

TRANSIT RIDERSHIP REPORT

Third Quarter 2014

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

| Period | Percent Change | | |
|---------------|----------------|-------------|------------------|
| | <u>2014</u> | <u>2013</u> | <u>2013-2014</u> |
| JULY | 887,138 | 867,086 | 2.31% |
| AUGUST | 884,428 | 890,644 | -0.70% |
| SEPTEMBER | 940,729 | 906,274 | 3.80% |
| Third Quarter | 2,712,295 | 2,664,005 | 1.81% |

CALENDAR COMPARISON

| | JULY | | AUGUST | | SEPTEMBER | |
|-----------|-------------|-------------|-------------|-------------|-------------|-------------|
| | <u>2014</u> | <u>2013</u> | <u>2014</u> | <u>2013</u> | <u>2014</u> | <u>2013</u> |
| Weekdays | 22 | 22 | 21 | 22 | 21 | 20 |
| Saturdays | 4 | 4 | 5 | 5 | 4 | 4 |
| Sundays | 4 | 4 | 5 | 4 | 4 | 5 |
| Holidays | 1 | 1 | 0 | 0 | 1 | 1 |

ESTIMATED UNLINKED TRANSIT PASSENGER TRIP!*

| MODE | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | |
|-----------------------------|---------------------|----------------|----------------|-----------------------------|-----------------------------|-----------------------|----------------|----------------|-----------------------------|-----------------------------|--------------------------|--------------------------|
| | <u>JUL '14</u> | <u>AUG '14</u> | <u>SEP '14</u> | <u>JUL '14- SEP '14</u> | <u>JAN '14- SEP '14</u> | <u>JUL '13</u> | <u>AUG '13</u> | <u>SEP '13</u> | <u>JUL '13- SEP '13</u> | <u>JAN '13- SEP '13</u> | <u>Third Quarter</u> | <u>Year -to-Date</u> |
| | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) |
| Heavy Rail | 333,265 | 321,818 | 338,089 | 993,173 | 2,927,506 | 315,877 | 315,707 | 318,349 | 949,932 | 2,836,322 | 4.55% | 3.21% |
| Light Rail | 45,087 | 45,434 | 46,880 | 137,402 | 402,247 | 43,779 | 45,063 | 44,366 | 133,207 | 387,367 | 3.15% | 3.84% |
| Commuter Rail | 42,613 | 41,884 | 41,354 | 125,851 | 365,102 | 41,213 | 41,228 | 39,127 | 121,568 | 355,466 | 3.52% | 2.71% |
| Trolleybus | 7,599 | 7,618 | 8,202 | 23,418 | 68,274 | 8,013 | 8,368 | 7,831 | 24,211 | 70,837 | -3.28% | -3.62% |
| Bus Population Group | | | | | | | | | | | | |
| 2,000,000+ | 298,397 | 299,036 | 316,319 | 913,752 | 2,727,742 | 300,987 | 308,734 | 314,279 | 923,999 | 2,775,130 | -1.11% | -1.71% |
| 500,000 to 1,999,999 | 81,393 | 84,109 | 90,977 | 256,479 | 754,586 | 80,579 | 85,978 | 87,581 | 254,138 | 757,599 | 0.92% | -0.40% |
| 100,000 to 499,999 | 31,950 | 34,752 | 44,449 | 111,152 | 342,864 | 31,225 | 35,545 | 42,267 | 109,037 | 340,472 | 1.94% | 0.70% |
| Below 100,000 | 9,270 | 12,559 | 19,416 | 41,245 | 140,369 | 8,951 | 12,848 | 18,725 | 40,525 | 137,173 | 1.78% | 2.33% |
| Bus Total | 421,010 | 430,457 | 471,161 | 1,322,628 | 3,965,561 | 421,742 | 443,104 | 462,852 | 1,327,698 | 4,010,374 | -0.38% | -1.12% |
| Demand Response | 18,217 | 18,078 | 18,317 | 54,611 | 160,894 | 17,833 | 18,417 | 17,649 | 53,898 | 159,930 | 1.32% | 0.60% |
| Other (c) | 19,346 | 19,140 | 16,725 | 55,212 | 147,044 | 18,630 | 18,759 | 16,102 | 53,491 | 143,937 | 3.22% | 2.16% |
| United States Total | 887,138 | 884,428 | 940,729 | 2,712,295 | 8,036,627 | 867,086 | 890,644 | 906,274 | 2,664,005 | 7,964,232 | 1.81% | 0.91% |
| Canada | 138,832 | 132,237 | 152,414 | 423,483 | 1,634,706 | 136,289 | 131,059 | 147,124 | 414,472 | 1,611,876 | 2.17% | 1.42% |

* Preliminary information based on data from reporting systems.

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 agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2000 U.S. Census Population.

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

(c) Includes aerial tramway, automated guideway, cable car, ferryboat, inclined plane, monorail, and vanpool.

HEAVY RAIL TRANSIT RIDERSHIP REPORT Third Quarter 2014

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS*

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | % CHANGE (b) | | | | |
|-----------------------------------|-----------------------------|--------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------|---------------------|
| | | <u>AVG WKDY</u> (000's) | <u>JUL '14</u> (000's) | <u>AUG '14</u> (000's) | <u>SEP '14</u> (000's) | <u>JUL '14- SEP '14</u> (000's) | <u>JAN '14- SEP '14</u> (000's) | <u>JUL '13</u> (000's) | <u>AUG '13</u> (000's) | <u>SEP '13</u> (000's) | <u>JUL '13- SEP '13</u> (000's) | <u>JAN '13- SEP '13</u> (000's) | <u>3rd Qtr Chng</u> | <u>YTD Chng</u> |
| CA Los Angeles | Los Angeles County MTA | 152.1 | 4,120.2 | 4,108.9 | 4,049.2 | 12,278.3 | 36,358.8 | 4,356.6 | 4,445.9 | 4,231.6 | 13,034.1 | 37,780.2 | -5.80% | -3.76% |
| CA San Francisco | San Francisco Bay Area RTD | 446.5 | 11,538.6 | 11,463.1 | 11,476.5 | 34,478.2 | 98,619.3 | 9,005.2 | 11,271.7 | 11,062.3 | 31,339.2 | 94,443.4 | 10.02% | 4.42% |
| DC Washington | Washington Metro Area TA | 952.6 | 25,477.0 | 23,242.2 | 23,025.5 | 71,744.7 | 205,735.2 | 25,489.1 | 23,533.7 | 22,138.7 | 71,161.5 | 211,154.3 | 0.82% | -2.57% |
| FL Miami | Miami-Dade Transit Agency | 71.0 | 1,725.6 | 1,741.7 | 1,822.0 | 5,289.3 | 16,228.8 | 1,698.2 | 1,757.1 | 1,731.6 | 5,186.9 | 15,911.6 | 1.97% | 1.99% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 247.0 | 6,795.2 | 6,693.5 | 6,576.8 | 20,065.5 | 53,357.3 | 5,929.0 | 6,222.2 | 6,021.7 | 18,172.9 | 52,608.6 | 10.41% | 1.42% |
| IL Chicago | Chicago Transit Authority | 774.1 | 20,784.3 | 20,419.2 | 21,104.1 | 62,307.6 | 178,530.4 | 19,604.6 | 19,802.3 | 19,971.0 | 59,377.9 | 170,564.7 | 4.93% | 4.67% |
| MA Boston | Massachusetts Bay Tr Auth | 572.3 | 14,993.8 | 14,110.4 | 15,359.3 | 44,463.5 | 130,345.7 | 14,015.4 | 13,964.1 | 14,329.2 | 42,308.7 | 124,303.5 | 5.09% | 4.86% |
| MD Baltimore | Maryland Transit Admin | 49.3 | 1,251.3 | 1,214.3 | 1,306.7 | 3,772.3 | 10,937.9 | 1,239.1 | 1,252.0 | 1,287.4 | 3,778.5 | 11,346.2 | -0.16% | -3.60% |
| NJ Jersey City | Port Authority of NY & NJ | 255.4 | 6,537.1 | 6,191.6 | 6,279.0 | 19,007.7 | 55,195.5 | 6,438.4 | 6,382.7 | 6,199.2 | 19,020.3 | 54,277.9 | -0.07% | 1.69% |
| NJ Lindenwold | Port Authority Transit Corp | 34.2 | 843.4 | 809.1 | 846.0 | 2,498.5 | 7,497.9 | 891.1 | 873.1 | 869.3 | 2,633.5 | 7,938.3 | -5.13% | -5.55% |
| NY New York | MTA New York City Transit | 8,722.6 | 231,403.8 | 221,525.8 | 236,493.9 | 689,423.5 | 2,045,465.1 | 218,973.2 | 215,757.2 | 220,717.5 | 655,447.9 | 1,964,098.4 | 5.18% | 4.14% |
| NY New York | MTA Staten Island Railway | 24.1 | 567.5 | 515.1 | 655.2 | 1,737.8 | 5,330.4 | 497.0 | 511.5 | 608.6 | 1,617.1 | 5,124.8 | 7.46% | 4.01% |
| OH Cleveland | Greater Cleveland Reg TA | NA | 412.8 | 506.7 | 541.9 | 1,461.4 | 4,552.1 | 505.4 | 568.3 | 551.1 | 1,624.8 | 4,746.0 | -10.06% | -4.09% |
| PA Philadelphia | Southeastern Penn TA | 296.9 | 6,163.9 | 8,438.4 | 7,616.5 | 22,218.8 | 71,488.7 | 6,565.7 | 8,396.7 | 7,650.8 | 22,613.2 | 73,855.1 | -1.74% | -3.20% |
| PR San Juan | Puerto Rico DOT | 36.9 | 650.6 | 838.1 | 936.8 | 2,425.5 | 7,862.5 | 668.6 | 968.1 | 978.9 | 2,615.6 | 8,168.5 | -7.27% | -3.75% |
| REPORTED TOTAL | | 12,634.8 | 333,265.1 | 321,818.1 | 338,089.4 | 993,172.6 | 2,927,505.6 | 315,876.6 | 315,706.6 | 318,348.9 | 949,932.1 | 2,836,321.5 | 4.55% | 3.21% |
| PROJECTED TOTAL (c) | | | 333,265.1 | 321,818.1 | 338,089.4 | 993,172.6 | 2,927,505.6 | 315,876.6 | 315,706.6 | 318,348.9 | 949,932.1 | 2,836,321.5 | 4.55% | 3.21% |

* Preliminary information based on data from reporting systems.

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 agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2000 U.S. Census Population.

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

LIGHT RAIL TRANSIT RIDERSHIP REPORT Third Quarter 2014

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS*

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | |
|-----------------------------------|-------------------------------|--------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------|---------------------|
| | | <u>AVG WKDY</u> (000's) | <u>JUL '14</u> (000's) | <u>AUG '14</u> (000's) | <u>SEP '14</u> (000's) | <u>JUL '14- SEP '14</u> (000's) | <u>JAN '14- SEP '14</u> (000's) | <u>JUL '13</u> (000's) | <u>AUG '13</u> (000's) | <u>SEP '13</u> (000's) | <u>JUL '13- SEP '13</u> (000's) | <u>JAN '13- SEP '13</u> (000's) | <u>3rd Qtr Chng</u> | <u>YTD Chng</u> |
| AZ Phoenix | Valley Metro Rail, Inc. | 41.2 | 978.8 | 1,145.4 | 1,235.6 | 3,359.8 | 10,622.8 | 1,004.2 | 1,147.0 | 1,265.7 | 3,416.9 | 10,574.5 | -1.67% | 0.46% |
| CA Los Angeles | Los Angeles County MTA | 203.4 | 5,508.6 | 5,466.1 | 5,362.1 | 16,336.8 | 47,706.3 | 5,430.2 | 5,490.2 | 5,190.0 | 16,110.4 | 47,534.8 | 1.41% | 0.36% |
| CA Oceanside | North County Transit District | 9.1 | 212.9 | 223.3 | 262.4 | 698.6 | 1,988.9 | 187.8 | 205.0 | 232.3 | 625.1 | 1,341.9 | 11.76% | 48.22% |
| CA Sacramento | Sacramento Reg Tr Dist | 44.3 | 1,000.2 | 1,087.6 | 1,196.8 | 3,284.6 | 10,091.5 | 974.9 | 1,114.9 | 1,166.6 | 3,256.4 | 10,101.1 | 0.87% | -0.10% |
| CA San Diego | San Diego Metrop Transit Sy | 124.1 | 3,399.1 | 3,387.9 | 3,476.2 | 10,263.2 | 29,837.5 | 3,301.2 | 3,315.2 | 3,356.3 | 9,972.7 | 24,331.2 | 2.91% | 22.63% |
| CA San Francisco | San Francisco Muni Rwy | 145.5 | 4,613.1 | 4,368.6 | 4,600.8 | 13,582.5 | 44,868.8 | 4,516.3 | 4,506.7 | 4,380.2 | 13,403.2 | 40,666.1 | 1.34% | 10.33% |
| CA San Jose | Santa Clara Valley Trp Auth | 36.2 | 959.6 | 1,006.1 | 1,039.2 | 3,004.9 | 8,448.3 | 909.6 | 955.9 | 926.1 | 2,791.6 | 8,146.9 | 7.64% | 3.70% |
| CO Denver | Regional Trp District | 84.2 | 2,056.2 | 2,249.6 | 2,388.4 | 6,694.2 | 19,339.8 | 1,948.3 | 2,129.8 | 2,219.5 | 6,297.6 | 17,158.6 | 6.30% | 12.71% |
| FL Tampa | Hillsborough Area Reg TA | 0.5 | 24.0 | 22.8 | 12.5 | 59.3 | 201.9 | 29.6 | 18.8 | 15.5 | 63.9 | 222.9 | -7.20% | -9.42% |
| LA New Orleans | Regional Transit Auth | 21.7 | 663.7 | 649.3 | 647.3 | 1,960.3 | 5,455.3 | 679.3 | 621.9 | 573.3 | 1,874.5 | 5,321.4 | 4.58% | 2.52% |
| MA Boston | Massachusetts Bay Tr Auth | 214.5 | 5,774.9 | 5,424.7 | 6,143.1 | 17,342.7 | 51,837.3 | 6,202.6 | 6,022.7 | 6,257.7 | 18,483.0 | 54,401.0 | -6.17% | -4.71% |
| MD Baltimore | Maryland Transit Admin | 24.3 | 741.7 | 697.4 | 621.2 | 2,060.3 | 5,794.1 | 720.1 | 751.8 | 744.7 | 2,216.6 | 6,432.5 | -7.05% | -9.92% |
| MN Minneapolis | Metro Transit | 64.1 | 1,896.2 | 1,851.8 | 1,888.9 | 5,636.9 | 10,638.0 | 917.8 | 992.5 | 895.7 | 2,806.0 | 7,632.0 | >100% | 39.39% |
| MO Saint Louis | Bi-State Dev Agency | 56.9 | 1,618.8 | 1,528.2 | 1,583.7 | 4,730.7 | 13,173.4 | 1,548.2 | 1,601.0 | 1,610.1 | 4,759.3 | 13,131.5 | -0.60% | 0.32% |
| NC Charlotte | Charlotte Area Transit | 16.6 | 455.8 | 455.0 | 441.7 | 1,352.5 | 3,870.8 | 406.7 | 445.9 | 434.9 | 1,287.5 | 3,715.5 | 5.05% | 4.18% |
| NJ Newark | New Jersey Transit Corp | NA | 2,023.6 | 1,927.4 | 1,976.2 | 5,927.2 | 16,821.1 | 2,010.2 | 1,911.7 | 1,866.5 | 5,788.4 | 16,344.8 | 2.40% | 2.91% |
| NY Buffalo | Niagara Frontier Trp Auth | 13.0 | 313.2 | 300.1 | 334.0 | 947.3 | 3,121.3 | 280.1 | 286.6 | 301.9 | 868.6 | 3,776.2 | 9.06% | -17.34% |
| OH Cleveland | Greater Cleveland Reg TA | NA | 217.6 | 245.2 | 267.6 | 730.4 | 2,047.4 | 229.1 | 247.5 | 272.7 | 749.3 | 2,130.3 | -2.52% | -3.89% |
| OR Portland | Tri-County Metro Trp Dist | 121.2 | 3,470.4 | 3,371.2 | 3,088.6 | 9,930.2 | 28,998.0 | 3,463.3 | 3,389.0 | 3,023.2 | 9,875.5 | 29,002.1 | 0.55% | -0.01% |
| PA Pittsburgh | Port Auth of Allegheny Co | 29.1 | 723.2 | 738.3 | 715.5 | 2,177.0 | 6,141.2 | 737.9 | 760.9 | 720.0 | 2,218.8 | 6,252.4 | -1.88% | -1.78% |
| PA Philadelphia | Southeastern Penn TA | 93.6 | 1,966.9 | 2,541.4 | 2,472.0 | 6,980.3 | 23,242.1 | 2,185.2 | 2,687.0 | 2,585.8 | 7,458.0 | 24,635.3 | -6.41% | -5.66% |
| TN Memphis | Memphis Area Transit Auth | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 485.1 | 157.2 | 127.7 | 95.2 | 380.1 | 1,128.0 | -100.00% | -56.99% |

| <u>State and</u> <u>Primary City</u> | <u>Transit Agency</u> | <u>AVG</u> <u>WKDY</u> (000's) | <u>JUL '14</u> (000's) | <u>AUG '14</u> (000's) | <u>SEP '14</u> (000's) | <u>JUL '14-</u> <u>SEP '14</u> (000's) | <u>JAN '14-</u> <u>SEP '14</u> (000's) | <u>JUL '13</u> (000's) | <u>AUG '13</u> (000's) | <u>SEP '13</u> (000's) | <u>JUL '13-</u> <u>SEP '13</u> (000's) | <u>JAN '13-</u> <u>SEP '13</u> (000's) | <u>3rd Qtr</u> <u>Chng</u> | <u>YTD</u> <u>Chng</u> |
|---|----------------------------|--------------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------------|---------------------------|
| TX Dallas | Dallas Area Rapid Transit | 101.1 | 2,461.7 | 2,534.3 | 2,778.7 | 7,774.7 | 21,957.8 | 2,392.5 | 2,482.8 | 2,454.4 | 7,329.7 | 21,465.3 | 6.07% | 2.29% |
| TX Houston | Metro Tr Auth of Harris Co | 45.7 | 1,068.6 | 1,139.2 | 1,162.6 | 3,370.4 | 10,004.1 | 883.6 | 972.7 | 905.1 | 2,761.4 | 8,579.8 | 22.05% | 16.60% |
| UT Salt Lake City | Utah Transit Authority | 67.8 | 1,563.8 | 1,656.2 | 1,903.9 | 5,123.9 | 14,673.1 | 1,432.2 | 1,620.7 | 1,760.8 | 4,813.7 | 13,555.7 | 6.44% | 8.24% |
| VA Hampton | Hampton Roads Transit | 5.9 | 140.6 | 167.1 | 153.7 | 461.4 | 1,283.6 | 122.8 | 144.5 | 127.6 | 394.9 | 1,238.8 | 16.84% | 3.62% |
| WA Seattle | King County Dept of Trp | 2.5 | 73.6 | 66.9 | 60.1 | 200.6 | 544.7 | 79.1 | 74.8 | 61.3 | 215.2 | 588.5 | -6.78% | -7.44% |
| WA Seattle | Sound Transit | 40.3 | 1,160.6 | 1,183.1 | 1,067.4 | 3,411.1 | 9,052.7 | 1,028.6 | 1,037.5 | 922.6 | 2,988.7 | 7,957.5 | 14.13% | 13.76% |
| REPORTED TOTAL | | 1,606.9 | 45,087.4 | 45,434.2 | 46,880.2 | 137,401.8 | 402,246.9 | 43,778.6 | 45,062.7 | 44,365.7 | 133,207.0 | 387,366.6 | 3.15% | 3.84% |
| PROJECTED TOTAL (c) | | | 45,087.4 | 45,434.2 | 46,880.2 | 137,401.8 | 402,246.9 | 43,778.6 | 45,062.7 | 44,365.7 | 133,207.0 | 387,366.6 | 3.15% | 3.84% |

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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.

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

(c) Includes missing agencies (Central Arkansas TA and Kenosha Transit).

COMMUTER RAIL TRANSIT RIDERSHIP REPORT Third Quarter 2014

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS*

| | | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | |
|-----------------------------------|-------------------------------|---------------------|----------------|----------------|----------------|-----------------------------|-----------------------------|----------------|----------------|----------------|-------------------------|---------------------|-----------------------------|-----------------------------|
| <u>State and Primary City</u> | <u>Transit Agency</u> | <u>AVG</u> | | | | | | | | | <u>3rd Qtr Chng</u> | <u>YTD Chng</u> | | |
| | | <u>WKDY</u> | <u>JUL '14</u> | <u>AUG '14</u> | <u>SEP '14</u> | <u>JUL '14- SEP '14</u> | <u>JAN '14- SEP '14</u> | <u>JUL '13</u> | <u>AUG '13</u> | <u>SEP '13</u> | | | <u>JUL '13- SEP '13</u> | <u>JAN '13- SEP '13</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| AK Anchorage | Alaska Railroad Corporation | 1.3 | 49.7 | 43.3 | 15.4 | 108.4 | 162.2 | 46.4 | 40.7 | 16.4 | 103.5 | 153.7 | 4.73% | 5.53% |
| CA Los Angeles | Southern California RRA | 41.5 | 997.2 | 992.4 | 967.9 | 2,957.5 | 8,707.1 | 983.3 | 994.7 | 918.2 | 2,896.2 | 8,776.7 | 2.12% | -0.79% |
| CA Oakland | Capitol Corridor Joint Powers | 4.4 | 119.4 | 120.6 | 119.0 | 359.0 | 1,063.5 | 116.1 | 117.9 | 110.6 | 344.6 | 1,045.8 | 4.18% | 1.69% |
| CA Oceanside | North County Transit District | 6.6 | 196.3 | 178.3 | 150.1 | 524.7 | 1,388.0 | 182.0 | 179.4 | 136.7 | 498.1 | 1,320.6 | 5.34% | 5.10% |
| CA San Carlos | Caltrain | 60.2 | 1,596.7 | 1,626.8 | 1,598.0 | 4,821.5 | 13,423.2 | 1,491.9 | 1,466.2 | 1,395.7 | 4,353.8 | 12,221.1 | 10.74% | 9.84% |
| CA Stockton | San Joaquin Reg Rail Comm | 4.9 | 100.7 | 101.9 | 108.9 | 311.5 | 894.2 | 84.2 | 90.9 | 88.5 | 263.6 | 761.1 | 18.17% | 17.49% |
| CT New Haven | Connecticut DOT | 2.4 | 64.0 | 59.6 | 57.0 | 180.6 | 499.3 | 60.9 | 63.4 | 54.3 | 178.6 | 493.3 | 1.12% | 1.22% |
| FL Orlando | SunRail | 3.4 | 90.9 | 66.8 | 57.9 | 215.6 | 336.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| FL Pompano Beac | South Florida RTA (Tri-Rail) | 14.0 | 344.1 | 356.5 | 357.3 | 1,057.9 | 3,293.8 | 334.8 | 354.2 | 358.6 | 1,047.6 | 3,233.2 | 0.98% | 1.87% |
| IL Chicago | Metra | 300.9 | 6,719.0 | 6,454.6 | 6,241.9 | 19,415.5 | 55,817.1 | 6,669.5 | 6,466.5 | 6,240.6 | 19,376.6 | 55,367.6 | 0.20% | 0.81% |
| IN Chesterton | Northern IN Commuter TD | 12.9 | 359.0 | 335.5 | 294.1 | 988.6 | 2,714.8 | 351.5 | 337.4 | 286.9 | 975.8 | 2,728.4 | 1.31% | -0.50% |
| MA Boston | Massachusetts Bay Tr Auth | 129.8 | 3,139.6 | 2,979.6 | 2,879.7 | 8,998.9 | 27,171.0 | 3,014.4 | 2,990.9 | 2,790.9 | 8,796.2 | 26,058.3 | 2.30% | 4.27% |
| MD Baltimore | Maryland Transit Admin | 37.1 | 845.7 | 800.9 | 809.5 | 2,456.1 | 7,121.1 | 824.2 | 828.4 | 764.0 | 2,416.6 | 7,078.7 | 1.63% | 0.60% |
| ME Portland | Northern NE Passenger RA | 1.4 | 45.3 | 51.9 | 44.5 | 141.7 | 381.5 | 55.1 | 60.0 | 48.5 | 163.6 | 424.4 | -13.39% | -10.11% |
| MN Minneapolis | Metro Transit | 2.8 | 74.9 | 69.4 | 67.9 | 212.2 | 556.1 | 71.4 | 82.7 | 72.3 | 226.4 | 610.6 | -6.27% | -8.93% |
| NJ Newark | New Jersey Transit Corp | NA | 7,507.4 | 7,310.1 | 7,537.1 | 22,354.6 | 63,766.7 | 7,057.3 | 6,953.2 | 6,938.8 | 20,949.3 | 60,286.0 | 6.71% | 5.77% |
| NM Albuquerque | New Mexico Dept of Trp | 3.8 | 98.5 | 98.1 | 91.7 | 288.3 | 818.1 | 103.7 | 101.5 | 96.3 | 301.5 | 830.3 | -4.38% | -1.47% |
| NY New York | MTA Long Island Rail Road | 337.8 | 8,555.9 | 8,351.8 | 8,198.6 | 25,106.3 | 73,326.4 | 8,368.7 | 8,407.0 | 7,796.7 | 24,572.4 | 72,517.9 | 2.17% | 1.11% |
| NY New York | MTA Metro-North Railroad | 298.5 | 7,495.8 | 7,060.0 | 7,195.9 | 21,751.7 | 62,680.0 | 7,285.9 | 7,125.0 | 6,777.9 | 21,188.8 | 62,237.1 | 2.66% | 0.71% |
| OR Portland | Tri-County Metro Trp Dist | 2.0 | 43.8 | 42.0 | 42.0 | 127.8 | 383.5 | 41.6 | 45.3 | 42.0 | 128.9 | 351.0 | -0.85% | 9.26% |
| PA Harris-Phil | Penn DOT (Keystone) | 4.2 | 116.5 | 112.7 | 111.8 | 341.0 | 985.1 | 51.5 | 51.5 | 48.3 | 151.3 | 459.3 | >100% | >100% |
| PA Philadelphia | Southeastern Penn TA | 125.6 | 2,675.2 | 3,343.0 | 2,954.6 | 8,972.8 | 27,587.2 | 2,733.9 | 3,184.6 | 2,830.2 | 8,748.7 | 27,238.4 | 2.56% | 1.28% |
| TN Nashville | Regional Transp Auth | 1.0 | 22.4 | 21.8 | 21.9 | 66.1 | 190.3 | 20.7 | 21.6 | 20.0 | 62.3 | 186.4 | 6.10% | 2.09% |
| TX Austin | Capital Metropolitan Trp Auth | 2.8 | 58.7 | 62.8 | 73.0 | 194.5 | 588.6 | 72.0 | 72.7 | 95.1 | 239.8 | 642.1 | -18.89% | -8.33% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>JUL '14-</u> | <u>JAN '14-</u> | | | | <u>JUL '13-</u> | <u>JAN '13-</u> | <u>3rd Qtr</u> | <u>YTD</u> |
|------------------------|------------------------------|----------------|-----------------|-----------------|-----------------|------------------|------------------|-----------------|-----------------|-----------------|------------------|------------------|----------------|--------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>JUL '14</u> | <u>AUG '14</u> | <u>SEP '14</u> | <u>SEP '14</u> | <u>SEP '14</u> | <u>JUL '13</u> | <u>AUG '13</u> | <u>SEP '13</u> | <u>SEP '13</u> | <u>SEP '13</u> | <u>Chng</u> | <u>Chng</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| TX Dallas-Ft Worth | Trinity Railway Express | 8.3 | 195.5 | 186.8 | 190.3 | 572.6 | 1,712.5 | 179.3 | 193.5 | 169.2 | 542.0 | 1,573.6 | 5.65% | 8.83% |
| TX Lewisville | Denton County Transportation | 1.9 | 41.8 | 45.0 | 56.6 | 143.4 | 428.1 | 41.9 | 42.2 | 49.1 | 133.2 | 383.6 | 7.66% | 11.60% |
| UT Salt Lake City | Utah Transit Authority | 16.1 | 361.0 | 359.5 | 409.2 | 1,129.7 | 3,233.6 | 309.7 | 308.9 | 351.0 | 969.6 | 2,745.5 | 16.51% | 17.78% |
| VA Alexandria | Virginia Railway Express | 18.4 | 409.3 | 376.6 | 393.9 | 1,179.8 | 3,422.1 | 395.0 | 395.2 | 381.7 | 1,171.9 | 3,503.1 | 0.67% | -2.31% |
| WA Seattle | Sound Transit | 13.1 | 288.9 | 275.4 | 308.5 | 872.8 | 2,449.9 | 266.1 | 252.5 | 248.3 | 766.9 | 2,237.8 | 13.81% | 9.48% |
| REPORTED TOTAL | | 1,457.0 | 42,613.2 | 41,883.7 | 41,354.2 | 125,851.1 | 365,101.5 | 41,213.0 | 41,228.0 | 39,126.8 | 121,567.8 | 355,465.6 | 3.52% | 2.71% |
| PROJECTED TOTAL | | | 42,613.2 | 41,883.7 | 41,354.2 | 125,851.1 | 365,101.5 | 41,213.0 | 41,228.0 | 39,126.8 | 121,567.8 | 355,465.6 | 3.52% | 2.71% |

* Preliminary information based on data from reporting systems.

