

PUBLIC TRANSPORTATION RIDERSHIP REPORT

Fourth Quarter 2021

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

| Period | Percent Change | | |
|----------------|------------------------|------------------------|------------------|
| | <u>2021</u> (000's) | <u>2020</u> (000's) | <u>2020-2021</u> |
| OCTOBER | 514,723 | 353,015 | 45.81% |
| NOVEMBER | 479,274 | 310,467 | 54.37% |
| DECEMBER | 461,162 | 309,675 | 48.92% |
| Fourth Quarter | 1,455,159 | 973,157 | 49.53% |

CALENDAR COMPARISON

| | <u>OCTOBER</u> | | <u>NOVEMBER</u> | | <u>DECEMBER</u> | |
|-----------|----------------|-------------|-----------------|-------------|-----------------|-------------|
| | <u>2021</u> | <u>2020</u> | <u>2021</u> | <u>2020</u> | <u>2021</u> | <u>2020</u> |
| Weekdays | 21 | 22 | 22 | 20 | 23 | 23 |
| Saturdays | 5 | 5 | 4 | 4 | 4 | 4 |
| Sundays | 5 | 4 | 5 | 5 | 4 | 4 |
| Holidays | 1 | 1 | 2 | 2 | 1 | 1 |

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS *

| <u>MODE</u> | <u>CURRENT YEAR (a)(b)</u> | | | | | <u>PRECEDING YEAR (a)(b)</u> | | | | | <u>% CHANGE (b)</u> | |
|-----------------------------|----------------------------|---------------------------|---------------------------|--|--|------------------------------|---------------------------|---------------------------|--|--|---------------------------|--------------------------|
| | <u>OCT '21</u> (000's) | <u>NOV '21</u> (000's) | <u>DEC '21</u> (000's) | <u>OCT '21- DEC '21</u> (000's) | <u>JAN '21- DEC '21</u> (000's) | <u>OCT '20</u> (000's) | <u>NOV '20</u> (000's) | <u>DEC '20</u> (000's) | <u>OCT '20- DEC '20</u> (000's) | <u>JAN '20- DEC '20</u> (000's) | <u>Fourth Quarter</u> | <u>Year -to-Date</u> |
| Heavy Rail | 184,288 | 169,787 | 166,818 | 520,893 | 1,668,777 | 111,289 | 95,080 | 96,191 | 302,560 | 1,483,802 | 72.16% | 12.47% |
| Light Rail | 25,306 | 23,428 | 22,340 | 71,073 | 228,056 | 15,548 | 13,669 | 13,211 | 42,428 | 230,492 | 67.51% | -1.06% |
| Commuter Rail | 20,273 | 19,882 | 18,206 | 58,361 | 175,304 | 10,569 | 9,556 | 8,898 | 29,022 | 175,690 | 101.09% | -0.22% |
| Trolleybus | 3,923 | 3,780 | 3,483 | 11,186 | 37,859 | 2,541 | 2,254 | 2,265 | 7,060 | 27,121 | 58.43% | 39.59% |
| Bus Population Group | | | | | | | | | | | | |
| 2,000,000+ | 178,255 | 167,301 | 160,418 | 505,973 | 1,758,928 | 134,800 | 121,042 | 121,300 | 377,141 | 1,758,870 | 34.16% | 0.00% |
| 500,000 to 1,999,999 | 48,882 | 45,540 | 44,122 | 138,545 | 504,043 | 40,677 | 36,332 | 35,999 | 113,007 | 535,795 | 22.60% | -5.93% |
| 100,000 to 499,999 | 22,226 | 20,401 | 17,783 | 60,411 | 205,929 | 16,538 | 14,337 | 13,618 | 44,493 | 215,874 | 35.77% | -4.61% |
| Below 100,000 | 11,848 | 10,125 | 9,087 | 31,060 | 87,570 | 5,665 | 4,608 | 4,478 | 14,751 | 85,068 | 110.56% | 2.94% |
| Bus Total | 261,212 | 243,367 | 231,411 | 735,989 | 2,556,469 | 197,679 | 176,319 | 175,395 | 549,393 | 2,595,607 | 33.96% | -1.51% |
| Demand Response | 11,446 | 10,944 | 10,828 | 33,218 | 123,040 | 9,480 | 8,455 | 8,564 | 26,499 | 112,841 | 25.35% | 9.04% |
| Other (c) | 8,276 | 8,087 | 8,077 | 24,440 | 90,613 | 5,908 | 5,135 | 5,152 | 16,194 | 84,174 | 50.92% | 7.65% |
| United States Total | 514,723 | 479,274 | 461,162 | 1,455,159 | 4,880,118 | 353,015 | 310,467 | 309,675 | 973,157 | 4,709,727 | 49.53% | 3.62% |
| Canada | 98,953 | 102,611 | 91,367 | 292,931 | 970,813 | 73,151 | 68,994 | 59,130 | 201,276 | 1,062,935 | 45.54% | -8.67% |

* 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 2010 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 PUBLIC TRANSPORTATION RIDERSHIP REPORT Fourth Quarter 2021

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | |
|------------------------|-----------------------------|---------------------|------------------|------------------|------------------|------------------|-----------------------|------------------|-----------------|-----------------|------------------|--------------------|----------------|---------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>OCT '21-</u> | <u>JAN '21-</u> | | | | <u>OCT '20-</u> | <u>JAN '20-</u> | <u>4th Qtr</u> | <u>YTD</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>OCT '21</u> | <u>NOV '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>OCT '20</u> | <u>NOV '20</u> | <u>DEC '20</u> | <u>DEC '20</u> | <u>DEC '20</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) | | |
| CA Los Angeles | Los Angeles County MTA | 80.3 | 2,172.8 | 2,171.4 | 2,223.7 | 6,567.9 | 21,397.5 | 1,743.5 | 1,681.6 | 1,483.4 | 4,908.5 | 22,795.5 | 33.81% | -6.13% |
| CA San Francisco | San Francisco Bay Area RTD | 103.5 | 2,752.3 | 2,674.2 | 2,551.6 | 7,978.1 | 24,937.1 | 1,470.1 | 1,326.3 | 1,204.4 | 4,000.8 | 34,056.9 | 99.41% | -26.78% |
| DC Washington | Washington Metro Area TA | 221.2 | 6,641.4 | 5,731.4 | 5,478.2 | 17,851.0 | 57,002.3 | 3,042.9 | 2,696.2 | 2,524.6 | 8,263.7 | 68,081.0 | 116.02% | -16.27% |
| FL Miami | Miami-Dade Transit Agency | 34.4 | 844.4 | 850.9 | 860.4 | 2,555.7 | 9,708.2 | 769.5 | 699.5 | 769.2 | 2,238.2 | 9,553.7 | 14.19% | 1.62% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 73.6 | 2,346.6 | 2,163.7 | 2,040.9 | 6,551.2 | 22,912.7 | 1,619.4 | 1,494.6 | 1,482.1 | 4,596.1 | 24,056.3 | 42.54% | -4.75% |
| IL Chicago | Chicago Transit Authority | 294.0 | 9,029.3 | 8,020.7 | 7,040.2 | 24,090.2 | 78,623.2 | 4,750.3 | 3,814.9 | 3,681.1 | 12,246.3 | 76,050.0 | 96.71% | 3.38% |
| MA Boston | Massachusetts Bay Tr Auth | 248.7 | 7,346.4 | 6,626.4 | 5,870.4 | 19,843.2 | 62,963.9 | 3,887.1 | 3,337.1 | 3,074.2 | 10,298.4 | 57,603.9 | 92.68% | 9.30% |
| MD Baltimore | Maryland Transit Admin | 5.6 | 137.0 | 202.4 | 178.4 | 517.8 | 1,667.4 | 153.8 | 123.6 | 109.6 | 387.0 | 2,861.3 | 33.80% | -41.73% |
| NJ Jersey City | Port Authority of NY & NJ | 130.2 | 3,652.4 | 3,594.5 | 3,307.5 | 10,554.4 | 32,073.5 | 1,977.9 | 1,703.4 | 1,634.6 | 5,315.9 | 29,654.9 | 98.54% | 8.16% |
| NJ Lindenwold | Port Authority Transit Corp | 14.9 | 405.7 | 388.2 | 376.0 | 1,169.9 | 3,683.1 | 249.7 | 205.5 | 194.8 | 650.0 | 3,949.6 | 79.98% | -6.75% |
| NY New York | MTA New York City Transit | 5,154.7 | 144,292.0 | 132,969.0 | 132,745.0 | 410,006.0 | 1,311,320.2 | 88,633.3 | 75,520.6 | 77,390.2 | 241,544.1 | 1,110,969.9 | 69.74% | 18.03% |
| NY New York | MTA Staten Island Railway | 14.5 | 314.5 | 342.7 | 308.8 | 966.0 | 2,783.8 | 289.6 | 151.6 | 154.2 | 595.4 | 2,713.9 | 62.24% | 2.58% |
| OH Cleveland | Greater Cleveland Reg TA | 8.2 | 234.3 | 234.2 | 220.3 | 688.8 | 2,420.3 | 196.2 | 174.4 | 185.0 | 555.6 | 2,638.0 | 23.97% | -8.25% |
| PA Philadelphia | Southeastern Penn TA | 150.0 | 3,925.9 | 3,640.1 | 3,444.1 | 11,010.1 | 35,634.7 | 2,491.7 | 2,084.2 | 2,226.4 | 6,802.3 | 37,679.6 | 61.86% | -5.43% |
| PR San Juan | Puerto Rico DOT | 8.2 | 192.9 | 176.9 | 172.8 | 542.6 | 1,649.5 | 14.3 | 66.1 | 76.9 | 157.3 | 1,137.3 | 244.95% | 45.04% |
| REPORTED TOTAL | | 6,542.0 | 184,287.9 | 169,786.7 | 166,818.3 | 520,892.9 | 1,668,777.4 | 111,289.3 | 95,079.6 | 96,190.7 | 302,559.6 | 1,483,801.8 | 72.16% | 12.47% |
| PROJECTED TOTAL | | | 184,287.9 | 169,786.7 | 166,818.3 | 520,892.9 | 1,668,777.4 | 111,289.3 | 95,079.6 | 96,190.7 | 302,559.6 | 1,483,801.8 | 72.16% | 12.47% |

* 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 PUBLIC TRANSPORTATION RIDERSHIP REPORT Fourth Quarter 2021

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | |
|---------------------|-----------------------|-------------------------------|---------------------|----------------|----------------|-----------------|-----------------------|----------------|----------------|----------------|-----------------|-----------------|----------------|-----------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>OCT '21-</u> | <u>JAN '21-</u> | | | | <u>OCT '20-</u> | <u>JAN '20-</u> | <u>4th Qtr</u> | <u>YTD</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>OCT '21</u> | <u>NOV '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>OCT '20</u> | <u>NOV '20</u> | <u>DEC '20</u> | <u>DEC '20</u> | <u>DEC '20</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) | | |
| AR | Little Rock | Rock Region Metro | NA | 4.1 | 3.5 | 2.5 | 10.1 | 22.6 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | NA 31.40% |
| AZ | Phoenix | Valley Metro Rail, Inc. | 24.6 | 700.8 | 703.6 | 679.9 | 2,084.3 | 7,250.4 | 584.2 | 529.7 | 427.3 | 1,541.2 | 8,413.2 | 35.24% -13.82% |
| AZ | Tucson | City of Tucson MTS | 4.3 | 145.9 | 130.4 | 83.0 | 359.3 | 897.1 | 32.0 | 28.7 | 26.1 | 86.8 | 394.9 | >100% >100% |
| CA | Los Angeles | Los Angeles County MTA | 91.4 | 2,599.0 | 2,588.1 | 2,399.2 | 7,586.3 | 26,468.0 | 2,027.4 | 1,789.8 | 1,720.0 | 5,537.2 | 29,161.8 | 37.01% -9.24% |
| CA | Oceanside | North County Transit District | 4.0 | 116.5 | 106.3 | 101.3 | 324.1 | 1,245.1 | 109.0 | 99.5 | 98.1 | 306.6 | 1,437.3 | 5.71% -13.37% |
| CA | Sacramento | Sacramento Reg Tr Dist | 13.9 | 377.6 | 365.3 | 364.8 | 1,107.7 | 4,058.1 | 350.0 | 289.0 | 289.2 | 928.2 | 5,344.4 | 19.34% -24.07% |
| CA | San Diego | San Diego Metrop Transit Sy | 84.5 | 2,254.0 | 2,326.2 | 2,404.3 | 6,984.5 | 23,485.7 | 1,795.6 | 1,542.0 | 1,457.7 | 4,795.3 | 21,729.6 | 45.65% 8.08% |
| CA | San Francisco | San Francisco Muni Rwy | 78.7 | 2,276.7 | 2,122.1 | 2,201.8 | 6,600.6 | 15,528.2 | 0.0 | 0.0 | 32.0 | 32.0 | 12,174.6 | >100% 27.55% |
| CA | San Jose | Santa Clara Valley Trp Auth | 7.8 | 218.2 | 235.0 | 218.0 | 671.2 | 1,803.8 | 213.6 | 200.9 | 190.7 | 605.2 | 3,159.3 | 10.91% -42.91% |
| CO | Denver | Regional Trp District | 46.3 | 1,113.4 | 982.2 | 952.0 | 3,047.6 | 10,016.3 | 646.1 | 539.3 | 522.1 | 1,707.5 | 10,464.8 | 78.48% -4.29% |
| DC | Washington | District Dept of Transp | NA | 20.9 | 17.4 | 21.1 | 59.4 | 285.0 | 32.0 | 26.9 | 23.7 | 82.6 | 384.1 | -28.09% -25.80% |
| GA | Atlanta | Metro Atlanta Rapid Tr Auth | 0.3 | 9.9 | 9.4 | 9.8 | 29.1 | 114.7 | 6.6 | 5.8 | 5.1 | 17.5 | 104.7 | 66.29% 9.55% |
| MA | Boston | Massachusetts Bay Tr Auth | 81.9 | 2,640.1 | 2,218.9 | 1,917.7 | 6,776.7 | 21,577.4 | 1,197.9 | 1,033.7 | 876.6 | 3,108.2 | 18,757.6 | >100% 15.03% |
| MD | Baltimore | Maryland Transit Admin | 8.5 | 305.2 | 263.6 | 225.4 | 794.2 | 2,718.1 | 227.6 | 193.3 | 185.4 | 606.3 | 2,803.9 | 30.99% -3.06% |
| MN | Minneapolis | Metro Transit | 33.5 | 1,169.3 | 1,015.6 | 813.9 | 2,998.8 | 10,560.8 | 736.5 | 692.6 | 678.6 | 2,107.7 | 10,255.6 | 42.28% 2.98% |
| MO | Saint Louis | Bi-State Dev Agency | 19.1 | 565.9 | 521.3 | 484.1 | 1,571.3 | 5,883.7 | 501.9 | 443.7 | 428.6 | 1,374.2 | 6,746.1 | 14.34% -12.78% |
| NC | Charlotte | Charlotte Area Transit | 11.3 | 368.1 | 316.7 | 321.1 | 1,005.9 | 3,195.2 | 254.9 | 232.5 | 209.2 | 696.6 | 3,921.8 | 44.40% -18.53% |
| NJ | Newark | New Jersey Transit Corp | NA | 1,334.0 | 1,341.0 | 1,263.1 | 3,938.1 | 13,929.3 | 1,018.4 | 890.3 | 942.2 | 2,850.9 | 12,179.9 | 38.14% 14.36% |
| NY | Buffalo | Niagara Frontier Trp Auth | 7.4 | 215.4 | 170.9 | 172.0 | 558.3 | 1,890.2 | 147.6 | 122.0 | 108.1 | 377.7 | 1,999.9 | 47.82% -5.49% |
| OH | Cleveland | Greater Cleveland Reg TA | 1.7 | 45.5 | 47.2 | 45.7 | 138.4 | 465.1 | 45.7 | 39.0 | 37.9 | 122.6 | 589.2 | 12.89% -21.06% |
| OR | Portland | Tri-County Metro Trp Dist | 51.1 | 1,538.4 | 1,474.2 | 1,497.4 | 4,510.0 | 16,127.3 | 1,289.3 | 1,165.2 | 1,197.2 | 3,651.7 | 19,160.5 | 23.50% -15.83% |
| PA | Philadelphia | Southeastern Penn TA | 38.9 | 1,018.5 | 941.5 | 896.0 | 2,856.0 | 9,011.7 | 640.3 | 546.5 | 610.9 | 1,797.7 | 9,574.3 | 58.87% -5.88% |
| PA | Pittsburgh | Port Auth of Allegheny Co | NA | 227.1 | 207.2 | 192.3 | 626.6 | 2,018.9 | 131.8 | 113.2 | 101.2 | 346.2 | 2,432.7 | 80.99% -17.01% |
| TN | Memphis | Memphis Area Transit Auth | NA | 24.6 | 16.6 | 16.5 | 57.7 | 237.9 | 8.1 | 10.2 | 9.3 | 27.6 | 101.0 | >100% >100% |
| TX | Dallas | Dallas Area Rapid Transit | 53.8 | 1,871.9 | 1,365.9 | 1,312.5 | 4,550.3 | 15,469.5 | 1,274.9 | 1,154.2 | 1,138.9 | 3,568.0 | 16,261.1 | 27.53% -4.87% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>OCT '21-</u> | <u>JAN '21-</u> | | | | <u>OCT '20-</u> | <u>JAN '20-</u> | <u>4th Qtr</u> | <u>YTD</u> |
|----------------------------|----------------------------|--------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|-----------------|------------------|----------------|---------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>OCT '21</u> | <u>NOV '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>OCT '20</u> | <u>NOV '20</u> | <u>DEC '20</u> | <u>DEC '20</u> | <u>DEC '20</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 El Paso | El Paso Mass Transit Dept | 0.2 | 4.7 | 4.9 | 4.6 | 14.2 | 21.1 | 0.0 | 0.0 | 0.0 | 0.0 | 68.4 | NA | -69.15% |
| TX Houston | Metro Tr Auth of Harris Co | 34.3 | 948.1 | 876.9 | 822.3 | 2,647.3 | 8,977.3 | 816.4 | 703.2 | 626.9 | 2,146.5 | 10,633.3 | 23.33% | -15.57% |
| UT Salt Lake City | Utah Transit Authority | 32.2 | 850.1 | 875.0 | 793.1 | 2,518.2 | 8,403.9 | 592.7 | 511.4 | 536.6 | 1,640.7 | 8,247.5 | 53.48% | 1.90% |
| VA Hampton | Hampton Roads Transit | 2.2 | 62.9 | 54.6 | 54.0 | 171.5 | 620.8 | 49.2 | 44.7 | 38.4 | 132.3 | 650.3 | 29.63% | -4.54% |
| WA Seattle | King County Dept of Trp | 3.1 | 87.3 | 77.7 | 78.7 | 243.7 | 806.0 | 50.6 | 44.2 | 42.1 | 136.9 | 743.6 | 78.01% | 8.39% |
| WA Seattle | Sound Transit | 60.9 | 1,874.5 | 1,708.8 | 1,671.0 | 5,254.3 | 11,754.9 | 573.3 | 478.6 | 461.7 | 1,513.6 | 10,101.2 | >100% | 16.37% |
| REPORTED TOTAL | | 795.9 | 24,988.6 | 23,088.0 | 22,019.1 | 70,095.7 | 224,844.1 | 15,353.6 | 13,470.1 | 13,021.8 | 41,845.5 | 228,013.8 | 67.51% | -1.39% |
| PROJECTED TOTAL (c) | | | 25,305.6 | 23,428.0 | 22,339.5 | 71,073.1 | 228,055.5 | 15,548.4 | 13,668.5 | 13,211.3 | 42,428.2 | 230,491.6 | 67.51% | -1.06% |

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

(c) Includes missing agencies (Kenosha Transit).

