 742.7 | 17,641.5 | 20,755.4 | 18,700.8 | 57,097.7 | 15,968.4 | 18,686.9 | 17,860.0 | 52,515.3 | 8.73% |
| Victoria, BC | Victoria Regional Transit | DRP | 0.6 | 6.7 | 17.0 | 17.8 | 41.5 | 16.1 | 15.3 | 17.7 | 49.1 | -15.48% |
| Victoria, BC | Victoria Regional Transit | MB | 65.4 | 1,693.5 | 1,699.9 | 1,712.1 | 5,105.5 | 1,664.9 | 1,653.4 | 1,726.7 | 5,045.0 | 1.20% |
| Victoria, BC | Victoria Regional Transit | TOTAL | 65.9 | 1,700.2 | 1,716.9 | 1,729.9 | 5,147.0 | 1,681.0 | 1,668.7 | 1,744.4 | 5,094.1 | 1.04% |

American Public Transit Association Transit Ridership Report

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.