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 agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2000 U.S. Census Population.

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

TROLLEY BUS TRANSIT RIDERSHIP REPORT Third Quarter 2014

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS*

| <u>State and</u> <u>Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|---|---------------------------|--------------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------------|---------------------------|
| | | <u>AVG</u> <u>WKDY</u> (000's) | <u>JUL '14</u> (000's) | <u>AUG '14</u> (000's) | <u>SEP '14</u> (000's) | <u>JUL '14-</u> <u>SEP '14</u> (000's) | <u>JAN '14-</u> <u>SEP '14</u> (000's) | <u>JUL '13</u> (000's) | <u>AUG '13</u> (000's) | <u>SEP '13</u> (000's) | <u>JUL '13-</u> <u>SEP '13</u> (000's) | <u>JAN '13-</u> <u>SEP '13</u> (000's) | <u>3rd Qtr</u> <u>Chng</u> | <u>YTD</u> <u>Chng</u> |
| CA San Francisco | San Francisco Muni Rwy | 200.4 | 5,387.7 | 5,416.3 | 5,998.6 | 16,802.6 | 48,497.4 | 5,740.6 | 6,050.4 | 5,728.7 | 17,519.7 | 50,190.3 | -4.09% | -3.37% |
| MA Boston | Massachusetts Bay Tr Auth | 4.8 | 106.4 | 112.8 | 115.6 | 334.8 | 1,055.1 | 265.9 | 261.0 | 130.2 | 657.1 | 2,247.4 | -49.05% | -53.05% |
| PA Philadelphia | Southeastern Penn TA | 16.6 | 344.5 | 466.7 | 428.5 | 1,239.7 | 4,001.5 | 365.4 | 461.4 | 429.4 | 1,256.2 | 4,176.3 | -1.31% | -4.19% |
| WA Seattle | King County Dept of Trp | 74.3 | 1,760.5 | 1,621.7 | 1,659.0 | 5,041.2 | 14,719.9 | 1,641.1 | 1,594.7 | 1,542.5 | 4,778.3 | 14,223.2 | 5.50% | 3.49% |
| REPORTED TOTAL | | 296.0 | 7,599.1 | 7,617.5 | 8,201.7 | 23,418.3 | 68,273.9 | 8,013.0 | 8,367.5 | 7,830.8 | 24,211.3 | 70,837.2 | -3.28% | -3.62% |
| PROJECTED TOTAL (c) | | | 7,599.1 | 7,617.5 | 8,201.7 | 23,418.3 | 68,273.9 | 8,013.0 | 8,367.5 | 7,830.8 | 24,211.3 | 70,837.2 | -3.28% | -3.62% |

* Preliminary information based on data from reporting systems.

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 agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2000 U.S. Census Population.

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

(c) Includes missing systems (Greater Dayton RTA).

LARGEST BUS AGENCIES TRANSIT RIDERSHIP REPORT

(Transit Agencies in Urbanized Areas of 1,000,000 or more population that operate 300 or more peak-hour buses, plus a selection of other large bus operators)

Third Quarter 2014

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS*

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|-----------------------------------|-----------------------------|---------------------|----------------|----------------|----------------|-----------------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|-------------|
| | | AVG | | | | JUL '14- | JAN '14- | | | | JUL '13- | JAN '13- | 3rd Qtr | YTD |
| | | <u>WKDY</u> | <u>JUL '14</u> | <u>AUG '14</u> | <u>SEP '14</u> | <u>SEP '14</u> | <u>SEP '14</u> | <u>JUL '13</u> | <u>AUG '13</u> | <u>SEP '13</u> | <u>SEP '13</u> | <u>SEP '13</u> | <u>Chng</u> | <u>Chng</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| AZ Phoenix | City of Phoenix PTD | 126.6 | 2,820.4 | 3,307.3 | 3,371.4 | 9,499.1 | 28,909.5 | 2,807.0 | 3,394.9 | 3,326.8 | 9,528.7 | 29,082.8 | -0.31% | -0.60% |
| CA Long Beach | Long Beach Transit | 87.1 | 2,189.6 | 2,040.0 | 2,711.6 | 6,941.2 | 21,438.9 | 2,225.9 | 2,069.9 | 2,680.9 | 6,976.7 | 21,366.8 | -0.51% | 0.34% |
| CA Los Angeles | Los Angeles County MTA | 1,088.7 | 28,698.3 | 29,357.1 | 29,222.6 | 87,278.0 | 265,953.8 | 30,019.8 | 31,292.5 | 30,481.9 | 91,794.2 | 272,324.4 | -4.92% | -2.34% |
| CA Orange | Orange County Transp Auth | 150.4 | 4,023.1 | 3,998.4 | 4,170.7 | 12,192.2 | 36,350.8 | 4,153.3 | 4,218.2 | 4,236.3 | 12,607.8 | 37,738.6 | -3.30% | -3.68% |
| CA San Diego | San Diego Metrop Transit Sy | 174.7 | 4,427.5 | 4,432.4 | 4,577.8 | 13,437.7 | 39,368.3 | 4,282.9 | 4,365.2 | 4,372.8 | 13,020.9 | 38,735.8 | 3.20% | 1.63% |
| CA San Francisco | San Francisco Muni Rwy | 309.7 | 8,291.4 | 8,226.9 | 8,540.2 | 25,058.5 | 74,211.3 | 7,651.5 | 8,023.9 | 8,113.0 | 23,788.4 | 69,706.0 | 5.34% | 6.46% |
| CA San Jose | Santa Clara Valley Trp Auth | 105.1 | 2,599.1 | 2,736.9 | 2,852.6 | 8,188.6 | 24,676.1 | 2,579.6 | 2,719.9 | 2,740.5 | 8,040.0 | 24,494.6 | 1.85% | 0.74% |
| CA Santa Monica | Santa Monica's Big Blue Bus | 64.3 | 1,373.8 | 1,231.5 | 1,512.7 | 4,118.0 | 12,690.0 | 1,776.5 | 1,410.7 | 1,718.7 | 4,905.9 | 14,399.9 | -16.06% | -11.87% |
| CO Denver | Regional Trp District | 245.9 | 6,235.8 | 6,341.9 | 6,799.1 | 19,376.8 | 57,453.8 | 6,206.6 | 6,536.9 | 6,488.2 | 19,231.7 | 57,330.5 | 0.75% | 0.22% |
| DC Washington | Washington Metro Area TA | 459.3 | 11,934.8 | 11,451.3 | 11,830.5 | 35,216.6 | 101,378.7 | 11,650.0 | 11,624.2 | 11,512.4 | 34,786.6 | 101,335.2 | 1.24% | 0.04% |
| FL Fort Lauderdale | Broward County Transit | 130.1 | 3,202.9 | 3,368.2 | 3,406.7 | 9,977.8 | 30,409.9 | 3,161.1 | 3,399.8 | 3,258.7 | 9,819.6 | 30,254.2 | 1.61% | 0.51% |
| FL Miami | Miami-Dade Transit Agency | 236.8 | 6,113.6 | 6,259.1 | 6,370.5 | 18,743.2 | 56,956.8 | 6,232.7 | 6,579.7 | 6,476.8 | 19,289.2 | 58,387.9 | -2.83% | -2.45% |
| FL Orlando | Central Florida RTA | 90.9 | 2,400.6 | 2,476.1 | 2,465.9 | 7,342.6 | 21,447.4 | 2,348.6 | 2,495.0 | 2,359.1 | 7,202.7 | 21,381.6 | 1.94% | 0.31% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 212.6 | 5,642.8 | 5,687.9 | 5,602.1 | 16,932.8 | 46,121.2 | 4,980.1 | 5,428.4 | 5,132.7 | 15,541.2 | 45,244.2 | 8.95% | 1.94% |
| IL Arlington Heights | PACE Suburban Bus | 111.0 | 2,764.8 | 2,754.3 | 2,867.3 | 8,386.4 | 23,834.7 | 2,768.7 | 3,019.0 | 2,850.9 | 8,638.6 | 24,496.3 | -2.92% | -2.70% |
| IL Chicago | Chicago Transit Authority | 867.2 | 22,615.2 | 22,214.6 | 24,434.8 | 69,264.6 | 207,048.6 | 25,001.4 | 25,395.1 | 26,104.4 | 76,500.9 | 228,218.3 | -9.46% | -9.28% |
| MA Boston | Massachusetts Bay Tr Auth | 373.0 | 9,446.6 | 9,099.1 | 9,983.5 | 28,529.2 | 86,916.9 | 9,152.3 | 9,146.4 | 9,849.5 | 28,148.2 | 84,869.8 | 1.35% | 2.41% |
| MD Baltimore | Maryland Transit Admin | 269.3 | 6,896.3 | 6,587.4 | 7,525.7 | 21,009.4 | 60,186.1 | 6,741.0 | 6,901.1 | 6,949.9 | 20,592.0 | 56,480.1 | 2.03% | 6.56% |
| MD Rockville | Montgomery County Ride-O | 88.3 | 2,289.7 | 2,261.7 | 2,275.8 | 6,827.2 | 19,672.0 | 2,304.7 | 2,321.4 | 2,290.3 | 6,916.4 | 20,042.3 | -1.29% | -1.85% |
| MN Minneapolis | Metro Transit | 219.4 | 5,366.8 | 5,824.6 | 5,848.9 | 17,040.3 | 51,555.3 | 5,652.4 | 6,079.9 | 6,304.1 | 18,036.4 | 52,707.2 | -5.52% | -2.19% |
| MO Saint Louis | Bi-State Dev Agency | 100.7 | 2,592.7 | 2,623.6 | 2,728.1 | 7,944.4 | 22,487.0 | 2,440.0 | 2,694.7 | 2,663.0 | 7,797.7 | 22,032.9 | 1.88% | 2.06% |
| NJ Newark | New Jersey Transit Corp | NA | 13,984.6 | 13,687.8 | 14,345.2 | 42,017.6 | 120,902.7 | 13,742.1 | 13,815.5 | 13,831.5 | 41,389.1 | 121,984.6 | 1.52% | -0.89% |
| NY New York | MTA New York City Transit | 2,473.0 | 65,506.1 | 62,436.0 | 69,647.0 | 197,589.1 | 592,444.0 | 65,447.4 | 63,614.8 | 68,393.2 | 197,455.4 | 607,615.4 | 0.07% | -2.50% |
| OH Cincinnati | Southwest Ohio RTA | 54.7 | 1,266.5 | 1,320.8 | 1,556.8 | 4,144.1 | 12,190.0 | 1,266.1 | 1,410.4 | 1,501.6 | 4,178.1 | 12,506.6 | -0.81% | -2.53% |
| OH Cleveland | Greater Cleveland Reg TA | NA | 3,144.2 | 3,428.1 | 3,659.2 | 10,231.5 | 29,126.9 | 3,032.5 | 3,398.8 | 3,463.2 | 9,894.5 | 29,155.7 | 3.41% | -0.10% |

| <u>State and</u> <u>Primary City</u> | <u>Transit Agency</u> | <u>AVG</u> <u>WKDY</u> (000's) | <u>JUL '14</u> (000's) | <u>AUG '14</u> (000's) | <u>SEP '14</u> (000's) | <u>JUL '14-</u> <u>SEP '14</u> (000's) | <u>JAN '14-</u> <u>SEP '14</u> (000's) | <u>JUL '13</u> (000's) | <u>AUG '13</u> (000's) | <u>SEP '13</u> (000's) | <u>JUL '13-</u> <u>SEP '13</u> (000's) | <u>JAN '13-</u> <u>SEP '13</u> (000's) | <u>3rd Qtr</u> <u>Chng</u> | <u>YTD</u> <u>Chng</u> |
|---|----------------------------|--------------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------------|---------------------------|
| OH Columbus | Central Ohio Transit Auth | 66.5 | 1,629.4 | 1,657.6 | 1,792.5 | 5,079.5 | 14,128.9 | 1,474.3 | 1,624.9 | 1,636.0 | 4,735.2 | 13,822.5 | 7.27% | 2.22% |
| OR Portland | Tri-County Metro Trp Dist | 197.9 | 5,144.3 | 5,082.5 | 5,208.3 | 15,435.1 | 46,526.2 | 4,774.6 | 4,766.4 | 4,582.4 | 14,123.4 | 44,109.9 | 9.29% | 5.48% |
| PA Philadelphia | Southeastern Penn TA | 482.9 | 10,079.5 | 13,541.1 | 12,479.2 | 36,099.8 | 116,459.2 | 10,749.0 | 13,437.6 | 12,477.6 | 36,664.2 | 120,919.8 | -1.54% | -3.69% |
| PA Pittsburgh | Port Auth of Allegheny Co | 182.3 | 4,396.3 | 4,500.4 | 4,773.7 | 13,670.4 | 39,066.3 | 4,266.6 | 4,504.9 | 4,581.7 | 13,353.2 | 39,631.3 | 2.38% | -1.43% |
| TX Dallas | Dallas Area Rapid Transit | 129.8 | 3,070.4 | 3,251.6 | 3,431.6 | 9,753.6 | 28,251.1 | 3,066.5 | 3,322.0 | 3,223.5 | 9,612.0 | 28,004.5 | 1.47% | 0.88% |
| TX Houston | Metro Tr Auth of Harris Co | 235.9 | 5,764.3 | 5,824.5 | 6,007.9 | 17,596.7 | 51,051.8 | 5,610.0 | 5,851.3 | 5,914.4 | 17,375.7 | 51,275.1 | 1.27% | -0.44% |
| TX San Antonio | VIA Metropolitan Transit | 137.3 | 3,630.4 | 3,754.8 | 3,761.0 | 11,146.2 | 32,122.7 | 3,627.6 | 3,779.3 | 3,688.5 | 11,095.4 | 33,122.6 | 0.46% | -3.02% |
| VA Hampton | Hampton Roads Transit | 53.4 | 1,374.4 | 1,425.1 | 1,341.0 | 4,140.5 | 11,299.1 | 1,418.1 | 1,435.1 | 1,351.0 | 4,204.2 | 12,166.2 | -1.52% | -7.13% |
| WA Seattle | King County Dept of Trp | 316.8 | 8,489.1 | 8,225.2 | 8,387.6 | 25,101.9 | 75,503.4 | 8,347.7 | 8,220.2 | 7,933.3 | 24,501.2 | 74,053.6 | 2.45% | 1.96% |
| WI Milwaukee | Milwaukee County Tr Sys | 130.3 | 3,209.8 | 3,095.0 | 3,809.4 | 10,114.2 | 30,397.4 | 3,251.7 | 3,471.8 | 3,836.5 | 10,560.0 | 31,963.6 | -4.22% | -4.90% |
| REPORTED TOTAL | | 9,972.2 | 272,615.1 | 273,510.8 | 289,298.9 | 835,424.8 | 2,488,536.8 | 274,210.3 | 281,769.8 | 286,325.3 | 842,305.4 | 2,530,960.8 | -0.82% | -1.68% |

* Preliminary information based on data from reporting systems.

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 agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2000 U.S. Census Population.