COMMUTER RAIL PUBLIC TRANSPORTATION RIDERSHIP REPORT Fourth Quarter 2021

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | | |
|---------------------|-----------------------|-------------------------------|----------------|----------------|----------------|-----------------|-----------------------|----------------|----------------|----------------|-----------------|-----------------|----------------|-------------|---------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>OCT '21-</u> | <u>JAN '21-</u> | | | | <u>OCT '20-</u> | <u>JAN '20-</u> | <u>4th Qtr</u> | <u>YTD</u> | |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>OCT '21</u> | <u>NOV '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>OCT '20</u> | <u>NOV '20</u> | <u>DEC '20</u> | <u>DEC '20</u> | <u>DEC '20</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) | | | |
| AK | Anchorage | Alaska Railroad Corporation | 0.1 | 1.3 | 1.0 | 1.0 | 3.3 | 166.4 | 0.6 | 0.4 | 0.4 | 1.4 | 32.0 | 135.71% | 420.00% |
| CA | Los Angeles | Southern California RRA | 11.1 | 281.1 | 276.4 | 238.3 | 795.8 | 2,642.2 | 197.7 | 160.5 | 140.2 | 498.4 | 3,635.6 | 59.67% | -27.32% |
| CA | Oakland | Capitol Corridor Joint Power | 1.8 | 55.0 | 57.7 | 49.7 | 162.4 | 457.2 | 22.5 | 20.4 | 16.2 | 59.1 | 500.0 | 174.79% | -8.56% |
| CA | Oceanside | North County Transit District | 1.4 | 35.0 | 44.8 | 38.3 | 118.1 | 373.8 | 11.0 | 9.2 | 7.5 | 27.7 | 370.4 | 326.35% | 0.92% |
| CA | San Carlos | Caltrain | 216.4 | 528.2 | 501.8 | 495.2 | 1,525.2 | 5,290.6 | 461.4 | 409.3 | 420.4 | 1,291.1 | 7,920.6 | 18.13% | -33.20% |
| CA | San Francisco | San Francisco Bay Area RT | 3.6 | 88.7 | 88.3 | 84.0 | 261.0 | 829.5 | 52.5 | 45.4 | 43.6 | 141.5 | 834.2 | 84.45% | -0.56% |
| CA | San Rafael | Sonoma-Marín Area Rail Tr | 1.1 | 26.9 | 26.5 | 24.0 | 77.4 | 225.2 | 9.9 | 8.1 | 7.4 | 25.4 | 248.0 | 204.72% | -9.19% |
| CA | Stockton | San Joaquin Reg Rail Comm | 6.2 | 26.5 | 25.4 | 22.5 | 74.4 | 227.9 | 13.8 | 12.1 | 10.7 | 36.6 | 399.6 | 103.28% | -42.97% |
| CO | Denver | Regional Trp District | 29.0 | 685.4 | 619.8 | 600.4 | 1,905.6 | 6,585.5 | 429.5 | 365.0 | 377.0 | 1,171.5 | 4,954.3 | 62.66% | 32.92% |
| FL | Orlando | SunRail | 3.2 | 67.3 | 67.3 | 76.6 | 211.2 | 743.5 | 51.1 | 44.0 | 51.8 | 146.9 | 749.5 | 43.77% | -0.80% |
| FL | Pompano Beach | South Florida RTA (Tri-Rail) | 9.4 | 245.2 | 245.4 | 252.6 | 743.2 | 2,540.1 | 164.7 | 155.7 | 172.9 | 493.3 | 2,204.5 | 50.66% | 15.22% |
| IL | Chicago | Metra | 75.1 | 1,675.7 | 1,634.7 | 1,393.5 | 4,703.9 | 14,080.7 | 607.3 | 489.4 | 457.3 | 1,554.0 | 16,637.8 | 202.70% | -15.37% |
| IN | Chesterton | Northern IN Commuter TD | 4.0 | 112.3 | 109.4 | 111.4 | 333.1 | 1,022.9 | 56.3 | 40.5 | 40.5 | 137.3 | 994.8 | 142.61% | 2.82% |
| MA | Boston | Massachusetts Bay Tr Auth | 49.0 | 1,310.6 | 1,265.2 | 1,158.1 | 3,733.9 | 8,877.6 | 666.4 | 926.5 | 632.4 | 2,225.3 | 12,887.5 | 67.79% | -31.11% |
| MD | Baltimore | Maryland Transit Admin | 5.9 | 178.7 | 170.0 | 180.0 | 528.7 | 1,291.9 | 74.9 | 54.3 | 58.4 | 187.6 | 2,462.5 | 181.82% | -47.54% |
| ME | Portland | Northern NE Passenger RA | 1.1 | 37.4 | 32.7 | 28.9 | 99.0 | 283.6 | 10.0 | 6.2 | 4.4 | 20.6 | 146.2 | 380.58% | 93.98% |
| MN | Minneapolis | Metro Transit | 0.3 | 7.3 | 5.8 | 4.7 | 17.8 | 50.4 | 2.8 | 2.3 | 2.3 | 7.4 | 152.6 | 140.54% | -66.97% |
| NJ | Newark | New Jersey Transit Corp | NA | 3,531.2 | 3,667.3 | 3,285.9 | 10,484.4 | 29,843.1 | 1,646.6 | 1,460.4 | 1,377.0 | 4,484.0 | 28,655.0 | 133.82% | 4.15% |
| NM | Albuquerque | New Mexico Dept of Trp | 1.0 | 28.7 | 22.9 | 20.7 | 72.3 | 184.1 | 0.0 | 0.0 | 0.0 | 0.0 | 142.9 | NA | 28.83% |
| NY | New York | MTA Long Island Rail Road | 184.7 | 5,426.1 | 5,217.2 | 4,861.3 | 15,504.6 | 49,167.6 | 3,071.4 | 2,744.5 | 2,558.3 | 8,374.2 | 43,553.6 | 85.15% | 12.89% |
| NY | New York | MTA Metro-North Railroad | 160.9 | 3,953.7 | 3,951.7 | 3,577.7 | 11,483.1 | 34,515.8 | 2,081.3 | 1,751.3 | 1,662.5 | 5,495.1 | 30,369.5 | 108.97% | 13.65% |
| OR | Portland | Tri-County Metro Trp Dist | 0.4 | 7.9 | 7.6 | 7.0 | 22.5 | 88.7 | 8.0 | 6.2 | 6.4 | 20.6 | 137.0 | 9.22% | -35.26% |
| PA | Philadelphia | Southeastern Penn TA | 51.1 | 1,294.6 | 1,231.5 | 1,124.8 | 3,650.9 | 10,055.0 | 565.4 | 544.7 | 549.5 | 1,659.6 | 11,026.1 | 119.99% | -8.81% |
| TN | Nashville | Regional Transp Auth | 0.0 | 5.4 | 7.2 | 6.5 | 19.1 | 57.5 | 3.1 | 2.5 | 2.2 | 7.8 | 77.2 | 144.87% | -25.52% |
| TX | Austin | Capital Metropolitan Trp Aut | 1.4 | 51.7 | 34.0 | 31.5 | 117.2 | 333.3 | 14.3 | 11.8 | 11.9 | 38.0 | 278.1 | 208.42% | 19.85% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>OCT '21-</u> | <u>JAN '21-</u> | | | | <u>OCT '20-</u> | <u>JAN '20-</u> | <u>4th Qtr</u> | <u>YTD</u> |
|------------------------|-----------------------------|--------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|----------------|----------------|-----------------|------------------|----------------|---------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>OCT '21</u> | <u>NOV '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>OCT '20</u> | <u>NOV '20</u> | <u>DEC '20</u> | <u>DEC '20</u> | <u>DEC '20</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 | 3.9 | 121.7 | 88.5 | 90.0 | 300.2 | 923.6 | 63.6 | 55.9 | 52.4 | 171.9 | 900.0 | 74.64% | 2.62% |
| TX Fort Worth | Trinity Metro | 1.4 | 37.8 | 44.3 | 53.9 | 136.0 | 380.1 | 19.5 | 17.8 | 23.2 | 60.5 | 262.7 | 124.79% | 44.69% |
| TX Lewisville | Denton County Transportatio | 0.6 | 18.5 | 15.3 | 12.6 | 46.4 | 135.3 | 9.0 | 7.8 | 7.6 | 24.4 | 144.0 | 90.16% | -6.04% |
| UT Salt Lake City | Utah Transit Authority | 9.0 | 219.5 | 215.6 | 190.1 | 625.2 | 2,062.4 | 136.2 | 104.9 | 107.3 | 348.4 | 2,024.4 | 79.45% | 1.88% |
| VA Alexandria | Virginia Railway Express | 2.8 | 59.0 | 57.7 | 53.7 | 170.4 | 530.7 | 29.3 | 23.2 | 22.2 | 74.7 | 1,110.0 | 128.11% | -52.19% |
| WA Seattle | Sound Transit | 3.4 | 81.8 | 77.4 | 70.9 | 230.1 | 735.6 | 50.5 | 41.2 | 44.3 | 136.0 | 1,274.4 | 69.19% | -42.28% |
| REPORTED TOTAL | | 839.4 | 20,200.2 | 19,810.4 | 18,145.8 | 58,156.4 | 174,701.8 | 10,530.6 | 9,521.5 | 8,868.2 | 28,920.3 | 175,085.0 | 101.09% | -0.22% |
| PROJECTED TOTAL | | | 20,273.3 | 19,881.8 | 18,205.7 | 58,360.8 | 175,304.4 | 10,568.7 | 9,555.8 | 8,897.5 | 29,022.0 | 175,690.2 | 101.09% | -0.22% |

* 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 PUBLIC TRANSPORTATION RIDERSHIP REPORT Fourth Quarter 2021

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | |
|----------------------------|----------------------------|--------------|---------------------|----------------|----------------|-----------------|-----------------------|----------------|----------------|----------------|-----------------|-----------------|----------------|---------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>OCT '21-</u> | <u>JAN '21-</u> | | | | <u>OCT '20-</u> | <u>JAN '20-</u> | <u>4th Qtr</u> | <u>YTD</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>OCT '21</u> | <u>NOV '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>OCT '20</u> | <u>NOV '20</u> | <u>DEC '20</u> | <u>DEC '20</u> | <u>DEC '20</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) | | |
| CA San Francisco | San Francisco Muni Rwy | 86.2 | 2,589.1 | 2,449.0 | 2,316.6 | 7,354.7 | 24,628.9 | 1,506.0 | 1,395.2 | 1,349.3 | 4,250.5 | 14,288.7 | 73.03% | 72.37% |
| MA Boston | Massachusetts Bay Tr Auth | 4.9 | 120.6 | 121.5 | 113.9 | 356.0 | 1,162.2 | 91.3 | 80.4 | 74.7 | 246.4 | 900.3 | 44.48% | 29.09% |
| OH Dayton | Greater Dayton Regional TA | 5.9 | 161.3 | 143.8 | 140.9 | 446.0 | 1,786.9 | 130.9 | 113.9 | 112.3 | 357.1 | 1,449.4 | 24.89% | 23.29% |
| PA Philadelphia | Southeastern Penn TA | 9.4 | 238.8 | 235.1 | 218.5 | 692.4 | 2,306.2 | 182.6 | 154.1 | 166.6 | 503.3 | 2,097.5 | 37.57% | 9.95% |
| WA Seattle | King County Dept of Trp | 35.5 | 812.9 | 830.8 | 693.1 | 2,336.8 | 7,974.9 | 630.3 | 510.8 | 561.9 | 1,703.0 | 8,384.9 | 37.22% | -4.89% |
| REPORTED TOTAL | | 142.0 | 3,922.7 | 3,780.2 | 3,483.0 | 11,185.9 | 37,859.1 | 2,541.1 | 2,254.4 | 2,264.8 | 7,060.3 | 27,120.8 | 58.43% | 39.59% |
| PROJECTED TOTAL (c) | | | 3,922.7 | 3,780.2 | 3,483.0 | 11,185.9 | 37,859.1 | 2,541.1 | 2,254.4 | 2,264.8 | 7,060.3 | 27,120.8 | 58.43% | 39.59% |

* 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.

LARGEST BUS AGENCIES PUBLIC TRANSPORTATION 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)

Fourth Quarter 2021

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | | |
|---------------------|-----------------------|-----------------------------|----------------|----------------|----------------|-----------------|-----------------------|----------------|----------------|----------------|-----------------|-----------------|----------------|-------------|---------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>OCT '21-</u> | <u>JAN '21-</u> | | | | <u>OCT '20-</u> | <u>JAN '20-</u> | <u>4th Qtr</u> | <u>YTD</u> | |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>OCT '21</u> | <u>NOV '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>OCT '20</u> | <u>NOV '20</u> | <u>DEC '20</u> | <u>DEC '20</u> | <u>DEC '20</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 | 57.9 | 1,518.3 | 1,534.1 | 1,417.8 | 4,470.2 | 15,723.5 | 1,368.3 | 1,274.5 | 1,321.0 | 3,963.8 | 18,943.7 | 12.78% | -17.00% |
| CA | Long Beach | Long Beach Transit | 52.1 | 1,377.9 | 1,411.3 | 1,364.0 | 4,153.2 | 15,833.6 | 1,142.6 | 1,240.6 | 1,214.9 | 3,598.1 | 13,445.8 | 15.43% | 17.76% |
| CA | Los Angeles | Los Angeles County MTA | 637.7 | 18,280.0 | 17,727.2 | 16,473.7 | 52,480.9 | 179,853.2 | 13,324.5 | 12,404.4 | 12,347.7 | 38,076.6 | 161,724.3 | 37.83% | 11.21% |
| CA | Oakland | Alameda-Contra Costa TD | 115.1 | 2,586.1 | 2,454.9 | 2,213.5 | 7,254.5 | 24,060.2 | 2,049.4 | 1,600.2 | 1,578.1 | 5,227.7 | 27,967.5 | 38.77% | -13.97% |
| CA | San Diego | San Diego Metrop Transit Sy | 87.6 | 2,438.6 | 2,293.4 | 1,965.4 | 6,697.4 | 23,565.7 | 1,760.2 | 1,552.0 | 1,472.7 | 4,784.9 | 24,060.9 | 39.97% | -2.06% |
| CA | San Francisco | San Francisco Muni Rwy | 177.6 | 5,058.0 | 4,787.0 | 4,700.0 | 14,545.0 | 49,220.1 | 3,247.1 | 3,295.9 | 3,211.3 | 9,754.3 | 50,364.2 | 49.11% | -2.27% |
| CA | San Jose | Santa Clara Valley Trp Auth | 46.0 | 1,255.9 | 1,227.8 | 1,164.4 | 3,648.1 | 12,302.8 | 812.8 | 742.5 | 722.0 | 2,277.3 | 12,542.9 | 60.19% | -1.91% |
| CA | Santa Monica | Santa Monica's Big Blue Bus | 19.9 | 570.2 | 525.5 | 446.0 | 1,541.7 | 5,483.1 | 482.8 | 458.5 | 413.4 | 1,354.7 | 6,419.6 | 13.80% | -14.59% |
| CO | Denver | Regional Trp District | 134.7 | 3,123.3 | 2,873.8 | 2,868.6 | 8,865.7 | 31,598.0 | 2,436.1 | 2,118.2 | 2,117.6 | 6,671.9 | 36,511.6 | 32.88% | -13.46% |
| DC | Washington | Washington Metro Area TA | 229.3 | 6,362.6 | 5,915.0 | 5,665.5 | 17,943.1 | 60,603.6 | 4,756.0 | 4,382.5 | 4,560.1 | 13,698.6 | 51,407.2 | 30.98% | 17.89% |
| FL | Miami | Miami-Dade Transit Agency | 117.3 | 3,081.2 | 3,056.7 | 3,123.0 | 9,260.9 | 37,552.8 | 2,805.1 | 2,651.3 | 3,022.5 | 8,478.9 | 32,880.4 | 9.22% | 14.21% |
| FL | Orlando | Central Florida RTA | 45.3 | 1,240.4 | 1,191.6 | 1,226.7 | 3,658.7 | 13,459.7 | 1,041.4 | 954.1 | 1,008.2 | 3,003.7 | 13,733.9 | 21.81% | -2.00% |
| GA | Atlanta | Metro Atlanta Rapid Tr Auth | 92.1 | 2,562.9 | 2,419.7 | 2,045.4 | 7,028.0 | 26,790.0 | 2,134.4 | 2,014.1 | 1,885.9 | 6,034.4 | 31,961.8 | 16.47% | -16.18% |
| IL | Chicago | Chicago Transit Authority | 420.7 | 11,905.6 | 10,923.9 | 10,175.9 | 33,005.4 | 117,357.4 | 8,886.8 | 7,493.9 | 7,467.2 | 23,847.9 | 121,449.9 | 38.40% | -3.37% |
| MA | Boston | Massachusetts Bay Tr Auth | 252.1 | 6,797.3 | 6,642.9 | 6,098.8 | 19,539.0 | 64,728.0 | 4,566.9 | 4,104.7 | 4,030.7 | 12,702.3 | 59,161.3 | 53.82% | 9.41% |
| MD | Baltimore | Maryland Transit Admin | 119.4 | 3,752.8 | 3,515.7 | 3,599.0 | 10,867.5 | 37,319.4 | 3,463.2 | 2,972.9 | 2,775.7 | 9,211.8 | 42,453.2 | 17.97% | -12.09% |
| MD | Rockville | Montgomery County Ride-O | 45.9 | 1,274.7 | 1,185.4 | 1,143.2 | 3,603.3 | 12,305.9 | 850.3 | 802.1 | 804.1 | 2,456.5 | 10,415.2 | 46.68% | 18.15% |
| MI | Detroit | City of Detroit Dept of Trp | NA | 755.2 | 664.3 | 757.8 | 2,177.3 | 8,465.8 | 703.8 | 749.2 | 539.3 | 1,992.3 | 9,849.7 | 9.29% | -14.05% |
| MN | Minneapolis | Metro Transit | 79.3 | 2,297.6 | 2,054.8 | 1,887.8 | 6,240.2 | 22,137.1 | 1,730.0 | 1,575.9 | 1,528.8 | 4,834.7 | 25,497.0 | 29.07% | -13.18% |
| MO | Saint Louis | Bi-State Dev Agency | 79.1 | 1,045.4 | 970.4 | 950.1 | 2,965.9 | 11,652.4 | 1,044.2 | 955.2 | 939.3 | 2,938.7 | 13,796.1 | 0.93% | -15.54% |
| NJ | Newark | New Jersey Transit Corp | NA | 9,005.9 | 8,600.8 | 8,378.9 | 25,985.6 | 89,691.4 | 6,751.4 | 6,007.5 | 5,903.8 | 18,662.7 | 81,626.9 | 39.24% | 9.88% |
| NV | Las Vegas | RTC of Southern Nevada | 120.4 | 3,575.8 | 3,424.6 | 3,262.3 | 10,262.7 | 38,251.6 | 3,080.3 | 2,801.6 | 2,745.3 | 8,627.2 | 39,191.7 | 18.96% | -2.40% |
| NY | New York | MTA Bus Company | 270.3 | 8,629.5 | 8,181.8 | 7,881.4 | 24,692.7 | 82,347.7 | 6,017.5 | 5,386.7 | 5,259.3 | 16,663.5 | 72,562.1 | 48.18% | 13.49% |
| NY | New York | MTA New York City Transit | 1,519.2 | 41,750.0 | 39,284.2 | 37,433.4 | 118,467.6 | 413,891.8 | 31,959.9 | 28,752.9 | 28,528.0 | 89,240.8 | 425,319.5 | 32.75% | -2.69% |
| OH | Cincinnati | Southwest Ohio RTA | 29.1 | 772.0 | 710.8 | 657.6 | 2,140.4 | 7,457.6 | 574.2 | 510.6 | 478.7 | 1,563.5 | 7,198.9 | 36.90% | 3.59% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>OCT '21-</u> | <u>JAN '21-</u> | | | | <u>OCT '20-</u> | <u>JAN '20-</u> | <u>4th Qtr</u> | <u>YTD</u> |
|-----------------------|----------------------------|----------------|------------------|------------------|------------------|------------------|--------------------|------------------|------------------|------------------|------------------|--------------------|----------------|---------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>OCT '21</u> | <u>NOV '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>DEC '21</u> | <u>OCT '20</u> | <u>NOV '20</u> | <u>DEC '20</u> | <u>DEC '20</u> | <u>DEC '20</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) | | |
| OH Cleveland | Greater Cleveland Reg TA | 45.7 | 1,267.2 | 1,158.2 | 1,073.6 | 3,499.0 | 12,596.6 | 1,014.3 | 898.5 | 850.4 | 2,763.2 | 13,308.8 | 26.63% | -5.35% |
| OR Portland | Tri-County Metro Trp Dist | 95.8 | 2,750.3 | 2,487.5 | 2,498.3 | 7,736.1 | 27,946.9 | 2,206.2 | 1,917.6 | 1,948.0 | 6,071.8 | 30,197.6 | 27.41% | -7.45% |
| PA Philadelphia | Southeastern Penn TA | 272.4 | 7,138.4 | 6,491.1 | 6,359.6 | 19,989.1 | 69,117.1 | 5,310.6 | 4,537.0 | 4,847.6 | 14,695.2 | 66,619.1 | 36.02% | 3.75% |
| PA Pittsburgh | Port Auth of Allegheny Co | NA | 2,672.0 | 2,395.3 | 2,221.4 | 7,288.7 | 24,461.8 | 1,820.1 | 1,590.5 | 1,440.3 | 4,850.9 | 26,813.1 | 50.25% | -8.77% |
| TX Dallas | Dallas Area Rapid Transit | 72.4 | 1,998.3 | 1,845.4 | 1,905.6 | 5,749.3 | 20,982.1 | 1,665.2 | 1,591.6 | 1,574.3 | 4,831.1 | 22,923.4 | 19.01% | -8.47% |
| TX Houston | Metro Tr Auth of Harris Co | 128.6 | 3,497.3 | 3,351.6 | 3,358.5 | 10,207.4 | 36,197.5 | 3,064.4 | 2,796.1 | 2,782.7 | 8,643.2 | 41,007.4 | 18.10% | -11.73% |
| TX San Antonio | VIA Metropolitan Transit | 63.7 | 1,872.0 | 1,403.8 | 1,762.8 | 5,038.6 | 19,487.8 | 1,745.9 | 1,591.9 | 1,622.0 | 4,959.8 | 22,856.5 | 1.59% | -14.74% |
| VA Hampton | Hampton Roads Transit | 16.5 | 434.0 | 406.3 | 407.9 | 1,248.2 | 5,293.8 | 520.7 | 450.3 | 439.8 | 1,410.8 | 6,186.3 | -11.53% | -14.43% |
| WA Seattle | King County Dept of Trp | 145.4 | 4,492.1 | 3,983.0 | 3,452.5 | 11,927.6 | 42,519.2 | 3,148.8 | 2,769.7 | 2,794.8 | 8,713.3 | 49,254.8 | 36.89% | -13.68% |
| WI Milwaukee | Milwaukee County Tr Sys | 49.4 | 1,395.4 | 1,298.1 | 1,233.8 | 3,927.3 | 14,356.7 | 1,176.3 | 1,046.0 | 1,041.6 | 3,263.9 | 15,595.1 | 20.33% | -7.94% |
| REPORTED TOTAL | | 5,638.0 | 168,534.2 | 158,397.9 | 151,174.2 | 478,106.3 | 1,674,611.9 | 128,661.7 | 115,991.2 | 115,217.1 | 359,870.0 | 1,685,247.4 | 32.86% | -0.63% |