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jul '14 (000's) | Trips for Aug '14 (000's) | Trips for Sep '14 (000's) | Trips Thru Sep '14 (000's) | Trips for Jul '13 (000's) | Trips for Aug '13 (000's) | Trips for Sep '13 (000's) | Trips Thru Sep '13 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| AK Anchorage | Alaska Railroad Corporation | CR | 1.3 | 49.7 | 43.3 | 15.4 | 162.2 | 46.4 | 40.7 | 16.4 | 153.7 | 4.73% | 5.53% |
| AK Anchorage | Alaska Railroad Corporation | TOTAL | 1.3 | 49.7 | 43.3 | 15.4 | 162.2 | 46.4 | 40.7 | 16.4 | 153.7 | 4.73% | 5.53% |
| AL Birmingham | Birmingham-Jefferson Co TA | DR | 0.4 | 9.9 | 9.5 | 9.6 | 84.9 | 10.6 | 9.9 | 10.1 | 93.0 | -5.23% | -8.71% |
| AL Birmingham | Birmingham-Jefferson Co TA | MB | 12.2 | 286.4 | 282.8 | 285.5 | 2,399.5 | 265.6 | 287.5 | 262.9 | 2,334.5 | 4.74% | 2.78% |
| AL Birmingham | Birmingham-Jefferson Co TA | TOTAL | 12.6 | 296.3 | 292.3 | 295.1 | 2,484.4 | 276.2 | 297.4 | 273.0 | 2,427.5 | 4.38% | 2.34% |
| AR Little Rock | Central Arkansas Transit Auth | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| AR Little Rock | Central Arkansas Transit Auth | LR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| AR Little Rock | Central Arkansas Transit Auth | MB | 9.7 | 232.3 | 247.4 | 245.2 | 2,055.8 | 238.8 | 253.5 | 236.9 | 2,139.7 | -0.59% | -3.92% |
| AR Little Rock | Central Arkansas Transit Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | DR | 0.0 | 2.0 | 2.0 | 2.0 | 18.0 | 2.1 | 2.3 | 2.2 | 18.8 | -9.09% | -4.26% |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | MB | 6.4 | 103.7 | 139.5 | 203.9 | 1,336.5 | 100.3 | 128.1 | 195.6 | 1,341.7 | 5.45% | -0.39% |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | TOTAL | 6.4 | 105.7 | 141.5 | 205.9 | 1,354.5 | 102.4 | 130.4 | 197.8 | 1,360.5 | 5.23% | -0.44% |
| AZ Glendale | Glendale Transit | DR | 0.3 | 6.5 | 6.4 | 6.5 | 58.0 | 6.7 | 7.3 | 6.7 | 62.6 | -6.28% | -7.35% |
| AZ Glendale | Glendale Transit | MB | 0.3 | 8.2 | 8.2 | 8.4 | 80.5 | 9.7 | 10.0 | 9.6 | 88.3 | -15.36% | -8.83% |
| AZ Glendale | Glendale Transit | TOTAL | 0.6 | 14.7 | 14.6 | 14.9 | 138.5 | 16.4 | 17.3 | 16.3 | 150.9 | -11.60% | -8.22% |
| AZ Phoenix | City of Phoenix PTD | DR | 1.2 | 30.5 | 29.9 | 29.3 | 263.2 | 29.1 | 29.6 | 27.7 | 314.9 | 3.82% | -16.42% |
| AZ Phoenix | City of Phoenix PTD | MB | 126.6 | 2,820.4 | 3,307.3 | 3,371.4 | 28,909.5 | 2,807.0 | 3,394.9 | 3,326.8 | 29,082.8 | -0.31% | -0.60% |
| AZ Phoenix | City of Phoenix PTD | TOTAL | 127.8 | 2,850.9 | 3,337.2 | 3,400.7 | 29,172.7 | 2,836.1 | 3,424.5 | 3,354.5 | 29,397.7 | -0.27% | -0.77% |
| AZ Phoenix | Valley Metro | DR | 1.6 | 38.4 | 39.3 | 39.4 | 315.0 | 33.4 | 34.7 | 34.1 | 275.4 | 14.58% | 14.38% |
| AZ Phoenix | Valley Metro | MB | 57.2 | 1,147.3 | 1,545.9 | 1,583.0 | 13,249.7 | 1,108.3 | 1,357.3 | 1,570.9 | 8,846.7 | 5.94% | 49.77% |
| AZ Phoenix | Valley Metro | VP | 3.2 | 70.6 | 67.0 | 66.7 | 594.5 | 74.8 | 75.5 | 68.7 | 658.9 | -6.71% | -9.77% |
| AZ Phoenix | Valley Metro | TOTAL | 62.0 | 1,256.3 | 1,652.2 | 1,689.1 | 14,159.2 | 1,216.5 | 1,467.5 | 1,673.7 | 9,781.0 | 5.51% | 44.76% |
| AZ Phoenix | Valley Metro Rail, Inc. | LR | 41.2 | 978.8 | 1,145.4 | 1,235.6 | 10,622.8 | 1,004.2 | 1,147.0 | 1,265.7 | 10,574.5 | -1.67% | 0.46% |
| AZ Phoenix | Valley Metro Rail, Inc. | TOTAL | 41.2 | 978.8 | 1,145.4 | 1,235.6 | 10,622.8 | 1,004.2 | 1,147.0 | 1,265.7 | 10,574.5 | -1.67% | 0.46% |
| AZ Scottsdale | City of Scottsdale | MB | 3.2 | 56.3 | 71.4 | 75.9 | NA | 59.2 | 71.8 | 70.2 | NA | 1.19% | NA |
| AZ Scottsdale | City of Scottsdale | TOTAL | 3.2 | 56.3 | 71.4 | 75.9 | NA | 59.2 | 71.8 | 70.2 | NA | 1.19% | NA |
| AZ Tempe | City of Tempe, Arizona | MB | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,395.6 | 0.00% | -100.00% |
| AZ Tempe | City of Tempe, Arizona | TOTAL | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4,395.6 | NA | -100.00% |
| AZ Tucson | City of Tucson MTS | MB | 66.7 | 1,527.3 | 1,701.5 | 1,761.0 | 14,668.7 | 1,493.5 | 1,853.8 | 1,735.9 | 15,125.9 | -1.84% | -3.02% |
| AZ Tucson | City of Tucson MTS | TOTAL | 66.7 | 1,527.3 | 1,701.5 | 1,761.0 | 14,668.7 | 1,493.5 | 1,853.8 | 1,735.9 | 15,125.9 | -1.84% | -3.02% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jul '14 (000's) | Trips for Aug '14 (000's) | Trips for Sep '14 (000's) | Trips Thru Sep '14 (000's) | Trips for Jul '13 (000's) | Trips for Aug '13 (000's) | Trips for Sep '13 (000's) | Trips Thru Sep '13 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|----------------|--|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| AZ | Yuma | Yuma County Intergovernmental PT DR | NA | NA | NA | NA | NA | 0.3 | 0.5 | 0.6 | 2.7 | NA | NA |
| AZ | Yuma | Yuma County Intergovernmental PT MB | NA | 27.3 | 38.1 | NA | NA | 28.0 | 37.2 | 41.2 | 300.1 | NA | NA |
| AZ | Yuma | Yuma County Intergovernmental PT TOTAL | NA | NA | NA | NA | NA | 28.3 | 37.7 | 41.8 | 302.8 | NA | NA |
| CA | Antioch | Eastern Contra Costa Tr Auth DR | 0.5 | 11.9 | 12.1 | 11.6 | 99.5 | 11.9 | 11.9 | 11.3 | 102.0 | 1.42% | -2.45% |
| CA | Antioch | Eastern Contra Costa Tr Auth MB | 10.2 | 229.4 | 244.2 | 265.6 | 2,153.5 | 213.5 | 250.8 | 243.7 | 2,045.1 | 4.41% | 5.30% |
| CA | Antioch | Eastern Contra Costa Tr Auth TOTAL | 10.7 | 241.3 | 256.3 | 277.2 | 2,253.0 | 225.4 | 262.7 | 255.0 | 2,147.1 | 4.27% | 4.93% |
| CA | Bakersfield | Golden Empire Transit District DR | 0.1 | 2.8 | 3.0 | 4.5 | 38.2 | 5.0 | 5.2 | 4.7 | 42.8 | -30.87% | -10.75% |
| CA | Bakersfield | Golden Empire Transit District MB | 22.6 | 221.8 | 297.9 | 524.1 | 4,078.6 | 454.9 | 505.3 | 507.7 | 4,412.7 | -28.89% | -7.57% |
| CA | Bakersfield | Golden Empire Transit District TOTAL | 22.7 | 224.6 | 300.9 | 528.6 | 4,116.8 | 459.9 | 510.5 | 512.4 | 4,455.5 | -28.91% | -7.60% |
| CA | Chula Vista | Chula Vista Transit MB | 12.4 | 232.6 | 266.6 | 290.6 | 2,328.9 | 232.0 | 277.5 | 281.2 | 2,347.9 | -0.11% | -0.81% |
| CA | Chula Vista | Chula Vista Transit TOTAL | 12.4 | 232.6 | 266.6 | 290.6 | 2,328.9 | 232.0 | 277.5 | 281.2 | 2,347.9 | -0.11% | -0.81% |
| CA | Concord | Central Contra Costa TA DR | 0.6 | 13.4 | 12.7 | 13.4 | 120.0 | 13.7 | 13.4 | 13.1 | 118.2 | -1.74% | 1.52% |
| CA | Concord | Central Contra Costa TA MB | 12.7 | 274.4 | 289.5 | 326.2 | 2,570.1 | 234.8 | 273.6 | 294.6 | 2,481.1 | 10.85% | 3.59% |
| CA | Concord | Central Contra Costa TA TOTAL | 13.3 | 287.8 | 302.2 | 339.6 | 2,690.1 | 248.5 | 287.0 | 307.7 | 2,599.3 | 10.25% | 3.49% |
| CA | Davis | Unitrans MB | 6.3 | 167.2 | 135.4 | 122.3 | 2,779.6 | 161.3 | 132.2 | 171.9 | 2,779.8 | -8.70% | -0.01% |
| CA | Davis | Unitrans TOTAL | 6.3 | 167.2 | 135.4 | 122.3 | 2,779.6 | 161.3 | 132.2 | 171.9 | 2,779.8 | -8.70% | -0.01% |
| CA | Fresno | Fresno Area Express DR | NA | 17.7 | NA | NA | NA | 16.6 | 17.9 | 17.7 | 154.5 | NA | NA |
| CA | Fresno | Fresno Area Express MB | 34.2 | 775.1 | 881.3 | 935.2 | 7,757.7 | 773.1 | 904.8 | 917.8 | 7,852.7 | -0.16% | -1.21% |
| CA | Fresno | Fresno Area Express TOTAL | NA | 792.8 | NA | NA | NA | 789.7 | 922.7 | 935.5 | 8,007.2 | NA | NA |
| CA | Hesperia | Victor Valley Transit Authority DR | NA | 12.5 | 13.2 | 13.5 | 110.3 | 11.0 | 11.9 | 10.6 | 99.3 | 17.01% | 11.08% |
| CA | Hesperia | Victor Valley Transit Authority MB | NA | 132.1 | 153.7 | 172.6 | 1,352.2 | 121.9 | 122.1 | 135.2 | 1,247.7 | 20.89% | 8.38% |
| CA | Hesperia | Victor Valley Transit Authority VP | NA | 46.1 | 42.8 | 44.3 | NA | 27.9 | 30.4 | 30.6 | 240.6 | 49.83% | NA |
| CA | Hesperia | Victor Valley Transit Authority TOTAL | NA | 190.7 | 209.7 | 230.4 | NA | 160.8 | 164.4 | 176.4 | 1,587.6 | 25.76% | NA |
| CA | Livermore | Livermore/Amador Valley TA DR | NA | NA | NA | NA | NA | 3.9 | 4.0 | 3.9 | 34.9 | NA | NA |
| CA | Livermore | Livermore/Amador Valley TA MB | 5.6 | 130.6 | 130.6 | 152.9 | 1,235.9 | 126.4 | 134.7 | 150.8 | 1,270.0 | 0.53% | -2.69% |
| CA | Livermore | Livermore/Amador Valley TA TOTAL | NA | NA | NA | NA | NA | 130.3 | 138.7 | 154.7 | 1,304.9 | NA | NA |
| CA | Long Beach | Long Beach Transit DR | 0.2 | 4.6 | 4.4 | 4.4 | 39.6 | 4.4 | 4.5 | 4.1 | 38.6 | 3.08% | 2.59% |
| CA | Long Beach | Long Beach Transit FB | 0.3 | 16.9 | 17.9 | 4.6 | 56.4 | 15.3 | 15.9 | 11.4 | 59.4 | -7.51% | -5.05% |
| CA | Long Beach | Long Beach Transit MB | 87.1 | 2,189.6 | 2,040.0 | 2,711.6 | 21,438.9 | 2,225.9 | 2,069.9 | 2,680.9 | 21,366.8 | -0.51% | 0.34% |
| CA | Long Beach | Long Beach Transit TOTAL | 87.6 | 2,211.1 | 2,062.3 | 2,720.6 | 21,534.9 | 2,245.6 | 2,090.3 | 2,696.4 | 21,464.8 | -0.54% | 0.33% |
| CA | Los Angeles | Access Services DR | 9.9 | 258.1 | 256.7 | 263.2 | 2,262.2 | 236.0 | 241.4 | 239.9 | 2,067.3 | 8.46% | 9.43% |
| CA | Los Angeles | Access Services TOTAL | 9.9 | 258.1 | 256.7 | 263.2 | 2,262.2 | 236.0 | 241.4 | 239.9 | 2,067.3 | 8.46% | 9.43% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Los Angeles | Los Angeles County MTA | HR | 152.1 | 4,120.2 | 4,108.9 | 4,049.2 | 36,358.8 | 4,356.6 | 4,445.9 | 4,231.6 | 37,780.2 | -5.80% | -3.76% |
| CA Los Angeles | Los Angeles County MTA | LR | 203.4 | 5,508.6 | 5,466.1 | 5,362.1 | 47,706.3 | 5,430.2 | 5,490.2 | 5,190.0 | 47,534.8 | 1.41% | 0.36% |
| CA Los Angeles | Los Angeles County MTA | MB | 1,088.7 | 28,698.3 | 29,357.1 | 29,222.6 | 265,953.8 | 30,019.8 | 31,292.5 | 30,481.9 | 272,324.4 | -4.92% | -2.34% |
| CA Los Angeles | Los Angeles County MTA | TOTAL | 1,444.2 | 38,327.1 | 38,932.1 | 38,633.9 | 350,018.9 | 39,806.6 | 41,228.6 | 39,903.5 | 357,639.4 | -4.17% | -2.13% |
| CA Los Angeles | Southern California RRA | CR | 41.5 | 997.2 | 992.4 | 967.9 | 8,707.1 | 983.3 | 994.7 | 918.2 | 8,776.7 | 2.12% | -0.79% |
| CA Los Angeles | Southern California RRA | TOTAL | 41.5 | 997.2 | 992.4 | 967.9 | 8,707.1 | 983.3 | 994.7 | 918.2 | 8,776.7 | 2.12% | -0.79% |
| CA Monterey | Monterey-Salinas Transit | DR | 0.6 | 15.1 | 14.9 | 14.6 | 137.2 | 15.1 | 15.6 | 15.7 | 97.1 | -3.88% | 41.30% |
| CA Monterey | Monterey-Salinas Transit | MB | 13.8 | 352.1 | 394.1 | 391.4 | 2,976.9 | 343.6 | 390.6 | 364.9 | 2,985.3 | 3.50% | -0.28% |
| CA Monterey | Monterey-Salinas Transit | TOTAL | 14.4 | 367.2 | 409.0 | 406.0 | 3,114.1 | 358.7 | 406.2 | 380.6 | 3,082.4 | 3.20% | 1.03% |
| CA Napa | Napa County Transportation and PI | DR | 0.4 | 9.4 | 9.1 | 10.0 | 88.0 | 8.9 | 8.5 | 9.7 | 80.9 | 5.17% | 8.78% |
| CA Napa | Napa County Transportation and PI | MB | 3.1 | 69.8 | 70.7 | 77.5 | 621.8 | 49.0 | 55.6 | 64.5 | 478.1 | 28.92% | 30.06% |
| CA Napa | Napa County Transportation and PI | TOTAL | 3.5 | 79.2 | 79.8 | 87.5 | 709.8 | 57.9 | 64.1 | 74.2 | 559.0 | 25.64% | 26.98% |
| CA Norwalk | Norwalk Transit System | DR | 0.1 | 2.1 | 2.1 | 2.0 | 18.6 | 2.1 | 2.5 | 2.0 | 17.6 | -6.06% | 5.68% |
| CA Norwalk | Norwalk Transit System | MB | 5.7 | 127.2 | 127.7 | 143.3 | 1,223.8 | 148.4 | 155.4 | 151.0 | 1,355.0 | -12.45% | -9.68% |
| CA Norwalk | Norwalk Transit System | TOTAL | 5.8 | 129.3 | 129.8 | 145.3 | 1,242.4 | 150.5 | 157.9 | 153.0 | 1,372.6 | -12.35% | -9.49% |
| CA Oakland | Capitol Corridor Joint Powers Auth | CR | 4.4 | 119.4 | 120.6 | 119.0 | 1,063.5 | 116.1 | 117.9 | 110.6 | 1,045.8 | 4.18% | 1.69% |
| CA Oakland | Capitol Corridor Joint Powers Auth | TOTAL | 4.4 | 119.4 | 120.6 | 119.0 | 1,063.5 | 116.1 | 117.9 | 110.6 | 1,045.8 | 4.18% | 1.69% |
| CA Oceanside | North County Transit District | CR | 6.6 | 196.3 | 178.3 | 150.1 | 1,388.0 | 182.0 | 179.4 | 136.7 | 1,320.6 | 5.34% | 5.10% |
| CA Oceanside | North County Transit District | DR | 0.6 | 14.5 | 14.3 | 14.9 | 122.2 | 12.7 | 13.0 | 13.4 | 112.3 | 11.76% | 8.82% |
| CA Oceanside | North County Transit District | LR | 9.1 | 212.9 | 223.3 | 262.4 | 1,988.9 | 187.8 | 205.0 | 232.3 | 1,341.9 | 11.76% | 48.22% |
| CA Oceanside | North County Transit District | MB | 26.1 | 641.4 | 667.7 | 726.8 | 6,116.0 | 638.8 | 670.5 | 712.8 | 6,323.1 | 0.68% | -3.28% |
| CA Oceanside | North County Transit District | TOTAL | 42.4 | 1,065.1 | 1,083.6 | 1,154.2 | 9,615.1 | 1,021.3 | 1,067.9 | 1,095.2 | 9,097.9 | 3.72% | 5.68% |
| CA Orange | Orange County Transp Auth | DR | 6.1 | 144.9 | 138.2 | 143.7 | 1,259.5 | 139.6 | 139.7 | 136.5 | 1,218.0 | 2.65% | 3.41% |
| CA Orange | Orange County Transp Auth | MB | 150.4 | 4,023.1 | 3,998.4 | 4,170.7 | 36,350.8 | 4,153.3 | 4,218.2 | 4,236.3 | 37,738.6 | -3.30% | -3.68% |
| CA Orange | Orange County Transp Auth | VP | NA | NA | NA | NA | NA | 103.1 | 102.5 | 94.1 | 926.1 | NA | NA |
| CA Orange | Orange County Transp Auth | TOTAL | NA | NA | NA | NA | NA | 4,396.0 | 4,460.4 | 4,466.9 | 39,882.7 | NA | NA |
| CA Redding | Redding Area Bus Authority | DR | 2.0 | 4.4 | 4.4 | 4.5 | 39.5 | 4.6 | 4.9 | 4.4 | 42.2 | -4.32% | -6.40% |
| CA Redding | Redding Area Bus Authority | MB | 2.8 | 65.0 | 71.3 | 68.8 | 615.6 | 65.8 | 72.8 | 67.8 | 620.9 | -0.63% | -0.85% |
| CA Redding | Redding Area Bus Authority | TOTAL | 4.8 | 69.4 | 75.7 | 73.3 | 655.1 | 70.4 | 77.7 | 72.2 | 663.1 | -0.86% | -1.21% |
| CA Redondo Beach | City of Redondo Beach | DR | NA | 1.4 | 1.4 | 1.5 | 12.5 | 1.2 | 1.2 | 1.3 | 10.6 | 16.22% | 17.92% |
| CA Redondo Beach | City of Redondo Beach | MB | NA | 29.5 | 29.6 | 35.9 | 294.8 | 29.7 | 30.9 | 35.3 | 293.0 | -0.94% | 0.61% |
| CA Redondo Beach | City of Redondo Beach | TOTAL | NA | 30.9 | 31.0 | 37.4 | 307.3 | 30.9 | 32.1 | 36.6 | 303.6 | -0.30% | 1.22% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

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|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Riverside | Riverside Transit Agency | DR | 1.5 | 35.1 | 33.9 | 35.4 | 306.4 | 33.3 | 35.2 | 34.1 | 299.1 | 1.75% | 2.44% |
| CA Riverside | Riverside Transit Agency | MB | 30.0 | 692.8 | 744.9 | 825.6 | 6,927.9 | 644.9 | 730.0 | 790.9 | 6,628.0 | 4.50% | 4.52% |
| CA Riverside | Riverside Transit Agency | TOTAL | 31.5 | 727.9 | 778.8 | 861.0 | 7,234.3 | 678.2 | 765.2 | 825.0 | 6,927.1 | 4.38% | 4.43% |
| CA Sacramento | Sacramento Reg Tr Dist | DR | NA | 27.8 | 27.9 | NA | NA | 25.2 | 25.4 | 24.6 | 222.4 | NA | NA |
| CA Sacramento | Sacramento Reg Tr Dist | LR | 44.3 | 1,000.2 | 1,087.6 | 1,196.8 | 10,091.5 | 974.9 | 1,114.9 | 1,166.6 | 10,101.1 | 0.87% | -0.10% |
| CA Sacramento | Sacramento Reg Tr Dist | MB | 47.0 | 993.6 | 1,070.7 | 1,325.0 | 10,705.4 | 965.8 | 1,107.1 | 1,254.8 | 10,079.4 | 1.85% | 6.21% |
| CA Sacramento | Sacramento Reg Tr Dist | TOTAL | NA | 2,021.6 | 2,186.2 | NA | NA | 1,965.9 | 2,247.4 | 2,446.0 | 20,402.9 | NA | NA |
| CA San Bernardino | OMNITRANS | DR | 1.8 | 42.2 | 42.3 | 40.9 | 376.7 | 41.5 | 42.9 | 40.9 | 373.0 | 0.08% | 0.99% |
| CA San Bernardino | OMNITRANS | MB | 58.1 | 1,158.6 | 1,284.3 | 1,266.4 | 11,218.6 | 1,162.8 | 1,327.0 | 1,304.7 | 11,529.2 | -2.25% | -2.69% |
| CA San Bernardino | OMNITRANS | TOTAL | 59.8 | 1,200.8 | 1,326.6 | 1,307.3 | 11,595.3 | 1,204.3 | 1,369.9 | 1,345.6 | 11,902.2 | -2.17% | -2.58% |
| CA San Carlos | Caltrain | CR | 60.2 | 1,596.7 | 1,626.8 | 1,598.0 | 13,423.2 | 1,491.9 | 1,466.2 | 1,395.7 | 12,221.1 | 10.74% | 9.84% |
| CA San Carlos | Caltrain | TOTAL | 60.2 | 1,596.7 | 1,626.8 | 1,598.0 | 13,423.2 | 1,491.9 | 1,466.2 | 1,395.7 | 12,221.1 | 10.74% | 9.84% |
| CA San Diego | San Diego Metrop Transit System | DR | 2.2 | 50.8 | 48.5 | 50.0 | 430.7 | 42.7 | 45.3 | 43.8 | 391.5 | 13.28% | 10.01% |
| CA San Diego | San Diego Metrop Transit System | LR | 124.1 | 3,399.1 | 3,387.9 | 3,476.2 | 29,837.5 | 3,301.2 | 3,315.2 | 3,356.3 | 24,331.2 | 2.91% | 22.63% |
| CA San Diego | San Diego Metrop Transit System | MB | 174.7 | 4,427.5 | 4,432.4 | 4,577.8 | 39,368.3 | 4,282.9 | 4,365.2 | 4,372.8 | 38,735.8 | 3.20% | 1.63% |
| CA San Diego | San Diego Metrop Transit System | TOTAL | 300.9 | 7,877.4 | 7,868.8 | 8,104.0 | 69,636.5 | 7,626.8 | 7,725.7 | 7,772.9 | 63,458.5 | 3.13% | 9.74% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | DR | 0.5 | 11.9 | 11.4 | 12.3 | 103.8 | 11.1 | 11.0 | 11.0 | 97.1 | 7.55% | 6.90% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | FB | 9.2 | 266.5 | 264.0 | 211.4 | 1,887.3 | 262.6 | 275.1 | 232.0 | 1,894.5 | -3.61% | -0.38% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | MB | 21.0 | 515.0 | 518.0 | 547.6 | 4,780.7 | 543.4 | 553.0 | 553.4 | 4,974.3 | -4.19% | -3.89% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | TOTAL | 30.7 | 793.4 | 793.4 | 771.3 | 6,771.8 | 817.1 | 839.1 | 796.4 | 6,965.9 | -3.85% | -2.79% |
| CA San Francisco | San Francisco Bay Area RTD | HR | 446.5 | 11,538.6 | 11,463.1 | 11,476.5 | 98,619.3 | 9,005.2 | 11,271.7 | 11,062.3 | 94,443.4 | 10.02% | 4.42% |
| CA San Francisco | San Francisco Bay Area RTD | TOTAL | 446.5 | 11,538.6 | 11,463.1 | 11,476.5 | 98,619.3 | 9,005.2 | 11,271.7 | 11,062.3 | 94,443.4 | 10.02% | 4.42% |
| CA San Francisco | San Francisco Muni Rwy | CC | 24.2 | 763.3 | 777.9 | 644.9 | 5,606.3 | 748.4 | 762.7 | 632.3 | 5,303.2 | 1.99% | 5.72% |
| CA San Francisco | San Francisco Muni Rwy | LR | 145.5 | 4,613.1 | 4,368.6 | 4,600.8 | 44,868.8 | 4,516.3 | 4,506.7 | 4,380.2 | 40,666.1 | 1.34% | 10.33% |
| CA San Francisco | San Francisco Muni Rwy | MB | 309.7 | 8,291.4 | 8,226.9 | 8,540.2 | 74,211.3 | 7,651.5 | 8,023.9 | 8,113.0 | 69,706.0 | 5.34% | 6.46% |
| CA San Francisco | San Francisco Muni Rwy | TB | 200.4 | 5,387.7 | 5,416.3 | 5,998.6 | 48,497.4 | 5,740.6 | 6,050.4 | 5,728.7 | 50,190.3 | -4.09% | -3.37% |
| CA San Francisco | San Francisco Muni Rwy | TOTAL | 679.8 | 19,055.5 | 18,789.7 | 19,784.5 | 173,183.8 | 18,656.8 | 19,343.7 | 18,854.2 | 165,865.6 | 1.36% | 4.41% |
| CA San Francisco | Water Emergency Tr Auth | FB | 7.1 | 217.5 | 204.7 | 180.6 | 1,499.1 | 239.2 | 200.7 | 183.2 | 1,351.1 | -3.26% | 10.95% |
| CA San Francisco | Water Emergency Tr Auth | TOTAL | 7.1 | 217.5 | 204.7 | 180.6 | 1,499.1 | 239.2 | 200.7 | 183.2 | 1,351.1 | -3.26% | 10.95% |
| CA San Jose | Santa Clara Valley Trp Auth | DR | 2.6 | 61.0 | 59.5 | 63.2 | 545.3 | 62.4 | 61.9 | 61.3 | 551.8 | -1.02% | -1.18% |
| CA San Jose | Santa Clara Valley Trp Auth | LR | 36.2 | 959.6 | 1,006.1 | 1,039.2 | 8,448.3 | 909.6 | 955.9 | 926.1 | 8,146.9 | 7.64% | 3.70% |
| CA San Jose | Santa Clara Valley Trp Auth | MB | 105.1 | 2,599.1 | 2,736.9 | 2,852.6 | 24,676.1 | 2,579.6 | 2,719.9 | 2,740.5 | 24,494.6 | 1.85% | 0.74% |
| CA San Jose | Santa Clara Valley Trp Auth | TOTAL | 143.9 | 3,619.7 | 3,802.5 | 3,955.0 | 33,669.7 | 3,551.6 | 3,737.7 | 3,727.9 | 33,193.3 | 3.27% | 1.44% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Santa Barbara | Santa Barbara MTD | DR | 0.2 | 5.2 | 4.9 | 5.0 | 43.1 | 4.5 | 4.5 | 4.4 | 39.4 | 12.69% | 9.39% |
| CA Santa Barbara | Santa Barbara MTD | MB | 23.2 | 587.1 | 567.7 | 645.6 | 5,638.7 | 586.7 | 584.2 | 651.6 | 5,736.8 | -1.21% | -1.71% |
| CA Santa Barbara | Santa Barbara MTD | TOTAL | 23.4 | 592.3 | 572.6 | 650.6 | 5,681.8 | 591.2 | 588.7 | 656.0 | 5,776.2 | -1.11% | -1.63% |
| CA Santa Monica | Santa Monica's Big Blue Bus | DR | 1.0 | 22.0 | 20.3 | 21.6 | 184.3 | 20.7 | 20.7 | 20.5 | 186.0 | 3.23% | -0.91% |
| CA Santa Monica | Santa Monica's Big Blue Bus | MB | 64.3 | 1,373.8 | 1,231.5 | 1,512.7 | 12,690.0 | 1,776.5 | 1,410.7 | 1,718.7 | 14,399.9 | -16.06% | -11.87% |
| CA Santa Monica | Santa Monica's Big Blue Bus | TOTAL | 65.3 | 1,395.8 | 1,251.8 | 1,534.3 | 12,874.3 | 1,797.2 | 1,431.4 | 1,739.2 | 14,585.9 | -15.82% | -11.73% |
| CA Stockton | San Joaquin Reg Rail Comm | CR | 4.9 | 100.7 | 101.9 | 108.9 | 894.2 | 84.2 | 90.9 | 88.5 | 761.1 | 18.17% | 17.49% |
| CA Stockton | San Joaquin Reg Rail Comm | TOTAL | 4.9 | 100.7 | 101.9 | 108.9 | 894.2 | 84.2 | 90.9 | 88.5 | 761.1 | 18.17% | 17.49% |
| CA Stockton | San Joaquin Reg Trans Dist | DR | NA | 4.1 | 4.3 | 4.4 | 45.6 | 3.2 | 3.7 | 3.8 | 45.3 | 19.63% | 0.66% |
| CA Stockton | San Joaquin Reg Trans Dist | MB | NA | 317.1 | 375.0 | 398.8 | 3,340.8 | 312.2 | 376.3 | 388.1 | 3,244.6 | 1.33% | 2.96% |
| CA Stockton | San Joaquin Reg Trans Dist | TOTAL | NA | 321.2 | 379.3 | 403.2 | 3,386.4 | 315.4 | 380.0 | 391.9 | 3,289.9 | 1.51% | 2.93% |
| CA Thousand Palms | SunLine Transit Agency | DR | 0.5 | 12.1 | 12.0 | 12.9 | 107.8 | 11.6 | 11.4 | 11.5 | 104.4 | 7.25% | 3.26% |
| CA Thousand Palms | SunLine Transit Agency | MB | 13.8 | 336.6 | 358.2 | 408.8 | 3,557.4 | 311.2 | 327.8 | 385.3 | 3,358.6 | 7.74% | 5.92% |
| CA Thousand Palms | SunLine Transit Agency | TOTAL | 14.3 | 348.7 | 370.2 | 421.7 | 3,665.2 | 322.8 | 339.2 | 396.8 | 3,463.0 | 7.73% | 5.84% |
| CA Torrance | Torrance Transit System | DR | 0.4 | 5.1 | 5.9 | 4.9 | 48.2 | 5.0 | 5.0 | 4.9 | 44.2 | 6.71% | 9.05% |
| CA Torrance | Torrance Transit System | MB | 13.9 | 355.7 | 346.3 | 349.4 | 3,018.3 | 327.4 | 345.7 | 344.1 | 3,019.1 | 3.36% | -0.03% |
| CA Torrance | Torrance Transit System | TOTAL | 14.3 | 360.8 | 352.2 | 354.3 | 3,066.5 | 332.4 | 350.7 | 349.0 | 3,063.3 | 3.41% | 0.10% |
| CA Vallejo | Solano County Transit (SolTrans) | DR | 0.1 | 2.8 | 2.8 | 2.8 | 24.5 | 3.0 | 3.4 | 3.1 | 30.5 | -11.58% | -19.67% |
| CA Vallejo | Solano County Transit (SolTrans) | MB | 4.9 | 114.1 | 119.3 | 125.6 | 1,060.2 | 105.8 | 124.8 | 121.8 | 1,033.1 | 1.87% | 2.62% |
| CA Vallejo | Solano County Transit (SolTrans) | TOTAL | 5.0 | 116.9 | 122.1 | 128.4 | 1,084.7 | 108.8 | 128.2 | 124.9 | 1,063.6 | 1.52% | 1.98% |
| CA Visalia | Visalia City Coach | DR | 0.1 | 3.1 | 3.2 | 3.1 | 27.3 | 3.2 | 3.1 | 2.9 | 27.4 | 2.17% | -0.36% |
| CA Visalia | Visalia City Coach | MB | 5.7 | 121.5 | 147.8 | 152.1 | 1,256.9 | 127.7 | 150.8 | 151.0 | 1,328.8 | -1.89% | -5.41% |
| CA Visalia | Visalia City Coach | TOTAL | 5.8 | 124.6 | 151.0 | 155.2 | 1,284.2 | 130.9 | 153.9 | 153.9 | 1,356.2 | -1.80% | -5.31% |
| CA West Covina | Foothill Transit | MB | 49.5 | 1,218.7 | 1,211.0 | 1,298.4 | 11,077.1 | 1,150.2 | 1,195.6 | 1,242.1 | 10,675.4 | 3.91% | 3.76% |
| CA West Covina | Foothill Transit | TOTAL | 49.5 | 1,218.7 | 1,211.0 | 1,298.4 | 11,077.1 | 1,150.2 | 1,195.6 | 1,242.1 | 10,675.4 | 3.91% | 3.76% |
| CO Colorado Springs | Mountain Metropolitan Transit | DR | 1.0 | 23.7 | 21.7 | 21.9 | 203.5 | 23.4 | 23.6 | 23.0 | 197.1 | -3.86% | 3.25% |
| CO Colorado Springs | Mountain Metropolitan Transit | MB | 11.0 | 272.9 | 276.2 | 260.9 | 2,229.4 | 234.7 | 247.1 | 224.0 | 2,006.1 | 14.76% | 11.13% |
| CO Colorado Springs | Mountain Metropolitan Transit | VP | 0.2 | 5.5 | 5.4 | 5.7 | 48.6 | 4.4 | 4.4 | 4.3 | 36.6 | 26.72% | 32.79% |
| CO Colorado Springs | Mountain Metropolitan Transit | TOTAL | 12.3 | 302.1 | 303.3 | 288.5 | 2,481.5 | 262.5 | 275.1 | 251.3 | 2,239.8 | 13.31% | 10.79% |
| CO Denver | Regional Trp District | DR | 15.4 | 139.2 | 137.8 | 158.6 | 1,289.4 | 135.4 | 142.3 | 130.8 | 1,200.5 | 6.63% | 7.41% |
| CO Denver | Regional Trp District | LR | 84.2 | 2,056.2 | 2,249.6 | 2,388.4 | 19,339.8 | 1,948.3 | 2,129.8 | 2,219.5 | 17,158.6 | 6.30% | 12.71% |
| CO Denver | Regional Trp District | MB | 245.9 | 6,235.8 | 6,341.9 | 6,799.1 | 57,453.8 | 6,206.6 | 6,536.9 | 6,488.2 | 57,330.5 | 0.75% | 0.22% |
| CO Denver | Regional Trp District | TOTAL | 345.4 | 8,431.2 | 8,729.3 | 9,346.1 | 78,083.0 | 8,290.3 | 8,809.0 | 8,838.5 | 75,689.6 | 2.19% | 3.16% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CO Grand Junction | Mesa County Reg Transp Office | DR | 0.1 | 1.5 | 1.5 | 1.3 | 13.4 | 1.3 | 1.5 | 1.4 | 11.6 | 2.38% | 15.52% |
| CO Grand Junction | Mesa County Reg Transp Office | MB | 3.1 | 69.7 | 79.3 | 78.3 | 680.1 | 75.0 | 82.7 | 76.3 | 748.4 | -2.86% | -9.13% |
| CO Grand Junction | Mesa County Reg Transp Office | TOTAL | 3.2 | 71.2 | 80.8 | 79.6 | 693.5 | 76.3 | 84.2 | 77.7 | 760.0 | -2.77% | -8.75% |
| CT Hartford | Connecticut DOT | DR | 0.2 | 5.8 | 5.6 | 6.0 | 51.9 | 5.7 | 6.1 | 5.8 | 51.4 | -1.14% | 0.97% |
| CT Hartford | Connecticut DOT | TOTAL | 0.2 | 5.8 | 5.6 | 6.0 | 51.9 | 5.7 | 6.1 | 5.8 | 51.4 | -1.14% | 0.97% |
| CT Hartford | Connecticut Transit | MB | 96.0 | 2,397.0 | 2,333.2 | 2,502.9 | 20,693.8 | 2,370.2 | 2,402.7 | 2,391.0 | 20,693.9 | 0.97% | 0.00% |
| CT Hartford | Connecticut Transit | TOTAL | 96.0 | 2,397.0 | 2,333.2 | 2,502.9 | 20,693.8 | 2,370.2 | 2,402.7 | 2,391.0 | 20,693.9 | 0.97% | 0.00% |
| CT Hartford | Greater Hartford Tran Dist | DR | 1.5 | 36.3 | 39.5 | 39.5 | 337.3 | 35.0 | 36.3 | 37.2 | 320.7 | 6.27% | 5.18% |
| CT Hartford | Greater Hartford Tran Dist | TOTAL | 1.5 | 36.3 | 39.5 | 39.5 | 337.3 | 35.0 | 36.3 | 37.2 | 320.7 | 6.27% | 5.18% |
| CT New Haven | Connecticut DOT | CR | 2.4 | 64.0 | 59.6 | 57.0 | 499.3 | 60.9 | 63.4 | 54.3 | 493.3 | 1.12% | 1.22% |
| CT New Haven | Connecticut DOT | TOTAL | 2.4 | 64.0 | 59.6 | 57.0 | 499.3 | 60.9 | 63.4 | 54.3 | 493.3 | 1.12% | 1.22% |
| DC Washington | Washington Metro Area TA | HR | 952.6 | 25,477.0 | 23,242.2 | 23,025.5 | 205,735.2 | 25,489.1 | 23,533.7 | 22,138.7 | 211,154.3 | 0.82% | -2.57% |
| DC Washington | Washington Metro Area TA | MB | 459.3 | 11,934.8 | 11,451.3 | 11,830.5 | 101,378.7 | 11,650.0 | 11,624.2 | 11,512.4 | 101,335.2 | 1.24% | 0.04% |
| DC Washington | Washington Metro Area TA | TOTAL | 1,412.0 | 37,411.8 | 34,693.5 | 34,856.0 | 307,113.9 | 37,139.1 | 35,157.9 | 33,651.1 | 312,489.5 | 0.96% | -1.72% |
| DE Wilmington | Delaware Transit Corp | DR | 3.7 | 87.6 | 83.0 | 85.4 | 758.9 | 86.8 | 88.0 | 83.9 | 772.8 | -1.04% | -1.80% |
| DE Wilmington | Delaware Transit Corp | MB | 36.9 | 909.8 | 905.4 | 845.7 | 7,226.6 | 969.7 | 1,004.1 | 891.9 | 7,787.3 | -7.15% | -7.20% |
| DE Wilmington | Delaware Transit Corp | TOTAL | 40.6 | 997.4 | 988.4 | 931.1 | 7,985.5 | 1,056.5 | 1,092.1 | 975.8 | 8,560.1 | -6.64% | -6.71% |
| FL Bradenton | Manatee County Area Transit | DR | NA | 8.0 | 8.1 | 8.2 | 69.2 | 7.1 | 7.1 | 6.9 | 64.5 | 15.17% | 7.29% |
| FL Bradenton | Manatee County Area Transit | MB | NA | 154.0 | 147.1 | 130.1 | 1,377.1 | 146.0 | 146.1 | 123.0 | 1,349.4 | 3.88% | 2.05% |
| FL Bradenton | Manatee County Area Transit | TOTAL | NA | 162.0 | 155.2 | 138.3 | 1,446.3 | 153.1 | 153.2 | 129.9 | 1,413.9 | 4.42% | 2.29% |
| FL Fort Lauderdale | Broward County Transit | DR | 2.2 | 54.2 | 53.6 | 54.3 | 497.8 | 56.7 | 58.5 | 55.8 | 518.5 | -5.20% | -3.99% |
| FL Fort Lauderdale | Broward County Transit | MB | 130.1 | 3,202.9 | 3,368.2 | 3,406.7 | 30,409.9 | 3,161.1 | 3,399.8 | 3,258.7 | 30,254.2 | 1.61% | 0.51% |
| FL Fort Lauderdale | Broward County Transit | TOTAL | 132.4 | 3,257.1 | 3,421.8 | 3,461.0 | 30,907.7 | 3,217.8 | 3,458.3 | 3,314.5 | 30,772.7 | 1.49% | 0.44% |
| FL Fort Myers | Lee Tran | DR | 0.4 | 8.9 | 9.0 | 9.2 | 82.2 | 8.6 | 9.0 | 8.3 | 77.9 | 4.63% | 5.52% |
| FL Fort Myers | Lee Tran | MB | 11.7 | 288.4 | 299.8 | 301.0 | 2,927.4 | 302.2 | 332.3 | 302.7 | 3,063.8 | -5.12% | -4.45% |
| FL Fort Myers | Lee Tran | VP | 0.0 | 3.6 | 3.3 | 2.6 | 29.3 | 4.2 | 3.4 | 3.0 | 34.8 | -10.38% | -15.80% |
| FL Fort Myers | Lee Tran | TOTAL | 12.1 | 300.9 | 312.1 | 312.8 | 3,038.9 | 315.0 | 344.7 | 314.0 | 3,176.5 | -4.92% | -4.33% |
| FL Gainesville | Regional Transit System | DR | 0.1 | 4.4 | 4.5 | 4.4 | 38.8 | 4.6 | 4.4 | 4.3 | 38.9 | 0.00% | -0.26% |
| FL Gainesville | Regional Transit System | MB | 40.5 | 642.5 | 726.8 | 1,263.8 | 7,928.0 | 606.5 | 869.9 | 1,265.0 | 7,937.4 | -3.95% | -0.12% |
| FL Gainesville | Regional Transit System | TOTAL | 40.6 | 646.9 | 731.3 | 1,268.2 | 7,966.8 | 611.1 | 874.3 | 1,269.3 | 7,976.3 | -3.93% | -0.12% |

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| FL Miami | Miami-Dade Transit Agency | AG | 31.1 | 823.3 | 805.3 | 798.5 | 7,412.0 | 787.5 | 757.6 | 775.0 | 7,175.5 | 4.61% | 3.30% |
| FL Miami | Miami-Dade Transit Agency | DR | 5.6 | 140.3 | 136.6 | 142.7 | 1,257.0 | 142.1 | 140.5 | 141.7 | 1,281.4 | -1.11% | -1.90% |
| FL Miami | Miami-Dade Transit Agency | HR | 71.0 | 1,725.6 | 1,741.7 | 1,822.0 | 16,228.8 | 1,698.2 | 1,757.1 | 1,731.6 | 15,911.6 | 1.97% | 1.99% |
| FL Miami | Miami-Dade Transit Agency | MB | 236.8 | 6,113.6 | 6,259.1 | 6,370.5 | 56,956.8 | 6,232.7 | 6,579.7 | 6,476.8 | 58,387.9 | -2.83% | -2.45% |
| FL Miami | Miami-Dade Transit Agency | TOTAL | 344.5 | 8,802.8 | 8,942.7 | 9,133.7 | 81,854.6 | 8,860.5 | 9,234.9 | 9,125.1 | 82,756.4 | -1.25% | -1.09% |
| FL Orlando | Central Florida RTA | DR | NA | 70.0 | 57.1 | 53.4 | 582.0 | 68.0 | 68.4 | 65.6 | 590.4 | -10.64% | -1.42% |
| FL Orlando | Central Florida RTA | MB | 90.9 | 2,401.2 | 2,476.7 | 2,466.6 | 21,447.4 | 2,348.6 | 2,495.0 | 2,359.1 | 21,381.6 | 1.97% | 0.31% |
| FL Orlando | Central Florida RTA | VP | 1.2 | 29.4 | 29.0 | 30.6 | 260.9 | 23.7 | 23.8 | 23.2 | 196.2 | 25.88% | 32.98% |
| FL Orlando | Central Florida RTA | TOTAL | NA | 2,500.6 | 2,562.8 | 2,550.6 | NA | NA | NA | NA | NA | NA | NA |
| FL Orlando | SunRail | CR | 3.4 | 90.9 | 66.8 | 57.9 | 336.5 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| FL Orlando | SunRail | TOTAL | 3.4 | 90.9 | 66.8 | 57.9 | 336.5 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | CR | 14.0 | 344.1 | 356.5 | 357.3 | 3,293.8 | 334.8 | 354.2 | 358.6 | 3,233.2 | 0.98% | 1.87% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | MB | 3.5 | 87.0 | 86.5 | 87.2 | 772.3 | 175.7 | 181.8 | 166.3 | 1,462.6 | -50.23% | -47.20% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | TOTAL | 17.5 | 431.1 | 443.0 | 444.5 | 4,066.1 | 510.5 | 536.0 | 524.9 | 4,695.8 | -16.09% | -13.41% |
| FL Sarasota | Sarasota County Area Transit | DR | 0.6 | 14.3 | 11.2 | 15.2 | 128.9 | 13.8 | 14.8 | 14.0 | 129.0 | -4.46% | -0.08% |
| FL Sarasota | Sarasota County Area Transit | MB | NA | 226.4 | 231.8 | NA | NA | 220.3 | 238.4 | 217.8 | 2,111.4 | NA | NA |
| FL Sarasota | Sarasota County Area Transit | TOTAL | NA | 240.7 | 243.0 | NA | NA | 234.1 | 253.2 | 231.8 | 2,240.4 | NA | NA |
| FL St. Petersburg | Pinellas Suncoast Tran Auth | DR | 1.0 | 26.7 | 25.1 | 27.7 | 238.5 | 26.3 | 27.8 | 26.1 | 237.6 | -0.87% | 0.38% |
| FL St. Petersburg | Pinellas Suncoast Tran Auth | MB | 46.2 | 1,225.3 | 1,235.8 | 1,179.5 | 10,669.5 | 1,181.7 | 1,232.2 | 1,122.4 | 10,636.5 | 2.95% | 0.31% |
| FL St. Petersburg | Pinellas Suncoast Tran Auth | TOTAL | 47.2 | 1,252.0 | 1,260.9 | 1,207.2 | 10,908.0 | 1,208.0 | 1,260.0 | 1,148.5 | 10,874.1 | 2.86% | 0.31% |
| FL Tallahassee | StarMetro-City of Tallahassee | DR | 2.4 | 7.3 | 7.6 | 7.2 | 66.1 | 6.8 | 7.3 | 7.1 | 64.6 | 4.25% | 2.32% |
| FL Tallahassee | StarMetro-City of Tallahassee | MB | 13.7 | 250.1 | 281.5 | 479.7 | 3,133.9 | 261.7 | 283.5 | 452.0 | 3,227.7 | 1.41% | -2.91% |
| FL Tallahassee | StarMetro-City of Tallahassee | TOTAL | 16.1 | 257.4 | 289.1 | 486.9 | 3,200.0 | 268.5 | 290.8 | 459.1 | 3,292.3 | 1.47% | -2.80% |
| FL Tampa | Hillsborough Area Reg TA | DR | 0.5 | 11.3 | 12.0 | 12.9 | 111.9 | 10.6 | 11.8 | 12.2 | 105.9 | 4.62% | 5.67% |
| FL Tampa | Hillsborough Area Reg TA | LR | 0.5 | 24.0 | 22.8 | 12.5 | 201.9 | 29.6 | 18.8 | 15.5 | 222.9 | -7.20% | -9.42% |
| FL Tampa | Hillsborough Area Reg TA | MB | 50.9 | 1,235.6 | 1,274.3 | 1,298.5 | 11,223.1 | 1,181.4 | 1,269.0 | 1,212.0 | 10,985.6 | 3.99% | 2.16% |
| FL Tampa | Hillsborough Area Reg TA | VP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| FL Tampa | Hillsborough Area Reg TA | TOTAL | 51.9 | 1,270.9 | 1,309.1 | 1,323.9 | 11,536.9 | 1,221.6 | 1,299.6 | 1,239.7 | 11,314.4 | 3.80% | 1.97% |
| FL West Palm Beach | Palm Beach County STD | DR | NA | NA | NA | NA | NA | 72.0 | 74.6 | 72.0 | 665.1 | NA | NA |
| FL West Palm Beach | Palm Beach County STD | MB | 36.8 | 855.5 | 915.9 | 940.2 | 8,304.1 | 926.7 | 1,001.0 | 959.8 | 8,919.9 | -6.09% | -6.90% |
| FL West Palm Beach | Palm Beach County STD | TOTAL | NA | NA | NA | NA | NA | 998.7 | 1,075.6 | 1,031.8 | 9,585.0 | NA | NA |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

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|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| GA Atlanta | Metro Atlanta Rapid Tr Auth | DR | 2.0 | 53.4 | 50.6 | 50.1 | 445.8 | 50.7 | 51.8 | 48.9 | 447.5 | 1.78% | -0.38% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | HR | 247.0 | 6,795.2 | 6,693.5 | 6,576.8 | 53,357.3 | 5,929.0 | 6,222.2 | 6,021.7 | 52,608.6 | 10.41% | 1.42% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | MB | 212.6 | 5,642.8 | 5,687.9 | 5,602.1 | 46,121.2 | 4,980.1 | 5,428.4 | 5,132.7 | 45,244.2 | 8.95% | 1.94% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | TOTAL | 461.6 | 12,491.4 | 12,432.0 | 12,229.0 | 99,924.3 | 10,959.8 | 11,702.4 | 11,203.3 | 98,300.3 | 9.71% | 1.65% |
| GA Gainesville | Hall Area Transit | DR | 0.1 | 2.4 | 2.1 | 2.3 | 19.1 | 2.1 | 2.2 | 2.2 | 18.5 | 4.62% | 3.24% |
| GA Gainesville | Hall Area Transit | MB | 0.7 | 14.9 | 14.4 | 13.8 | 116.3 | 13.5 | 12.7 | 10.8 | 106.0 | 16.49% | 9.72% |
| GA Gainesville | Hall Area Transit | TOTAL | 0.8 | 17.3 | 16.5 | 16.1 | 135.4 | 15.6 | 14.9 | 13.0 | 124.5 | 14.71% | 8.76% |
| ID Ketchum | Mountain Rides Transportation Auth | DR | NA | 18.0 | 17.0 | 14.0 | 203.0 | 38.0 | 44.0 | 25.0 | 373.0 | -54.21% | -45.58% |
| ID Ketchum | Mountain Rides Transportation Auth | MB | NA | 35.7 | 32.7 | 26.7 | 364.5 | 34.4 | 28.5 | 21.8 | 329.9 | 12.28% | 10.49% |
| ID Ketchum | Mountain Rides Transportation Auth | VP | NA | 6.0 | 5.0 | 4.6 | 40.1 | 6.1 | 5.6 | 5.0 | 42.0 | -6.59% | -4.52% |
| ID Ketchum | Mountain Rides Transportation Auth | TOTAL | NA | 59.7 | 54.7 | 45.3 | 607.6 | 78.5 | 78.1 | 51.8 | 744.9 | -23.37% | -18.43% |
| IL Arlington Heights | PACE Suburban Bus | DR | 17.4 | 429.9 | 424.1 | 436.1 | 3,816.6 | 417.5 | 457.0 | 438.4 | 3,808.9 | -1.74% | 0.20% |
| IL Arlington Heights | PACE Suburban Bus | MB | 111.0 | 2,764.8 | 2,754.3 | 2,867.3 | 23,834.7 | 2,768.7 | 3,019.0 | 2,850.9 | 24,496.3 | -2.92% | -2.70% |
| IL Arlington Heights | PACE Suburban Bus | VP | 8.4 | 182.5 | 174.9 | 183.2 | 1,629.0 | 186.5 | 189.8 | 180.0 | 1,674.6 | -2.82% | -2.72% |
| IL Arlington Heights | PACE Suburban Bus | TOTAL | 136.9 | 3,377.2 | 3,353.3 | 3,486.6 | 29,280.3 | 3,372.7 | 3,665.8 | 3,469.3 | 29,979.8 | -2.77% | -2.33% |
| IL Chicago | Chicago Transit Authority | DR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| IL Chicago | Chicago Transit Authority | HR | 774.1 | 20,784.3 | 20,419.2 | 21,104.1 | 178,530.4 | 19,604.6 | 19,802.3 | 19,971.0 | 170,564.7 | 4.93% | 4.67% |
| IL Chicago | Chicago Transit Authority | MB | 867.2 | 22,615.2 | 22,214.6 | 24,434.8 | 207,048.6 | 25,001.4 | 25,395.1 | 26,104.4 | 228,218.3 | -9.46% | -9.28% |
| IL Chicago | Chicago Transit Authority | TOTAL | 1,641.3 | 43,399.5 | 42,633.8 | 45,538.9 | 385,579.0 | 44,606.0 | 45,197.4 | 46,075.4 | 398,783.0 | -3.17% | -3.31% |
| IL Chicago | Metra | CR | 300.9 | 6,719.0 | 6,454.6 | 6,241.9 | 55,817.1 | 6,669.5 | 6,466.5 | 6,240.6 | 55,367.6 | 0.20% | 0.81% |
| IL Chicago | Metra | TOTAL | 300.9 | 6,719.0 | 6,454.6 | 6,241.9 | 55,817.1 | 6,669.5 | 6,466.5 | 6,240.6 | 55,367.6 | 0.20% | 0.81% |
| IL Granite City | Madison County Trans Dist | DR | 0.3 | 5.6 | 5.5 | 6.0 | 49.8 | 5.6 | 5.9 | 5.7 | 50.0 | -0.58% | -0.40% |
| IL Granite City | Madison County Trans Dist | MB | 10.0 | 208.1 | 236.8 | 255.7 | 1,988.2 | 204.1 | 246.2 | 244.3 | 1,944.7 | 0.86% | 2.24% |
| IL Granite City | Madison County Trans Dist | VP | 0.7 | 15.6 | 14.7 | 14.8 | 138.0 | 18.8 | 17.6 | 16.4 | 174.1 | -14.58% | -20.74% |
| IL Granite City | Madison County Trans Dist | TOTAL | 11.0 | 229.3 | 257.0 | 276.5 | 2,176.0 | 228.5 | 269.7 | 266.4 | 2,168.8 | -0.24% | 0.33% |
| IL Harrisburg | Rides Mass Transit District | MB | 1.2 | 57.0 | 56.0 | 62.0 | 491.0 | 53.0 | 55.0 | 56.0 | 468.0 | 6.71% | 4.91% |
| IL Harrisburg | Rides Mass Transit District | TOTAL | 1.2 | 57.0 | 56.0 | 62.0 | 491.0 | 53.0 | 55.0 | 56.0 | 468.0 | 6.71% | 4.91% |
| IL Macomb | Go West Transit | MB | 4.8 | 25.4 | 86.9 | 235.5 | 1,344.5 | 26.7 | 161.8 | 243.1 | 1,372.5 | -19.42% | -2.04% |
| IL Macomb | Go West Transit | TOTAL | 4.8 | 25.4 | 86.9 | 235.5 | 1,344.5 | 26.7 | 161.8 | 243.1 | 1,372.5 | -19.42% | -2.04% |
| IL Moline | Rock Island County MMTD | DR | 0.1 | 5.7 | 6.0 | 6.0 | 52.3 | 5.8 | 6.0 | 5.9 | 52.5 | 0.00% | -0.38% |
| IL Moline | Rock Island County MMTD | FB | 0.2 | 6.8 | 11.6 | 2.9 | 30.6 | 10.1 | 11.8 | 3.7 | 30.3 | -16.80% | 0.99% |
| IL Moline | Rock Island County MMTD | MB | 11.1 | 259.4 | 283.9 | 285.3 | 2,547.2 | 272.4 | 305.3 | 272.9 | 2,553.9 | -2.59% | -0.26% |
| IL Moline | Rock Island County MMTD | TOTAL | 11.4 | 271.9 | 301.5 | 294.2 | 2,630.1 | 288.3 | 323.1 | 282.5 | 2,636.7 | -2.94% | -0.25% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jul '14 (000's) | Trips for Aug '14 (000's) | Trips for Sep '14 (000's) | Trips Thru Sep '14 (000's) | Trips for Jul '13 (000's) | Trips for Aug '13 (000's) | Trips for Sep '13 (000's) | Trips Thru Sep '13 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| IL Normal | Bloomington-Normal Public Transit | DR | 0.3 | 6.1 | 6.0 | 6.3 | 52.1 | 5.0 | 5.2 | 5.2 | 45.6 | 19.48% | 14.25% |
| IL Normal | Bloomington-Normal Public Transit | MB | 10.0 | 175.4 | 231.5 | 269.6 | 1,961.4 | 180.5 | 205.3 | 241.9 | 1,621.7 | 7.77% | 20.95% |
| IL Normal | Bloomington-Normal Public Transit | TOTAL | 10.3 | 181.5 | 237.5 | 275.9 | 2,013.5 | 185.5 | 210.5 | 247.1 | 1,667.3 | 8.05% | 20.76% |
| IL Peoria | Greater Peoria Mass Tr Dist | DR | 0.5 | 13.8 | 13.1 | 13.5 | 112.8 | 12.6 | 12.7 | 11.7 | 107.4 | 9.19% | 5.03% |
| IL Peoria | Greater Peoria Mass Tr Dist | MB | 10.4 | 298.6 | 307.4 | 312.9 | 2,541.3 | 283.0 | 308.5 | 283.7 | 2,522.4 | 4.99% | 0.75% |
| IL Peoria | Greater Peoria Mass Tr Dist | TOTAL | 10.9 | 312.4 | 320.5 | 326.4 | 2,654.1 | 295.6 | 321.2 | 295.4 | 2,629.8 | 5.16% | 0.92% |
| IL Rockford | Rockford Mass Transit Dist | DR | 0.4 | 8.2 | 8.4 | 8.3 | 76.2 | 7.6 | 7.9 | 7.5 | 70.8 | 8.26% | 7.63% |
| IL Rockford | Rockford Mass Transit Dist | MB | 6.1 | 153.6 | 149.3 | 151.6 | 1,346.8 | 146.5 | 167.5 | 148.9 | 1,355.2 | -1.81% | -0.62% |
| IL Rockford | Rockford Mass Transit Dist | TOTAL | 6.4 | 161.8 | 157.7 | 159.9 | 1,423.0 | 154.1 | 175.4 | 156.4 | 1,426.0 | -1.34% | -0.21% |
| IL Urbana | Champaign-Urbana MTD | DR | 0.4 | 6.4 | 8.5 | 13.4 | 101.9 | 4.6 | 6.4 | 11.5 | 92.1 | 25.78% | 10.64% |
| IL Urbana | Champaign-Urbana MTD | MB | 37.6 | 520.9 | 837.9 | 1,498.9 | 9,605.8 | 478.8 | 806.8 | 1,343.4 | 8,774.5 | 8.70% | 9.47% |
| IL Urbana | Champaign-Urbana MTD | TOTAL | 38.0 | 527.3 | 846.4 | 1,512.3 | 9,707.7 | 483.4 | 813.2 | 1,354.9 | 8,866.6 | 8.84% | 9.49% |
| IN Chesterton | Northern IN Commuter TD | CR | 12.9 | 359.0 | 335.5 | 294.1 | 2,714.8 | 351.5 | 337.4 | 286.9 | 2,728.4 | 1.31% | -0.50% |
| IN Chesterton | Northern IN Commuter TD | TOTAL | 12.9 | 359.0 | 335.5 | 294.1 | 2,714.8 | 351.5 | 337.4 | 286.9 | 2,728.4 | 1.31% | -0.50% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | DR | NA | 4.4 | 4.4 | 4.4 | 38.5 | 4.2 | 4.6 | 4.3 | 38.4 | 0.76% | 0.26% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | MB | 7.2 | 166.7 | 166.8 | 174.6 | 1,482.8 | 159.4 | 174.4 | 162.5 | 1,475.0 | 2.38% | 0.53% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | TOTAL | NA | 171.1 | 171.2 | 179.0 | 1,521.3 | 163.6 | 179.0 | 166.8 | 1,513.4 | 2.34% | 0.52% |
| IN Indianapolis | Indianapolis Public Trp Corp | DR | 1.0 | 23.6 | 23.6 | 24.2 | 211.8 | 22.4 | 23.9 | 22.1 | 204.9 | 4.39% | 3.37% |
| IN Indianapolis | Indianapolis Public Trp Corp | MB | 37.4 | 893.7 | 941.0 | 943.8 | 7,703.0 | 866.9 | 967.9 | 892.1 | 7,667.2 | 1.89% | 0.47% |
| IN Indianapolis | Indianapolis Public Trp Corp | TOTAL | 38.4 | 917.3 | 964.6 | 968.0 | 7,914.8 | 889.3 | 991.8 | 914.2 | 7,872.1 | 1.95% | 0.54% |
| IN Muncie | Muncie Indiana Transit Sys | DR | 0.2 | 5.7 | 6.0 | 5.5 | 50.5 | 5.5 | 5.8 | 5.5 | 50.3 | 2.38% | 0.40% |
| IN Muncie | Muncie Indiana Transit Sys | MB | 6.7 | 123.0 | 155.6 | 184.9 | 1,383.3 | 116.5 | 154.4 | 174.3 | 1,352.3 | 4.11% | 2.29% |
| IN Muncie | Muncie Indiana Transit Sys | TOTAL | 6.9 | 128.7 | 161.6 | 190.4 | 1,433.8 | 122.0 | 160.2 | 179.8 | 1,402.6 | 4.05% | 2.22% |
| KS Olathe | Johnson County Transit | DR | 0.3 | 6.2 | 5.8 | 5.6 | 52.2 | 8.6 | 8.7 | 7.7 | 76.8 | -29.60% | -32.03% |
| KS Olathe | Johnson County Transit | MB | 2.1 | 39.5 | 41.8 | 52.9 | 384.3 | 44.9 | 45.6 | 50.4 | 403.1 | -4.76% | -4.66% |
| KS Olathe | Johnson County Transit | TOTAL | 2.4 | 45.7 | 47.6 | 58.5 | 436.5 | 53.5 | 54.3 | 58.1 | 479.9 | -8.50% | -9.04% |
| KY Bowling Green | Community Action of Southern KY | DR | 0.0 | 0.7 | 0.9 | 0.9 | 8.3 | 0.9 | 0.9 | 0.8 | 9.3 | -3.85% | -10.75% |
| KY Bowling Green | Community Action of Southern KY | MB | 0.4 | 8.2 | 8.8 | 11.3 | 82.9 | 7.1 | 7.8 | 9.4 | 75.2 | 16.46% | 10.24% |
| KY Bowling Green | Community Action of Southern KY | TOTAL | 0.4 | 8.9 | 9.7 | 12.2 | 91.2 | 8.0 | 8.7 | 10.2 | 84.5 | 14.50% | 7.93% |
| KY Bowling Green | Western Kentucky University Toppe | DR | 0.1 | 0.0 | 0.7 | 1.8 | 6.2 | 0.0 | 0.0 | 0.8 | 2.1 | >100% | >100% |
| KY Bowling Green | Western Kentucky University Toppe | MB | NA | NA | NA | NA | NA | 2.0 | NA | NA | NA | NA | NA |
| KY Bowling Green | Western Kentucky University Toppe | VP | NA | NA | NA | NA | NA | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| KY Bowling Green | Western Kentucky University Toppe | TOTAL | NA | NA | NA | NA | NA | 2.0 | NA | NA | NA | NA | NA |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