* 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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Oct '21 (000's) | Trips for Nov '21 (000's) | Trips for Dec '21 (000's) | Trips Thru Dec '21 (000's) | Trips for Oct '20 (000's) | Trips for Nov '20 (000's) | Trips for Dec '20 (000's) | Trips Thru Dec '20 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| AK Anchorage | Alaska Railroad Corporation | CR | 0.1 | 1.3 | 1.0 | 1.0 | 166.4 | 0.6 | 0.4 | 0.4 | 32.0 | >100% | >100% |
| AK Anchorage | Alaska Railroad Corporation | TOTAL | 0.1 | 1.3 | 1.0 | 1.0 | 166.4 | 0.6 | 0.4 | 0.4 | 32.0 | >100% | >100% |
| AL Birmingham | Birmingham-Jefferson Co TA | DR | 0.3 | 7.8 | 7.9 | 7.5 | 93.4 | 8.1 | 6.2 | 6.5 | 78.7 | 11.54% | 18.68% |
| AL Birmingham | Birmingham-Jefferson Co TA | MB | 5.3 | 125.7 | 124.9 | 136.6 | 1,413.3 | 200.5 | 161.2 | 137.6 | 1,841.2 | -22.45% | -23.24% |
| AL Birmingham | Birmingham-Jefferson Co TA | TOTAL | 5.6 | 133.5 | 132.8 | 144.1 | 1,506.7 | 208.6 | 167.4 | 144.1 | 1,919.9 | -21.09% | -21.52% |
| AR Little Rock | Rock Region Metro | DR | NA | 7.9 | 7.7 | 7.6 | 85.5 | 7.8 | 6.7 | 6.7 | 83.7 | 9.43% | 2.15% |
| AR Little Rock | Rock Region Metro | LR | NA | 4.1 | 3.5 | 2.5 | 22.6 | 0.0 | 0.0 | 0.0 | 17.2 | NA | 31.40% |
| AR Little Rock | Rock Region Metro | MB | NA | 113.2 | 111.9 | 112.3 | 1,207.5 | 104.4 | 96.7 | 98.7 | 1,460.9 | 12.54% | -17.35% |
| AR Little Rock | Rock Region Metro | TOTAL | NA | 125.2 | 123.1 | 122.4 | 1,315.6 | 112.2 | 103.4 | 105.4 | 1,561.8 | 15.48% | -15.76% |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | DR | 0.0 | 1.0 | 0.9 | 0.8 | 8.6 | 0.5 | 0.4 | 0.5 | 8.1 | 92.86% | 6.17% |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | MB | 5.3 | 145.3 | 121.1 | 82.9 | 1,087.0 | 105.6 | 71.6 | 59.4 | 1,353.8 | 47.63% | -19.71% |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | VP | 0.0 | 0.7 | 0.6 | 0.8 | 8.5 | 0.7 | 0.7 | 0.7 | 8.8 | 0.00% | -3.41% |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | TOTAL | 5.3 | 147.0 | 122.6 | 84.5 | 1,104.1 | 106.8 | 72.7 | 60.6 | 1,370.7 | 47.48% | -19.45% |
| AZ Glendale | Glendale Transit | DR | 0.1 | 3.4 | 3.3 | 3.2 | 43.9 | 4.7 | 4.1 | 4.4 | 45.0 | -25.00% | -2.44% |
| AZ Glendale | Glendale Transit | MB | 0.2 | 6.5 | 6.0 | 6.3 | 67.5 | 5.4 | 5.1 | 5.0 | 79.5 | 21.29% | -15.09% |
| AZ Glendale | Glendale Transit | TOTAL | NA | 9.9 | 9.3 | 9.5 | 111.4 | 10.1 | 9.2 | 9.4 | 124.5 | 0.00% | -10.52% |
| AZ Phoenix | City of Phoenix PTD | DR | 0.9 | 26.1 | 21.7 | 21.8 | 290.0 | 24.3 | 22.3 | 22.5 | 258.6 | 0.72% | 12.14% |
| AZ Phoenix | City of Phoenix PTD | MB | 57.9 | 1,518.3 | 1,534.1 | 1,417.8 | 15,723.5 | 1,368.3 | 1,274.5 | 1,321.0 | 18,943.7 | 12.78% | -17.00% |
| AZ Phoenix | City of Phoenix PTD | TOTAL | 58.8 | 1,544.4 | 1,555.8 | 1,439.6 | 16,013.5 | 1,392.6 | 1,296.8 | 1,343.5 | 19,202.3 | 12.57% | -16.61% |
| AZ Phoenix | Valley Metro | DR | 1.8 | 40.0 | 38.8 | 38.6 | 442.2 | 34.4 | 31.8 | 31.2 | 420.9 | 20.53% | 5.06% |
| AZ Phoenix | Valley Metro | MB | 22.1 | 572.8 | 566.0 | 563.9 | 5,708.7 | 527.8 | 495.5 | 472.9 | 7,180.1 | 13.80% | -20.49% |
| AZ Phoenix | Valley Metro | VP | 1.4 | 35.7 | 37.4 | 25.4 | 430.7 | 39.0 | 36.7 | 31.8 | 566.8 | -8.37% | -24.01% |
| AZ Phoenix | Valley Metro | TOTAL | 25.3 | 648.5 | 642.2 | 627.9 | 6,581.6 | 601.2 | 564.0 | 535.9 | 8,167.8 | 12.79% | -19.42% |
| AZ Phoenix | Valley Metro Rail, Inc. | LR | 24.6 | 700.8 | 703.6 | 679.9 | 7,250.4 | 584.2 | 529.7 | 427.3 | 8,413.2 | 35.24% | -13.82% |
| AZ Phoenix | Valley Metro Rail, Inc. | TOTAL | 24.6 | 700.8 | 703.6 | 679.9 | 7,250.4 | 584.2 | 529.7 | 427.3 | 8,413.2 | 35.24% | -13.82% |
| AZ Scottsdale | City of Scottsdale | MB | 0.8 | 18.8 | 20.6 | 18.6 | 207.2 | 19.4 | 18.8 | 18.0 | 284.0 | 3.20% | -27.04% |
| AZ Scottsdale | City of Scottsdale | TOTAL | 0.8 | 18.8 | 20.6 | 18.6 | 207.2 | 19.4 | 18.8 | 18.0 | 284.0 | 3.20% | -27.04% |
| AZ Tucson | City of Tucson MTS | DR | 1.4 | 35.7 | 33.9 | 33.2 | 361.8 | 24.5 | 22.3 | 21.5 | 287.0 | 50.51% | 26.06% |
| AZ Tucson | City of Tucson MTS | LR | 4.3 | 145.9 | 130.4 | 83.0 | 897.1 | 32.0 | 28.7 | 26.1 | 394.9 | >100% | >100% |
| AZ Tucson | City of Tucson MTS | MB | 40.8 | 1,070.8 | 1,057.2 | 975.7 | 12,274.2 | 960.9 | 918.0 | 949.5 | 10,663.0 | 9.73% | 15.11% |
| AZ Tucson | City of Tucson MTS | TOTAL | 46.5 | 1,252.4 | 1,221.5 | 1,091.9 | 13,533.1 | 1,017.4 | 969.0 | 997.1 | 11,344.9 | 19.52% | 19.29% |
| AZ Yuma | Yuma County Intergovernmental PT | DR | 0.0 | 0.6 | 0.6 | 0.6 | 6.6 | 0.6 | 0.5 | 0.4 | 7.2 | 20.00% | -8.33% |
| AZ Yuma | Yuma County Intergovernmental PT | MB | 1.1 | 24.4 | 25.0 | 24.1 | 253.9 | 22.0 | 20.1 | 22.7 | 249.6 | 13.43% | 1.72% |
| AZ Yuma | Yuma County Intergovernmental PT | TOTAL | 1.1 | 25.0 | 25.6 | 24.7 | 260.5 | 22.6 | 20.6 | 23.1 | 256.8 | 13.57% | 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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Oct '21 (000's) | Trips for Nov '21 (000's) | Trips for Dec '21 (000's) | Trips Thru Dec '21 (000's) | Trips for Oct '20 (000's) | Trips for Nov '20 (000's) | Trips for Dec '20 (000's) | Trips Thru Dec '20 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Alturas | Modoc Transportation Agency | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA Alturas | Modoc Transportation Agency | MB | 0.3 | 0.6 | 0.7 | 0.7 | 6.3 | 0.6 | 0.6 | 0.9 | 16.3 | -4.76% | -61.35% |
| CA Alturas | Modoc Transportation Agency | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA Anaheim | Anaheim Resort Transportation | DR | 0.7 | 20.3 | 18.4 | 20.7 | 106.3 | 0.9 | 0.7 | 0.0 | 11.3 | >100% | >100% |
| CA Anaheim | Anaheim Resort Transportation | MB | 21.4 | 645.7 | 637.4 | 694.7 | 3,388.9 | 0.4 | 0.4 | 0.3 | 1,522.5 | >100% | >100% |
| CA Anaheim | Anaheim Resort Transportation | TOTAL | 22.1 | 666.0 | 655.8 | 715.4 | 3,495.2 | 1.3 | 1.1 | 0.3 | 1,533.8 | >100% | >100% |
| CA Antioch | Eastern Contra Costa Tr Auth | DR | 0.4 | 9.9 | 9.2 | 9.4 | 94.6 | 7.9 | 7.0 | 7.4 | 116.4 | 27.80% | -18.73% |
| CA Antioch | Eastern Contra Costa Tr Auth | MB | 3.2 | 79.0 | 72.4 | 76.1 | 811.2 | 71.8 | 62.5 | 68.1 | 951.3 | 12.40% | -14.73% |
| CA Antioch | Eastern Contra Costa Tr Auth | TOTAL | 3.6 | 88.9 | 81.6 | 85.5 | 905.8 | 79.7 | 69.5 | 75.5 | 1,067.7 | 13.93% | -15.16% |
| CA Bakersfield | Golden Empire Transit District | DR | 0.3 | 8.6 | 8.7 | 8.5 | 93.0 | 7.3 | 6.2 | 6.1 | 68.0 | 31.63% | 36.76% |
| CA Bakersfield | Golden Empire Transit District | MB | 9.0 | 275.4 | 240.4 | 224.8 | 2,972.8 | 245.0 | 213.1 | 234.9 | 3,414.1 | 6.87% | -12.93% |
| CA Bakersfield | Golden Empire Transit District | TOTAL | 9.3 | 284.0 | 249.1 | 233.3 | 3,065.8 | 252.3 | 219.3 | 241.0 | 3,482.1 | 7.55% | -11.96% |
| CA Concord | Central Contra Costa TA | DR | 0.2 | 5.1 | 4.9 | 5.0 | 48.0 | 3.5 | 2.8 | 2.9 | 54.5 | 63.04% | -11.93% |
| CA Concord | Central Contra Costa TA | MB | 6.7 | 167.6 | 156.9 | 141.8 | 1,465.4 | 113.3 | 86.2 | 80.7 | 1,562.7 | 66.42% | -6.23% |
| CA Concord | Central Contra Costa TA | TOTAL | 6.9 | 172.7 | 161.8 | 146.8 | 1,513.4 | 116.8 | 89.0 | 83.6 | 1,617.2 | 66.31% | -6.42% |
| CA Culver City | Culver CityBus | MB | 7.1 | 203.4 | 192.8 | 187.6 | 2,006.0 | 149.8 | 128.9 | 121.1 | 2,061.3 | 46.02% | -2.68% |
| CA Culver City | Culver CityBus | TOTAL | 7.1 | 203.4 | 192.8 | 187.6 | 2,006.0 | 149.8 | 128.9 | 121.1 | 2,061.3 | 46.02% | -2.68% |
| CA Davis | Unitrans | MB | 9.4 | 303.5 | 234.5 | 88.0 | 1,066.4 | 36.4 | 29.6 | 22.3 | 1,301.9 | >100% | -18.09% |
| CA Davis | Unitrans | TOTAL | 9.4 | 303.5 | 234.5 | 88.0 | 1,066.4 | 36.4 | 29.6 | 22.3 | 1,301.9 | >100% | -18.09% |
| CA Fairfield | Fairfield/Suisun Transit Sys | DR | NA | 0.7 | 0.7 | 0.7 | 7.6 | 0.6 | 0.5 | 0.5 | 7.6 | 31.25% | 0.00% |
| CA Fairfield | Fairfield/Suisun Transit Sys | MB | 1.4 | 33.3 | 30.0 | 29.3 | 342.7 | 27.1 | 23.2 | 24.2 | 358.6 | 24.30% | -4.43% |
| CA Fairfield | Fairfield/Suisun Transit Sys | TOTAL | NA | 34.0 | 30.7 | 30.0 | 350.3 | 27.7 | 23.7 | 24.7 | 366.2 | 24.44% | -4.34% |
| CA Fresno | Fresno Area Express | DR | 0.4 | 11.6 | 10.8 | 10.9 | 119.1 | 8.3 | 6.9 | 6.6 | 106.4 | 52.75% | 11.94% |
| CA Fresno | Fresno Area Express | MB | 21.6 | 566.1 | 559.6 | 527.2 | 6,430.2 | 466.1 | 435.0 | 428.3 | 6,303.7 | 24.33% | 2.01% |
| CA Fresno | Fresno Area Express | TOTAL | 22.0 | 577.7 | 570.4 | 538.1 | 6,549.3 | 474.4 | 441.9 | 434.9 | 6,410.1 | 24.79% | 2.17% |
| CA Gardena | Gardena Municipal Bus Lines | DR | 0.0 | 0.4 | 0.4 | 0.4 | 5.2 | 0.5 | 0.4 | 0.5 | 8.2 | -14.29% | -36.59% |
| CA Gardena | Gardena Municipal Bus Lines | MB | 6.1 | 145.3 | 136.2 | 120.7 | 1,419.2 | 94.8 | 97.8 | 92.8 | 1,449.7 | 40.93% | -2.10% |
| CA Gardena | Gardena Municipal Bus Lines | TOTAL | 6.1 | 145.7 | 136.6 | 121.1 | 1,424.4 | 95.3 | 98.2 | 93.3 | 1,457.9 | 40.66% | -2.30% |
| CA Hesperia | Victor Valley Transit Authority | DR | NA | 9.2 | 9.2 | 9.0 | 83.7 | 5.3 | 4.5 | 4.7 | 79.2 | 88.97% | 5.68% |
| CA Hesperia | Victor Valley Transit Authority | MB | NA | 53.2 | 50.8 | 44.0 | 590.7 | 55.7 | 45.1 | 40.6 | 792.2 | 4.67% | -25.44% |
| CA Hesperia | Victor Valley Transit Authority | VP | NA | 31.4 | 31.0 | 32.4 | 338.3 | 38.0 | 33.5 | 31.2 | 421.3 | -7.69% | -19.70% |
| CA Hesperia | Victor Valley Transit Authority | TOTAL | NA | 93.8 | 91.0 | 85.4 | 1,012.7 | 99.0 | 83.1 | 76.5 | 1,292.7 | 4.49% | -21.66% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Oct '21 (000's) | Trips for Nov '21 (000's) | Trips for Dec '21 (000's) | Trips Thru Dec '21 (000's) | Trips for Oct '20 (000's) | Trips for Nov '20 (000's) | Trips for Dec '20 (000's) | Trips Thru Dec '20 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Lancaster | Antelope Valley Transit Auth | DR | 0.2 | 5.0 | 4.6 | 6.4 | 51.7 | 3.4 | 3.4 | 3.3 | 33.8 | 58.42% | 52.96% |
| CA Lancaster | Antelope Valley Transit Auth | MB | 3.5 | 93.8 | 91.7 | 83.8 | 951.4 | 83.1 | 77.1 | 73.4 | 1,133.6 | 15.28% | -16.07% |
| CA Lancaster | Antelope Valley Transit Auth | TOTAL | 3.7 | 98.8 | 96.3 | 90.2 | 1,003.1 | 86.5 | 80.5 | 76.7 | 1,167.4 | 17.07% | -14.07% |
| CA Livermore | Livermore/Amador Valley TA | DR | 0.1 | 2.0 | 1.9 | 1.8 | 19.6 | 1.2 | 1.1 | 1.1 | 18.8 | 67.65% | 4.26% |
| CA Livermore | Livermore/Amador Valley TA | MB | 3.1 | 81.0 | 69.2 | 66.2 | 616.0 | 37.3 | 33.6 | 31.9 | 668.3 | >100% | -7.83% |
| CA Livermore | Livermore/Amador Valley TA | TOTAL | 3.2 | 83.0 | 71.1 | 68.0 | 635.6 | 38.5 | 34.7 | 33.0 | 687.1 | >100% | -7.50% |
| CA Long Beach | Long Beach Transit | DR | 0.1 | 1.7 | 1.8 | 1.6 | 17.8 | 1.3 | 1.1 | 1.1 | 16.9 | 45.71% | 5.33% |
| CA Long Beach | Long Beach Transit | FB | 0.1 | 1.3 | 1.2 | 0.5 | 21.1 | 0.0 | 0.0 | 0.0 | 7.3 | NA | >100% |
| CA Long Beach | Long Beach Transit | MB | 52.1 | 1,377.9 | 1,411.3 | 1,364.0 | 15,833.6 | 1,142.6 | 1,240.6 | 1,214.9 | 13,445.8 | 15.43% | 17.76% |
| CA Long Beach | Long Beach Transit | TOTAL | 52.3 | 1,380.9 | 1,414.3 | 1,366.1 | 15,872.5 | 1,143.9 | 1,241.7 | 1,216.0 | 13,470.0 | 15.54% | 17.84% |
| CA Los Angeles | Access Services | DR | 8.6 | 238.8 | 234.8 | 236.2 | 2,495.7 | 190.7 | 172.3 | 159.5 | 2,343.8 | 35.85% | 6.48% |
| CA Los Angeles | Access Services | TOTAL | 8.6 | 238.8 | 234.8 | 236.2 | 2,495.7 | 190.7 | 172.3 | 159.5 | 2,343.8 | 35.85% | 6.48% |
| CA Los Angeles | Los Angeles County MTA | HR | 80.3 | 2,172.8 | 2,171.4 | 2,223.7 | 21,397.5 | 1,743.5 | 1,681.6 | 1,483.4 | 22,795.5 | 33.81% | -6.13% |
| CA Los Angeles | Los Angeles County MTA | LR | 91.4 | 2,599.0 | 2,588.1 | 2,399.2 | 26,468.0 | 2,027.4 | 1,789.8 | 1,720.0 | 29,161.8 | 37.01% | -9.24% |
| CA Los Angeles | Los Angeles County MTA | MB | 637.7 | 18,280.0 | 17,727.2 | 16,473.7 | 179,853.2 | 13,324.5 | 12,404.4 | 12,347.7 | 161,724.3 | 37.83% | 11.21% |
| CA Los Angeles | Los Angeles County MTA | TOTAL | 809.3 | 23,051.8 | 22,486.7 | 21,096.6 | 227,718.7 | 17,095.4 | 15,875.8 | 15,551.1 | 213,681.6 | 37.33% | 6.57% |
| CA Los Angeles | Southern California RRA | CR | 11.1 | 281.1 | 276.4 | 238.3 | 2,642.2 | 197.7 | 160.5 | 140.2 | 3,635.6 | 59.67% | -27.32% |
| CA Los Angeles | Southern California RRA | TOTAL | 11.1 | 281.1 | 276.4 | 238.3 | 2,642.2 | 197.7 | 160.5 | 140.2 | 3,635.6 | 59.67% | -27.32% |
| CA Monterey | Monterey-Salinas Transit | DR | 0.5 | 12.3 | 11.5 | 11.1 | 122.4 | 9.7 | 8.6 | 8.7 | 125.3 | 29.26% | -2.31% |
| CA Monterey | Monterey-Salinas Transit | MB | 5.0 | 151.0 | 140.4 | 116.6 | 1,568.0 | 110.3 | 99.4 | 91.6 | 1,522.1 | 35.41% | 3.02% |
| CA Monterey | Monterey-Salinas Transit | TOTAL | 5.5 | 163.3 | 151.9 | 127.7 | 1,690.4 | 120.0 | 108.0 | 100.3 | 1,647.4 | 34.91% | 2.61% |
| CA Napa | Napa County Transportation and Pla | DR | 0.2 | 6.7 | 5.7 | 4.4 | 79.2 | 6.2 | 6.0 | 6.0 | 72.1 | -7.69% | 9.85% |
| CA Napa | Napa County Transportation and Pla | MB | 0.9 | 29.4 | 28.6 | 28.1 | 293.5 | 20.2 | 17.6 | 16.7 | 374.8 | 57.98% | -21.69% |
| CA Napa | Napa County Transportation and Pla | TOTAL | 1.1 | 36.1 | 34.3 | 32.5 | 372.7 | 26.4 | 23.6 | 22.7 | 446.9 | 41.54% | -16.60% |
| CA Norwalk | Norwalk Transit System | DR | 0.1 | 0.7 | 0.7 | 0.8 | 6.0 | 0.4 | 0.3 | 0.3 | 8.3 | >100% | -27.71% |
| CA Norwalk | Norwalk Transit System | MB | 2.7 | 64.0 | 65.0 | 62.9 | 719.5 | 67.9 | 58.1 | 55.7 | 781.9 | 5.61% | -7.98% |
| CA Norwalk | Norwalk Transit System | TOTAL | 2.8 | 64.7 | 65.7 | 63.7 | 725.5 | 68.3 | 58.4 | 56.0 | 790.2 | 6.24% | -8.19% |
| CA Oakland | Alameda-Contra Costa TD | DR | 1.3 | 27.1 | 25.9 | 27.1 | 251.1 | 19.2 | 16.0 | 15.1 | 288.6 | 59.24% | -12.99% |
| CA Oakland | Alameda-Contra Costa TD | MB | 115.1 | 2,586.1 | 2,454.9 | 2,213.5 | 24,060.2 | 2,049.4 | 1,600.2 | 1,578.1 | 27,967.5 | 38.77% | -13.97% |
| CA Oakland | Alameda-Contra Costa TD | TOTAL | 116.4 | 2,613.2 | 2,480.8 | 2,240.6 | 24,311.3 | 2,068.6 | 1,616.2 | 1,593.2 | 28,256.1 | 38.97% | -13.96% |
| CA Oakland | Capitol Corridor Joint Powers Auth | CR | 1.8 | 55.0 | 57.7 | 49.7 | 457.2 | 22.5 | 20.4 | 16.2 | 500.0 | >100% | -8.56% |
| CA Oakland | Capitol Corridor Joint Powers Auth | TOTAL | 1.8 | 55.0 | 57.7 | 49.7 | 457.2 | 22.5 | 20.4 | 16.2 | 500.0 | >100% | -8.56% |