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|------------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| KY Fort Wright | Tr Auth of Northern Kentucky | DR | 0.3 | 7.5 | 7.4 | 7.8 | 66.2 | 7.6 | 7.9 | 7.7 | 67.6 | -2.16% | -2.07% |
| KY Fort Wright | Tr Auth of Northern Kentucky | MB | 13.1 | 312.8 | 334.7 | 352.1 | 2,761.0 | 293.8 | 331.2 | 343.0 | 2,746.9 | 3.26% | 0.51% |
| KY Fort Wright | Tr Auth of Northern Kentucky | TOTAL | 13.4 | 320.3 | 342.1 | 359.9 | 2,827.2 | 301.4 | 339.1 | 350.7 | 2,814.5 | 3.14% | 0.45% |
| KY Louisville | Transit Auth of River City | DR | 1.8 | 39.5 | 40.5 | 41.3 | 347.7 | 36.9 | 39.0 | 37.9 | 331.1 | 6.59% | 5.01% |
| KY Louisville | Transit Auth of River City | MB | 48.9 | 1,201.2 | 1,218.9 | 1,377.9 | 10,793.4 | 1,192.6 | 1,252.8 | 1,314.7 | 10,831.6 | 1.01% | -0.35% |
| KY Louisville | Transit Auth of River City | TOTAL | 50.6 | 1,240.7 | 1,259.4 | 1,419.2 | 11,141.1 | 1,229.5 | 1,291.8 | 1,352.6 | 11,162.7 | 1.17% | -0.19% |
| KY Owensboro | Owensboro Transit System | DR | 0.1 | 1.6 | 1.5 | 1.6 | 15.3 | 1.7 | 1.8 | 1.5 | 15.7 | -6.00% | -2.55% |
| KY Owensboro | Owensboro Transit System | MB | 1.6 | 42.8 | 42.8 | 37.5 | 316.7 | 31.6 | 32.8 | 31.5 | 268.0 | 28.36% | 18.17% |
| KY Owensboro | Owensboro Transit System | TOTAL | 1.7 | 44.4 | 44.3 | 39.1 | 332.0 | 33.3 | 34.6 | 33.0 | 283.7 | 26.66% | 17.03% |
| LA New Orleans | Regional Transit Auth | DR | 0.7 | 19.7 | 20.0 | 20.1 | 172.0 | 18.7 | 19.9 | 19.1 | 162.8 | 3.64% | 5.65% |
| LA New Orleans | Regional Transit Auth | LR | 21.7 | 663.7 | 649.3 | 647.3 | 5,455.3 | 679.3 | 621.9 | 573.3 | 5,321.4 | 4.58% | 2.52% |
| LA New Orleans | Regional Transit Auth | MB | 36.2 | 928.9 | 943.2 | 923.3 | 8,508.9 | 891.0 | 961.5 | 971.5 | 8,488.9 | -1.01% | 0.24% |
| LA New Orleans | Regional Transit Auth | TOTAL | 58.6 | 1,612.3 | 1,612.5 | 1,590.7 | 14,136.2 | 1,589.0 | 1,603.3 | 1,563.9 | 13,973.1 | 1.25% | 1.17% |
| MA Amherst | UMass Transit Service | MB | 8.6 | 88.5 | 91.0 | 449.7 | 2,146.6 | 76.7 | 83.5 | 373.6 | 2,050.4 | 17.87% | 4.69% |
| MA Amherst | UMass Transit Service | TOTAL | 8.6 | 88.5 | 91.0 | 449.7 | 2,146.6 | 76.7 | 83.5 | 373.6 | 2,050.4 | 17.87% | 4.69% |
| MA Boston | Massachusetts Bay Tr Auth | CR | 129.8 | 3,139.6 | 2,979.6 | 2,879.7 | 27,171.0 | 3,014.4 | 2,990.9 | 2,790.9 | 26,058.3 | 2.30% | 4.27% |
| MA Boston | Massachusetts Bay Tr Auth | DR | 6.6 | 172.3 | 170.3 | 176.9 | 1,592.7 | 173.9 | 176.0 | 174.1 | 1,560.8 | -0.86% | 2.04% |
| MA Boston | Massachusetts Bay Tr Auth | FB | 6.2 | 180.3 | 170.7 | 131.1 | 1,088.7 | 157.2 | 166.4 | 117.9 | 989.3 | 9.20% | 10.05% |
| MA Boston | Massachusetts Bay Tr Auth | HR | 572.3 | 14,993.8 | 14,110.4 | 15,359.3 | 130,345.7 | 14,015.4 | 13,964.1 | 14,329.2 | 124,303.5 | 5.09% | 4.86% |
| MA Boston | Massachusetts Bay Tr Auth | LR | 214.5 | 5,774.9 | 5,424.7 | 6,143.1 | 51,837.3 | 6,202.6 | 6,022.7 | 6,257.7 | 54,401.0 | -6.17% | -4.71% |
| MA Boston | Massachusetts Bay Tr Auth | MB | 373.0 | 9,446.6 | 9,099.1 | 9,983.5 | 86,916.9 | 9,152.3 | 9,146.4 | 9,849.5 | 84,869.8 | 1.35% | 2.41% |
| MA Boston | Massachusetts Bay Tr Auth | TB | 4.8 | 106.4 | 112.8 | 115.6 | 1,055.1 | 265.9 | 261.0 | 130.2 | 2,247.4 | -49.05% | -53.05% |
| MA Boston | Massachusetts Bay Tr Auth | TOTAL | 1,307.3 | 33,813.9 | 32,067.6 | 34,789.2 | 300,007.4 | 32,981.7 | 32,727.5 | 33,649.5 | 294,430.1 | 1.32% | 1.89% |
| MD Baltimore | Maryland Transit Admin | CR | 37.1 | 845.7 | 800.9 | 809.5 | 7,121.1 | 824.2 | 828.4 | 764.0 | 7,078.7 | 1.63% | 0.60% |
| MD Baltimore | Maryland Transit Admin | DR | 10.8 | 212.5 | 222.3 | 210.6 | 1,810.8 | 186.0 | 189.9 | 183.5 | 1,622.8 | 15.37% | 11.58% |
| MD Baltimore | Maryland Transit Admin | HR | 49.3 | 1,251.3 | 1,214.3 | 1,306.7 | 10,937.9 | 1,239.1 | 1,252.0 | 1,287.4 | 11,346.2 | -0.16% | -3.60% |
| MD Baltimore | Maryland Transit Admin | LR | 24.3 | 741.7 | 697.4 | 621.2 | 5,794.1 | 720.1 | 751.8 | 744.7 | 6,432.5 | -7.05% | -9.92% |
| MD Baltimore | Maryland Transit Admin | MB | 269.3 | 6,896.3 | 6,587.4 | 7,525.7 | 60,186.1 | 6,741.0 | 6,901.1 | 6,949.9 | 56,480.1 | 2.03% | 6.56% |
| MD Baltimore | Maryland Transit Admin | TOTAL | 390.7 | 9,947.5 | 9,522.3 | 10,473.7 | 85,850.0 | 9,710.4 | 9,923.2 | 9,929.5 | 82,960.3 | 1.29% | 3.48% |
| MD College Park | Shuttle-UM Transit System | MB | 9.5 | 81.7 | 115.2 | 430.4 | 2,325.9 | 94.6 | 116.8 | 431.8 | 2,387.6 | -2.47% | -2.58% |
| MD College Park | Shuttle-UM Transit System | TOTAL | 9.5 | 81.7 | 115.2 | 430.4 | 2,325.9 | 94.6 | 116.8 | 431.8 | 2,387.6 | -2.47% | -2.58% |
| MD Rockville | Montgomery County Ride-On | MB | 88.3 | 2,289.7 | 2,261.7 | 2,275.8 | 19,672.0 | 2,304.7 | 2,321.4 | 2,290.3 | 20,042.3 | -1.29% | -1.85% |
| MD Rockville | Montgomery County Ride-On | TOTAL | 88.3 | 2,289.7 | 2,261.7 | 2,275.8 | 19,672.0 | 2,304.7 | 2,321.4 | 2,290.3 | 20,042.3 | -1.29% | -1.85% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

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|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| ME Portland | Northern NE Passenger RA | CR | 1.4 | 45.3 | 51.9 | 44.5 | 381.5 | 55.1 | 60.0 | 48.5 | 424.4 | -13.39% | -10.11% |
| ME Portland | Northern NE Passenger RA | TOTAL | 1.4 | 45.3 | 51.9 | 44.5 | 381.5 | 55.1 | 60.0 | 48.5 | 424.4 | -13.39% | -10.11% |
| MI Ann Arbor | Ann Arbor Transportation Auth | DR | 0.5 | 14.0 | 13.2 | 13.8 | 126.3 | 14.5 | 13.8 | 14.1 | 130.8 | -3.30% | -3.44% |
| MI Ann Arbor | Ann Arbor Transportation Auth | MB | 23.2 | 526.1 | 476.0 | 645.0 | 4,783.2 | 513.7 | 488.9 | 613.7 | 4,799.5 | 1.91% | -0.34% |
| MI Ann Arbor | Ann Arbor Transportation Auth | TOTAL | 23.7 | 540.1 | 489.2 | 658.8 | 4,909.5 | 528.2 | 502.7 | 627.8 | 4,930.3 | 1.77% | -0.42% |
| MI Bay City | Bay Metropolitan Transp Auth | DR | 0.2 | 4.4 | 4.1 | 4.3 | 39.3 | 4.5 | 4.4 | 4.2 | 39.2 | -2.29% | 0.26% |
| MI Bay City | Bay Metropolitan Transp Auth | MB | 1.8 | 36.0 | 33.7 | 44.8 | 370.2 | 39.1 | 41.0 | 40.9 | 416.7 | -5.37% | -11.16% |
| MI Bay City | Bay Metropolitan Transp Auth | TOTAL | 2.0 | 40.4 | 37.8 | 49.1 | 409.5 | 43.6 | 45.4 | 45.1 | 455.9 | -5.07% | -10.18% |
| MI Detroit | City of Detroit Dept of Trp | DR | 1.1 | 24.8 | 24.2 | 25.0 | 220.0 | 23.6 | 23.8 | 23.9 | 205.8 | 3.79% | 6.90% |
| MI Detroit | City of Detroit Dept of Trp | MB | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI Detroit | City of Detroit Dept of Trp | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI Detroit | Detroit Transp Corp/DPM | AG | 5.6 | 181.1 | 210.6 | 158.5 | 1,739.9 | 148.8 | 181.8 | 129.1 | 1,706.6 | 19.69% | 1.95% |
| MI Detroit | Detroit Transp Corp/DPM | TOTAL | 5.6 | 181.1 | 210.6 | 158.5 | 1,739.9 | 148.8 | 181.8 | 129.1 | 1,706.6 | 19.69% | 1.95% |
| MI Grand Rapids | Interurban Transit Partnership | DR | 1.4 | 33.0 | 32.2 | 32.7 | 302.0 | 33.3 | 34.6 | 33.1 | 308.4 | -3.07% | -2.08% |
| MI Grand Rapids | Interurban Transit Partnership | MB | 40.9 | 726.1 | 838.5 | 1,318.4 | 8,682.0 | 678.2 | 853.4 | 1,307.2 | 8,697.9 | 1.56% | -0.18% |
| MI Grand Rapids | Interurban Transit Partnership | VP | 0.2 | 4.7 | 4.6 | 4.6 | 42.5 | 4.8 | 4.7 | 4.7 | 41.5 | -2.11% | 2.41% |
| MI Grand Rapids | Interurban Transit Partnership | TOTAL | 42.5 | 763.8 | 875.3 | 1,355.7 | 9,026.5 | 716.3 | 892.7 | 1,345.0 | 9,047.8 | 1.38% | -0.24% |
| MI Kalamazoo | Kalamazoo Metro Transit Sys | DR | 0.5 | 12.3 | 12.2 | 12.7 | 106.2 | 10.7 | 11.3 | 10.8 | 99.1 | 13.41% | 7.16% |
| MI Kalamazoo | Kalamazoo Metro Transit Sys | MB | 9.7 | 207.7 | 211.9 | 295.8 | 2,235.6 | 199.6 | 212.1 | 274.6 | 2,172.4 | 4.24% | 2.91% |
| MI Kalamazoo | Kalamazoo Metro Transit Sys | TOTAL | 10.2 | 220.0 | 224.1 | 308.5 | 2,341.8 | 210.3 | 223.4 | 285.4 | 2,271.5 | 4.66% | 3.09% |
| MI Lansing | Capital Area Transp Authority | DR | 1.7 | 38.8 | 38.0 | 44.2 | 385.3 | 39.1 | 39.6 | 42.8 | 380.7 | -0.41% | 1.21% |
| MI Lansing | Capital Area Transp Authority | MB | 27.9 | 498.3 | 634.3 | 1,168.6 | 7,967.5 | 506.7 | 670.6 | 1,148.0 | 8,134.9 | -1.04% | -2.06% |
| MI Lansing | Capital Area Transp Authority | TOTAL | 29.6 | 537.1 | 672.3 | 1,212.8 | 8,352.8 | 545.8 | 710.2 | 1,190.8 | 8,515.6 | -1.01% | -1.91% |
| MI Monroe | Lake Erie Transp Commission | DR | 0.5 | 12.4 | 10.6 | 11.3 | 93.4 | 11.7 | 11.0 | 11.2 | 102.0 | 1.18% | -8.43% |
| MI Monroe | Lake Erie Transp Commission | MB | 1.0 | 24.3 | 24.4 | 24.6 | 220.0 | 22.9 | 24.4 | 23.6 | 211.2 | 3.39% | 4.17% |
| MI Monroe | Lake Erie Transp Commission | TOTAL | 1.5 | 36.7 | 35.0 | 35.9 | 313.4 | 34.6 | 35.4 | 34.8 | 313.2 | 2.67% | 0.06% |
| MI Muskegon Heights | Muskegon Area Transit Sys | DR | 0.1 | 2.2 | 2.3 | 2.2 | 21.7 | 2.3 | 2.4 | 2.5 | 20.1 | -6.94% | 7.96% |
| MI Muskegon Heights | Muskegon Area Transit Sys | MB | 2.4 | 56.5 | 55.2 | 56.9 | 501.8 | 57.4 | 62.1 | 57.2 | 526.2 | -4.58% | -4.64% |
| MI Muskegon Heights | Muskegon Area Transit Sys | TOTAL | 2.5 | 58.7 | 57.5 | 59.1 | 523.5 | 59.7 | 64.5 | 59.7 | 546.3 | -4.68% | -4.17% |
| MI Port Huron | Blue Water Area Transp Comm | DR | 1.9 | 52.6 | 49.8 | 53.8 | 463.8 | 49.1 | 48.3 | 48.0 | 431.9 | 7.43% | 7.39% |
| MI Port Huron | Blue Water Area Transp Comm | MB | 3.1 | 79.3 | 81.5 | 81.3 | 746.1 | 79.7 | 82.1 | 74.6 | 712.1 | 2.41% | 4.77% |
| MI Port Huron | Blue Water Area Transp Comm | TOTAL | 5.0 | 131.9 | 131.3 | 135.1 | 1,209.9 | 128.8 | 130.4 | 122.6 | 1,144.0 | 4.32% | 5.76% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|---------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MN Burnsville | Minnesota Valley Transit Auth | DR | 0.1 | 2.1 | 1.9 | 2.0 | 17.3 | 1.9 | 1.8 | 1.9 | 16.2 | 7.14% | 6.79% |
| MN Burnsville | Minnesota Valley Transit Auth | MB | 10.3 | 232.8 | 285.0 | 249.6 | 2,126.9 | 224.5 | 261.6 | 246.7 | 2,006.6 | 4.72% | 6.00% |
| MN Burnsville | Minnesota Valley Transit Auth | TOTAL | 10.4 | 234.9 | 286.9 | 251.6 | 2,144.2 | 226.4 | 263.4 | 248.6 | 2,022.8 | 4.74% | 6.00% |
| MN Eden Prairie | Southwest Metro Transit | MB | 5.4 | 86.3 | 157.0 | 101.8 | 848.5 | 79.3 | 134.4 | 105.1 | 780.0 | 8.25% | 8.78% |
| MN Eden Prairie | Southwest Metro Transit | TOTAL | 5.4 | 86.3 | 157.0 | 101.8 | 848.5 | 79.3 | 134.4 | 105.1 | 780.0 | 8.25% | 8.78% |
| MN Minneapolis | Metro Transit | CR | 2.8 | 74.9 | 69.4 | 67.9 | 556.1 | 71.4 | 82.7 | 72.3 | 610.6 | -6.27% | -8.93% |
| MN Minneapolis | Metro Transit | LR | 64.1 | 1,896.2 | 1,851.8 | 1,888.9 | 10,638.0 | 917.8 | 992.5 | 895.7 | 7,632.0 | >100% | 39.39% |
| MN Minneapolis | Metro Transit | MB | 219.4 | 5,366.8 | 5,824.6 | 5,848.9 | 51,555.3 | 5,652.4 | 6,079.9 | 6,304.1 | 52,707.2 | -5.52% | -2.19% |
| MN Minneapolis | Metro Transit | TOTAL | 286.3 | 7,337.9 | 7,745.8 | 7,805.7 | 62,749.4 | 6,641.6 | 7,155.1 | 7,272.1 | 60,949.8 | 8.64% | 2.95% |
| MN Plymouth | Plymouth Metrolink & DAR | DR | 0.1 | 3.8 | 2.7 | 3.0 | 31.2 | 4.3 | 3.0 | 3.2 | 31.0 | -9.52% | 0.65% |
| MN Plymouth | Plymouth Metrolink & DAR | MB | 1.8 | 40.3 | 38.4 | 40.7 | 353.9 | 39.2 | 39.4 | 39.5 | 348.0 | 1.10% | 1.70% |
| MN Plymouth | Plymouth Metrolink & DAR | TOTAL | 2.0 | 44.1 | 41.1 | 43.7 | 385.1 | 43.5 | 42.4 | 42.7 | 379.0 | 0.23% | 1.61% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | DR | 0.5 | 11.1 | 11.2 | 11.3 | NA | 10.3 | 10.4 | 9.7 | NA | 10.53% | NA |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | MB | 7.0 | 135.6 | 154.2 | 211.8 | NA | 142.2 | 160.9 | 213.9 | NA | -2.98% | NA |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | TOTAL | 7.5 | 146.7 | 165.4 | 223.1 | NA | 152.5 | 171.3 | 223.6 | NA | -2.23% | NA |
| MO Saint Louis | Bi-State Dev Agency | DR | 2.0 | 48.5 | 48.3 | 48.0 | 432.8 | 49.8 | 49.9 | 47.5 | 440.9 | -1.63% | -1.84% |
| MO Saint Louis | Bi-State Dev Agency | LR | 56.9 | 1,618.8 | 1,528.2 | 1,583.7 | 13,173.4 | 1,548.2 | 1,601.0 | 1,610.1 | 13,131.5 | -0.60% | 0.32% |
| MO Saint Louis | Bi-State Dev Agency | MB | 100.7 | 2,592.7 | 2,623.6 | 2,728.1 | 22,487.0 | 2,440.0 | 2,694.7 | 2,663.0 | 22,032.9 | 1.88% | 2.06% |
| MO Saint Louis | Bi-State Dev Agency | TOTAL | 159.6 | 4,260.0 | 4,200.1 | 4,359.8 | 36,093.2 | 4,038.0 | 4,345.6 | 4,320.6 | 35,605.3 | 0.91% | 1.37% |
| MO Springfield | City Utilities of Springfield | DR | 0.1 | 1.4 | 1.4 | 1.4 | 12.7 | 1.7 | 1.7 | 1.5 | 14.7 | -14.29% | -13.61% |
| MO Springfield | City Utilities of Springfield | MB | 5.4 | 125.9 | 135.8 | 132.6 | 1,145.1 | 123.5 | 130.7 | 127.2 | 1,095.4 | 3.38% | 4.54% |
| MO Springfield | City Utilities of Springfield | TOTAL | 5.5 | 127.3 | 137.2 | 134.0 | 1,157.8 | 125.2 | 132.4 | 128.7 | 1,110.1 | 3.16% | 4.30% |
| NC Asheville | City of Asheville, Asheville Redefine | MB | 5.1 | 125.0 | 132.6 | 128.8 | 1,084.1 | 120.2 | 132.5 | 122.8 | 1,072.0 | 2.90% | 1.13% |
| NC Asheville | City of Asheville, Asheville Redefine | TOTAL | 5.1 | 125.0 | 132.6 | 128.8 | 1,084.1 | 120.2 | 132.5 | 122.8 | 1,072.0 | 2.90% | 1.13% |
| NC Charlotte | Charlotte Area Transit | DR | 1.2 | 31.9 | 31.5 | 31.4 | 270.6 | 30.8 | 32.6 | 30.4 | 283.2 | 1.07% | -4.45% |
| NC Charlotte | Charlotte Area Transit | LR | 16.6 | 455.8 | 455.0 | 441.7 | 3,870.8 | 406.7 | 445.9 | 434.9 | 3,715.5 | 5.05% | 4.18% |
| NC Charlotte | Charlotte Area Transit | MB | 66.8 | 1,670.7 | 1,715.6 | 1,757.9 | 14,595.9 | 1,620.5 | 1,747.7 | 1,741.9 | 15,349.5 | 0.67% | -4.91% |
| NC Charlotte | Charlotte Area Transit | VP | 0.9 | 22.4 | 19.4 | 19.7 | 180.5 | 20.9 | 20.3 | 18.5 | 177.5 | 3.02% | 1.69% |
| NC Charlotte | Charlotte Area Transit | TOTAL | NA | 2,180.8 | 2,221.5 | 2,250.7 | 18,917.8 | 2,078.9 | 2,246.5 | 2,225.7 | 19,525.7 | 1.56% | -3.11% |
| NC Greensboro | Greensboro Transit Auth | DR | 0.8 | 19.8 | 19.9 | 18.6 | 171.1 | 18.4 | 19.5 | 19.4 | 172.9 | 1.75% | -1.04% |
| NC Greensboro | Greensboro Transit Auth | MB | 14.9 | 336.1 | 381.3 | 418.6 | 3,253.2 | 340.1 | 398.5 | 423.5 | 3,423.3 | -2.25% | -4.97% |
| NC Greensboro | Greensboro Transit Auth | TOTAL | 15.7 | 355.9 | 401.2 | 437.2 | 3,424.3 | 358.5 | 418.0 | 442.9 | 3,596.2 | -2.06% | -4.78% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

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|------------------------|---------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NJ Jersey City | Port Authority of NY & NJ | AG | 6.9 | 188.0 | 221.0 | 206.6 | 1,323.1 | 210.2 | 231.1 | 209.5 | 1,729.4 | -5.41% | -23.49% |
| NJ Jersey City | Port Authority of NY & NJ | FB | 4.6 | 102.4 | 89.7 | 103.1 | 813.3 | 101.3 | 95.9 | 93.0 | 920.5 | 1.72% | -11.65% |
| NJ Jersey City | Port Authority of NY & NJ | HR | 255.4 | 6,537.1 | 6,191.6 | 6,279.0 | 55,195.5 | 6,438.4 | 6,382.7 | 6,199.2 | 54,277.9 | -0.07% | 1.69% |
| NJ Jersey City | Port Authority of NY & NJ | TOTAL | 267.0 | 6,827.5 | 6,502.3 | 6,588.7 | 57,331.9 | 6,749.9 | 6,709.7 | 6,501.7 | 56,927.8 | -0.21% | 0.71% |
| NJ Lindenwold | Port Authority Transit Corp | HR | 34.2 | 843.4 | 809.1 | 846.0 | 7,497.9 | 891.1 | 873.1 | 869.3 | 7,938.3 | -5.13% | -5.55% |
| NJ Lindenwold | Port Authority Transit Corp | TOTAL | 34.2 | 843.4 | 809.1 | 846.0 | 7,497.9 | 891.1 | 873.1 | 869.3 | 7,938.3 | -5.13% | -5.55% |
| NJ Newark | New Jersey Transit Corp | CR | NA | 7,507.4 | 7,310.1 | 7,537.1 | 63,766.7 | 7,057.3 | 6,953.2 | 6,938.8 | 60,286.0 | 6.71% | 5.77% |
| NJ Newark | New Jersey Transit Corp | LR | NA | 2,023.6 | 1,927.4 | 1,976.2 | 16,821.1 | 2,010.2 | 1,911.7 | 1,866.5 | 16,344.8 | 2.40% | 2.91% |
| NJ Newark | New Jersey Transit Corp | MB | NA | 13,984.6 | 13,687.8 | 14,345.2 | 120,902.7 | 13,742.1 | 13,815.5 | 13,831.5 | 121,984.6 | 1.52% | -0.89% |
| NJ Newark | New Jersey Transit Corp | TOTAL | NA | 23,515.6 | 22,925.3 | 23,858.5 | 201,490.5 | 22,809.6 | 22,680.4 | 22,636.8 | 198,615.4 | 3.19% | 1.45% |
| NM Albuquerque | New Mexico Dept of Trp | CR | 3.8 | 98.5 | 98.1 | 91.7 | 818.1 | 103.7 | 101.5 | 96.3 | 830.3 | -4.38% | -1.47% |
| NM Albuquerque | New Mexico Dept of Trp | MB | 1.2 | 26.4 | 26.0 | 28.0 | 240.4 | 26.6 | 28.3 | 27.7 | 242.8 | -2.66% | -0.99% |
| NM Albuquerque | New Mexico Dept of Trp | TOTAL | 5.0 | 124.9 | 124.1 | 119.7 | 1,058.5 | 130.3 | 129.8 | 124.0 | 1,073.1 | -4.01% | -1.36% |
| NM Española | North Central Regional Transit Distri | MB | 0.8 | 17.4 | 17.4 | 17.8 | NA | 17.5 | 17.9 | 18.0 | NA | -1.50% | NA |
| NM Española | North Central Regional Transit Distri | TOTAL | 0.8 | 17.4 | 17.4 | 17.8 | NA | 17.5 | 17.9 | 18.0 | NA | -1.50% | NA |
| NM Las Cruces | City of Las Cruces-RdRUNR Tr | DR | 0.2 | 4.8 | 4.8 | 5.1 | 42.0 | 4.6 | 4.8 | 4.5 | 40.6 | 5.76% | 3.45% |
| NM Las Cruces | City of Las Cruces-RdRUNR Tr | MB | 2.2 | 48.7 | 56.3 | 64.8 | 525.0 | 51.4 | 60.2 | 75.8 | 561.2 | -9.39% | -6.45% |
| NM Las Cruces | City of Las Cruces-RdRUNR Tr | TOTAL | 2.4 | 53.5 | 61.1 | 69.9 | 567.0 | 56.0 | 65.0 | 80.3 | 601.8 | -8.35% | -5.78% |
| NV Reno | Regional Transportation Comm | DR | 0.8 | 20.2 | 19.2 | 19.7 | 178.0 | 21.1 | 21.3 | 19.7 | 182.1 | -4.83% | -2.25% |
| NV Reno | Regional Transportation Comm | MB | 26.3 | 698.1 | 728.9 | 715.8 | 6,203.3 | 677.0 | 722.3 | 686.2 | 6,077.0 | 2.75% | 2.08% |
| NV Reno | Regional Transportation Comm | TOTAL | 27.0 | 718.3 | 748.1 | 735.5 | 6,381.3 | 698.1 | 743.6 | 705.9 | 6,259.1 | 2.53% | 1.95% |
| NV Stateline | Tahoe Transportation District | DR | NA | 1.2 | 1.1 | 1.2 | NA | NA | NA | NA | NA | NA | NA |
| NV Stateline | Tahoe Transportation District | MB | 0.2 | 34.0 | 28.7 | 25.1 | NA | NA | NA | NA | NA | NA | NA |
| NV Stateline | Tahoe Transportation District | TOTAL | NA | 35.2 | 29.8 | 26.3 | NA | NA | NA | NA | NA | NA | NA |
| NY Albany | Capital District Transp Auth | DR | 1.0 | 25.9 | 26.2 | 26.2 | 235.7 | 24.3 | 25.2 | 25.1 | 210.1 | 4.96% | 12.18% |
| NY Albany | Capital District Transp Auth | MB | 55.0 | 1,273.2 | 1,354.0 | 1,532.5 | 12,204.4 | 1,227.2 | 1,324.1 | 1,461.9 | 11,723.2 | 3.65% | 4.10% |
| NY Albany | Capital District Transp Auth | TOTAL | 56.0 | 1,299.1 | 1,380.2 | 1,558.7 | 12,440.1 | 1,251.5 | 1,349.3 | 1,487.0 | 11,933.3 | 3.67% | 4.25% |
| NY Batavia | Batavia Bus Service | MB | 0.2 | 4.0 | 4.0 | 5.9 | NA | 3.4 | 3.6 | 5.1 | NA | 14.88% | NA |
| NY Batavia | Batavia Bus Service | TOTAL | 0.2 | 4.0 | 4.0 | 5.9 | NA | 3.4 | 3.6 | 5.1 | NA | 14.88% | NA |
| NY Buffalo | Niagara Frontier Trp Auth | DR | 0.7 | 15.1 | 14.8 | 15.8 | 133.0 | 13.1 | 13.1 | 13.5 | 123.1 | 15.11% | 8.04% |
| NY Buffalo | Niagara Frontier Trp Auth | LR | 13.0 | 313.2 | 300.1 | 334.0 | 3,121.3 | 280.1 | 286.6 | 301.9 | 3,776.2 | 9.06% | -17.34% |
| NY Buffalo | Niagara Frontier Trp Auth | MB | 70.2 | 1,608.1 | 1,632.5 | 1,934.3 | 16,357.1 | 1,613.6 | 1,661.0 | 1,883.1 | 16,546.2 | 0.33% | -1.14% |
| NY Buffalo | Niagara Frontier Trp Auth | TOTAL | 83.9 | 1,936.4 | 1,947.4 | 2,284.1 | 19,611.4 | 1,906.8 | 1,960.7 | 2,198.5 | 20,445.5 | 1.68% | -4.08% |

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|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NY Dansville | Livingston Area Transp Svce | MB | 0.6 | 7.8 | 11.5 | 21.0 | NA | 6.0 | 10.8 | 22.4 | NA | 2.81% | NA |
| NY Dansville | Livingston Area Transp Svce | TOTAL | 0.6 | 7.8 | 11.5 | 21.0 | NA | 6.0 | 10.8 | 22.4 | NA | 2.81% | NA |
| NY Ithaca | Tompkins Consol Area Transit | DR | 0.2 | 5.5 | 4.8 | 5.4 | 47.7 | 5.6 | 5.3 | 5.3 | 51.4 | -3.09% | -7.20% |
| NY Ithaca | Tompkins Consol Area Transit | MB | 13.0 | 233.4 | 282.5 | 441.9 | 3,160.5 | 247.9 | 298.9 | 445.7 | 3,216.6 | -3.50% | -1.74% |
| NY Ithaca | Tompkins Consol Area Transit | VP | 0.0 | 0.3 | 0.3 | 0.4 | 3.2 | 0.3 | 0.3 | 0.3 | 3.1 | 11.11% | 3.23% |
| NY Ithaca | Tompkins Consol Area Transit | TOTAL | 13.2 | 239.2 | 287.6 | 447.7 | 3,211.4 | 253.8 | 304.5 | 451.3 | 3,271.1 | -3.48% | -1.83% |
| NY Lyons | Wayne Area Transp Service | MB | 1.1 | 20.5 | 22.7 | 28.6 | NA | 18.8 | 22.2 | 26.4 | NA | 6.53% | NA |
| NY Lyons | Wayne Area Transp Service | TOTAL | 1.1 | 20.5 | 22.7 | 28.6 | NA | 18.8 | 22.2 | 26.4 | NA | 6.53% | NA |
| NY New York | MTA Long Island Rail Road | CR | 337.8 | 8,555.9 | 8,351.8 | 8,198.6 | 73,326.4 | 8,368.7 | 8,407.0 | 7,796.7 | 72,517.9 | 2.17% | 1.11% |
| NY New York | MTA Long Island Rail Road | TOTAL | 337.8 | 8,555.9 | 8,351.8 | 8,198.6 | 73,326.4 | 8,368.7 | 8,407.0 | 7,796.7 | 72,517.9 | 2.17% | 1.11% |
| NY New York | MTA Metro-North Railroad | CR | 298.5 | 7,495.8 | 7,060.0 | 7,195.9 | 62,680.0 | 7,285.9 | 7,125.0 | 6,777.9 | 62,237.1 | 2.66% | 0.71% |
| NY New York | MTA Metro-North Railroad | FB | 0.8 | 17.0 | 16.3 | 16.6 | 103.6 | 17.2 | 16.9 | 16.8 | 141.0 | -1.96% | -26.52% |
| NY New York | MTA Metro-North Railroad | MB | 1.4 | 30.8 | 27.3 | 30.3 | 272.1 | 28.6 | 29.0 | 26.2 | 263.1 | 5.49% | 3.42% |
| NY New York | MTA Metro-North Railroad | TOTAL | 300.7 | 7,543.6 | 7,103.6 | 7,242.8 | 63,055.7 | 7,331.7 | 7,170.9 | 6,820.9 | 62,641.2 | 2.66% | 0.66% |
| NY New York | MTA New York City Transit | DR | 28.1 | 761.8 | 750.5 | 750.4 | 6,623.0 | 783.1 | 793.2 | 770.3 | 6,949.5 | -3.58% | -4.70% |
| NY New York | MTA New York City Transit | HR | 8,722.6 | 231,403.8 | 221,525.8 | 236,493.9 | 2,045,465.1 | 218,973.2 | 215,757.2 | 220,717.5 | 1,964,098.4 | 5.18% | 4.14% |
| NY New York | MTA New York City Transit | MB | 2,473.0 | 65,506.1 | 62,436.0 | 69,647.0 | 592,444.0 | 65,447.4 | 63,614.8 | 68,393.2 | 607,615.4 | 0.07% | -2.50% |
| NY New York | MTA New York City Transit | TOTAL | 11,223.7 | 297,671.7 | 284,712.3 | 306,891.3 | 2,644,532.1 | 285,203.7 | 280,165.2 | 289,881.0 | 2,578,663.3 | 3.98% | 2.55% |
| NY New York | MTA Staten Island Railway | HR | 24.1 | 567.5 | 515.1 | 655.2 | 5,330.4 | 497.0 | 511.5 | 608.6 | 5,124.8 | 7.46% | 4.01% |
| NY New York | MTA Staten Island Railway | TOTAL | 24.1 | 567.5 | 515.1 | 655.2 | 5,330.4 | 497.0 | 511.5 | 608.6 | 5,124.8 | 7.46% | 4.01% |
| NY New York | New York City DOT | FB | NA | 2,145.5 | 2,097.7 | 1,935.4 | 16,483.1 | 1,965.3 | 1,957.4 | 1,802.6 | 15,534.3 | 7.92% | 6.11% |
| NY New York | New York City DOT | MB | 2.3 | 50.7 | 46.2 | 49.9 | 424.3 | 48.4 | 47.1 | 50.9 | 479.0 | 0.27% | -11.42% |
| NY New York | New York City DOT | TOTAL | NA | 2,196.2 | 2,143.9 | 1,985.3 | 16,907.4 | 2,013.7 | 2,004.5 | 1,853.5 | 16,013.3 | 7.73% | 5.58% |
| NY Rochester | Lift Line | MB | 0.7 | 15.2 | 14.5 | 15.0 | NA | 14.3 | 15.0 | 14.5 | NA | 2.05% | NA |
| NY Rochester | Lift Line | TOTAL | 0.7 | 15.2 | 14.5 | 15.0 | NA | 14.3 | 15.0 | 14.5 | NA | 2.05% | NA |
| NY Rochester | Rochester Genesee RTA | MB | 53.3 | 1,221.4 | 1,190.1 | 1,625.9 | 12,492.0 | 1,259.2 | 1,254.6 | 1,572.6 | 12,572.3 | -1.20% | -0.64% |
| NY Rochester | Rochester Genesee RTA | TOTAL | 53.3 | 1,221.4 | 1,190.1 | 1,625.9 | 12,492.0 | 1,259.2 | 1,254.6 | 1,572.6 | 12,572.3 | -1.20% | -0.64% |
| NY Rock Glen | Wyoming Transit Service | MB | 0.3 | 5.8 | 5.6 | 4.8 | NA | 8.1 | 6.3 | 5.4 | NA | -18.18% | NA |
| NY Rock Glen | Wyoming Transit Service | TOTAL | 0.3 | 5.8 | 5.6 | 4.8 | NA | 8.1 | 6.3 | 5.4 | NA | -18.18% | NA |
| OH Akron | METRO Regional Transit Authority | DR | 0.9 | 20.9 | 20.3 | 21.9 | 184.3 | 21.9 | 18.7 | 18.5 | 176.1 | 6.77% | 4.66% |
| OH Akron | METRO Regional Transit Authority | MB | 18.2 | 438.6 | 440.1 | 461.4 | 3,903.1 | 415.3 | 449.7 | 441.4 | 3,876.8 | 2.58% | 0.68% |
| OH Akron | METRO Regional Transit Authority | TOTAL | 19.1 | 459.5 | 460.4 | 483.3 | 4,087.4 | 437.2 | 468.4 | 459.9 | 4,052.9 | 2.76% | 0.85% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jul '14 (000's) | Trips for Aug '14 (000's) | Trips for Sep '14 (000's) | Trips Thru Sep '14 (000's) | Trips for Jul '13 (000's) | Trips for Aug '13 (000's) | Trips for Sep '13 (000's) | Trips Thru Sep '13 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| OH Canton | Stark Area RTA | DR | 0.5 | 10.9 | 10.9 | 13.2 | 103.4 | 9.6 | 10.8 | 12.1 | 102.3 | 7.69% | 1.08% |
| OH Canton | Stark Area RTA | MB | 9.3 | 221.0 | 228.2 | 235.3 | 1,922.3 | 207.7 | 225.6 | 215.3 | 1,868.8 | 5.53% | 2.86% |
| OH Canton | Stark Area RTA | TOTAL | 9.8 | 231.9 | 239.1 | 248.5 | 2,025.7 | 217.3 | 236.4 | 227.4 | 1,971.1 | 5.64% | 2.77% |
| OH Chardon | Geauga County Transit | DR | NA | 3.9 | 3.8 | 3.7 | 33.3 | 4.1 | 4.1 | 3.8 | 38.3 | -5.00% | -13.05% |
| OH Chardon | Geauga County Transit | TOTAL | NA | 3.9 | 3.8 | 3.7 | 33.3 | 4.1 | 4.1 | 3.8 | 38.3 | -5.00% | -13.05% |
| OH Cincinnati | Southwest Ohio RTA | DR | NA | 17.3 | 16.8 | 17.5 | 146.4 | 15.1 | 15.9 | 16.8 | 132.4 | 7.95% | 10.57% |
| OH Cincinnati | Southwest Ohio RTA | MB | 54.7 | 1,266.5 | 1,320.8 | 1,556.8 | 12,190.0 | 1,266.1 | 1,410.4 | 1,501.6 | 12,506.6 | -0.81% | -2.53% |
| OH Cincinnati | Southwest Ohio RTA | TOTAL | NA | 1,283.8 | 1,337.6 | 1,574.3 | 12,336.4 | 1,281.2 | 1,426.3 | 1,518.4 | 12,639.0 | -0.71% | -2.39% |
| OH Cleveland | Greater Cleveland Reg TA | DR | NA | 48.8 | 49.6 | 50.1 | 445.4 | 45.3 | 49.9 | 48.5 | 372.0 | 3.34% | 19.73% |
| OH Cleveland | Greater Cleveland Reg TA | HR | NA | 412.8 | 506.7 | 541.9 | 4,552.1 | 505.4 | 568.3 | 551.1 | 4,746.0 | -10.06% | -4.09% |
| OH Cleveland | Greater Cleveland Reg TA | LR | NA | 217.6 | 245.2 | 267.6 | 2,047.4 | 229.1 | 247.5 | 272.7 | 2,130.3 | -2.52% | -3.89% |
| OH Cleveland | Greater Cleveland Reg TA | MB | NA | 3,144.2 | 3,428.1 | 3,659.2 | 29,126.9 | 3,032.5 | 3,398.8 | 3,463.2 | 29,155.7 | 3.41% | -0.10% |
| OH Cleveland | Greater Cleveland Reg TA | TOTAL | NA | 3,823.4 | 4,229.6 | 4,518.8 | 36,171.8 | 3,812.3 | 4,264.5 | 4,335.5 | 36,404.0 | 1.29% | -0.64% |
| OH Columbus | Central Ohio Transit Auth | DR | 0.9 | 20.8 | 21.0 | 22.5 | 192.4 | 20.6 | 21.0 | 20.6 | 185.4 | 3.38% | 3.78% |
| OH Columbus | Central Ohio Transit Auth | MB | 66.5 | 1,629.4 | 1,657.6 | 1,792.5 | 14,128.9 | 1,474.3 | 1,624.9 | 1,636.0 | 13,822.5 | 7.27% | 2.22% |
| OH Columbus | Central Ohio Transit Auth | TOTAL | 67.4 | 1,650.2 | 1,678.6 | 1,815.0 | 14,321.3 | 1,494.9 | 1,645.9 | 1,656.6 | 14,007.9 | 7.22% | 2.24% |
| OH Grand River | LAKETRAN | DR | 1.0 | 23.3 | 21.1 | 22.0 | 195.5 | 22.0 | 21.1 | 20.3 | 187.3 | 4.73% | 4.38% |
| OH Grand River | LAKETRAN | MB | 2.0 | 41.3 | 40.4 | 46.0 | 371.5 | 40.7 | 43.0 | 43.8 | 373.7 | 0.16% | -0.59% |
| OH Grand River | LAKETRAN | TOTAL | 3.0 | 64.6 | 61.5 | 68.0 | 567.0 | 62.7 | 64.1 | 64.1 | 561.0 | 1.68% | 1.07% |
| OH Kent | Portage Area Reg Trp Auth | DR | NA | 7.7 | 7.9 | 9.0 | 75.4 | 8.1 | 9.1 | 9.1 | 84.5 | -6.46% | -10.77% |
| OH Kent | Portage Area Reg Trp Auth | MB | NA | 31.3 | 83.6 | 195.7 | 984.1 | 30.7 | 84.9 | 191.8 | 986.0 | 1.04% | -0.19% |
| OH Kent | Portage Area Reg Trp Auth | TOTAL | NA | 39.0 | 91.5 | 204.7 | 1,059.5 | 38.8 | 94.0 | 200.9 | 1,070.5 | 0.45% | -1.03% |
| OH Toledo | Toledo Area Reg Transit Auth | DR | 0.9 | 28.8 | 28.1 | 29.4 | 246.6 | 26.0 | 27.1 | 26.3 | 238.0 | 8.69% | 3.61% |
| OH Toledo | Toledo Area Reg Transit Auth | MB | NA | NA | NA | NA | NA | 232.1 | 265.1 | 268.4 | 2,334.6 | NA | NA |
| OH Toledo | Toledo Area Reg Transit Auth | TOTAL | NA | NA | NA | NA | NA | 258.1 | 292.2 | 294.7 | 2,572.6 | NA | NA |
| OK Oklahoma City | Central Oklahoma TA | DR | 0.5 | 4.9 | 5.0 | 4.9 | 43.8 | 5.2 | 5.3 | 4.8 | 44.4 | -3.27% | -1.35% |
| OK Oklahoma City | Central Oklahoma TA | MB | 11.3 | 253.2 | 271.6 | 269.9 | 2,196.5 | 248.0 | 268.0 | 244.2 | 2,142.1 | 4.54% | 2.54% |
| OK Oklahoma City | Central Oklahoma TA | TOTAL | 11.8 | 258.1 | 276.6 | 274.8 | 2,240.3 | 253.2 | 273.3 | 249.0 | 2,186.5 | 4.38% | 2.46% |
| OR Eugene | Lane Transit District | DR | NA | 16.4 | 16.6 | 16.4 | 151.9 | 15.4 | 15.7 | 14.8 | 140.9 | 7.63% | 7.81% |
| OR Eugene | Lane Transit District | MB | 30.7 | 824.6 | 752.6 | 818.2 | 8,259.5 | 797.2 | 760.3 | 775.4 | 8,334.0 | 2.68% | -0.89% |
| OR Eugene | Lane Transit District | TOTAL | NA | 841.0 | 769.2 | 834.6 | 8,411.4 | 812.6 | 776.0 | 790.2 | 8,474.9 | 2.77% | -0.75% |