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 Oceanside | North County Transit District | CR | 1.4 | 35.0 | 44.8 | 38.3 | 373.8 | 11.0 | 9.2 | 7.5 | 370.4 | >100% | 0.92% |
| CA Oceanside | North County Transit District | DR | 0.3 | 6.1 | 6.1 | 5.8 | 66.8 | 5.0 | 4.7 | 4.6 | 66.8 | 25.87% | 0.00% |
| CA Oceanside | North County Transit District | LR | 4.0 | 116.5 | 106.3 | 101.3 | 1,245.1 | 109.0 | 99.5 | 98.1 | 1,437.3 | 5.71% | -13.37% |
| CA Oceanside | North County Transit District | MB | 12.8 | 348.9 | 333.4 | 301.3 | 3,377.1 | 280.4 | 252.2 | 243.9 | 3,529.5 | 26.67% | -4.32% |
| CA Oceanside | North County Transit District | TOTAL | 18.5 | 506.5 | 490.6 | 446.7 | 5,062.8 | 405.4 | 365.6 | 354.1 | 5,404.0 | 28.33% | -6.31% |
| CA Orange | Orange County Transp Auth | DR | NA | NA | NA | NA | NA | 42.2 | 39.1 | 36.8 | 640.2 | NA | NA |
| CA Orange | Orange County Transp Auth | MB | NA | NA | NA | NA | NA | 1,807.7 | 1,450.0 | 1,460.3 | 21,874.7 | NA | NA |
| CA Orange | Orange County Transp Auth | VP | 0.9 | 19.6 | 18.9 | 18.4 | 224.5 | 23.9 | 19.9 | 18.5 | 465.6 | -8.67% | -51.78% |
| CA Orange | Orange County Transp Auth | TOTAL | NA | NA | NA | NA | NA | 1,873.8 | 1,509.0 | 1,515.6 | 22,980.5 | NA | NA |
| CA Oxnard | Gold Coast Transit | DR | 0.2 | 6.4 | 6.4 | 5.9 | 70.4 | 4.9 | 4.6 | 4.6 | 68.1 | 32.62% | 3.38% |
| CA Oxnard | Gold Coast Transit | MB | 6.4 | 192.0 | 183.5 | 153.8 | 2,032.7 | 167.2 | 162.1 | 151.4 | 2,096.0 | 10.11% | -3.02% |
| CA Oxnard | Gold Coast Transit | TOTAL | 6.6 | 198.4 | 189.9 | 159.7 | 2,103.1 | 172.1 | 166.7 | 156.0 | 2,164.1 | 10.75% | -2.82% |
| CA Redding | Redding Area Bus Authority | DR | 0.1 | 2.1 | 1.9 | 1.9 | 19.7 | 1.1 | 0.9 | 1.1 | 16.8 | 90.32% | 17.26% |
| CA Redding | Redding Area Bus Authority | MB | 1.1 | 27.4 | 26.6 | 27.8 | 322.3 | 31.9 | 25.8 | 28.7 | 392.9 | -5.32% | -17.97% |
| CA Redding | Redding Area Bus Authority | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA Redondo Beach | City of Redondo Beach | DR | 0.0 | 0.6 | 0.6 | 0.5 | 5.6 | 0.4 | 0.4 | 0.4 | 5.8 | 41.67% | -3.45% |
| CA Redondo Beach | City of Redondo Beach | MB | 0.9 | 25.6 | 23.5 | 20.1 | 228.3 | 12.7 | 11.3 | 10.7 | 165.4 | 99.42% | 38.03% |
| CA Redondo Beach | City of Redondo Beach | TOTAL | 0.9 | 26.2 | 24.1 | 20.6 | 233.9 | 13.1 | 11.7 | 11.1 | 171.2 | 97.49% | 36.62% |
| CA Riverside | Riverside Transit Agency | DR | 0.5 | 12.2 | 12.1 | 12.1 | 119.0 | 9.2 | 8.0 | 7.0 | 141.5 | 50.41% | -15.90% |
| CA Riverside | Riverside Transit Agency | MB | 11.8 | 338.4 | 316.6 | 276.9 | 3,139.0 | 289.1 | 232.7 | 218.9 | 4,124.2 | 25.81% | -23.89% |
| CA Riverside | Riverside Transit Agency | TOTAL | 12.3 | 350.6 | 328.7 | 289.0 | 3,258.0 | 298.3 | 240.7 | 225.9 | 4,265.7 | 26.59% | -23.62% |
| CA Sacramento | Sacramento Reg Tr Dist | DR | 1.4 | 35.3 | 33.7 | 33.8 | 359.1 | 25.7 | 23.0 | 24.0 | 303.9 | 41.40% | 18.16% |
| CA Sacramento | Sacramento Reg Tr Dist | LR | 13.9 | 377.6 | 365.3 | 364.8 | 4,058.1 | 350.0 | 289.0 | 289.2 | 5,344.4 | 19.34% | -24.07% |
| CA Sacramento | Sacramento Reg Tr Dist | MB | 20.4 | 535.6 | 503.3 | 488.0 | 4,897.2 | 351.0 | 309.0 | 317.5 | 5,235.4 | 56.20% | -6.46% |
| CA Sacramento | Sacramento Reg Tr Dist | TOTAL | NA | 948.5 | 902.3 | 886.6 | 9,314.4 | 726.7 | 621.0 | 630.7 | 10,883.7 | 38.36% | -14.42% |
| CA San Bernardino | OMNITRANS | DR | 0.4 | 10.3 | 9.5 | 8.6 | 93.8 | 5.6 | 4.9 | 4.9 | 111.9 | 84.42% | -16.18% |
| CA San Bernardino | OMNITRANS | MB | 15.6 | 432.6 | 406.0 | 382.2 | 4,408.2 | 349.7 | 315.5 | 306.8 | 5,376.9 | 25.60% | -18.02% |
| CA San Bernardino | OMNITRANS | TOTAL | 16.0 | 442.9 | 415.5 | 390.8 | 4,502.0 | 355.3 | 320.4 | 311.7 | 5,488.8 | 26.51% | -17.98% |
| CA San Carlos | Caltrain | CR | 216.4 | 528.2 | 501.8 | 495.2 | 5,290.6 | 461.4 | 409.3 | 420.4 | 7,920.6 | 18.13% | -33.20% |
| CA San Carlos | Caltrain | TOTAL | 216.4 | 528.2 | 501.8 | 495.2 | 5,290.6 | 461.4 | 409.3 | 420.4 | 7,920.6 | 18.13% | -33.20% |
| CA San Carlos | San Mateo County Tran Dist | DR | 0.6 | 14.2 | 14.2 | 14.2 | 146.0 | 10.4 | 9.3 | 9.3 | 147.7 | 46.90% | -1.15% |
| CA San Carlos | San Mateo County Tran Dist | MB | 22.0 | 602.7 | 575.7 | 527.6 | 5,692.8 | 397.1 | 363.8 | 351.6 | 5,270.5 | 53.35% | 8.01% |
| CA San Carlos | San Mateo County Tran Dist | TOTAL | 22.6 | 616.9 | 589.9 | 541.8 | 5,838.8 | 407.5 | 373.1 | 360.9 | 5,418.2 | 53.18% | 7.76% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Oct '21 (000's) | Trips for Nov '21 (000's) | Trips for Dec '21 (000's) | Trips Thru Dec '21 (000's) | Trips for Oct '20 (000's) | Trips for Nov '20 (000's) | Trips for Dec '20 (000's) | Trips Thru Dec '20 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA San Diego | San Diego Metrop Transit System | DR | 0.6 | 16.1 | 15.8 | 15.1 | 148.7 | 9.4 | 8.4 | 7.9 | 160.4 | 82.88% | -7.29% |
| CA San Diego | San Diego Metrop Transit System | LR | 84.5 | 2,254.0 | 2,326.2 | 2,404.3 | 23,485.7 | 1,795.6 | 1,542.0 | 1,457.7 | 21,729.6 | 45.65% | 8.08% |
| CA San Diego | San Diego Metrop Transit System | MB | 87.6 | 2,438.6 | 2,293.4 | 1,965.4 | 23,565.7 | 1,760.2 | 1,552.0 | 1,472.7 | 24,060.9 | 39.97% | -2.06% |
| CA San Diego | San Diego Metrop Transit System | TOTAL | 172.7 | 4,708.7 | 4,635.4 | 4,384.8 | 47,200.1 | 3,565.2 | 3,102.4 | 2,938.3 | 45,950.9 | 42.92% | 2.72% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | DR | 0.2 | 4.9 | 4.9 | 4.5 | 45.8 | 3.0 | 2.7 | 2.6 | 47.0 | 72.29% | -2.55% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | FB | 1.4 | 40.7 | 34.7 | 33.0 | 310.9 | 7.2 | 6.0 | 4.3 | 467.0 | >100% | -33.43% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | MB | 3.0 | 84.1 | 82.0 | 76.4 | 814.2 | 57.3 | 54.9 | 40.5 | 1,053.8 | 58.81% | -22.74% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | TOTAL | 4.6 | 129.7 | 121.6 | 113.9 | 1,170.9 | 67.5 | 63.6 | 47.4 | 1,567.8 | >100% | -25.32% |
| CA San Francisco | San Francisco Bay Area RTD | AG | 1.2 | 33.1 | 35.1 | 30.2 | 260.2 | 7.9 | 7.5 | 5.8 | 176.2 | >100% | 47.67% |
| CA San Francisco | San Francisco Bay Area RTD | CR | 3.6 | 88.7 | 88.3 | 84.0 | 829.5 | 52.5 | 45.4 | 43.6 | 834.2 | 84.45% | -0.56% |
| CA San Francisco | San Francisco Bay Area RTD | HR | 103.5 | 2,752.3 | 2,674.2 | 2,551.6 | 24,937.1 | 1,470.1 | 1,326.3 | 1,204.4 | 34,056.9 | 99.41% | -26.78% |
| CA San Francisco | San Francisco Bay Area RTD | TOTAL | 108.4 | 2,874.1 | 2,797.6 | 2,665.8 | 26,026.8 | 1,530.5 | 1,379.2 | 1,253.8 | 35,067.3 | >100% | -25.78% |
| CA San Francisco | San Francisco Muni Rwy | CC | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 918.6 | 0.00% | -100.00% |
| CA San Francisco | San Francisco Muni Rwy | LR | 78.7 | 2,276.7 | 2,122.1 | 2,201.8 | 15,528.2 | 0.0 | 0.0 | 32.0 | 12,174.6 | >100% | 27.55% |
| CA San Francisco | San Francisco Muni Rwy | MB | 177.6 | 5,058.0 | 4,787.0 | 4,700.0 | 49,220.1 | 3,247.1 | 3,295.9 | 3,211.3 | 50,364.2 | 49.11% | -2.27% |
| CA San Francisco | San Francisco Muni Rwy | TB | 86.2 | 2,589.1 | 2,449.0 | 2,316.6 | 24,628.9 | 1,506.0 | 1,395.2 | 1,349.3 | 14,288.7 | 73.03% | 72.37% |
| CA San Francisco | San Francisco Muni Rwy | TOTAL | 342.5 | 9,923.8 | 9,358.1 | 9,218.4 | 89,377.2 | 4,753.1 | 4,691.1 | 4,592.6 | 77,746.1 | >100% | 14.96% |
| CA San Francisco | Water Emergency Tr Auth | FB | 4.5 | 115.3 | 101.7 | 84.1 | 759.9 | 19.7 | 22.8 | 14.8 | 693.8 | >100% | 9.53% |
| CA San Francisco | Water Emergency Tr Auth | TOTAL | 4.5 | 115.3 | 101.7 | 84.1 | 759.9 | 19.7 | 22.8 | 14.8 | 693.8 | >100% | 9.53% |
| CA San Jose | Santa Clara Valley Trp Auth | DR | 0.9 | 21.2 | 20.3 | 20.1 | 205.6 | 13.0 | 11.7 | 11.0 | 198.6 | 72.55% | 3.52% |
| CA San Jose | Santa Clara Valley Trp Auth | LR | 7.8 | 218.2 | 235.0 | 218.0 | 1,803.8 | 213.6 | 200.9 | 190.7 | 3,159.3 | 10.91% | -42.91% |
| CA San Jose | Santa Clara Valley Trp Auth | MB | 46.0 | 1,255.9 | 1,227.8 | 1,164.4 | 12,302.8 | 812.8 | 742.5 | 722.0 | 12,542.9 | 60.19% | -1.91% |
| CA San Jose | Santa Clara Valley Trp Auth | TOTAL | 54.7 | 1,495.3 | 1,483.1 | 1,402.5 | 14,312.2 | 1,039.4 | 955.1 | 923.7 | 15,900.8 | 50.12% | -9.99% |
| CA San Rafael | Marin County Transit District | DR | 0.2 | 6.5 | 6.3 | 6.0 | 58.2 | 3.7 | 3.3 | 3.2 | 58.2 | 84.31% | 0.00% |
| CA San Rafael | Marin County Transit District | MB | 6.1 | 184.6 | 173.5 | 166.8 | 1,805.1 | 117.5 | 108.5 | 108.1 | 1,538.1 | 57.11% | 17.36% |
| CA San Rafael | Marin County Transit District | TOTAL | 6.4 | 191.1 | 179.8 | 172.8 | 1,863.3 | 121.2 | 111.8 | 111.3 | 1,596.3 | 57.91% | 16.73% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | CR | 1.1 | 26.9 | 26.5 | 24.0 | 225.2 | 9.9 | 8.1 | 7.4 | 248.0 | >100% | -9.19% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | TOTAL | 1.1 | 26.9 | 26.5 | 24.0 | 225.2 | 9.9 | 8.1 | 7.4 | 248.0 | >100% | -9.19% |
| CA Santa Barbara | Santa Barbara MTD | DR | 0.2 | 3.7 | 3.7 | 3.4 | 39.1 | 2.8 | 2.7 | 2.6 | 33.6 | 33.33% | 16.37% |
| CA Santa Barbara | Santa Barbara MTD | MB | 14.7 | 444.5 | 383.5 | 273.4 | 3,183.0 | 207.9 | 189.5 | 187.3 | 3,087.0 | 88.37% | 3.11% |
| CA Santa Barbara | Santa Barbara MTD | TOTAL | 14.9 | 448.2 | 387.2 | 276.8 | 3,222.1 | 210.7 | 192.2 | 189.9 | 3,120.6 | 87.62% | 3.25% |
| CA Santa Clarita | Santa Clarita Transit | DR | 1.2 | 6.3 | 6.4 | 6.4 | 63.7 | 4.0 | 3.6 | 3.6 | 56.6 | 70.54% | 12.54% |
| CA Santa Clarita | Santa Clarita Transit | MB | 5.4 | 131.4 | 121.8 | 132.6 | 1,442.9 | 133.9 | 125.6 | 120.7 | 1,514.5 | 1.47% | -4.73% |
| CA Santa Clarita | Santa Clarita Transit | TOTAL | 6.6 | 137.7 | 128.2 | 139.0 | 1,506.6 | 137.9 | 129.2 | 124.3 | 1,571.1 | 3.45% | -4.11% |

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|------------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Santa Cruz | Santa Cruz Metro Transit Dist | DR | 0.2 | 5.3 | 5.5 | 5.0 | 51.5 | 3.2 | 2.8 | 2.7 | 41.3 | 81.61% | 24.70% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | MB | 9.1 | 316.5 | 259.1 | 151.6 | 1,711.3 | 80.3 | 71.2 | 63.9 | 1,604.1 | >100% | 6.68% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | TOTAL | 9.3 | 321.8 | 264.6 | 156.6 | 1,762.8 | 83.5 | 74.0 | 66.6 | 1,645.4 | >100% | 7.14% |
| CA Santa Monica | Santa Monica's Big Blue Bus | DR | 0.1 | 1.6 | 1.7 | 1.7 | 17.1 | 1.0 | 1.0 | 1.0 | 16.9 | 66.67% | 1.18% |
| CA Santa Monica | Santa Monica's Big Blue Bus | MB | 19.9 | 570.2 | 525.5 | 446.0 | 5,483.1 | 482.8 | 458.5 | 413.4 | 6,419.6 | 13.80% | -14.59% |
| CA Santa Monica | Santa Monica's Big Blue Bus | TOTAL | 20.0 | 571.8 | 527.2 | 447.7 | 5,500.2 | 483.8 | 459.5 | 414.4 | 6,436.5 | 13.92% | -14.55% |
| CA Simi Valley | City of Simi Valley/Transit | DR | 0.1 | 2.5 | 2.7 | 2.6 | 25.1 | 1.4 | 2.0 | 1.5 | 19.7 | 59.18% | 27.41% |
| CA Simi Valley | City of Simi Valley/Transit | MB | 0.4 | 11.0 | 10.0 | 9.0 | 129.9 | 10.5 | 8.5 | 10.6 | 123.3 | 1.35% | 5.35% |
| CA Simi Valley | City of Simi Valley/Transit | TOTAL | 0.5 | 13.5 | 12.7 | 11.6 | 155.0 | 11.9 | 10.5 | 12.1 | 143.0 | 9.57% | 8.39% |
| CA Stockton | San Joaquin Reg Rail Comm | CR | 6.2 | 26.5 | 25.4 | 22.5 | 227.9 | 13.8 | 12.1 | 10.7 | 399.6 | >100% | -42.97% |
| CA Stockton | San Joaquin Reg Rail Comm | TOTAL | 6.2 | 26.5 | 25.4 | 22.5 | 227.9 | 13.8 | 12.1 | 10.7 | 399.6 | >100% | -42.97% |
| CA Stockton | San Joaquin Reg Trans Dist | DR | 0.2 | 5.0 | 4.7 | 5.1 | 38.4 | 2.7 | 2.3 | 2.3 | 70.5 | >100% | -45.53% |
| CA Stockton | San Joaquin Reg Trans Dist | MB | 6.0 | 144.9 | 143.0 | 137.1 | 1,549.3 | 125.6 | 111.7 | 114.6 | 1,757.6 | 20.77% | -11.85% |
| CA Stockton | San Joaquin Reg Trans Dist | TOTAL | 6.2 | 149.9 | 147.7 | 142.2 | NA | NA | NA | NA | NA | NA | NA |
| CA Thousand Palms | SunLine Transit Agency | DR | 0.3 | 9.3 | 9.1 | 9.2 | 92.9 | 6.1 | 5.4 | 5.4 | 77.2 | 63.31% | 20.34% |
| CA Thousand Palms | SunLine Transit Agency | MB | 6.5 | 187.9 | 177.7 | 173.6 | 2,008.9 | 185.2 | 168.5 | 159.7 | 2,418.1 | 5.03% | -16.92% |
| CA Thousand Palms | SunLine Transit Agency | VP | 0.0 | 1.3 | 1.2 | 1.3 | 16.3 | NA | NA | NA | NA | NA | NA |
| CA Thousand Palms | SunLine Transit Agency | TOTAL | 6.8 | 198.5 | 188.0 | 184.1 | 2,118.1 | NA | NA | NA | NA | NA | NA |
| CA Torrance | Torrance Transit System | DR | 0.1 | 2.1 | 2.0 | 2.0 | 23.3 | 1.8 | 1.7 | 1.7 | 33.2 | 17.31% | -29.82% |
| CA Torrance | Torrance Transit System | MB | 7.1 | 211.4 | 194.0 | 145.7 | 2,138.5 | 165.4 | 165.5 | 162.9 | 2,078.8 | 11.60% | 2.87% |
| CA Torrance | Torrance Transit System | TOTAL | 7.2 | 213.5 | 196.0 | 147.7 | 2,161.8 | 167.2 | 167.2 | 164.6 | 2,112.0 | 11.66% | 2.36% |
| CA Vallejo | Solano County Transit (SolTrans) | DR | 0.0 | 1.1 | 1.1 | 1.4 | 12.2 | 0.9 | 0.8 | 0.8 | 14.2 | 44.00% | -14.08% |
| CA Vallejo | Solano County Transit (SolTrans) | MB | 1.8 | 47.5 | 43.0 | 40.2 | 465.2 | 38.5 | 32.0 | 31.7 | 616.5 | 27.89% | -24.54% |
| CA Vallejo | Solano County Transit (SolTrans) | TOTAL | 1.8 | 48.6 | 44.1 | 41.6 | 477.4 | 39.4 | 32.8 | 32.5 | 630.7 | 28.27% | -24.31% |
| CA Ventura | Ventura County Transp Comm | MB | 1.0 | 27.8 | 25.9 | 20.8 | 257.6 | 19.6 | 18.4 | 16.8 | 287.9 | 35.95% | -10.52% |
| CA Ventura | Ventura County Transp Comm | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA Visalia | Visalia City Coach | DR | 0.1 | 1.9 | 1.7 | 2.1 | 19.6 | 1.6 | 1.4 | 1.4 | 19.2 | 29.55% | 2.08% |
| CA Visalia | Visalia City Coach | MB | 1.8 | 47.7 | 44.0 | 39.8 | 519.7 | 57.9 | 51.3 | 51.3 | 689.0 | -18.07% | -24.57% |
| CA Visalia | Visalia City Coach | TOTAL | 1.9 | 49.6 | 45.7 | 41.9 | 539.3 | 59.5 | 52.7 | 52.7 | 708.2 | -16.80% | -23.85% |
| CA West Covina | Foothill Transit | MB | 21.0 | 568.5 | 543.9 | 481.0 | 5,566.3 | 380.8 | 345.1 | 326.6 | 6,322.1 | 51.39% | -11.95% |
| CA West Covina | Foothill Transit | TOTAL | 21.0 | 568.5 | 543.9 | 481.0 | 5,566.3 | 380.8 | 345.1 | 326.6 | 6,322.1 | 51.39% | -11.95% |
| CA Woodland | Yolo County Transportation District | MB | 2.8 | 74.1 | 65.7 | 49.6 | 532.4 | 34.0 | 32.8 | 28.9 | 521.4 | 97.91% | 2.11% |
| CA Woodland | Yolo County Transportation District | TOTAL | 2.8 | 74.1 | 65.7 | 49.6 | 532.4 | 34.0 | 32.8 | 28.9 | 521.4 | 97.91% | 2.11% |

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|------------------------|------------------|--------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|---------|
| CO | Colorado Springs | Mountain Metropolitan Transit | DR | 0.4 | 9.1 | 8.4 | 8.2 | 93.3 | 6.9 | 5.6 | 5.1 | 75.2 | 46.02% | 24.07% |
| CO | Colorado Springs | Mountain Metropolitan Transit | MB | 5.1 | 148.6 | 128.5 | 124.0 | 1,827.2 | 168.4 | 125.0 | 119.4 | 1,975.1 | -2.83% | -7.49% |
| CO | Colorado Springs | Mountain Metropolitan Transit | VP | 0.0 | 0.8 | 0.8 | 0.7 | 9.5 | 0.7 | 0.5 | 0.6 | 13.2 | 27.78% | -28.03% |
| CO | Colorado Springs | Mountain Metropolitan Transit | TOTAL | 5.5 | 158.5 | 137.7 | 132.9 | 1,930.0 | 176.0 | 131.1 | 125.1 | 2,063.5 | -0.72% | -6.47% |
| CO | Denver | Colorado Dept of Trp | MB | 1.8 | 9.7 | 9.0 | 11.6 | 90.6 | 4.4 | 3.6 | 4.2 | 81.9 | >100% | 10.62% |
| CO | Denver | Colorado Dept of Trp | TOTAL | 1.8 | 9.7 | 9.0 | 11.6 | 90.6 | 4.4 | 3.6 | 4.2 | 81.9 | >100% | 10.62% |
| CO | Denver | Regional Trp District | CR | 29.0 | 685.4 | 619.8 | 600.4 | 6,585.5 | 429.5 | 365.0 | 377.0 | 4,954.3 | 62.66% | 32.92% |
| CO | Denver | Regional Trp District | DR | 2.6 | 60.5 | 57.4 | 57.9 | 607.9 | 40.3 | 35.0 | 36.3 | 553.9 | 57.53% | 9.75% |
| CO | Denver | Regional Trp District | LR | 46.3 | 1,113.4 | 982.2 | 952.0 | 10,016.3 | 646.1 | 539.3 | 522.1 | 10,464.8 | 78.48% | -4.29% |
| CO | Denver | Regional Trp District | MB | 134.7 | 3,123.3 | 2,873.8 | 2,868.6 | 31,598.0 | 2,436.1 | 2,118.2 | 2,117.6 | 36,511.6 | 32.88% | -13.46% |
| CO | Denver | Regional Trp District | VP | 0.7 | 16.8 | 16.2 | 16.3 | 192.4 | 16.1 | 15.9 | 16.0 | 192.5 | 2.71% | -0.05% |
| CO | Denver | Regional Trp District | TOTAL | 213.3 | 4,999.4 | 4,549.4 | 4,495.2 | 49,000.1 | 3,568.1 | 3,073.4 | 3,069.0 | 52,677.1 | 44.63% | -6.98% |
| CO | Fort Collins | Transfort | DR | 0.0 | 2.6 | 2.5 | 2.5 | 28.8 | 2.2 | 1.9 | 1.9 | 23.0 | 26.67% | 25.22% |
| CO | Fort Collins | Transfort | MB | 6.8 | 190.9 | 177.4 | 115.1 | 1,482.4 | 114.1 | 99.3 | 78.9 | 1,788.6 | 65.38% | -17.12% |
| CO | Fort Collins | Transfort | TOTAL | 6.8 | 193.5 | 179.9 | 117.6 | 1,511.2 | 116.3 | 101.2 | 80.8 | 1,811.6 | 64.60% | -16.58% |
| CO | Grand Junction | Mesa County Reg Transp Office | DR | 0.1 | 2.2 | 1.9 | 1.9 | 21.3 | 1.6 | 1.2 | 1.3 | 16.6 | 46.34% | 28.31% |
| CO | Grand Junction | Mesa County Reg Transp Office | MB | 1.3 | 32.7 | 31.7 | 30.9 | 381.0 | 33.3 | 26.3 | 26.0 | 442.1 | 11.33% | -13.82% |
| CO | Grand Junction | Mesa County Reg Transp Office | TOTAL | 1.4 | 34.9 | 33.6 | 32.8 | 402.3 | 34.9 | 27.5 | 27.3 | 458.7 | 12.93% | -12.30% |
| CT | Hartford | Connecticut DOT | DR | 0.1 | 4.3 | 4.2 | 4.1 | 43.3 | 3.5 | 3.0 | 2.7 | 38.9 | 36.96% | 11.31% |
| CT | Hartford | Connecticut DOT | MB | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CT | Hartford | Connecticut DOT | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CT | Hartford | Connecticut Transit | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CT | Hartford | Connecticut Transit | MB | NA | 1,489.4 | 1,433.0 | 1,379.7 | 16,860.9 | 1,503.8 | 1,279.3 | 1,223.3 | 18,502.9 | 7.38% | -8.87% |
| CT | Hartford | Connecticut Transit | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CT | Hartford | Greater Hartford Tran Dist | DR | 1.4 | 34.3 | 33.6 | 33.3 | 359.4 | 27.5 | 23.6 | 22.6 | 296.3 | 37.31% | 21.30% |
| CT | Hartford | Greater Hartford Tran Dist | TOTAL | 1.4 | 34.3 | 33.6 | 33.3 | 359.4 | 27.5 | 23.6 | 22.6 | 296.3 | 37.31% | 21.30% |
| CT | New Haven | Greater New Haven Transit Dist | DR | 0.6 | 16.2 | 15.3 | 15.2 | 174.2 | 13.7 | 11.7 | 11.3 | 152.5 | 27.25% | 14.23% |
| CT | New Haven | Greater New Haven Transit Dist | TOTAL | 0.6 | 16.2 | 15.3 | 15.2 | 174.2 | 13.7 | 11.7 | 11.3 | 152.5 | 27.25% | 14.23% |
| DC | Washington | District Dept of Transp | LR | NA | 20.9 | 17.4 | 21.1 | 285.0 | 32.0 | 26.9 | 23.7 | 384.1 | -28.09% | -25.80% |
| DC | Washington | District Dept of Transp | MB | NA | 171.7 | 164.3 | 139.5 | 1,488.4 | 50.1 | 33.5 | 31.5 | 1,157.5 | >100% | 28.59% |
| DC | Washington | District Dept of Transp | TOTAL | NA | 192.6 | 181.7 | 160.6 | 1,773.4 | 82.1 | 60.4 | 55.2 | 1,541.6 | >100% | 15.04% |
| DC | Washington | Washington Metro Area TA | HR | 221.2 | 6,641.4 | 5,731.4 | 5,478.2 | 57,002.3 | 3,042.9 | 2,696.2 | 2,524.6 | 68,081.0 | >100% | -16.27% |
| DC | Washington | Washington Metro Area TA | MB | 229.3 | 6,362.6 | 5,915.0 | 5,665.5 | 60,603.6 | 4,756.0 | 4,382.5 | 4,560.1 | 51,407.2 | 30.98% | 17.89% |
| DC | Washington | Washington Metro Area TA | TOTAL | 450.5 | 13,004.0 | 11,646.4 | 11,143.7 | 117,605.9 | 7,798.9 | 7,078.7 | 7,084.7 | 119,488.2 | 62.98% | -1.58% |

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

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|------------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| DE Wilmington | Delaware Transit Corp | DR | 2.7 | 59.8 | 56.5 | 56.5 | 586.1 | 39.5 | 34.9 | 34.8 | 479.5 | 58.24% | 22.23% |
| DE Wilmington | Delaware Transit Corp | MB | 19.6 | 409.3 | 388.5 | 463.3 | 4,892.8 | 360.1 | 326.4 | 329.2 | 4,269.2 | 24.16% | 14.61% |
| DE Wilmington | Delaware Transit Corp | TOTAL | 22.3 | 469.1 | 445.0 | 519.8 | 5,478.9 | 399.6 | 361.3 | 364.0 | 4,748.7 | 27.47% | 15.38% |
| FL Bradenton | Manatee County Area Transit | DR | 0.3 | 5.6 | 5.6 | 5.8 | 65.6 | 4.7 | 4.2 | 4.8 | 56.3 | 24.09% | 16.52% |
| FL Bradenton | Manatee County Area Transit | MB | 4.5 | 95.3 | 94.0 | 101.5 | NA | 107.5 | 90.4 | 84.6 | NA | 2.94% | NA |
| FL Bradenton | Manatee County Area Transit | TOTAL | 4.8 | 100.9 | 99.6 | 107.3 | NA | 112.2 | 94.6 | 89.4 | NA | 3.92% | NA |
| FL Bushnell | Sumter County Transit | DR | NA | 2.3 | 2.3 | 2.2 | NA | NA | NA | NA | NA | NA | NA |
| FL Bushnell | Sumter County Transit | MB | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| FL Bushnell | Sumter County Transit | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| FL Fort Myers | Lee Tran | DR | 0.5 | 13.6 | 12.9 | 12.7 | 144.9 | 9.9 | 8.8 | 9.6 | 104.3 | 38.52% | 38.93% |
| FL Fort Myers | Lee Tran | MB | 5.8 | 134.9 | 142.6 | 202.8 | 1,797.6 | 126.9 | 113.9 | 126.9 | 1,867.6 | 30.62% | -3.75% |
| FL Fort Myers | Lee Tran | VP | 0.0 | 0.0 | 0.0 | 0.0 | 7.3 | 3.9 | 3.7 | 3.4 | 41.6 | -100.00% | -82.45% |
| FL Fort Myers | Lee Tran | TOTAL | 6.3 | 148.5 | 155.5 | 215.5 | 1,949.8 | 140.7 | 126.4 | 139.9 | 2,013.5 | 27.64% | -3.16% |
| FL Jacksonville | Jacksonville Transp Auth | AG | 1.2 | 29.8 | 24.6 | 24.7 | 296.3 | 24.8 | 22.4 | 23.4 | 273.2 | 12.04% | 8.46% |
| FL Jacksonville | Jacksonville Transp Auth | DR | 0.8 | 18.9 | 18.5 | 18.6 | 240.2 | 23.0 | 20.2 | 20.7 | 260.5 | -12.36% | -7.79% |
| FL Jacksonville | Jacksonville Transp Auth | FB | 1.0 | 33.6 | 26.0 | 33.3 | 324.3 | 32.4 | 31.5 | 28.5 | 397.6 | 0.54% | -18.44% |
| FL Jacksonville | Jacksonville Transp Auth | MB | 16.1 | 432.9 | 417.8 | 413.0 | 5,025.4 | 451.7 | 419.7 | 428.3 | 5,802.9 | -2.77% | -13.40% |
| FL Jacksonville | Jacksonville Transp Auth | TOTAL | 19.0 | 515.2 | 486.9 | 489.6 | 5,886.2 | 531.9 | 493.8 | 500.9 | 6,734.2 | -2.29% | -12.59% |
| FL Miami | Miami-Dade Transit Agency | AG | 15.6 | 389.1 | 419.0 | 450.3 | 4,012.0 | 250.0 | 232.4 | 251.0 | 3,994.7 | 71.58% | 0.43% |
| FL Miami | Miami-Dade Transit Agency | DR | 4.4 | 115.1 | 110.3 | 104.5 | 1,326.4 | 97.4 | 89.4 | 96.4 | 1,000.7 | 16.49% | 32.55% |
| FL Miami | Miami-Dade Transit Agency | HR | 34.4 | 844.4 | 850.9 | 860.4 | 9,708.2 | 769.5 | 699.5 | 769.2 | 9,553.7 | 14.19% | 1.62% |
| FL Miami | Miami-Dade Transit Agency | MB | 117.3 | 3,081.2 | 3,056.7 | 3,123.0 | 37,552.8 | 2,805.1 | 2,651.3 | 3,022.5 | 32,880.4 | 9.22% | 14.21% |
| FL Miami | Miami-Dade Transit Agency | TOTAL | 171.7 | 4,429.8 | 4,436.9 | 4,538.2 | 52,599.4 | 3,922.0 | 3,672.6 | 4,139.1 | 47,429.5 | 14.24% | 10.90% |
| FL Orlando | Central Florida RTA | DR | 1.9 | 48.3 | 48.4 | 50.3 | 595.6 | 6.1 | 5.3 | 47.1 | 528.6 | >100% | 12.67% |
| FL Orlando | Central Florida RTA | MB | 45.3 | 1,240.4 | 1,191.6 | 1,226.7 | 13,459.7 | 1,041.4 | 954.1 | 1,008.2 | 13,733.9 | 21.81% | -2.00% |
| FL Orlando | Central Florida RTA | VP | 0.2 | 21.4 | 21.3 | 21.4 | 262.3 | 24.4 | 22.5 | 17.7 | 278.4 | -0.77% | -5.78% |
| FL Orlando | Central Florida RTA | TOTAL | 47.4 | 1,310.1 | 1,261.3 | 1,298.4 | 14,317.6 | 1,071.9 | 981.9 | 1,073.0 | 14,540.9 | 23.76% | -1.54% |
| FL Orlando | SunRail | CR | 3.2 | 67.3 | 67.3 | 76.6 | 743.5 | 51.1 | 44.0 | 51.8 | 749.5 | 43.77% | -0.80% |
| FL Orlando | SunRail | TOTAL | 3.2 | 67.3 | 67.3 | 76.6 | 743.5 | 51.1 | 44.0 | 51.8 | 749.5 | 43.77% | -0.80% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | CR | 9.4 | 245.2 | 245.4 | 252.6 | 2,540.1 | 164.7 | 155.7 | 172.9 | 2,204.5 | 50.66% | 15.22% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | MB | 0.8 | 21.0 | 21.7 | 24.2 | 260.0 | 25.0 | 27.6 | 31.6 | 421.7 | -20.55% | -38.34% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | TOTAL | 10.2 | 266.2 | 267.1 | 276.8 | 2,800.1 | 189.7 | 183.3 | 204.5 | 2,626.2 | 40.28% | 6.62% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

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|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| FL West Palm Beach | Palm Beach County STD | DR | 2.5 | 59.8 | 55.9 | 55.0 | 632.7 | 45.7 | 39.8 | 43.4 | 557.0 | 32.43% | 13.59% |
| FL West Palm Beach | Palm Beach County STD | MB | 20.1 | 543.1 | 516.8 | 523.5 | 6,116.4 | 486.6 | 428.5 | 471.1 | 6,741.1 | 14.23% | -9.27% |
| FL West Palm Beach | Palm Beach County STD | TOTAL | 22.6 | 602.9 | 572.7 | 578.5 | 6,749.1 | 532.3 | 468.3 | 514.5 | 7,298.1 | 15.77% | -7.52% |
| GA Atlanta | Georgia Regional Trp Auth | MB | 13.7 | 31.0 | 30.0 | 24.0 | 267.3 | 16.0 | 13.6 | 13.2 | 499.3 | 98.60% | -46.47% |
| GA Atlanta | Georgia Regional Trp Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | DR | 1.6 | 44.5 | 42.7 | 43.3 | 471.4 | 35.1 | 33.0 | 34.2 | 469.0 | 27.57% | 0.51% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | HR | 73.6 | 2,346.6 | 2,163.7 | 2,040.9 | 22,912.7 | 1,619.4 | 1,494.6 | 1,482.1 | 24,056.3 | 42.54% | -4.75% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | LR | 0.3 | 9.9 | 9.4 | 9.8 | 114.7 | 6.6 | 5.8 | 5.1 | 104.7 | 66.29% | 9.55% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | MB | 92.1 | 2,562.9 | 2,419.7 | 2,045.4 | 26,790.0 | 2,134.4 | 2,014.1 | 1,885.9 | 31,961.8 | 16.47% | -16.18% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | TOTAL | 167.6 | 4,963.9 | 4,635.5 | 4,139.4 | 50,288.8 | 3,795.5 | 3,547.5 | 3,407.3 | 56,591.8 | 27.80% | -11.14% |
| GA Macon | Macon-Bibb County Transit Auth | DR | 0.1 | 3.4 | 3.4 | 3.6 | 35.7 | 2.6 | 2.3 | 2.5 | 28.7 | 40.54% | 24.39% |
| GA Macon | Macon-Bibb County Transit Auth | MB | 2.1 | 36.1 | 47.8 | 53.6 | 418.2 | 26.9 | 47.5 | 33.2 | 395.6 | 27.79% | 5.71% |
| GA Macon | Macon-Bibb County Transit Auth | TOTAL | 2.2 | 39.5 | 51.2 | 57.2 | 453.9 | 29.5 | 49.8 | 35.7 | 424.3 | 28.61% | 6.98% |
| GA Savannah | Chatham Area Transit Auth | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| GA Savannah | Chatham Area Transit Auth | MB | NA | 123.6 | NA | NA | NA | 132.6 | 119.6 | 105.2 | 1,552.0 | NA | NA |
| GA Savannah | Chatham Area Transit Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| HI Honolulu | City & Cnty of Honolulu DOTS | DR | 2.5 | 67.6 | 66.8 | 65.3 | 757.0 | 52.1 | 51.9 | 56.6 | 693.3 | 24.35% | 9.19% |
| HI Honolulu | City & Cnty of Honolulu DOTS | MB | 103.3 | 2,856.6 | 2,846.8 | 2,793.4 | 32,277.8 | 2,155.0 | 2,079.5 | 2,322.8 | 31,353.2 | 29.58% | 2.95% |
| HI Honolulu | City & Cnty of Honolulu DOTS | TOTAL | 105.8 | 2,924.2 | 2,913.6 | 2,858.7 | 33,034.8 | 2,207.1 | 2,131.4 | 2,379.4 | 32,046.5 | 29.45% | 3.08% |
| IA Ames | Ames Transit Agency | DR | 0.0 | 1.1 | 0.9 | 1.0 | 9.6 | 0.5 | 0.4 | 0.5 | 6.1 | >100% | 57.38% |
| IA Ames | Ames Transit Agency | MB | 14.9 | 444.7 | 356.4 | 228.9 | 2,801.5 | 231.7 | 160.0 | 35.3 | 2,540.4 | >100% | 10.28% |
| IA Ames | Ames Transit Agency | TOTAL | 14.9 | 445.8 | 357.3 | 229.9 | 2,811.1 | 232.2 | 160.4 | 35.8 | 2,546.5 | >100% | 10.39% |
| ID Ketchum | Mountain Rides Transportation Auth | DR | NA | 1.7 | 1.2 | 0.7 | 6.8 | 0.1 | 0.1 | 0.1 | 2.3 | >100% | >100% |
| ID Ketchum | Mountain Rides Transportation Auth | MB | NA | 22.6 | 21.2 | 53.0 | 384.5 | 21.1 | 17.8 | 36.2 | 370.4 | 28.89% | 3.81% |
| ID Ketchum | Mountain Rides Transportation Auth | VP | NA | 2.7 | 2.5 | 2.1 | 25.0 | 1.5 | 1.2 | 1.6 | 27.7 | 69.77% | -9.75% |
| ID Ketchum | Mountain Rides Transportation Auth | TOTAL | NA | 27.0 | 24.9 | 55.8 | 416.3 | 22.7 | 19.1 | 37.9 | 400.4 | 35.13% | 3.97% |
| ID Moscow | Smart Transit | DR | 0.0 | 0.8 | 0.7 | 0.8 | 8.2 | 0.6 | 0.5 | 0.5 | 7.2 | 43.75% | 13.89% |
| ID Moscow | Smart Transit | MB | 0.4 | 9.1 | 7.0 | 6.8 | 80.8 | 6.1 | 5.1 | 4.9 | 76.1 | 42.24% | 6.18% |
| ID Moscow | Smart Transit | TOTAL | 0.4 | 9.9 | 7.7 | 7.6 | 89.0 | 6.7 | 5.6 | 5.4 | 83.3 | 42.37% | 6.84% |
| 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 | 294.0 | 9,029.3 | 8,020.7 | 7,040.2 | 78,623.2 | 4,750.3 | 3,814.9 | 3,681.1 | 76,050.0 | 96.71% | 3.38% |
| IL Chicago | Chicago Transit Authority | MB | 420.7 | 11,905.6 | 10,923.9 | 10,175.9 | 117,357.4 | 8,886.8 | 7,493.9 | 7,467.2 | 121,449.9 | 38.40% | -3.37% |
| IL Chicago | Chicago Transit Authority | TOTAL | 714.7 | 20,934.9 | 18,944.6 | 17,216.1 | 195,980.6 | 13,637.1 | 11,308.8 | 11,148.3 | 197,499.9 | 58.18% | -0.77% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

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|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| IL Chicago | Metra | CR | 75.1 | 1,675.7 | 1,634.7 | 1,393.5 | 14,080.7 | 607.3 | 489.4 | 457.3 | 16,637.8 | >100% | -15.37% |
| IL Chicago | Metra | TOTAL | 75.1 | 1,675.7 | 1,634.7 | 1,393.5 | 14,080.7 | 607.3 | 489.4 | 457.3 | 16,637.8 | >100% | -15.37% |
| IL Granite City | Madison County Trans Dist | DR | 0.2 | 3.6 | 3.5 | 3.4 | 35.6 | 2.3 | 1.9 | 1.8 | 29.5 | 75.00% | 20.68% |
| IL Granite City | Madison County Trans Dist | MB | 3.9 | 104.8 | 94.5 | 86.6 | 1,030.7 | 95.4 | 82.0 | 77.1 | 1,215.0 | 12.34% | -15.17% |
| IL Granite City | Madison County Trans Dist | VP | 0.1 | 3.2 | 3.4 | 3.2 | 36.2 | 2.2 | 1.8 | 2.0 | 35.1 | 63.33% | 3.13% |
| IL Granite City | Madison County Trans Dist | TOTAL | 4.2 | 111.6 | 101.4 | 93.2 | 1,102.5 | 99.9 | 85.7 | 80.9 | 1,279.6 | 14.90% | -13.84% |
| IL Moline | Rock Island County MMTD | DR | 0.3 | 5.8 | 5.5 | 5.1 | 55.7 | 3.1 | 3.3 | 3.4 | 44.8 | 67.35% | 24.33% |
| IL Moline | Rock Island County MMTD | FB | 0.1 | 1.4 | 0.0 | 0.0 | 36.5 | 0.9 | 0.0 | 0.0 | 32.4 | 55.56% | 12.65% |
| IL Moline | Rock Island County MMTD | MB | 5.7 | 145.6 | 138.1 | 141.0 | 1,610.4 | 139.3 | 122.3 | 120.3 | 1,777.8 | 11.21% | -9.42% |
| IL Moline | Rock Island County MMTD | TOTAL | 6.1 | 152.8 | 143.6 | 146.1 | 1,702.6 | 143.3 | 125.6 | 123.7 | 1,855.0 | 12.71% | -8.22% |
| IL Normal | Bloomington-Normal Public Transit | DR | 0.2 | 6.3 | 6.0 | 5.9 | 63.7 | 4.6 | 4.2 | 4.3 | 52.9 | 38.93% | 20.42% |
| IL Normal | Bloomington-Normal Public Transit | MB | 5.6 | 173.2 | 151.1 | 115.4 | 1,614.1 | 138.1 | 123.9 | 111.6 | 1,644.6 | 17.69% | -1.85% |
| IL Normal | Bloomington-Normal Public Transit | TOTAL | 5.8 | 179.5 | 157.1 | 121.3 | 1,677.8 | 142.7 | 128.1 | 115.9 | 1,697.5 | 18.41% | -1.16% |
| IL Peoria | Greater Peoria Mass Tr Dist | DR | 0.4 | 9.4 | 7.7 | 9.1 | 109.4 | NA | NA | NA | NA | NA | NA |
| IL Peoria | Greater Peoria Mass Tr Dist | MB | 4.5 | 138.6 | 130.8 | 128.8 | 1,497.7 | 153.3 | 129.6 | 127.3 | 1,784.3 | -2.93% | -16.06% |
| IL Peoria | Greater Peoria Mass Tr Dist | TOTAL | 4.8 | 148.0 | 138.5 | 137.9 | 1,607.1 | NA | NA | NA | NA | NA | NA |
| IL Rockford | Rockford Mass Transit Dist | DR | 0.4 | 10.0 | 9.5 | 9.3 | 110.8 | 7.9 | 6.9 | 7.4 | 88.9 | 29.73% | 24.63% |
| IL Rockford | Rockford Mass Transit Dist | MB | 2.5 | 67.0 | 56.6 | 59.3 | 729.4 | 67.0 | 56.6 | 59.3 | 873.9 | 0.00% | -16.54% |
| IL Rockford | Rockford Mass Transit Dist | TOTAL | 2.9 | 77.0 | 66.1 | 68.6 | 840.2 | 74.9 | 63.5 | 66.7 | 962.8 | 3.22% | -12.73% |
| IL Springfield | Sangamon Mass Transit District | DR | 0.2 | 6.3 | 6.0 | 6.0 | 70.2 | 5.5 | 4.2 | 4.9 | 61.2 | 25.34% | 14.71% |
| IL Springfield | Sangamon Mass Transit District | MB | 3.3 | 79.2 | 78.9 | 80.1 | 934.8 | 96.7 | 84.2 | 83.9 | 1,043.8 | -10.05% | -10.44% |
| IL Springfield | Sangamon Mass Transit District | TOTAL | 3.6 | 85.5 | 84.9 | 86.1 | 1,005.0 | 102.2 | 88.4 | 88.8 | 1,105.0 | -8.20% | -9.05% |
| IL Urbana | Champaign-Urbana MTD | DR | 0.3 | 8.9 | 8.7 | 8.1 | 65.6 | 4.1 | 3.6 | 1.7 | 52.2 | >100% | 25.67% |
| IL Urbana | Champaign-Urbana MTD | MB | 25.9 | 813.8 | 667.8 | 493.5 | 5,485.9 | 337.6 | 275.9 | 211.7 | 4,932.9 | >100% | 11.21% |
| IL Urbana | Champaign-Urbana MTD | TOTAL | 26.2 | 822.7 | 676.5 | 501.6 | 5,551.5 | 341.7 | 279.5 | 213.4 | 4,985.1 | >100% | 11.36% |
| IN Chesterton | Northern IN Commuter TD | CR | 4.0 | 112.3 | 109.4 | 111.4 | 1,022.9 | 56.3 | 40.5 | 40.5 | 994.8 | >100% | 2.82% |
| IN Chesterton | Northern IN Commuter TD | TOTAL | 4.0 | 112.3 | 109.4 | 111.4 | 1,022.9 | 56.3 | 40.5 | 40.5 | 994.8 | >100% | 2.82% |
| IN Indianapolis | Indianapolis Public Trp Corp | DR | 0.4 | 9.5 | 8.8 | 8.5 | 134.8 | 14.1 | 12.0 | 11.5 | 169.0 | -28.72% | -20.24% |
| IN Indianapolis | Indianapolis Public Trp Corp | MB | 16.4 | 448.1 | 418.7 | 419.0 | 4,996.5 | 396.7 | 346.8 | 333.2 | 4,990.8 | 19.42% | 0.11% |
| IN Indianapolis | Indianapolis Public Trp Corp | TOTAL | 16.8 | 457.6 | 427.5 | 427.5 | 5,131.3 | 410.8 | 358.8 | 344.7 | 5,159.8 | 17.80% | -0.55% |
| IN Lafayette | Greater Lafayette PTC | DR | 0.8 | 2.7 | 2.7 | 2.2 | 28.9 | 2.3 | 1.7 | 1.3 | 22.7 | 43.40% | 27.31% |
| IN Lafayette | Greater Lafayette PTC | MB | 9.9 | 346.5 | 319.8 | 222.3 | 2,469.7 | 164.0 | 125.2 | 82.1 | 2,303.0 | >100% | 7.24% |
| IN Lafayette | Greater Lafayette PTC | TOTAL | 10.7 | 349.2 | 322.5 | 224.5 | 2,498.6 | 166.3 | 126.9 | 83.4 | 2,325.7 | >100% | 7.43% |