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|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| OR Portland | Tri-County Metro Trp Dist | CR | 2.0 | 43.8 | 42.0 | 42.0 | 383.5 | 41.6 | 45.3 | 42.0 | 351.0 | -0.85% | 9.26% |
| OR Portland | Tri-County Metro Trp Dist | DR | 3.5 | 87.4 | 85.4 | 86.4 | 774.7 | 87.5 | 87.9 | 83.1 | 781.9 | 0.27% | -0.92% |
| OR Portland | Tri-County Metro Trp Dist | LR | 121.2 | 3,470.4 | 3,371.2 | 3,088.6 | 28,998.0 | 3,463.3 | 3,389.0 | 3,023.2 | 29,002.1 | 0.55% | -0.01% |
| OR Portland | Tri-County Metro Trp Dist | MB | 197.9 | 5,144.3 | 5,082.5 | 5,208.3 | 46,526.2 | 4,774.6 | 4,766.4 | 4,582.4 | 44,109.9 | 9.29% | 5.48% |
| OR Portland | Tri-County Metro Trp Dist | TOTAL | 324.7 | 8,745.9 | 8,581.1 | 8,425.3 | 76,682.4 | 8,367.0 | 8,288.6 | 7,730.7 | 74,244.9 | 5.60% | 3.28% |
| OR Salem | Salem-Keizer Transit | DR | 0.6 | 13.8 | 12.7 | 13.5 | 119.8 | 13.9 | 13.8 | 12.8 | 117.7 | -1.23% | 1.78% |
| OR Salem | Salem-Keizer Transit | MB | 12.7 | 269.8 | 257.2 | 283.7 | 2,540.9 | 262.0 | 260.5 | 252.8 | 2,541.3 | 4.57% | -0.02% |
| OR Salem | Salem-Keizer Transit | TOTAL | 13.3 | 283.6 | 269.9 | 297.2 | 2,660.7 | 275.9 | 274.3 | 265.6 | 2,659.0 | 4.28% | 0.06% |
| OR Wilsonville | South Metro Area Rapid Transit | MB | 1.4 | 31.4 | 31.7 | 29.0 | 282.7 | 30.1 | 30.0 | 29.7 | 266.0 | 2.56% | 6.28% |
| OR Wilsonville | South Metro Area Rapid Transit | TOTAL | 1.4 | 31.4 | 31.7 | 29.0 | 282.7 | 30.1 | 30.0 | 29.7 | 266.0 | 2.56% | 6.28% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | DR | NA | 17.2 | 16.3 | NA | NA | 16.2 | 16.5 | 14.9 | 144.7 | NA | NA |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | MB | NA | 238.6 | 240.8 | NA | NA | 226.7 | 245.7 | 225.6 | 2,021.1 | NA | NA |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | TOTAL | NA | 255.8 | 257.1 | NA | NA | 242.9 | 262.2 | 240.5 | 2,165.8 | NA | NA |
| PA Harris-Phil | Penn DOT (Keystone) | CR | 4.2 | 116.5 | 112.7 | 111.8 | 985.1 | 51.5 | 51.5 | 48.3 | 459.3 | >100% | >100% |
| PA Harris-Phil | Penn DOT (Keystone) | TOTAL | 4.2 | 116.5 | 112.7 | 111.8 | 985.1 | 51.5 | 51.5 | 48.3 | 459.3 | >100% | >100% |
| PA Johnstown | Cambria County Transit Auth | DR | 0.0 | 0.3 | 0.3 | 0.3 | 2.7 | 0.4 | 0.4 | 0.4 | 3.4 | -25.00% | -20.59% |
| PA Johnstown | Cambria County Transit Auth | IP | 0.3 | 3.1 | 11.6 | 6.2 | 50.4 | 11.4 | 11.8 | 5.5 | 60.5 | -27.18% | -16.69% |
| PA Johnstown | Cambria County Transit Auth | MB | 3.1 | 93.7 | 94.7 | 89.4 | 789.6 | 93.8 | 101.4 | 89.5 | 824.1 | -2.42% | -4.19% |
| PA Johnstown | Cambria County Transit Auth | TOTAL | 3.4 | 97.1 | 106.6 | 95.9 | 842.7 | 105.6 | 113.6 | 95.4 | 888.0 | -4.77% | -5.10% |
| PA Lancaster | Red Rose Transit Authority | DR | 1.3 | 31.5 | 26.5 | 26.0 | 229.8 | 30.1 | 26.2 | 24.2 | 231.6 | 4.35% | -0.78% |
| PA Lancaster | Red Rose Transit Authority | MB | 6.8 | 158.8 | 166.9 | 177.9 | 1,429.3 | 150.5 | 165.3 | 164.0 | 1,416.4 | 4.96% | 0.91% |
| PA Lancaster | Red Rose Transit Authority | TOTAL | 8.1 | 190.3 | 193.4 | 203.9 | 1,659.1 | 180.6 | 191.5 | 188.2 | 1,648.0 | 4.87% | 0.67% |
| PA Philadelphia | Southeastern Penn TA | CR | 125.6 | 2,675.2 | 3,343.0 | 2,954.6 | 27,587.2 | 2,733.9 | 3,184.6 | 2,830.2 | 27,238.4 | 2.56% | 1.28% |
| PA Philadelphia | Southeastern Penn TA | DR | 6.1 | 130.4 | 179.6 | 146.5 | 1,342.3 | 132.5 | 171.5 | 142.5 | 1,333.7 | 2.24% | 0.64% |
| PA Philadelphia | Southeastern Penn TA | HR | 296.9 | 6,163.9 | 8,438.4 | 7,616.5 | 71,488.7 | 6,565.7 | 8,396.7 | 7,650.8 | 73,855.1 | -1.74% | -3.20% |
| PA Philadelphia | Southeastern Penn TA | LR | 93.6 | 1,966.9 | 2,541.4 | 2,472.0 | 23,242.1 | 2,185.2 | 2,687.0 | 2,585.8 | 24,635.3 | -6.41% | -5.66% |
| PA Philadelphia | Southeastern Penn TA | MB | 482.9 | 10,079.5 | 13,541.1 | 12,479.2 | 116,459.2 | 10,749.0 | 13,437.6 | 12,477.6 | 120,919.8 | -1.54% | -3.69% |
| PA Philadelphia | Southeastern Penn TA | TB | 16.6 | 344.5 | 466.7 | 428.5 | 4,001.5 | 365.4 | 461.4 | 429.4 | 4,176.3 | -1.31% | -4.19% |
| PA Philadelphia | Southeastern Penn TA | TOTAL | NA | 21,360.4 | 28,510.2 | 26,097.3 | 244,121.0 | 22,731.7 | 28,338.8 | 26,116.3 | 252,158.6 | -1.58% | -3.19% |
| PA Pittsburgh | Port Auth of Allegheny Co | DR | 5.7 | 137.8 | 136.7 | 137.6 | 1,176.3 | 143.3 | 148.8 | 134.1 | 1,273.1 | -3.31% | -7.60% |
| PA Pittsburgh | Port Auth of Allegheny Co | IP | 4.7 | 189.7 | 181.2 | 120.5 | 1,031.9 | 182.1 | 165.0 | 122.6 | 1,025.9 | 4.62% | 0.58% |
| PA Pittsburgh | Port Auth of Allegheny Co | LR | 29.1 | 723.2 | 738.3 | 715.5 | 6,141.2 | 737.9 | 760.9 | 720.0 | 6,252.4 | -1.88% | -1.78% |
| PA Pittsburgh | Port Auth of Allegheny Co | MB | 182.3 | 4,396.3 | 4,500.4 | 4,773.7 | 39,066.3 | 4,266.6 | 4,504.9 | 4,581.7 | 39,631.3 | 2.38% | -1.43% |
| PA Pittsburgh | Port Auth of Allegheny Co | TOTAL | 221.8 | 5,447.0 | 5,556.6 | 5,747.3 | 47,415.7 | 5,329.9 | 5,579.6 | 5,558.4 | 48,182.7 | 1.72% | -1.59% |

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|------------------------|-----------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| PA Reading | Berks Area Reading Trp Auth | DR | 1.0 | 22.5 | 20.7 | 21.1 | 182.9 | 23.6 | 24.0 | 21.5 | 201.9 | -6.95% | -9.41% |
| PA Reading | Berks Area Reading Trp Auth | MB | 11.2 | 269.7 | 276.0 | 270.7 | 2,379.0 | 256.4 | 284.8 | 261.7 | 2,353.5 | 1.68% | 1.08% |
| PA Reading | Berks Area Reading Trp Auth | TOTAL | 12.2 | 292.2 | 296.7 | 291.8 | 2,561.9 | 280.0 | 308.8 | 283.2 | 2,555.4 | 1.00% | 0.25% |
| PA Williamsport | Williamsport Bureau of Tr | DR | 0.0 | 0.1 | 0.1 | 0.1 | 0.9 | 0.1 | 0.1 | 0.1 | 0.9 | 0.00% | 0.00% |
| PA Williamsport | Williamsport Bureau of Tr | MB | 4.4 | 109.0 | 154.0 | 105.0 | 997.2 | 105.5 | 160.8 | 100.3 | 1,009.7 | 0.38% | -1.24% |
| PA Williamsport | Williamsport Bureau of Tr | TOTAL | 4.4 | 109.1 | 154.1 | 105.1 | 998.1 | 105.6 | 160.9 | 100.4 | 1,010.6 | 0.38% | -1.24% |
| PR San Juan | Puerto Rico DOT | HR | 36.9 | 650.6 | 838.1 | 936.8 | 7,862.5 | 668.6 | 968.1 | 978.9 | 8,168.5 | -7.27% | -3.75% |
| PR San Juan | Puerto Rico DOT | MB | 6.4 | 136.1 | 137.9 | 150.3 | 1,210.3 | 117.6 | 126.0 | 127.0 | 1,235.9 | 14.49% | -2.07% |
| PR San Juan | Puerto Rico DOT | TOTAL | 43.3 | 786.7 | 976.0 | 1,087.1 | 9,072.8 | 786.2 | 1,094.1 | 1,105.9 | 9,404.4 | -4.57% | -3.53% |
| SC Charleston | Charleston Area RTA | DR | 0.3 | 6.4 | 6.5 | 6.5 | 56.1 | 6.3 | 6.1 | 6.0 | 54.8 | 5.43% | 2.37% |
| SC Charleston | Charleston Area RTA | MB | 16.1 | 428.2 | 433.1 | 440.6 | 3,667.7 | 420.0 | 425.7 | 402.4 | 3,617.5 | 4.31% | 1.39% |
| SC Charleston | Charleston Area RTA | TOTAL | 16.4 | 434.6 | 439.6 | 447.1 | 3,723.8 | 426.3 | 431.8 | 408.4 | 3,672.3 | 4.33% | 1.40% |
| TN Clarksville | Clarksville Transit System | DR | 0.1 | 2.3 | 2.5 | 2.6 | 22.0 | 2.1 | 2.7 | 2.7 | 22.1 | -1.33% | -0.45% |
| TN Clarksville | Clarksville Transit System | MB | 2.5 | 62.3 | 60.9 | 61.8 | 525.8 | 63.8 | 66.2 | 64.9 | 606.0 | -5.08% | -13.23% |
| TN Clarksville | Clarksville Transit System | TOTAL | 2.6 | 64.6 | 63.4 | 64.4 | 547.8 | 65.9 | 68.9 | 67.6 | 628.1 | -4.94% | -12.78% |
| TN Franklin | Franklin Transit Authority | MB | NA | 6.2 | 6.4 | 7.2 | 59.8 | 5.4 | 5.5 | 5.1 | 49.4 | 23.75% | 21.05% |
| TN Franklin | Franklin Transit Authority | TOTAL | NA | 6.2 | 6.4 | 7.2 | 59.8 | 5.4 | 5.5 | 5.1 | 49.4 | 23.75% | 21.05% |
| TN Knoxville | Knoxville Area Transit | DR | 0.2 | 4.5 | 4.5 | 4.5 | 39.7 | 4.6 | 4.7 | 4.4 | 95.6 | -1.46% | -58.47% |
| TN Knoxville | Knoxville Area Transit | MB | 10.4 | 233.9 | 260.8 | 263.5 | 2,092.9 | 228.2 | 257.4 | 229.7 | 2,435.4 | 6.00% | -14.06% |
| TN Knoxville | Knoxville Area Transit | TOTAL | 10.6 | 238.4 | 265.3 | 268.0 | 2,132.6 | 232.8 | 262.1 | 234.1 | 2,531.0 | 5.86% | -15.74% |
| TN Memphis | Memphis Area Transit Auth | DR | 0.9 | 20.6 | 21.1 | 21.1 | 186.0 | 19.8 | 21.1 | 20.0 | 186.0 | 3.12% | 0.00% |
| TN Memphis | Memphis Area Transit Auth | LR | 0.0 | 0.0 | 0.0 | 0.0 | 485.1 | 157.2 | 127.7 | 95.2 | 1,128.0 | -100.00% | -56.99% |
| TN Memphis | Memphis Area Transit Auth | MB | 26.1 | 598.2 | 628.5 | 642.4 | 5,647.1 | 688.9 | 715.6 | 719.9 | 6,468.4 | -12.02% | -12.70% |
| TN Memphis | Memphis Area Transit Auth | TOTAL | 27.0 | 618.8 | 649.6 | 663.5 | 6,318.2 | 865.9 | 864.4 | 835.1 | 7,782.4 | -24.69% | -18.81% |
| TN Nashville | Metropolitan Transit Auth | DR | 0.3 | 35.8 | 34.3 | 35.4 | 310.7 | 32.3 | 34.1 | 33.5 | 292.6 | 5.61% | 6.19% |
| TN Nashville | Metropolitan Transit Auth | MB | 40.1 | 789.0 | 865.3 | 907.4 | 7,259.3 | 755.2 | 885.3 | 853.1 | 7,176.9 | 2.73% | 1.15% |
| TN Nashville | Metropolitan Transit Auth | TOTAL | NA | 824.8 | 899.6 | 942.8 | 7,570.0 | 787.5 | 919.4 | 886.6 | 7,469.5 | 2.84% | 1.35% |
| TN Nashville | Regional Transp Auth | CR | 1.0 | 22.4 | 21.8 | 21.9 | 190.3 | 20.7 | 21.6 | 20.0 | 186.4 | 6.10% | 2.09% |
| TN Nashville | Regional Transp Auth | MB | 0.8 | 17.8 | 17.1 | 17.6 | 154.9 | 16.4 | 17.2 | 15.9 | 139.8 | 6.06% | 10.80% |
| TN Nashville | Regional Transp Auth | VP | 0.7 | 14.6 | 14.6 | 15.1 | 137.2 | 12.7 | 15.6 | 13.4 | 129.9 | 6.24% | 5.62% |
| TN Nashville | Regional Transp Auth | TOTAL | 2.5 | 54.8 | 53.5 | 54.6 | 482.4 | 49.8 | 54.4 | 49.3 | 456.1 | 6.12% | 5.77% |

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|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| TX Austin | Capital Metropolitan Trp Auth | CR | 2.8 | 58.7 | 62.8 | 73.0 | 588.6 | 72.0 | 72.7 | 95.1 | 642.1 | -18.89% | -8.33% |
| TX Austin | Capital Metropolitan Trp Auth | DR | 2.2 | 54.6 | 55.3 | 55.1 | 479.6 | 50.6 | 52.5 | 50.0 | 448.4 | 7.77% | 6.96% |
| TX Austin | Capital Metropolitan Trp Auth | MB | 105.8 | 2,849.2 | 2,656.5 | 2,847.2 | 23,478.9 | 3,169.4 | 2,932.4 | 2,736.3 | 23,515.8 | -5.49% | -0.16% |
| TX Austin | Capital Metropolitan Trp Auth | VP | 1.1 | 21.5 | 21.3 | 25.8 | 181.4 | 18.5 | 18.8 | 18.1 | 167.1 | 23.83% | 8.56% |
| TX Austin | Capital Metropolitan Trp Auth | TOTAL | 111.8 | 2,984.0 | 2,795.9 | 3,001.1 | 24,728.5 | 3,310.5 | 3,076.4 | 2,899.5 | 24,773.4 | -5.44% | -0.18% |
| TX Dallas | Dallas Area Rapid Transit | DR | 2.6 | 64.8 | 64.5 | 67.2 | 574.2 | 60.0 | 61.9 | 61.8 | 551.2 | 6.97% | 4.17% |
| TX Dallas | Dallas Area Rapid Transit | LR | 101.1 | 2,461.7 | 2,534.3 | 2,778.7 | 21,957.8 | 2,392.5 | 2,482.8 | 2,454.4 | 21,465.3 | 6.07% | 2.29% |
| TX Dallas | Dallas Area Rapid Transit | MB | 129.8 | 3,070.4 | 3,251.6 | 3,431.6 | 28,251.1 | 3,066.5 | 3,322.0 | 3,223.5 | 28,004.5 | 1.47% | 0.88% |
| TX Dallas | Dallas Area Rapid Transit | VP | 3.4 | 75.0 | 70.5 | 69.4 | 658.3 | 81.0 | 79.8 | 72.2 | 693.6 | -7.77% | -5.09% |
| TX Dallas | Dallas Area Rapid Transit | TOTAL | 236.9 | 5,671.9 | 5,920.9 | 6,346.9 | 51,441.4 | 5,600.0 | 5,946.5 | 5,811.9 | 50,714.6 | 3.35% | 1.43% |
| TX Dallas-Ft Worth | Trinity Railway Express | CR | 8.3 | 195.5 | 186.8 | 190.3 | 1,712.5 | 179.3 | 193.5 | 169.2 | 1,573.6 | 5.65% | 8.83% |
| TX Dallas-Ft Worth | Trinity Railway Express | TOTAL | 8.3 | 195.5 | 186.8 | 190.3 | 1,712.5 | 179.3 | 193.5 | 169.2 | 1,573.6 | 5.65% | 8.83% |
| TX El Paso | El Paso Mass Transit Dept | DR | 0.8 | 19.8 | 18.8 | 19.4 | 172.6 | 19.5 | 20.2 | 19.6 | 172.3 | -2.19% | 0.17% |
| TX El Paso | El Paso Mass Transit Dept | MB | 49.4 | 1,367.8 | 1,421.0 | 1,431.0 | 12,455.7 | 1,347.4 | 1,414.2 | 1,395.5 | 12,327.2 | 1.51% | 1.04% |
| TX El Paso | El Paso Mass Transit Dept | TOTAL | 50.2 | 1,387.6 | 1,439.8 | 1,450.4 | 12,628.3 | 1,366.9 | 1,434.4 | 1,415.1 | 12,499.5 | 1.46% | 1.03% |
| TX Galveston | City of Galveston/Island Tr | DR | 0.0 | 2.1 | 2.0 | 2.0 | 17.7 | 1.7 | 1.6 | 1.6 | 14.8 | 24.49% | 19.59% |
| TX Galveston | City of Galveston/Island Tr | MB | 2.9 | 67.3 | 64.6 | 62.1 | 555.3 | 63.2 | 65.7 | 60.4 | 546.3 | 2.48% | 1.65% |
| TX Galveston | City of Galveston/Island Tr | TOTAL | 2.9 | 69.4 | 66.6 | 64.1 | 573.0 | 64.9 | 67.3 | 62.0 | 561.1 | 3.04% | 2.12% |
| TX Houston | Metro Tr Auth of Harris Co | DR | 6.6 | 164.3 | 167.0 | 164.0 | 1,417.8 | 154.3 | 159.1 | 149.9 | 1,330.0 | 6.91% | 6.60% |
| TX Houston | Metro Tr Auth of Harris Co | LR | 45.7 | 1,068.6 | 1,139.2 | 1,162.6 | 10,004.1 | 883.6 | 972.7 | 905.1 | 8,579.8 | 22.05% | 16.60% |
| TX Houston | Metro Tr Auth of Harris Co | MB | 235.9 | 5,764.3 | 5,824.5 | 6,007.9 | 51,051.8 | 5,610.0 | 5,851.3 | 5,914.4 | 51,275.1 | 1.27% | -0.44% |
| TX Houston | Metro Tr Auth of Harris Co | VP | 9.8 | 214.9 | 204.0 | 214.2 | 1,870.1 | 214.4 | 217.1 | 203.5 | 1,896.9 | -0.30% | -1.41% |
| TX Houston | Metro Tr Auth of Harris Co | TOTAL | 298.0 | 7,212.1 | 7,334.7 | 7,548.7 | 64,343.8 | 6,862.3 | 7,200.2 | 7,172.9 | 63,081.8 | 4.05% | 2.00% |
| TX Lewisville | Denton County Transportation Auth | CR | 1.9 | 41.8 | 45.0 | 56.6 | 428.1 | 41.9 | 42.2 | 49.1 | 383.6 | 7.66% | 11.60% |
| TX Lewisville | Denton County Transportation Auth | DR | 0.1 | 2.5 | 2.6 | 2.9 | 24.1 | 2.8 | 2.9 | 2.7 | 23.2 | -4.76% | 3.88% |
| TX Lewisville | Denton County Transportation Auth | MB | 9.8 | 76.5 | 117.3 | 347.9 | 1,536.9 | 75.6 | 99.0 | 311.3 | 1,678.2 | 11.48% | -8.42% |
| TX Lewisville | Denton County Transportation Auth | TOTAL | 11.8 | 120.8 | 164.9 | 407.4 | 1,989.1 | 120.3 | 144.1 | 363.1 | 2,085.0 | 10.45% | -4.60% |
| TX San Antonio | VIA Metropolitan Transit | DR | 3.9 | 91.9 | 90.6 | 92.5 | 796.7 | 90.1 | 92.2 | 85.3 | 788.9 | 2.77% | 0.99% |
| TX San Antonio | VIA Metropolitan Transit | MB | 137.3 | 3,630.4 | 3,754.8 | 3,761.0 | 32,122.7 | 3,627.6 | 3,779.3 | 3,688.5 | 33,122.6 | 0.46% | -3.02% |
| TX San Antonio | VIA Metropolitan Transit | TOTAL | 141.2 | 3,722.3 | 3,845.4 | 3,853.5 | 32,919.4 | 3,717.7 | 3,871.5 | 3,773.8 | 33,911.5 | 0.51% | -2.93% |
| TX Sugar Land | Fort Bend County Public Transporta | DR | 0.5 | 10.1 | 9.7 | 9.5 | 86.1 | 10.2 | 10.5 | 9.0 | 88.9 | -1.35% | -3.15% |
| TX Sugar Land | Fort Bend County Public Transporta | MB | 1.1 | 24.8 | 22.5 | 24.0 | 207.7 | 22.6 | 23.0 | 23.6 | 197.5 | 3.03% | 5.16% |
| TX Sugar Land | Fort Bend County Public Transporta | TOTAL | 1.6 | 34.9 | 32.2 | 33.5 | 293.8 | 32.8 | 33.5 | 32.6 | 286.4 | 1.72% | 2.58% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| UT Logan | Logan/Cache Valley TD | DR | 0.1 | 2.1 | 2.2 | 2.5 | 21.1 | 2.3 | 2.4 | 2.4 | 21.7 | -4.23% | -2.76% |
| UT Logan | Logan/Cache Valley TD | MB | 6.7 | 126.8 | 147.3 | 187.5 | 1,429.7 | 125.9 | 152.2 | 176.5 | 1,475.0 | 1.54% | -3.07% |
| UT Logan | Logan/Cache Valley TD | TOTAL | 6.8 | 128.9 | 149.5 | 190.0 | 1,450.8 | 128.2 | 154.6 | 178.9 | 1,496.7 | 1.45% | -3.07% |
| UT Park City | Park City Transit | DR | 0.0 | 0.4 | 0.4 | 0.7 | 5.3 | 0.6 | 0.5 | 0.6 | 5.6 | -11.76% | -5.36% |
| UT Park City | Park City Transit | MB | 3.4 | 121.4 | 118.9 | 71.0 | 1,479.7 | 123.4 | 134.9 | 67.3 | 1,517.2 | -4.39% | -2.47% |
| UT Park City | Park City Transit | TOTAL | 3.4 | 121.8 | 119.3 | 71.7 | 1,485.0 | 124.0 | 135.4 | 67.9 | 1,522.8 | -4.43% | -2.48% |
| UT Salt Lake City | Utah Transit Authority | CR | 16.1 | 361.0 | 359.5 | 409.2 | 3,233.6 | 309.7 | 308.9 | 351.0 | 2,745.5 | 16.51% | 17.78% |
| UT Salt Lake City | Utah Transit Authority | DR | 3.2 | 64.7 | 67.5 | 72.7 | 604.3 | 56.1 | 61.5 | 60.5 | 561.5 | 15.05% | 7.62% |
| UT Salt Lake City | Utah Transit Authority | LR | 67.8 | 1,563.8 | 1,656.2 | 1,903.9 | 14,673.1 | 1,432.2 | 1,620.7 | 1,760.8 | 13,555.7 | 6.44% | 8.24% |
| UT Salt Lake City | Utah Transit Authority | MB | 62.8 | 1,355.9 | 1,390.1 | 1,606.1 | 13,661.1 | 1,446.7 | 1,484.8 | 1,677.7 | 14,492.7 | -5.58% | -5.74% |
| UT Salt Lake City | Utah Transit Authority | VP | 5.6 | 115.9 | 121.0 | 112.9 | 1,069.4 | 110.4 | 113.2 | 117.4 | 1,049.9 | 2.58% | 1.86% |
| UT Salt Lake City | Utah Transit Authority | TOTAL | 155.5 | 3,461.3 | 3,594.3 | 4,104.8 | 33,241.5 | 3,355.1 | 3,589.1 | 3,967.4 | 32,405.3 | 2.28% | 2.58% |
| UT St. George | City of St. George | MB | 1.4 | 35.2 | 34.3 | 38.2 | 334.7 | 37.5 | 38.9 | 36.6 | 356.5 | -4.69% | -6.12% |
| UT St. George | City of St. George | TOTAL | 1.4 | 35.2 | 34.3 | 38.2 | 334.7 | 37.5 | 38.9 | 36.6 | 356.5 | -4.69% | -6.12% |
| VA Alexandria | Virginia Railway Express | CR | 18.4 | 409.3 | 376.6 | 393.9 | 3,422.1 | 395.0 | 395.2 | 381.7 | 3,503.1 | 0.67% | -2.31% |
| VA Alexandria | Virginia Railway Express | TOTAL | 18.4 | 409.3 | 376.6 | 393.9 | 3,422.1 | 395.0 | 395.2 | 381.7 | 3,503.1 | 0.67% | -2.31% |
| VA Arlington | Arlington Transit (ART) | MB | 10.1 | 255.3 | 242.7 | 247.8 | 2,141.7 | 243.0 | 270.3 | 234.0 | 2,113.3 | -0.20% | 1.34% |
| VA Arlington | Arlington Transit (ART) | TOTAL | 10.1 | 255.3 | 242.7 | 247.8 | 2,141.7 | 243.0 | 270.3 | 234.0 | 2,113.3 | -0.20% | 1.34% |
| VA Fairfax | City of Fairfax CUE Bus | MB | NA | 63.7 | 68.8 | 79.3 | 612.0 | 66.1 | 71.6 | 80.6 | 636.5 | -2.98% | -3.85% |
| VA Fairfax | City of Fairfax CUE Bus | TOTAL | NA | 63.7 | 68.8 | 79.3 | 612.0 | 66.1 | 71.6 | 80.6 | 636.5 | -2.98% | -3.85% |
| VA Fairfax | Fairfax County Dept of Transp | MB | 36.9 | 962.9 | 876.8 | 881.0 | 7,925.0 | 961.8 | 965.9 | 924.6 | 8,174.4 | -4.61% | -3.05% |
| VA Fairfax | Fairfax County Dept of Transp | TOTAL | 36.9 | 962.9 | 876.8 | 881.0 | 7,925.0 | 961.8 | 965.9 | 924.6 | 8,174.4 | -4.61% | -3.05% |
| VA Hampton | Hampton Roads Transit | DR | 1.1 | 26.8 | 26.9 | 27.7 | 238.1 | 25.7 | 26.5 | 25.7 | 232.2 | 4.49% | 2.54% |
| VA Hampton | Hampton Roads Transit | FB | 1.1 | 46.8 | 40.8 | 23.4 | 268.6 | 42.9 | 40.4 | 30.6 | 273.7 | -2.55% | -1.86% |
| VA Hampton | Hampton Roads Transit | LR | 5.9 | 140.6 | 167.1 | 153.7 | 1,283.6 | 122.8 | 144.5 | 127.6 | 1,238.8 | 16.84% | 3.62% |
| VA Hampton | Hampton Roads Transit | MB | 53.4 | 1,374.4 | 1,425.1 | 1,341.0 | 11,299.1 | 1,418.1 | 1,435.1 | 1,351.0 | 12,166.2 | -1.52% | -7.13% |
| VA Hampton | Hampton Roads Transit | VP | 0.4 | 9.7 | 9.4 | 9.6 | 107.7 | 14.4 | 14.4 | 14.0 | 137.6 | -32.94% | -21.73% |
| VA Hampton | Hampton Roads Transit | TOTAL | 62.0 | 1,598.3 | 1,669.3 | 1,555.4 | 13,197.1 | 1,623.9 | 1,660.9 | 1,548.9 | 14,048.5 | -0.22% | -6.06% |
| VA Woodbridge | PRTC Omni-Ride | MB | 12.8 | 283.2 | 270.4 | 286.6 | 2,394.6 | 279.7 | 287.9 | 277.7 | 2,504.7 | -0.60% | -4.40% |
| VA Woodbridge | PRTC Omni-Ride | TOTAL | 12.8 | 283.2 | 270.4 | 286.6 | 2,394.6 | 279.7 | 287.9 | 277.7 | 2,504.7 | -0.60% | -4.40% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|---------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| WA Bremerton | Kitsap Transit | DR | 1.1 | 27.2 | 26.2 | 26.6 | 223.8 | 24.5 | 24.6 | 23.0 | 213.8 | 10.96% | 4.68% |
| WA Bremerton | Kitsap Transit | FB | 1.8 | 44.3 | 41.9 | 37.4 | 353.5 | 41.0 | 41.6 | 32.7 | 346.8 | 7.20% | 1.93% |
| WA Bremerton | Kitsap Transit | MB | 10.3 | 234.6 | 222.8 | 234.7 | 2,132.4 | 249.0 | 249.4 | 223.6 | 2,265.0 | -4.14% | -5.85% |
| WA Bremerton | Kitsap Transit | VP | 0.9 | 19.5 | 19.0 | 18.7 | 178.6 | 18.9 | 18.7 | 17.6 | 171.8 | 3.62% | 3.96% |
| WA Bremerton | Kitsap Transit | TOTAL | 14.1 | 325.6 | 309.9 | 317.4 | 2,888.3 | 333.4 | 334.3 | 296.9 | 2,997.4 | -1.21% | -3.64% |
| WA Everett | Everett Transit System | DR | 3.3 | 8.9 | 9.0 | 8.6 | 79.8 | 9.6 | 9.6 | 9.3 | 85.0 | -7.02% | -6.12% |
| WA Everett | Everett Transit System | MB | 6.5 | 166.7 | 161.1 | 162.0 | 1,472.1 | 170.0 | 168.0 | 161.0 | 1,496.4 | -1.84% | -1.62% |
| WA Everett | Everett Transit System | TOTAL | 9.8 | 175.6 | 170.1 | 170.6 | 1,551.9 | 179.6 | 177.6 | 170.3 | 1,581.4 | -2.12% | -1.87% |
| WA Everett | Snohomish County PTBA | DR | 0.7 | 16.2 | 15.7 | 16.2 | 144.7 | 15.7 | 16.2 | 14.9 | 142.1 | 2.78% | 1.83% |
| WA Everett | Snohomish County PTBA | MB | 30.7 | 718.2 | 683.7 | 709.2 | 6,480.0 | 648.2 | 649.4 | 608.1 | 5,967.4 | 10.78% | 8.59% |
| WA Everett | Snohomish County PTBA | VP | 3.6 | 80.1 | 74.0 | 77.3 | 703.8 | 77.9 | 78.3 | 74.7 | 702.6 | 0.22% | 0.17% |
| WA Everett | Snohomish County PTBA | TOTAL | 35.0 | 814.5 | 773.4 | 802.7 | 7,328.5 | 741.8 | 743.9 | 697.7 | 6,812.1 | 9.49% | 7.58% |
| WA Olympia | Intercity Transit | DR | NA | 13.1 | 12.9 | 12.8 | 115.3 | 12.8 | 12.7 | 12.5 | 112.6 | 2.11% | 2.40% |
| WA Olympia | Intercity Transit | MB | 14.7 | 360.8 | 338.2 | 353.9 | 3,336.3 | 345.4 | 341.7 | 335.7 | 3,318.8 | 2.94% | 0.53% |
| WA Olympia | Intercity Transit | VP | 7.1 | 64.3 | 60.0 | 62.7 | 562.4 | 63.6 | 65.1 | 61.8 | 570.7 | -1.84% | -1.45% |
| WA Olympia | Intercity Transit | TOTAL | NA | 438.2 | 411.1 | 429.4 | 4,014.0 | 421.8 | 419.5 | 410.0 | 4,002.1 | 2.19% | 0.30% |
| WA Seattle | King County Dept of Trp | DR | 3.5 | 90.4 | 87.7 | 88.5 | 816.0 | 98.4 | 97.9 | 91.3 | 880.5 | -7.30% | -7.33% |
| WA Seattle | King County Dept of Trp | LR | 2.5 | 73.6 | 66.9 | 60.1 | 544.7 | 79.1 | 74.8 | 61.3 | 588.5 | -6.78% | -7.44% |
| WA Seattle | King County Dept of Trp | MB | 316.8 | 8,489.1 | 8,225.2 | 8,387.6 | 75,503.4 | 8,347.7 | 8,220.2 | 7,933.3 | 74,053.6 | 2.45% | 1.96% |
| WA Seattle | King County Dept of Trp | TB | 74.3 | 1,760.5 | 1,621.7 | 1,659.0 | 14,719.9 | 1,641.1 | 1,594.7 | 1,542.5 | 14,223.2 | 5.50% | 3.49% |
| WA Seattle | King County Dept of Trp | VP | 13.4 | 307.3 | 265.6 | 295.6 | 2,598.2 | 287.8 | 333.7 | 306.3 | 2,672.2 | -6.39% | -2.77% |
| WA Seattle | King County Dept of Trp | TOTAL | 410.5 | 10,720.9 | 10,267.1 | 10,490.8 | 94,182.2 | 10,454.1 | 10,321.3 | 9,934.7 | 92,418.0 | 2.50% | 1.91% |
| WA Seattle | Sound Transit | CR | 13.1 | 288.9 | 275.4 | 308.5 | 2,449.9 | 266.1 | 252.5 | 248.3 | 2,237.8 | 13.81% | 9.48% |
| WA Seattle | Sound Transit | DR | 0.2 | 4.7 | 4.6 | 4.6 | 42.6 | 5.3 | 5.2 | 4.9 | 46.9 | -9.74% | -9.17% |
| WA Seattle | Sound Transit | LR | 40.3 | 1,160.6 | 1,183.1 | 1,067.4 | 9,052.7 | 1,028.6 | 1,037.5 | 922.6 | 7,957.5 | 14.13% | 13.76% |
| WA Seattle | Sound Transit | MB | 62.6 | 1,552.3 | 1,522.3 | 1,449.8 | 13,096.0 | 1,473.4 | 1,486.9 | 1,368.7 | 12,458.1 | 4.51% | 5.12% |
| WA Seattle | Sound Transit | TOTAL | 116.1 | 3,006.5 | 2,985.4 | 2,830.3 | 24,641.2 | 2,773.4 | 2,782.1 | 2,544.5 | 22,700.3 | 8.92% | 8.55% |
| WA Seattle | Washington State Ferries | FB | 78.1 | 2,560.3 | 2,627.4 | 2,007.0 | 17,891.4 | 2,509.4 | 2,562.3 | 1,921.0 | 17,427.2 | 2.89% | 2.66% |
| WA Seattle | Washington State Ferries | TOTAL | 78.1 | 2,560.3 | 2,627.4 | 2,007.0 | 17,891.4 | 2,509.4 | 2,562.3 | 1,921.0 | 17,427.2 | 2.89% | 2.66% |
| WA Spokane | Spokane Transit Authority | DR | 1.8 | 38.8 | 36.7 | 38.0 | 356.2 | 39.5 | 38.8 | 38.2 | 361.2 | -2.58% | -1.38% |
| WA Spokane | Spokane Transit Authority | MB | 34.2 | 833.4 | 812.9 | 891.6 | 8,426.6 | 816.9 | 811.2 | 828.7 | 8,222.3 | 3.30% | 2.48% |
| WA Spokane | Spokane Transit Authority | VP | 0.9 | 19.7 | 18.3 | 20.5 | 186.1 | 19.1 | 19.8 | 19.3 | 181.3 | 0.52% | 2.65% |
| WA Spokane | Spokane Transit Authority | TOTAL | 36.9 | 891.9 | 867.9 | 950.1 | 8,968.9 | 875.5 | 869.8 | 886.2 | 8,764.8 | 2.98% | 2.33% |