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

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|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| IN Muncie | Muncie Indiana Transit Sys | DR | 0.1 | 2.7 | 2.8 | 2.7 | 34.6 | 3.0 | 2.7 | 2.6 | 33.9 | -1.20% | 2.06% |
| IN Muncie | Muncie Indiana Transit Sys | MB | 2.6 | 61.7 | 63.3 | 57.5 | 711.8 | 70.3 | 59.4 | 55.5 | 775.8 | -1.46% | -8.25% |
| IN Muncie | Muncie Indiana Transit Sys | TOTAL | 2.7 | 64.4 | 66.1 | 60.2 | 746.4 | 73.3 | 62.1 | 58.1 | 809.7 | -1.45% | -7.82% |
| IN South Bend | South Bend Public Transp | DR | 0.2 | 4.5 | 4.6 | 4.7 | 50.9 | 4.0 | 3.2 | 3.0 | 45.2 | 35.29% | 12.61% |
| IN South Bend | South Bend Public Transp | MB | 3.6 | 90.0 | 91.1 | 83.0 | 937.0 | 76.0 | 67.7 | 66.3 | 888.1 | 25.76% | 5.51% |
| IN South Bend | South Bend Public Transp | TOTAL | 3.8 | 94.5 | 95.7 | 87.7 | 987.9 | 80.0 | 70.9 | 69.3 | 933.3 | 26.20% | 5.85% |
| KS Olathe | Johnson County Transit | DR | 0.2 | 4.4 | 4.1 | 4.5 | 42.2 | 1.9 | 1.7 | 1.6 | 26.0 | >100% | 62.31% |
| KS Olathe | Johnson County Transit | MB | 0.8 | 19.1 | 18.4 | 13.5 | 156.5 | 11.3 | 9.4 | 9.3 | 182.9 | 70.00% | -14.43% |
| KS Olathe | Johnson County Transit | TOTAL | 1.0 | 23.5 | 22.5 | 18.0 | 198.7 | 13.2 | 11.1 | 10.9 | 208.9 | 81.82% | -4.88% |
| KS Wichita | Wichita Transit | MB | 3.2 | 79.6 | 73.7 | 68.9 | 768.8 | 62.2 | 50.0 | 51.0 | 770.3 | 36.15% | -0.19% |
| KS Wichita | Wichita Transit | TOTAL | 3.2 | 79.6 | 73.7 | 68.9 | 768.8 | 62.2 | 50.0 | 51.0 | 770.3 | 36.15% | -0.19% |
| KY Fort Wright | Tr Auth of Northern Kentucky | DR | 0.2 | 6.2 | 6.1 | 5.6 | 66.2 | 5.3 | 4.3 | 4.1 | 53.0 | 30.66% | 24.91% |
| KY Fort Wright | Tr Auth of Northern Kentucky | MB | 4.4 | 121.3 | 117.4 | 112.4 | 1,358.6 | 121.9 | 105.6 | 100.3 | 1,556.6 | 7.11% | -12.72% |
| KY Fort Wright | Tr Auth of Northern Kentucky | TOTAL | 4.6 | 127.5 | 123.5 | 118.0 | 1,424.8 | 127.2 | 109.9 | 104.4 | 1,609.6 | 8.05% | -11.48% |
| KY Lexington | Transit Auth Lexington-Fayette | DR | 0.6 | 14.9 | 14.1 | 14.2 | 168.2 | 14.4 | 12.5 | 12.6 | 162.6 | 9.37% | 3.44% |
| KY Lexington | Transit Auth Lexington-Fayette | MB | 9.5 | 259.8 | 245.5 | 196.9 | 2,495.0 | 243.9 | 209.2 | 177.5 | 2,696.5 | 11.35% | -7.47% |
| KY Lexington | Transit Auth Lexington-Fayette | VP | 0.0 | 0.9 | 1.2 | 1.3 | 8.7 | 0.5 | 0.4 | 0.3 | 6.7 | >100% | 29.85% |
| KY Lexington | Transit Auth Lexington-Fayette | TOTAL | 10.0 | 275.6 | 260.8 | 212.4 | 2,671.9 | 258.8 | 222.1 | 190.4 | 2,865.8 | 11.54% | -6.77% |
| KY Louisville | Transit Auth of River City | DR | 1.0 | 26.1 | 26.0 | 26.7 | 319.8 | 26.3 | 22.8 | 23.4 | 306.9 | 8.69% | 4.20% |
| KY Louisville | Transit Auth of River City | MB | 13.6 | 440.7 | 421.1 | 384.8 | 4,656.0 | 401.1 | 359.1 | 345.8 | 5,227.0 | 12.71% | -10.92% |
| KY Louisville | Transit Auth of River City | TOTAL | 14.6 | 466.8 | 447.1 | 411.5 | 4,975.8 | 427.4 | 381.9 | 369.2 | 5,533.9 | 12.46% | -10.09% |
| KY Owensboro | Owensboro Transit System | DR | NA | 1.4 | 1.4 | 1.4 | 17.8 | 1.3 | 1.2 | 1.2 | 13.8 | 13.51% | 28.99% |
| KY Owensboro | Owensboro Transit System | MB | NA | 16.7 | 15.5 | 16.5 | 198.6 | 21.2 | 18.6 | 18.4 | 223.8 | -16.32% | -11.26% |
| KY Owensboro | Owensboro Transit System | TOTAL | NA | 18.1 | 16.9 | 17.9 | 216.4 | 22.5 | 19.8 | 19.6 | 237.6 | -14.54% | -8.92% |
| LA Baton Rouge | Capital Area Transit System | MB | 4.6 | 95.7 | 96.7 | 94.2 | 1,109.9 | 114.0 | 97.2 | 100.5 | 1,457.3 | -8.05% | -23.84% |
| LA Baton Rouge | Capital Area Transit System | TOTAL | 4.6 | 95.7 | 96.7 | 94.2 | 1,109.9 | 114.0 | 97.2 | 100.5 | 1,457.3 | -8.05% | -23.84% |
| MA Amherst | UMass Transit Service | MB | 9.2 | 288.4 | 247.9 | 154.6 | 1,400.4 | 41.8 | 35.0 | 26.0 | 1,111.4 | >100% | 26.00% |
| MA Amherst | UMass Transit Service | TOTAL | 9.2 | 288.4 | 247.9 | 154.6 | 1,400.4 | 41.8 | 35.0 | 26.0 | 1,111.4 | >100% | 26.00% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

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|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MA Boston | Massachusetts Bay Tr Auth | CR | 49.0 | 1,310.6 | 1,265.2 | 1,158.1 | 8,877.6 | 666.4 | 926.5 | 632.4 | 12,887.5 | 67.79% | -31.11% |
| MA Boston | Massachusetts Bay Tr Auth | DR | 2.9 | 79.0 | 74.5 | 75.4 | 854.3 | 64.4 | 59.9 | 60.0 | 852.1 | 24.20% | 0.26% |
| MA Boston | Massachusetts Bay Tr Auth | FB | 1.8 | 44.0 | 40.8 | 32.6 | 394.2 | 12.2 | 10.3 | 7.9 | 359.6 | >100% | 9.62% |
| MA Boston | Massachusetts Bay Tr Auth | HR | 248.7 | 7,346.4 | 6,626.4 | 5,870.4 | 62,963.9 | 3,887.1 | 3,337.1 | 3,074.2 | 57,603.9 | 92.68% | 9.30% |
| MA Boston | Massachusetts Bay Tr Auth | LR | 81.9 | 2,640.1 | 2,218.9 | 1,917.7 | 21,577.4 | 1,197.9 | 1,033.7 | 876.6 | 18,757.6 | >100% | 15.03% |
| MA Boston | Massachusetts Bay Tr Auth | MB | 252.1 | 6,797.3 | 6,642.9 | 6,098.8 | 64,728.0 | 4,566.9 | 4,104.7 | 4,030.7 | 59,161.3 | 53.82% | 9.41% |
| MA Boston | Massachusetts Bay Tr Auth | TB | 4.9 | 120.6 | 121.5 | 113.9 | 1,162.2 | 91.3 | 80.4 | 74.7 | 900.3 | 44.48% | 29.09% |
| MA Boston | Massachusetts Bay Tr Auth | TOTAL | 641.3 | 18,338.0 | 16,990.2 | 15,266.9 | 160,557.6 | 10,486.2 | 9,552.6 | 8,756.5 | 150,522.3 | 75.71% | 6.67% |
| MD Baltimore | Maryland Transit Admin | CR | 5.9 | 178.7 | 170.0 | 180.0 | 1,291.9 | 74.9 | 54.3 | 58.4 | 2,462.5 | >100% | -47.54% |
| MD Baltimore | Maryland Transit Admin | DR | 5.7 | 129.3 | 128.6 | 128.5 | 1,615.3 | 139.7 | 131.2 | 127.5 | 1,738.6 | -3.01% | -7.09% |
| MD Baltimore | Maryland Transit Admin | HR | 5.6 | 137.0 | 202.4 | 178.4 | 1,667.4 | 153.8 | 123.6 | 109.6 | 2,861.3 | 33.80% | -41.73% |
| MD Baltimore | Maryland Transit Admin | LR | 8.5 | 305.2 | 263.6 | 225.4 | 2,718.1 | 227.6 | 193.3 | 185.4 | 2,803.9 | 30.99% | -3.06% |
| MD Baltimore | Maryland Transit Admin | MB | 119.4 | 3,752.8 | 3,515.7 | 3,599.0 | 37,319.4 | 3,463.2 | 2,972.9 | 2,775.7 | 42,453.2 | 17.97% | -12.09% |
| MD Baltimore | Maryland Transit Admin | TOTAL | 145.0 | 4,503.0 | 4,280.3 | 4,311.3 | 44,612.1 | 4,059.2 | 3,475.3 | 3,256.6 | 52,319.5 | 21.35% | -14.73% |
| MD Largo | Prince Georges County Transp | DR | 0.1 | 2.9 | 2.9 | 2.8 | 38.9 | 3.7 | 3.3 | 3.6 | 49.4 | -18.87% | -21.26% |
| MD Largo | Prince Georges County Transp | MB | 4.6 | 97.2 | 97.6 | 97.9 | 972.3 | 97.3 | 52.7 | 80.9 | 1,348.9 | 26.76% | -27.92% |
| MD Largo | Prince Georges County Transp | TOTAL | 4.7 | 100.1 | 100.5 | 100.7 | 1,011.2 | 101.0 | 56.0 | 84.5 | 1,398.3 | 24.76% | -27.68% |
| MD Rockville | Montgomery County Ride-On | DR | 0.0 | 0.4 | 0.4 | 0.4 | 2.1 | 0.0 | 0.0 | 0.0 | 6.2 | NA | -66.13% |
| MD Rockville | Montgomery County Ride-On | MB | 45.9 | 1,274.7 | 1,185.4 | 1,143.2 | 12,305.9 | 850.3 | 802.1 | 804.1 | 10,415.2 | 46.68% | 18.15% |
| MD Rockville | Montgomery County Ride-On | TOTAL | 45.9 | 1,275.1 | 1,185.8 | 1,143.6 | 12,308.0 | 850.3 | 802.1 | 804.1 | 10,421.4 | 46.73% | 18.10% |
| ME Portland | Northern NE Passenger RA | CR | 1.1 | 37.4 | 32.7 | 28.9 | 283.6 | 10.0 | 6.2 | 4.4 | 146.2 | >100% | 93.98% |
| ME Portland | Northern NE Passenger RA | TOTAL | 1.1 | 37.4 | 32.7 | 28.9 | 283.6 | 10.0 | 6.2 | 4.4 | 146.2 | >100% | 93.98% |
| MI Battle Creek | Battle Creek Transit | DR | 0.5 | 1.4 | 1.4 | 1.0 | 18.5 | 1.9 | 1.8 | 1.8 | 23.5 | -30.91% | -21.28% |
| MI Battle Creek | Battle Creek Transit | MB | 0.8 | 18.9 | 18.5 | 19.4 | 204.5 | 20.5 | 17.1 | 17.9 | 299.9 | 2.34% | -31.81% |
| MI Battle Creek | Battle Creek Transit | TOTAL | 1.3 | 20.3 | 19.9 | 20.4 | 223.0 | 22.4 | 18.9 | 19.7 | 323.4 | -0.66% | -31.05% |
| MI Detroit | City of Detroit Dept of Trp | MB | NA | 755.2 | 664.3 | 757.8 | 8,465.8 | 703.8 | 749.2 | 539.3 | 9,849.7 | 9.29% | -14.05% |
| MI Detroit | City of Detroit Dept of Trp | TOTAL | NA | 755.2 | 664.3 | 757.8 | 8,465.8 | 703.8 | 749.2 | 539.3 | 9,849.7 | 9.29% | -14.05% |
| MI Detroit | Detroit Transp Corp/DPM | AG | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 268.9 | 0.00% | -100.00% |
| MI Detroit | Detroit Transp Corp/DPM | TOTAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 268.9 | NA | -100.00% |
| MI Grand Rapids | Interurban Transit Partnership | DR | 0.8 | 19.1 | 18.8 | 18.3 | 212.1 | 16.8 | 13.1 | 12.7 | 180.3 | 31.92% | 17.64% |
| MI Grand Rapids | Interurban Transit Partnership | MB | 18.7 | 488.9 | 458.0 | 385.4 | 4,270.8 | 257.0 | 216.8 | 206.0 | 4,508.2 | 95.98% | -5.27% |
| MI Grand Rapids | Interurban Transit Partnership | VP | 0.0 | 0.5 | 0.7 | 0.6 | 7.3 | 0.8 | 0.7 | 0.7 | 11.9 | -18.18% | -38.66% |
| MI Grand Rapids | Interurban Transit Partnership | TOTAL | 19.5 | 508.5 | 477.5 | 404.3 | 4,490.2 | 274.6 | 230.6 | 219.4 | 4,700.4 | 91.87% | -4.47% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MI Kalamazoo | Kalamazoo Metro Transit Sys | DR | 0.4 | 9.0 | 8.7 | 8.3 | 92.1 | 17.2 | 6.2 | 5.8 | 99.3 | -10.96% | -7.25% |
| MI Kalamazoo | Kalamazoo Metro Transit Sys | MB | 4.7 | 111.1 | 110.9 | 99.8 | 1,366.2 | 112.9 | 106.6 | 98.4 | 1,446.3 | 1.23% | -5.54% |
| MI Kalamazoo | Kalamazoo Metro Transit Sys | TOTAL | 5.1 | 120.1 | 119.6 | 108.1 | 1,458.3 | 130.1 | 112.8 | 104.2 | 1,545.6 | 0.20% | -5.65% |
| MI Lansing | Capital Area Transp Authority | DR | 1.1 | 26.2 | 25.3 | 24.7 | 268.2 | 18.3 | 16.9 | 17.4 | 267.1 | 44.87% | 0.41% |
| MI Lansing | Capital Area Transp Authority | MB | 20.4 | 563.0 | 551.3 | 403.6 | 3,725.8 | 212.7 | 186.1 | 179.1 | 4,432.5 | >100% | -15.94% |
| MI Lansing | Capital Area Transp Authority | TOTAL | 21.5 | 589.2 | 576.6 | 428.3 | 3,994.0 | 231.0 | 203.0 | 196.5 | 4,699.6 | >100% | -15.01% |
| MI Monroe | Lake Erie Transp Commission | DR | 0.2 | 4.7 | 4.4 | 4.3 | 53.6 | 3.7 | 3.2 | 2.2 | 47.4 | 47.25% | 13.08% |
| MI Monroe | Lake Erie Transp Commission | MB | 0.5 | 11.6 | 11.5 | 11.0 | 136.0 | 11.8 | 9.3 | 9.2 | 131.1 | 12.54% | 3.74% |
| MI Monroe | Lake Erie Transp Commission | TOTAL | 0.7 | 16.3 | 15.9 | 15.3 | 189.6 | 15.5 | 12.5 | 11.4 | 178.5 | 20.56% | 6.22% |
| MI Muskegon Heights | Muskegon Area Transit Sys | DR | 0.1 | 2.9 | 3.1 | 3.5 | 11.3 | 0.5 | 0.5 | 0.5 | 7.9 | >100% | 43.04% |
| MI Muskegon Heights | Muskegon Area Transit Sys | MB | 0.6 | 12.2 | 11.7 | 10.7 | 141.5 | 15.8 | 10.3 | 11.1 | 225.6 | -6.99% | -37.28% |
| MI Muskegon Heights | Muskegon Area Transit Sys | TOTAL | 0.7 | 15.1 | 14.8 | 14.2 | NA | NA | NA | NA | NA | NA | NA |
| MI Port Huron | Blue Water Area Transp Comm | DR | 1.2 | 30.6 | 25.4 | 21.8 | 269.3 | 22.7 | 16.5 | 15.0 | 262.7 | 43.54% | 2.51% |
| MI Port Huron | Blue Water Area Transp Comm | MB | 1.6 | 36.0 | 35.7 | 34.9 | 396.0 | 44.5 | 30.6 | 32.3 | 408.1 | -0.74% | -2.96% |
| MI Port Huron | Blue Water Area Transp Comm | TOTAL | 2.8 | 66.6 | 61.1 | 56.7 | 665.3 | 67.2 | 47.1 | 47.3 | 670.8 | 14.11% | -0.82% |
| MN Burnsville | Minnesota Valley Transit Auth | DR | 0.0 | 0.7 | 0.7 | 0.5 | 5.7 | 0.3 | 0.2 | 0.3 | 6.8 | >100% | -16.18% |
| MN Burnsville | Minnesota Valley Transit Auth | MB | 2.7 | 66.0 | 58.4 | 49.8 | 580.5 | 44.7 | 49.0 | 31.4 | 902.0 | 39.25% | -35.64% |
| MN Burnsville | Minnesota Valley Transit Auth | TOTAL | 2.7 | 66.7 | 59.1 | 50.3 | 586.2 | 45.0 | 49.2 | 31.7 | 908.8 | 39.87% | -35.50% |
| MN Eden Prairie | Southwest Metro Transit | DR | 0.3 | 6.7 | 6.8 | 6.8 | 62.8 | 3.9 | 3.6 | 3.3 | 52.1 | 87.96% | 20.54% |
| MN Eden Prairie | Southwest Metro Transit | MB | 0.9 | 16.3 | 17.4 | 23.0 | 146.7 | 3.6 | 2.9 | 2.7 | 197.6 | >100% | -25.76% |
| MN Eden Prairie | Southwest Metro Transit | TOTAL | 1.2 | 23.0 | 24.2 | 29.8 | 209.5 | 7.5 | 6.5 | 6.0 | 249.7 | >100% | -16.10% |
| MN Minneapolis | Metro Transit | CR | 0.3 | 7.3 | 5.8 | 4.7 | 50.4 | 2.8 | 2.3 | 2.3 | 152.6 | >100% | -66.97% |
| MN Minneapolis | Metro Transit | LR | 33.5 | 1,169.3 | 1,015.6 | 813.9 | 10,560.8 | 736.5 | 692.6 | 678.6 | 10,255.6 | 42.28% | 2.98% |
| MN Minneapolis | Metro Transit | MB | 79.3 | 2,297.6 | 2,054.8 | 1,887.8 | 22,137.1 | 1,730.0 | 1,575.9 | 1,528.8 | 25,497.0 | 29.07% | -13.18% |
| MN Minneapolis | Metro Transit | TOTAL | 113.1 | 3,474.2 | 3,076.2 | 2,706.4 | 32,748.3 | 2,469.3 | 2,270.8 | 2,209.7 | 35,905.2 | 33.20% | -8.79% |
| MN Plymouth | Plymouth Metrolink & DAR | DR | NA | 2.7 | NA | NA | NA | 2.1 | 2.0 | 2.1 | 25.7 | NA | NA |
| MN Plymouth | Plymouth Metrolink & DAR | MB | NA | 7.7 | NA | NA | NA | 3.0 | 2.7 | 2.7 | 121.4 | NA | NA |
| MN Plymouth | Plymouth Metrolink & DAR | TOTAL | NA | 10.4 | NA | NA | NA | 5.1 | 4.7 | 4.8 | 147.1 | NA | NA |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | DR | 0.4 | 9.5 | 9.6 | 9.6 | 110.1 | 7.2 | 6.0 | 6.4 | 76.8 | 46.43% | 43.36% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | MB | 1.9 | 53.9 | 48.5 | 45.8 | 652.3 | 63.3 | 59.3 | 58.9 | 756.9 | -18.35% | -13.82% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | TOTAL | 2.3 | 63.4 | 58.1 | 55.4 | 762.4 | 70.5 | 65.3 | 65.3 | 833.7 | -12.03% | -8.55% |

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|------------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MO Kansas City | Kansas City Area Trp Auth | DR | 1.1 | 27.0 | 26.1 | 26.5 | 310.8 | 24.1 | 22.4 | 23.6 | 272.3 | 13.55% | 14.14% |
| MO Kansas City | Kansas City Area Trp Auth | MB | 29.6 | 832.9 | 769.3 | 781.8 | 9,140.0 | 834.9 | 764.6 | 752.0 | 9,041.5 | 1.38% | 1.09% |
| MO Kansas City | Kansas City Area Trp Auth | VP | NA | NA | NA | NA | NA | 2.0 | 2.0 | 1.7 | 33.2 | NA | NA |
| MO Kansas City | Kansas City Area Trp Auth | TOTAL | NA | NA | NA | NA | NA | 861.0 | 789.0 | 777.3 | 9,347.0 | NA | NA |
| MO Saint Louis | Bi-State Dev Agency | DR | 1.4 | 37.4 | 36.6 | 36.7 | 411.8 | 37.1 | 33.0 | 33.6 | 379.0 | 6.75% | 8.65% |
| MO Saint Louis | Bi-State Dev Agency | LR | 19.1 | 565.9 | 521.3 | 484.1 | 5,883.7 | 501.9 | 443.7 | 428.6 | 6,746.1 | 14.34% | -12.78% |
| MO Saint Louis | Bi-State Dev Agency | MB | 79.1 | 1,045.4 | 970.4 | 950.1 | 11,652.4 | 1,044.2 | 955.2 | 939.3 | 13,796.1 | 0.93% | -15.54% |
| MO Saint Louis | Bi-State Dev Agency | TOTAL | 99.6 | 1,648.7 | 1,528.3 | 1,470.9 | 17,947.9 | 1,583.2 | 1,431.9 | 1,401.5 | 20,921.2 | 5.24% | -14.21% |
| MO Springfield | City Utilities of Springfield | DR | NA | 1.4 | 1.3 | 1.3 | 14.9 | 1.3 | 0.9 | 0.9 | 11.8 | 29.03% | 26.27% |
| MO Springfield | City Utilities of Springfield | MB | NA | 73.7 | 74.3 | 74.3 | 810.3 | 65.6 | 58.4 | 61.7 | 771.9 | 19.71% | 4.97% |
| MO Springfield | City Utilities of Springfield | TOTAL | NA | 75.1 | 75.6 | 75.6 | 825.2 | 66.9 | 59.3 | 62.6 | 783.7 | 19.86% | 5.30% |
| MT Missoula | Missoula Urban Transportation Distr | DR | 0.2 | 3.3 | 3.1 | 3.9 | 36.5 | 2.4 | 2.1 | 2.4 | 28.7 | 49.28% | 27.18% |
| MT Missoula | Missoula Urban Transportation Distr | MB | 2.9 | 67.4 | 59.3 | 69.9 | 793.1 | 67.8 | 58.1 | 63.3 | 849.0 | 3.91% | -6.58% |
| MT Missoula | Missoula Urban Transportation Distr | TOTAL | 3.1 | 70.7 | 62.4 | 73.8 | 829.6 | 70.2 | 60.2 | 65.7 | 877.7 | 5.51% | -5.48% |
| NC Chapel Hill | Chapel Hill Transit | DR | 0.2 | 4.2 | 4.2 | 4.2 | 43.1 | 3.2 | 3.2 | 3.0 | 39.7 | 34.04% | 8.56% |
| NC Chapel Hill | Chapel Hill Transit | MB | 17.8 | 541.4 | 303.3 | 337.7 | 3,354.6 | 139.2 | 116.4 | 140.2 | 1,973.0 | >100% | 70.03% |
| NC Chapel Hill | Chapel Hill Transit | TOTAL | 18.1 | 545.6 | 307.5 | 341.9 | 3,397.7 | 142.4 | 119.6 | 143.2 | 2,012.7 | >100% | 68.81% |
| NC Charlotte | Charlotte Area Transit | DR | 0.5 | 16.8 | 16.4 | 14.0 | 165.2 | 12.6 | 10.8 | 11.1 | 149.3 | 36.81% | 10.65% |
| NC Charlotte | Charlotte Area Transit | LR | 11.3 | 368.1 | 316.7 | 321.1 | 3,195.2 | 254.9 | 232.5 | 209.2 | 3,921.8 | 44.40% | -18.53% |
| NC Charlotte | Charlotte Area Transit | MB | 19.5 | 518.3 | 513.5 | 505.5 | 5,928.1 | 541.1 | 494.0 | 488.3 | 7,199.1 | 0.91% | -17.65% |
| NC Charlotte | Charlotte Area Transit | VP | 0.1 | 3.0 | 2.9 | 2.9 | 34.2 | 3.6 | 2.8 | 2.7 | 60.1 | -3.30% | -43.09% |
| NC Charlotte | Charlotte Area Transit | TOTAL | 31.5 | 906.2 | 849.5 | 843.5 | 9,322.7 | 812.2 | 740.1 | 711.3 | 11,330.3 | 14.83% | -17.72% |
| NC Durham | GoDurham Transit | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NC Durham | GoDurham Transit | MB | 14.2 | 414.5 | 373.1 | 377.1 | 4,514.8 | 397.2 | 353.0 | 334.8 | 4,482.4 | 7.35% | 0.72% |
| NC Durham | GoDurham Transit | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NC Greensboro | Greensboro Transit Auth | DR | 0.6 | 15.5 | 14.6 | 14.0 | 167.4 | 15.4 | 13.5 | 13.2 | 179.0 | 4.75% | -6.48% |
| NC Greensboro | Greensboro Transit Auth | MB | 6.6 | 176.6 | 166.7 | 156.9 | 1,783.2 | 193.7 | 182.0 | 177.8 | 1,963.2 | -9.63% | -9.17% |
| NC Greensboro | Greensboro Transit Auth | TOTAL | 7.2 | 192.1 | 181.3 | 170.9 | 1,950.6 | 209.1 | 195.5 | 191.0 | 2,142.2 | -8.61% | -8.94% |
| NC Raleigh | GoRaleigh | DR | 1.8 | 49.2 | 47.7 | 50.5 | 535.9 | 40.1 | 36.4 | 38.8 | 432.9 | 27.84% | 23.79% |
| NC Raleigh | GoRaleigh | MB | 12.4 | 342.7 | 319.0 | 331.2 | 3,637.9 | 315.1 | 287.8 | 288.8 | 3,665.9 | 11.35% | -0.76% |
| NC Raleigh | GoRaleigh | TOTAL | 14.2 | 391.9 | 366.7 | 381.7 | 4,173.8 | 355.2 | 324.2 | 327.6 | 4,098.8 | 13.24% | 1.83% |

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|------------------------|--------------------|---------------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|---------|
| NC | Resrch Trigle Park | GoTriangle | DR | 0.1 | 3.1 | 2.9 | 2.7 | 31.8 | 2.5 | 2.1 | 2.0 | 36.6 | 31.82% | -13.11% |
| NC | Resrch Trigle Park | GoTriangle | MB | 5.1 | 134.5 | 123.4 | 109.4 | 1,330.9 | 104.2 | 90.4 | 92.3 | 1,088.5 | 28.02% | 22.27% |
| NC | Resrch Trigle Park | GoTriangle | VP | 0.1 | 2.1 | 2.0 | NA | NA | 1.9 | 1.6 | 1.5 | 42.1 | NA | NA |
| NC | Resrch Trigle Park | GoTriangle | TOTAL | NA | NA | NA | NA | NA | 108.6 | 94.1 | 95.8 | 1,167.2 | NA | NA |
| NC | Winston-Salem | Piedmont Auth for Regional Transp | MB | 0.9 | 22.0 | 20.8 | 20.9 | 229.8 | 18.8 | 16.1 | 16.9 | 229.0 | 22.97% | 0.35% |
| NC | Winston-Salem | Piedmont Auth for Regional Transp | VP | 0.2 | 4.0 | 3.6 | 3.9 | 55.2 | 5.7 | 5.9 | 4.9 | 117.4 | -30.30% | -52.98% |
| NC | Winston-Salem | Piedmont Auth for Regional Transp | TOTAL | 1.1 | 26.0 | 24.4 | 24.8 | 285.0 | 24.5 | 22.0 | 21.8 | 346.4 | 10.10% | -17.73% |
| NJ | Jersey City | Port Authority of NY & NJ | AG | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Jersey City | Port Authority of NY & NJ | FB | 1.1 | 26.4 | 24.4 | 18.7 | 206.0 | 12.0 | 7.8 | 5.8 | 284.0 | >100% | -27.46% |
| NJ | Jersey City | Port Authority of NY & NJ | HR | 130.2 | 3,652.4 | 3,594.5 | 3,307.5 | 32,073.5 | 1,977.9 | 1,703.4 | 1,634.6 | 29,654.9 | 98.54% | 8.16% |
| NJ | Jersey City | Port Authority of NY & NJ | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NJ | Lindenwold | Port Authority Transit Corp | HR | 14.9 | 405.7 | 388.2 | 376.0 | 3,683.1 | 249.7 | 205.5 | 194.8 | 3,949.6 | 79.98% | -6.75% |
| NJ | Lindenwold | Port Authority Transit Corp | TOTAL | 14.9 | 405.7 | 388.2 | 376.0 | 3,683.1 | 249.7 | 205.5 | 194.8 | 3,949.6 | 79.98% | -6.75% |
| NJ | Newark | New Jersey Transit Corp | CR | NA | 3,531.2 | 3,667.3 | 3,285.9 | 29,843.1 | 1,646.6 | 1,460.4 | 1,377.0 | 28,655.0 | >100% | 4.15% |
| NJ | Newark | New Jersey Transit Corp | LR | NA | 1,334.0 | 1,341.0 | 1,263.1 | 13,929.3 | 1,018.4 | 890.3 | 942.2 | 12,179.9 | 38.14% | 14.36% |
| NJ | Newark | New Jersey Transit Corp | MB | NA | 9,005.9 | 8,600.8 | 8,378.9 | 89,691.4 | 6,751.4 | 6,007.5 | 5,903.8 | 81,626.9 | 39.24% | 9.88% |
| NJ | Newark | New Jersey Transit Corp | TOTAL | NA | 13,871.1 | 13,609.1 | 12,927.9 | 133,463.8 | 9,416.4 | 8,358.2 | 8,223.0 | 122,461.8 | 55.43% | 8.98% |
| NM | Albuquerque | City of Albuquerque T & PD | DR | 0.5 | 14.0 | 12.7 | 12.0 | 125.0 | 7.4 | 5.8 | 6.0 | 109.1 | >100% | 14.57% |
| NM | Albuquerque | City of Albuquerque T & PD | MB | 13.3 | 438.3 | 418.1 | 387.2 | 4,395.4 | 378.3 | 295.3 | 276.4 | 5,088.1 | 30.91% | -13.61% |
| NM | Albuquerque | City of Albuquerque T & PD | TOTAL | 13.7 | 452.3 | 430.8 | 399.2 | 4,520.4 | 385.7 | 301.1 | 282.4 | 5,197.2 | 32.30% | -13.02% |
| NM | Albuquerque | New Mexico Dept of Trp | CR | 1.0 | 28.7 | 22.9 | 20.7 | 184.1 | 0.0 | 0.0 | 0.0 | 142.9 | NA | 28.83% |
| NM | Albuquerque | New Mexico Dept of Trp | MB | 0.4 | 8.1 | 7.5 | 6.7 | 72.4 | 4.6 | 3.3 | 3.1 | 85.3 | >100% | -15.12% |
| NM | Albuquerque | New Mexico Dept of Trp | TOTAL | 1.4 | 36.8 | 30.4 | 27.4 | 256.5 | 4.6 | 3.3 | 3.1 | 228.2 | >100% | 12.40% |
| NM | Española | North Central Regional Transit Distri | MB | 0.4 | 6.4 | 8.1 | 7.7 | 80.7 | 7.6 | 3.1 | 1.7 | 118.9 | 79.03% | -32.13% |
| NM | Española | North Central Regional Transit Distri | TOTAL | 0.4 | 6.4 | 8.1 | 7.7 | 80.7 | 7.6 | 3.1 | 1.7 | 118.9 | 79.03% | -32.13% |
| NM | Las Cruces | City of Las Cruces-RdRUNR Tr | DR | 0.1 | 3.0 | 2.7 | 2.7 | 30.3 | 2.2 | 1.8 | 2.0 | 26.4 | 40.00% | 14.77% |
| NM | Las Cruces | City of Las Cruces-RdRUNR Tr | MB | 1.0 | 30.4 | 25.7 | 25.0 | 310.8 | 25.3 | 21.4 | 22.4 | 334.4 | 17.37% | -7.06% |
| NM | Las Cruces | City of Las Cruces-RdRUNR Tr | TOTAL | 1.1 | 33.4 | 28.4 | 27.7 | 341.1 | 27.5 | 23.2 | 24.4 | 360.8 | 19.17% | -5.46% |
| NM | Los Alamos | Los Alamos County, Atomic City Tra | DR | 0.0 | 0.3 | 0.3 | 0.2 | 3.3 | 0.3 | 0.3 | 0.4 | 4.5 | -20.00% | -26.67% |
| NM | Los Alamos | Los Alamos County, Atomic City Tra | MB | 0.6 | 15.2 | 13.7 | 10.3 | 123.0 | 2.2 | 1.0 | 0.0 | 72.6 | >100% | 69.42% |
| NM | Los Alamos | Los Alamos County, Atomic City Tra | TOTAL | 0.6 | 15.5 | 14.0 | 10.5 | 126.3 | 2.5 | 1.3 | 0.4 | 77.1 | >100% | 63.81% |
| NM | Santa Fe | Santa Fe Trails - City of Santa Fe | MB | NA | 25.3 | 25.4 | 23.7 | 300.3 | 25.5 | 20.0 | 20.0 | 357.8 | 13.59% | -16.07% |
| NM | Santa Fe | Santa Fe Trails - City of Santa Fe | TOTAL | NA | 25.3 | 25.4 | 23.7 | 300.3 | 25.5 | 20.0 | 20.0 | 357.8 | 13.59% | -16.07% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Oct '21 (000's) | Trips for Nov '21 (000's) | Trips for Dec '21 (000's) | Trips Thru Dec '21 (000's) | Trips for Oct '20 (000's) | Trips for Nov '20 (000's) | Trips for Dec '20 (000's) | Trips Thru Dec '20 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NV Las Vegas | RTC of Southern Nevada | DR | 4.3 | 103.2 | 99.4 | 104.3 | 1,115.1 | 78.0 | 67.2 | 68.0 | 870.3 | 43.95% | 28.13% |
| NV Las Vegas | RTC of Southern Nevada | MB | 120.4 | 3,575.8 | 3,424.6 | 3,262.3 | 38,251.6 | 3,080.3 | 2,801.6 | 2,745.3 | 39,191.7 | 18.96% | -2.40% |
| NV Las Vegas | RTC of Southern Nevada | TOTAL | 124.7 | 3,679.0 | 3,524.0 | 3,366.6 | 39,366.7 | 3,158.3 | 2,868.8 | 2,813.3 | 40,062.0 | 19.56% | -1.74% |
| NV Reno | RTC of Washoe County | DR | 0.4 | 10.5 | 10.2 | 9.5 | 129.3 | 10.4 | 8.8 | 9.4 | 123.7 | 5.59% | 4.53% |
| NV Reno | RTC of Washoe County | MB | 6.9 | 127.8 | 169.2 | 254.2 | 4,123.2 | 460.0 | 413.1 | 430.3 | 5,402.0 | -57.71% | -23.67% |
| NV Reno | RTC of Washoe County | TOTAL | 7.3 | 138.3 | 179.4 | 263.7 | 4,252.5 | 470.4 | 421.9 | 439.7 | 5,525.7 | -56.35% | -23.04% |
| NY Albany | Capital District Transp Auth | DR | 0.9 | 17.4 | 24.8 | 25.6 | 212.6 | 18.9 | 17.2 | 16.8 | 222.4 | 28.17% | -4.41% |
| NY Albany | Capital District Transp Auth | MB | 39.0 | 1,090.8 | 1,000.7 | 948.9 | 10,689.4 | 772.8 | 653.9 | 626.0 | 10,502.1 | 48.12% | 1.78% |
| NY Albany | Capital District Transp Auth | VP | 0.3 | 6.8 | 7.0 | 5.1 | 76.2 | 6.8 | 6.2 | 4.5 | 58.3 | 8.00% | 30.70% |
| NY Albany | Capital District Transp Auth | TOTAL | 40.2 | 1,115.0 | 1,032.5 | 979.6 | 10,978.2 | 798.5 | 677.3 | 647.3 | 10,782.8 | 47.29% | 1.81% |
| NY Albion | Orleans Transit Service | DR | 0.0 | 0.2 | 0.2 | 0.2 | 2.5 | 0.3 | 0.2 | 0.2 | 4.8 | -14.29% | -47.92% |
| NY Albion | Orleans Transit Service | MB | 0.1 | 1.8 | 1.8 | 1.8 | 24.1 | 2.3 | 2.1 | 2.2 | 21.7 | -18.18% | 11.06% |
| NY Albion | Orleans Transit Service | TOTAL | 0.1 | 2.0 | 2.0 | 2.0 | 26.6 | 2.6 | 2.3 | 2.4 | 26.5 | -17.81% | 0.38% |
| NY Batavia | Batavia Bus Service | DR | 0.1 | 1.5 | 1.4 | 1.2 | 13.0 | 1.1 | 0.9 | 0.9 | 10.6 | 41.38% | 22.64% |
| NY Batavia | Batavia Bus Service | MB | 0.0 | 1.1 | 0.9 | 0.9 | 9.2 | 0.6 | 0.5 | 0.5 | 10.5 | 81.25% | -12.38% |
| NY Batavia | Batavia Bus Service | TOTAL | 0.1 | 2.6 | 2.3 | 2.1 | 22.2 | 1.7 | 1.4 | 1.4 | 21.1 | 55.56% | 5.21% |
| NY Buffalo | Niagara Frontier Trp Auth | DR | 0.7 | 18.8 | 17.4 | 16.5 | 184.8 | 13.7 | 10.7 | 8.7 | 130.1 | 59.21% | 42.04% |
| NY Buffalo | Niagara Frontier Trp Auth | LR | 7.4 | 215.4 | 170.9 | 172.0 | 1,890.2 | 147.6 | 122.0 | 108.1 | 1,999.9 | 47.82% | -5.49% |
| NY Buffalo | Niagara Frontier Trp Auth | MB | 41.8 | 1,090.9 | 984.2 | 932.0 | 10,428.9 | 872.3 | 739.1 | 711.3 | 11,842.9 | 29.47% | -11.94% |
| NY Buffalo | Niagara Frontier Trp Auth | TOTAL | 49.9 | 1,325.1 | 1,172.5 | 1,120.5 | 12,503.9 | 1,033.6 | 871.8 | 828.1 | 13,972.9 | 32.36% | -10.51% |
| NY Canandaigua | Canandiagua Area Transit Service | DR | 0.0 | 0.5 | 0.4 | 0.2 | 4.7 | 0.3 | 0.3 | 0.3 | 11.1 | 22.22% | -57.66% |
| NY Canandaigua | Canandiagua Area Transit Service | MB | 0.4 | 8.8 | 9.4 | 10.6 | 106.4 | 7.9 | 7.2 | 8.2 | 89.5 | 23.61% | 18.88% |
| NY Canandaigua | Canandiagua Area Transit Service | TOTAL | 0.4 | 9.3 | 9.8 | 10.8 | 111.1 | 8.2 | 7.5 | 8.5 | 100.6 | 23.55% | 10.44% |
| NY Dansville | Livingston Area Transp Svce | DR | 0.0 | 0.6 | 0.6 | 0.6 | 15.5 | 1.4 | 1.3 | 1.4 | 16.7 | -56.10% | -7.19% |
| NY Dansville | Livingston Area Transp Svce | MB | 0.2 | 7.8 | 6.7 | 5.4 | 37.0 | 2.8 | 2.1 | 0.7 | 38.3 | >100% | -3.39% |
| NY Dansville | Livingston Area Transp Svce | TOTAL | 0.2 | 8.4 | 7.3 | 6.0 | 52.5 | 4.2 | 3.4 | 2.1 | 55.0 | >100% | -4.55% |
| NY Ithaca | Tompkins Consol Area Transit | DR | 0.2 | 3.3 | 3.3 | 3.4 | 37.6 | 2.9 | 2.5 | 2.5 | 33.1 | 26.58% | 13.60% |
| NY Ithaca | Tompkins Consol Area Transit | MB | 10.6 | 338.6 | 303.6 | 184.5 | 2,085.2 | 110.3 | 91.1 | 47.6 | 1,518.3 | >100% | 37.34% |
| NY Ithaca | Tompkins Consol Area Transit | TOTAL | 10.8 | 341.9 | 306.9 | 187.9 | 2,122.8 | 113.2 | 93.6 | 50.1 | 1,551.4 | >100% | 36.83% |
| NY Jamaica | AirTrain JFK | AG | NA | 390.0 | 415.4 | 479.5 | 3,439.4 | 103.6 | 104.1 | 112.2 | 2,220.4 | >100% | 54.90% |
| NY Jamaica | AirTrain JFK | TOTAL | NA | 390.0 | 415.4 | 479.5 | 3,439.4 | 103.6 | 104.1 | 112.2 | 2,220.4 | >100% | 54.90% |
| NY Lyons | Wayne Area Transp Service | DR | 0.0 | 0.2 | 0.2 | 0.1 | 2.3 | 0.2 | 0.1 | 0.2 | 9.6 | 0.00% | -76.04% |
| NY Lyons | Wayne Area Transp Service | MB | 0.4 | 12.0 | 5.4 | 4.8 | 74.5 | 7.3 | 3.7 | 3.4 | 62.8 | 54.17% | 18.63% |
| NY Lyons | Wayne Area Transp Service | TOTAL | 0.4 | 12.2 | 5.6 | 4.9 | 76.8 | 7.5 | 3.8 | 3.6 | 72.4 | 52.35% | 6.08% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