Modes: MB - Bus, DR - Demand Response, CR - Commuter Rail, HR - Heavy Rail, LR - Light Rail, AG - Automated Guideway, CC - Cable Car, FB - Ferry Boat, IP - Inclined Plane, IR - Intermediate Rail, MO - Monorail, TB - Trolleybus, VP - Vanpool

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|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| WA Tacoma | Pierce Transit | DR | 1.3 | 31.8 | 31.4 | 31.0 | 281.8 | 31.4 | 31.4 | 29.6 | 281.5 | 1.95% | 0.11% |
| WA Tacoma | Pierce Transit | MB | 32.9 | 840.5 | 812.9 | 856.6 | 7,726.9 | 866.9 | 885.2 | 844.4 | 7,893.1 | -3.33% | -2.11% |
| WA Tacoma | Pierce Transit | VP | 3.3 | 76.0 | 70.7 | 76.1 | 687.7 | 77.9 | 78.7 | 75.0 | 707.8 | -3.80% | -2.84% |
| WA Tacoma | Pierce Transit | TOTAL | 37.5 | 948.3 | 915.0 | 963.7 | 8,696.4 | 976.2 | 995.3 | 949.0 | 8,882.4 | -3.20% | -2.09% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | DR | 0.9 | 18.6 | 18.8 | 20.0 | 174.6 | 19.1 | 18.5 | 19.3 | 172.7 | 0.88% | 1.10% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | MB | 20.1 | 505.0 | 510.0 | 512.8 | 4,603.9 | 508.5 | 530.6 | 498.0 | 4,581.4 | -0.61% | 0.49% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | VP | 0.3 | 5.9 | 5.3 | 5.9 | 51.1 | 5.8 | 5.6 | 5.5 | 50.4 | 1.18% | 1.39% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | TOTAL | 21.3 | 529.5 | 534.1 | 538.7 | 4,829.6 | 533.4 | 554.7 | 522.8 | 4,804.5 | -0.53% | 0.52% |
| WA Wenatchee | Chelan-Douglas PTBA | DR | 0.0 | 4.7 | 4.5 | 4.6 | 41.6 | 4.9 | 4.6 | 4.3 | 42.9 | 0.00% | -3.03% |
| WA Wenatchee | Chelan-Douglas PTBA | MB | 0.3 | 77.8 | 80.8 | 86.1 | 738.2 | 71.0 | 74.2 | 70.2 | 652.7 | 13.60% | 13.10% |
| WA Wenatchee | Chelan-Douglas PTBA | TOTAL | NA | 82.5 | 85.3 | 90.7 | 779.8 | 75.9 | 78.8 | 74.5 | 695.6 | 12.78% | 12.10% |
| WI Madison | Metro Transit | DR | 0.8 | 22.7 | 22.2 | 22.8 | 200.9 | 21.2 | 21.8 | 21.6 | 194.4 | 4.80% | 3.34% |
| WI Madison | Metro Transit | MB | 42.8 | 927.2 | 836.2 | 1,402.4 | 11,063.1 | 893.0 | 879.9 | 1,312.1 | 10,659.4 | 2.62% | 3.79% |
| WI Madison | Metro Transit | TOTAL | 43.6 | 949.9 | 858.4 | 1,425.2 | 11,264.0 | 914.2 | 901.7 | 1,333.7 | 10,853.8 | 2.66% | 3.78% |
| WI Milwaukee | Milwaukee County Tr Sys | DR | 1.8 | 47.6 | 47.0 | 46.8 | 419.6 | 45.1 | 46.9 | 44.5 | 409.7 | 3.59% | 2.42% |
| WI Milwaukee | Milwaukee County Tr Sys | MB | 130.3 | 3,209.8 | 3,095.0 | 3,809.4 | 30,397.4 | 3,251.7 | 3,471.8 | 3,836.5 | 31,963.6 | -4.22% | -4.90% |
| WI Milwaukee | Milwaukee County Tr Sys | TOTAL | 132.2 | 3,257.4 | 3,142.0 | 3,856.2 | 30,817.0 | 3,296.8 | 3,518.7 | 3,881.0 | 32,373.3 | -4.12% | -4.81% |
| WI Port Washington | Ozaukee County Transit Services | DR | 0.4 | 9.0 | 8.5 | 9.0 | 83.4 | 7.6 | 7.6 | 7.7 | 71.1 | 15.72% | 17.30% |
| WI Port Washington | Ozaukee County Transit Services | MB | 0.3 | 6.9 | 6.8 | 7.1 | 64.0 | 7.4 | 7.1 | 7.6 | 68.3 | -5.88% | -6.30% |
| WI Port Washington | Ozaukee County Transit Services | TOTAL | 0.7 | 15.9 | 15.3 | 16.1 | 147.4 | 15.0 | 14.7 | 15.3 | 139.4 | 5.11% | 5.74% |
| WI Racine | Belle Urban System | DR | NA | 2.3 | 2.3 | 2.4 | 21.8 | 2.7 | 2.8 | 2.5 | 26.4 | -12.50% | -17.42% |
| WI Racine | Belle Urban System | MB | NA | 91.6 | 91.2 | 128.7 | 993.5 | 86.4 | 89.6 | 119.6 | 982.3 | 5.38% | 1.14% |
| WI Racine | Belle Urban System | TOTAL | NA | 93.9 | 93.5 | 131.1 | 1,015.3 | 89.1 | 92.4 | 122.1 | 1,008.7 | 4.91% | 0.65% |
| WV Parkersburg | Mid-Ohio Valley Transit Auth | DR | 0.0 | 0.3 | 0.4 | 0.4 | 3.3 | 0.4 | 0.4 | 0.4 | 3.4 | -8.33% | -2.94% |
| WV Parkersburg | Mid-Ohio Valley Transit Auth | MB | 1.7 | 41.7 | 44.8 | 45.2 | 384.2 | 42.5 | 45.0 | 40.6 | 366.1 | 2.81% | 4.94% |
| WV Parkersburg | Mid-Ohio Valley Transit Auth | TOTAL | 1.7 | 42.0 | 45.2 | 45.6 | 387.5 | 42.9 | 45.4 | 41.0 | 369.5 | 2.71% | 4.87% |

| CANADA | | | Average | Trips for | Trips for | Trips for | Trips Thru | Trips for | Trips for | Trips for | Trips Thru | Quarterly | Year- | |
|-------------------|----------------|--------------------------------------|---------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|---------|--------|
| Province and City | Transit Agency | Mode | Weekday | Jul '14 | Aug '14 | Sep '14 | Sep '14 | Jul '13 | Aug '13 | Sep '13 | Sep '13 | Change | to-Date | |
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | Change | |
| AB | Calgary | Calgary Transit | LR | 310.7 | 7,074.9 | 6,127.2 | 8,122.8 | 66,390.6 | 6,796.9 | 6,065.1 | 7,877.3 | 64,499.3 | 2.82% | 2.93% |
| AB | Calgary | Calgary Transit | MB | 254.3 | 6,583.2 | 5,701.4 | 7,558.2 | 61,441.7 | 6,274.0 | 5,598.5 | 7,271.4 | 59,537.8 | 3.65% | 3.20% |
| AB | Calgary | Calgary Transit | TOTAL | 565.0 | 13,658.1 | 11,828.6 | 15,681.0 | 127,832.3 | 13,070.9 | 11,663.6 | 15,148.7 | 124,037.1 | 3.22% | 3.06% |
| AB | Edmonton | Edmonton Transit System | LR | NA | 2,270.9 | 2,197.9 | 3,311.5 | 24,882.7 | 2,048.5 | 1,922.5 | 3,081.5 | 23,838.8 | 10.32% | 4.38% |
| AB | Edmonton | Edmonton Transit System | MB | NA | 6,849.3 | 6,628.9 | 9,987.5 | 78,525.6 | 6,594.8 | 6,189.2 | 9,920.6 | 76,746.9 | 3.35% | 2.32% |
| AB | Edmonton | Edmonton Transit System | TOTAL | NA | 9,120.2 | 8,826.8 | 13,299.0 | 103,408.3 | 8,643.3 | 8,111.7 | 13,002.1 | 100,585.7 | 5.00% | 2.81% |
| AB | Leduc | City of Leduc, Leduc Transit Service | MB | NA | 3.8 | 3.1 | 6.1 | 40.0 | 3.8 | 3.7 | 5.2 | 39.6 | 2.36% | 1.01% |
| AB | Leduc | City of Leduc, Leduc Transit Service | TOTAL | NA | 3.8 | 3.1 | 6.1 | 40.0 | 3.8 | 3.7 | 5.2 | 39.6 | 2.36% | 1.01% |
| BC | Burnaby | Greater Vancouver Transp Auth | AG | 377.9 | 9,651.6 | 9,598.6 | 10,266.6 | 86,573.9 | 10,113.5 | 9,609.6 | 9,877.4 | 86,898.0 | -0.28% | -0.37% |
| BC | Burnaby | Greater Vancouver Transp Auth | CR | 10.1 | 219.7 | 192.5 | 224.0 | 1,970.1 | 232.0 | 212.4 | 223.3 | 2,069.4 | -4.72% | -4.80% |
| BC | Burnaby | Greater Vancouver Transp Auth | DR | 4.7 | 123.9 | 115.8 | 117.5 | 1,091.2 | 122.9 | 116.4 | 117.7 | 1,112.2 | 0.06% | -1.89% |
| BC | Burnaby | Greater Vancouver Transp Auth | FB | 23.4 | 622.8 | 622.7 | 528.8 | 4,586.5 | 667.7 | 613.5 | 485.1 | 4,624.2 | 0.45% | -0.82% |
| BC | Burnaby | Greater Vancouver Transp Auth | MB | 564.9 | 14,647.6 | 14,182.6 | 14,041.5 | 128,401.8 | 14,926.1 | 13,943.7 | 12,969.4 | 128,712.0 | 2.47% | -0.24% |
| BC | Burnaby | Greater Vancouver Transp Auth | TB | 195.3 | 5,049.8 | 4,935.6 | 4,834.0 | 44,963.7 | 5,177.8 | 4,970.4 | 4,660.5 | 45,931.2 | 0.07% | -2.11% |
| BC | Burnaby | Greater Vancouver Transp Auth | TOTAL | 1,176.3 | 30,315.4 | 29,647.8 | 30,012.4 | 267,587.2 | 31,240.0 | 29,466.0 | 28,333.4 | 269,347.0 | 1.05% | -0.65% |
| BC | Victoria | BC Transit | DR | 1.3 | 33.9 | 31.4 | 33.9 | 302.0 | 34.5 | 32.9 | 33.2 | 308.0 | -1.39% | -1.95% |
| BC | Victoria | BC Transit | MB | 85.0 | 2,183.3 | 2,094.3 | 2,550.2 | 21,818.6 | 2,267.2 | 2,183.5 | 2,576.4 | 20,550.9 | -2.84% | 6.17% |
| BC | Victoria | BC Transit | TOTAL | 86.3 | 2,217.2 | 2,125.7 | 2,584.1 | 22,120.6 | 2,301.7 | 2,216.4 | 2,609.6 | 20,858.9 | -2.82% | 6.05% |
| MB | Brandon | City of Brandon | MB | 0.6 | 79.5 | 75.4 | 93.3 | 813.9 | NA | NA | NA | NA | NA | NA |
| MB | Brandon | City of Brandon | TOTAL | 0.6 | 79.5 | 75.4 | 93.3 | 813.9 | NA | NA | NA | NA | NA | NA |
| ON | Brampton | Brampton Transit | MB | 69.7 | 1,695.0 | 1,541.2 | 1,950.0 | 14,977.3 | 1,587.9 | 1,493.2 | 1,798.3 | 14,273.5 | 6.29% | 4.93% |
| ON | Brampton | Brampton Transit | TOTAL | 69.7 | 1,695.0 | 1,541.2 | 1,950.0 | 14,977.3 | 1,587.9 | 1,493.2 | 1,798.3 | 14,273.5 | 6.29% | 4.93% |
| ON | Ottawa | OC Transpo/Para Transpo | DR | 2.8 | 71.5 | 66.3 | 71.5 | 664.0 | 68.0 | 66.0 | 70.1 | 642.0 | 2.55% | 3.43% |
| ON | Ottawa | OC Transpo/Para Transpo | LR | 8.0 | 139.9 | 114.6 | 320.2 | 2,113.3 | 0.0 | 0.0 | 0.0 | 1,002.2 | NA | >100% |
| ON | Ottawa | OC Transpo/Para Transpo | MB | 414.7 | 8,960.5 | 8,155.5 | 12,831.8 | 99,327.1 | 8,966.4 | 8,284.7 | 12,474.4 | 100,677.3 | 0.75% | -1.34% |
| ON | Ottawa | OC Transpo/Para Transpo | TOTAL | 425.4 | 9,171.9 | 8,336.4 | 13,223.5 | 102,104.4 | 9,034.4 | 8,350.7 | 12,544.5 | 102,321.5 | 2.68% | -0.21% |
| ON | Richmond Hill | York Region Transit | MB | 74.9 | 1,806.6 | 1,681.9 | 2,069.6 | 16,533.2 | 1,816.3 | 1,692.3 | 2,027.5 | 16,791.0 | 0.40% | -1.54% |
| ON | Richmond Hill | York Region Transit | TOTAL | 74.9 | 1,806.6 | 1,681.9 | 2,069.6 | 16,533.2 | 1,816.3 | 1,692.3 | 2,027.5 | 16,791.0 | 0.40% | -1.54% |

APTA TRANSIT RIDERSHIP REPORT

| CANADA | | | Average | Trips for | Trips for | Trips for | Trips Thru | Trips for | Trips for | Trips for | Trips Thru | | Year- |
|-------------------|----------------------------|-------|---------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|---------|
| Province and City | Transit Agency | Mode | Weekday | Jul '14 | Aug '14 | Sep '14 | Sep '14 | Jul '13 | Aug '13 | Sep '13 | Sep '13 | Quarterly | to-Date |
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | Change | Change |
| ON Toronto | Toronto Transit Commission | DR | 10.0 | 239.9 | 234.9 | 307.8 | 2,331.8 | 220.7 | 217.9 | 277.9 | 2,208.7 | 9.23% | 5.57% |
| ON Toronto | Toronto Transit Commission | HR | 947.7 | 24,707.1 | 24,053.0 | 25,876.5 | 229,868.4 | 23,404.1 | 23,102.5 | 24,216.5 | 218,486.1 | 5.53% | 5.21% |
| ON Toronto | Toronto Transit Commission | IR | 37.5 | 1,109.7 | 1,098.8 | 997.1 | 9,925.3 | 1,112.0 | 1,111.9 | 1,171.8 | 10,549.4 | -5.60% | -5.92% |
| ON Toronto | Toronto Transit Commission | LR | 281.9 | 7,789.4 | 7,677.3 | 7,888.2 | 67,401.9 | 8,707.3 | 8,502.1 | 8,871.6 | 75,737.5 | -10.45% | -11.01% |
| ON Toronto | Toronto Transit Commission | MB | 1,367.9 | 36,998.0 | 35,181.7 | 38,518.5 | 327,914.1 | 35,146.5 | 35,127.3 | 37,116.5 | 315,504.0 | 3.08% | 3.93% |
| ON Toronto | Toronto Transit Commission | TOTAL | 2,645.1 | 70,844.1 | 68,245.7 | 73,588.1 | 637,441.5 | 68,590.6 | 68,061.7 | 71,654.3 | 622,485.7 | 2.10% | 2.40% |