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|------------------------|---------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NY New York | MTA Bus Company | MB | 270.3 | 8,629.5 | 8,181.8 | 7,881.4 | 82,347.7 | 6,017.5 | 5,386.7 | 5,259.3 | 72,562.1 | 48.18% | 13.49% |
| NY New York | MTA Bus Company | TOTAL | 270.3 | 8,629.5 | 8,181.8 | 7,881.4 | 82,347.7 | 6,017.5 | 5,386.7 | 5,259.3 | 72,562.1 | 48.18% | 13.49% |
| NY New York | MTA Long Island Rail Road | CR | 184.7 | 5,426.1 | 5,217.2 | 4,861.3 | 49,167.6 | 3,071.4 | 2,744.5 | 2,558.3 | 43,553.6 | 85.15% | 12.89% |
| NY New York | MTA Long Island Rail Road | TOTAL | 184.7 | 5,426.1 | 5,217.2 | 4,861.3 | 49,167.6 | 3,071.4 | 2,744.5 | 2,558.3 | 43,553.6 | 85.15% | 12.89% |
| NY New York | MTA Metro-North Railroad | CR | 160.9 | 3,953.7 | 3,951.7 | 3,577.7 | 34,515.8 | 2,081.3 | 1,751.3 | 1,662.5 | 30,369.5 | >100% | 13.65% |
| NY New York | MTA Metro-North Railroad | FB | 0.2 | 4.7 | 4.3 | 3.4 | 16.3 | 0.0 | 0.0 | 0.0 | 35.1 | NA | -53.56% |
| NY New York | MTA Metro-North Railroad | MB | 0.5 | 10.7 | 11.3 | 9.9 | 90.1 | 5.3 | 4.2 | 4.4 | 111.3 | >100% | -19.05% |
| NY New York | MTA Metro-North Railroad | TOTAL | 161.7 | 3,969.1 | 3,967.3 | 3,591.0 | 34,622.2 | 2,086.6 | 1,755.5 | 1,666.9 | 30,515.9 | >100% | 13.46% |
| NY New York | MTA New York City Transit | DR | 25.0 | 712.9 | 657.6 | 620.5 | 7,891.2 | 708.2 | 649.4 | 643.7 | 7,117.1 | -0.51% | 10.88% |
| NY New York | MTA New York City Transit | HR | 5,154.7 | 144,292.0 | 132,969.0 | 132,745.0 | 1,311,320.2 | 88,633.3 | 75,520.6 | 77,390.2 | 1,110,969.9 | 69.74% | 18.03% |
| NY New York | MTA New York City Transit | MB | 1,519.2 | 41,750.0 | 39,284.2 | 37,433.4 | 413,891.8 | 31,959.9 | 28,752.9 | 28,528.0 | 425,319.5 | 32.75% | -2.69% |
| NY New York | MTA New York City Transit | TOTAL | 6,698.9 | 186,754.9 | 172,910.8 | 170,798.9 | 1,733,103.2 | 121,301.4 | 104,922.9 | 106,561.9 | 1,543,406.5 | 59.40% | 12.29% |
| NY New York | MTA Staten Island Railway | HR | 14.5 | 314.5 | 342.7 | 308.8 | 2,783.8 | 289.6 | 151.6 | 154.2 | 2,713.9 | 62.24% | 2.58% |
| NY New York | MTA Staten Island Railway | TOTAL | 14.5 | 314.5 | 342.7 | 308.8 | 2,783.8 | 289.6 | 151.6 | 154.2 | 2,713.9 | 62.24% | 2.58% |
| NY New York | New York City DOT | FB | NA | 1,011.9 | 1,020.2 | 1,049.8 | 9,952.6 | 651.5 | 581.3 | 576.0 | 8,520.1 | 70.38% | 16.81% |
| NY New York | New York City DOT | MB | 0.4 | 8.2 | 7.4 | 5.6 | 72.9 | 5.9 | 4.3 | 4.5 | 99.1 | 44.22% | -26.44% |
| NY New York | New York City DOT | TOTAL | NA | 1,020.1 | 1,027.6 | 1,055.4 | 10,025.5 | 657.4 | 585.6 | 580.5 | 8,619.2 | 70.17% | 16.32% |
| NY Rochester | Lift Line | DR | 0.6 | 14.0 | 13.4 | 13.2 | 154.1 | 13.0 | 11.5 | 10.7 | 140.0 | 15.34% | 10.07% |
| NY Rochester | Lift Line | TOTAL | 0.6 | 14.0 | 13.4 | 13.2 | 154.1 | 13.0 | 11.5 | 10.7 | 140.0 | 15.34% | 10.07% |
| NY Rochester | Rochester Genesee RTA | DR | 0.5 | 12.7 | 13.2 | 14.4 | NA | NA | NA | NA | NA | NA | NA |
| NY Rochester | Rochester Genesee RTA | MB | 26.5 | 686.6 | 641.7 | 633.3 | 7,128.0 | 642.9 | 577.0 | 568.4 | 8,876.9 | 9.69% | -19.70% |
| NY Rochester | Rochester Genesee RTA | TOTAL | 27.0 | 699.3 | 654.9 | 647.7 | NA | NA | NA | NA | NA | NA | NA |
| NY Rock Glen | Wyoming Transit Service | DR | 0.0 | 0.5 | 0.5 | 0.5 | 6.1 | 0.2 | 0.2 | 0.4 | 6.6 | 87.50% | -7.58% |
| NY Rock Glen | Wyoming Transit Service | MB | 0.4 | 18.6 | 2.4 | 2.4 | 43.3 | 2.2 | 2.1 | 2.1 | 20.4 | >100% | >100% |
| NY Rock Glen | Wyoming Transit Service | TOTAL | 0.4 | 19.1 | 2.9 | 2.9 | 49.4 | 2.4 | 2.3 | 2.5 | 27.0 | >100% | 82.96% |
| NY Syracuse | CNY Centro | DR | NA | 12.5 | 12.6 | 12.4 | 136.4 | 11.0 | 9.6 | 9.3 | 124.1 | 25.42% | 9.91% |
| NY Syracuse | CNY Centro | MB | NA | 433.8 | 499.1 | 454.5 | 4,281.8 | 344.1 | 278.1 | 229.5 | 4,458.7 | 62.90% | -3.97% |
| NY Syracuse | CNY Centro | TOTAL | NA | 446.3 | 511.7 | 466.9 | 4,418.2 | 355.1 | 287.7 | 238.8 | 4,582.8 | 61.63% | -3.59% |
| NY Waterloo | Seneca Transit Service | DR | 0.0 | 0.6 | 0.6 | 0.6 | 7.5 | 0.7 | 0.5 | 0.5 | 10.4 | 5.88% | -27.88% |
| NY Waterloo | Seneca Transit Service | MB | 0.1 | 2.0 | 1.9 | 2.1 | 22.2 | 1.6 | 1.6 | 1.7 | 17.7 | 22.45% | 25.42% |
| NY Waterloo | Seneca Transit Service | TOTAL | 0.1 | 2.6 | 2.5 | 2.7 | 29.7 | 2.3 | 2.1 | 2.2 | 28.1 | 18.18% | 5.69% |

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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|------------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| OH Akron | METRO Regional Transit Authority | DR | 0.7 | 16.0 | 13.8 | 14.0 | 175.1 | 14.4 | 12.3 | 12.5 | 171.2 | 11.73% | 2.28% |
| OH Akron | METRO Regional Transit Authority | MB | 10.7 | 280.8 | 262.5 | 254.5 | 2,887.5 | 239.9 | 213.6 | 211.9 | 3,157.8 | 19.90% | -8.56% |
| OH Akron | METRO Regional Transit Authority | TOTAL | 11.4 | 296.8 | 276.3 | 268.5 | 3,062.6 | 254.3 | 225.9 | 224.4 | 3,329.0 | 19.44% | -8.00% |
| OH Canton | Stark Area RTA | DR | 0.4 | 9.1 | 8.5 | 8.0 | 97.1 | 7.9 | 6.8 | 6.4 | 95.2 | 21.33% | 2.00% |
| OH Canton | Stark Area RTA | MB | 3.7 | 97.7 | 89.5 | 86.3 | 1,096.6 | 104.9 | 82.7 | 78.0 | 1,241.3 | 2.97% | -11.66% |
| OH Canton | Stark Area RTA | TOTAL | 4.1 | 106.8 | 98.0 | 94.3 | 1,193.7 | 112.8 | 89.5 | 84.4 | 1,336.5 | 4.33% | -10.68% |
| OH Cincinnati | Southwest Ohio RTA | DR | 0.6 | 12.8 | 12.5 | 12.2 | 134.0 | 8.5 | 7.3 | 7.3 | 101.2 | 62.34% | 32.41% |
| OH Cincinnati | Southwest Ohio RTA | MB | 29.1 | 772.0 | 710.8 | 657.6 | 7,457.6 | 574.2 | 510.6 | 478.7 | 7,198.9 | 36.90% | 3.59% |
| OH Cincinnati | Southwest Ohio RTA | TOTAL | 29.7 | 784.8 | 723.3 | 669.8 | 7,591.6 | 582.7 | 517.9 | 486.0 | 7,300.1 | 37.27% | 3.99% |
| OH Cleveland | Greater Cleveland Reg TA | DR | 1.4 | 38.8 | 36.2 | 36.5 | 417.0 | 28.5 | 25.3 | 25.5 | 347.8 | 40.61% | 19.90% |
| OH Cleveland | Greater Cleveland Reg TA | HR | 8.2 | 234.3 | 234.2 | 220.3 | 2,420.3 | 196.2 | 174.4 | 185.0 | 2,638.0 | 23.97% | -8.25% |
| OH Cleveland | Greater Cleveland Reg TA | LR | 1.7 | 45.5 | 47.2 | 45.7 | 465.1 | 45.7 | 39.0 | 37.9 | 589.2 | 12.89% | -21.06% |
| OH Cleveland | Greater Cleveland Reg TA | MB | 45.7 | 1,267.2 | 1,158.2 | 1,073.6 | 12,596.6 | 1,014.3 | 898.5 | 850.4 | 13,308.8 | 26.63% | -5.35% |
| OH Cleveland | Greater Cleveland Reg TA | TOTAL | 57.1 | 1,585.8 | 1,475.8 | 1,376.1 | 15,899.0 | 1,284.7 | 1,137.2 | 1,098.8 | 16,883.8 | 26.05% | -5.83% |
| OH Dayton | Greater Dayton Regional TA | DR | 0.5 | 12.8 | 12.1 | 11.9 | 158.5 | 11.9 | 10.7 | 10.9 | 138.8 | 9.85% | 14.19% |
| OH Dayton | Greater Dayton Regional TA | MB | 10.7 | 293.9 | 265.8 | 256.1 | 3,355.1 | 340.3 | 301.1 | 289.4 | 4,462.6 | -12.35% | -24.82% |
| OH Dayton | Greater Dayton Regional TA | TB | 5.9 | 161.3 | 143.8 | 140.9 | 1,786.9 | 130.9 | 113.9 | 112.3 | 1,449.4 | 24.89% | 23.29% |
| OH Dayton | Greater Dayton Regional TA | TOTAL | 17.0 | 468.0 | 421.7 | 408.9 | 5,300.5 | 483.1 | 425.7 | 412.6 | 6,050.8 | -1.73% | -12.40% |
| OH Delaware | Delaware Area Transit Agency | MB | 0.3 | 6.8 | 7.2 | 8.1 | 72.9 | 4.0 | 3.6 | 4.0 | 41.6 | 90.52% | 75.24% |
| OH Delaware | Delaware Area Transit Agency | TOTAL | 0.3 | 6.8 | 7.2 | 8.1 | 72.9 | 4.0 | 3.6 | 4.0 | 41.6 | 90.52% | 75.24% |
| OH Grand River | LAKETRAN | DR | 0.8 | 17.8 | 17.7 | 15.6 | 198.0 | 13.9 | 11.2 | 11.0 | 160.1 | 41.55% | 23.67% |
| OH Grand River | LAKETRAN | MB | 1.0 | 22.0 | 21.8 | 20.2 | 225.2 | 24.5 | 16.0 | 15.4 | 250.4 | 14.49% | -10.06% |
| OH Grand River | LAKETRAN | TOTAL | 1.7 | 39.8 | 39.5 | 35.8 | 423.2 | 38.4 | 27.2 | 26.4 | 410.5 | 25.11% | 3.09% |
| OH Kent | Portage Area Reg Trp Auth | DR | NA | 3.6 | 3.4 | 3.3 | 40.0 | 3.5 | 3.0 | 3.1 | 40.8 | 7.29% | -1.96% |
| OH Kent | Portage Area Reg Trp Auth | MB | NA | 60.6 | 48.9 | 30.9 | 344.1 | 23.9 | 17.5 | 11.4 | 397.6 | >100% | -13.46% |
| OH Kent | Portage Area Reg Trp Auth | TOTAL | NA | 64.2 | 52.3 | 34.2 | 384.1 | 27.4 | 20.5 | 14.5 | 438.4 | >100% | -12.39% |
| OH Lima | Allen County Regional Transit Autho | DR | 0.6 | 2.2 | 1.3 | 0.8 | 18.5 | NA | NA | NA | NA | NA | NA |
| OH Lima | Allen County Regional Transit Autho | MB | 0.7 | 14.5 | 14.2 | 13.1 | 172.2 | 12.8 | 13.0 | 13.7 | 158.7 | 5.82% | 8.51% |
| OH Lima | Allen County Regional Transit Autho | TOTAL | 1.3 | 16.7 | 15.5 | 13.9 | 190.7 | NA | NA | NA | NA | NA | NA |
| OH New Lexington | Perry County Transit | DR | 0.1 | 3.4 | 3.1 | 3.1 | 41.6 | 4.7 | 4.0 | 4.0 | 45.8 | -24.41% | -9.17% |
| OH New Lexington | Perry County Transit | TOTAL | 0.1 | 3.4 | 3.1 | 3.1 | 41.6 | 4.7 | 4.0 | 4.0 | 45.8 | -24.41% | -9.17% |
| OH Youngstown | Western Reserve Trans Auth | DR | 0.1 | 3.7 | 3.6 | 3.3 | 41.5 | 3.1 | 3.0 | 3.1 | 36.9 | 15.22% | 12.47% |
| OH Youngstown | Western Reserve Trans Auth | MB | 3.9 | 80.9 | 85.5 | 107.0 | 955.0 | 81.2 | 74.1 | 70.8 | 925.2 | 20.92% | 3.22% |
| OH Youngstown | Western Reserve Trans Auth | TOTAL | 4.0 | 84.6 | 89.1 | 110.3 | 996.5 | 84.3 | 77.1 | 73.9 | 962.1 | 20.70% | 3.58% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Oct '21 (000's) | Trips for Nov '21 (000's) | Trips for Dec '21 (000's) | Trips Thru Dec '21 (000's) | Trips for Oct '20 (000's) | Trips for Nov '20 (000's) | Trips for Dec '20 (000's) | Trips Thru Dec '20 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| OK Lawton | Lawton Area Tr System (LATS) | MB | 0.6 | 16.0 | 15.6 | 13.0 | 161.6 | 17.5 | 16.0 | 13.2 | 207.6 | -4.50% | -22.16% |
| OK Lawton | Lawton Area Tr System (LATS) | TOTAL | 0.6 | 16.0 | 15.6 | 13.0 | 161.6 | 17.5 | 16.0 | 13.2 | 207.6 | -4.50% | -22.16% |
| OK Oklahoma City | Central Oklahoma TA | DR | 0.1 | 4.0 | 3.8 | 3.9 | 45.0 | 3.5 | 3.1 | 3.4 | 43.8 | 17.00% | 2.74% |
| OK Oklahoma City | Central Oklahoma TA | FB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| OK Oklahoma City | Central Oklahoma TA | MB | 7.2 | 185.4 | 178.8 | 188.3 | 1,983.5 | 153.4 | 147.4 | 147.9 | 2,025.9 | 23.13% | -2.09% |
| OK Oklahoma City | Central Oklahoma TA | TOTAL | 7.3 | 189.4 | 182.6 | 192.2 | 2,028.5 | 156.9 | 150.5 | 151.3 | 2,069.7 | 23.00% | -1.99% |
| OR Eugene | Lane Transit District | DR | 0.3 | 5.7 | 5.6 | 5.3 | 66.4 | 6.4 | 5.6 | 5.7 | 77.1 | -6.21% | -13.88% |
| OR Eugene | Lane Transit District | MB | 16.3 | 449.0 | 456.3 | 364.3 | 4,297.7 | 385.6 | 322.0 | 324.1 | 5,160.5 | 23.06% | -16.72% |
| OR Eugene | Lane Transit District | TOTAL | 16.5 | 454.7 | 461.9 | 369.6 | 4,364.1 | 392.0 | 327.6 | 329.8 | 5,237.6 | 22.57% | -16.68% |
| OR Portland | Tri-County Metro Trp Dist | CR | 0.4 | 7.9 | 7.6 | 7.0 | 88.7 | 8.0 | 6.2 | 6.4 | 137.0 | 9.22% | -35.26% |
| OR Portland | Tri-County Metro Trp Dist | DR | 1.4 | 35.7 | 36.1 | 36.0 | 345.3 | 23.0 | 20.2 | 20.1 | 377.3 | 70.30% | -8.48% |
| OR Portland | Tri-County Metro Trp Dist | LR | 51.1 | 1,538.4 | 1,474.2 | 1,497.4 | 16,127.3 | 1,289.3 | 1,165.2 | 1,197.2 | 19,160.5 | 23.50% | -15.83% |
| OR Portland | Tri-County Metro Trp Dist | MB | 95.8 | 2,750.3 | 2,487.5 | 2,498.3 | 27,946.9 | 2,206.2 | 1,917.6 | 1,948.0 | 30,197.6 | 27.41% | -7.45% |
| OR Portland | Tri-County Metro Trp Dist | TOTAL | 148.6 | 4,332.3 | 4,005.4 | 4,038.7 | 44,508.2 | 3,526.5 | 3,109.2 | 3,171.7 | 49,872.4 | 26.19% | -10.76% |
| OR Salem | Salem-Keizer Transit | DR | 0.2 | 5.5 | 5.4 | 5.5 | 59.7 | 5.1 | 3.5 | 3.7 | 60.6 | 33.33% | -1.49% |
| OR Salem | Salem-Keizer Transit | MB | 11.2 | 168.8 | 156.9 | 151.8 | 1,883.4 | 157.8 | 126.3 | 141.8 | 1,745.5 | 12.12% | 7.90% |
| OR Salem | Salem-Keizer Transit | TOTAL | 11.4 | 174.3 | 162.3 | 157.3 | 1,943.1 | 162.9 | 129.8 | 145.5 | 1,806.1 | 12.71% | 7.59% |
| PA Allentown | Lehigh & Northampton Trp Auth | DR | NA | NA | NA | NA | NA | 14.2 | 12.6 | 10.2 | 167.0 | NA | NA |
| PA Allentown | Lehigh & Northampton Trp Auth | MB | 9.2 | 243.8 | 225.0 | 228.9 | 2,600.8 | 248.5 | 215.9 | 199.1 | 2,892.5 | 5.15% | -10.08% |
| PA Allentown | Lehigh & Northampton Trp Auth | TOTAL | NA | NA | NA | NA | NA | 262.7 | 228.5 | 209.3 | 3,059.5 | NA | NA |
| PA Altoona | Altoona Metro Transit | DR | NA | 0.4 | 0.4 | 0.4 | 5.2 | 0.5 | 0.4 | 0.3 | 5.0 | 0.00% | 4.00% |
| PA Altoona | Altoona Metro Transit | MB | 1.6 | 39.7 | 37.3 | 35.2 | 370.5 | 33.1 | 25.7 | 22.3 | 347.5 | 38.35% | 6.62% |
| PA Altoona | Altoona Metro Transit | TOTAL | NA | 40.1 | 37.7 | 35.6 | 375.7 | 33.6 | 26.1 | 22.6 | 352.5 | 37.79% | 6.58% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | DR | NA | 11.9 | 11.0 | 9.9 | 133.2 | 11.5 | 10.0 | 9.4 | 132.7 | 6.15% | 0.38% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | MB | NA | 94.1 | 85.1 | 86.2 | 995.4 | 86.8 | 73.8 | 69.4 | 1,143.5 | 15.39% | -12.95% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | TOTAL | NA | 106.0 | 96.1 | 96.1 | 1,128.6 | 98.3 | 83.8 | 78.8 | 1,276.2 | 14.30% | -11.57% |
| PA Johnsonburg | Area Transp Auth NC PA | DR | 0.5 | 10.0 | 9.7 | 9.3 | 97.3 | 9.8 | 7.8 | 5.7 | 90.4 | 24.46% | 7.63% |
| PA Johnsonburg | Area Transp Auth NC PA | MB | 0.7 | 14.2 | 13.7 | 13.4 | 147.7 | 13.1 | 10.4 | 9.4 | 137.0 | 25.53% | 7.81% |
| PA Johnsonburg | Area Transp Auth NC PA | VP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 0.00% | -100.00% |
| PA Johnsonburg | Area Transp Auth NC PA | TOTAL | 1.1 | 24.2 | 23.4 | 22.7 | 245.0 | 22.9 | 18.2 | 15.1 | 228.5 | 25.09% | 7.22% |
| PA Johnstown | Cambria County Transit Auth | DR | 0.0 | 0.4 | 0.4 | 0.4 | 5.1 | 0.6 | 0.4 | 0.4 | 4.8 | -14.29% | 6.25% |
| PA Johnstown | Cambria County Transit Auth | IP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.5 | 2.5 | 0.6 | 22.2 | -100.00% | -100.00% |
| PA Johnstown | Cambria County Transit Auth | MB | 1.8 | 52.3 | 51.3 | 53.5 | 610.0 | 67.2 | 47.2 | 45.3 | 758.1 | -1.63% | -19.54% |
| PA Johnstown | Cambria County Transit Auth | TOTAL | 1.8 | 52.7 | 51.7 | 53.9 | 615.1 | 73.3 | 50.1 | 46.3 | 785.1 | -6.72% | -21.65% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

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|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| PA Lancaster | Red Rose Transit Authority | DR | 0.6 | 13.4 | 12.9 | 13.1 | 139.8 | 11.5 | 10.0 | 9.6 | 135.8 | 26.69% | 2.95% |
| PA Lancaster | Red Rose Transit Authority | MB | 3.9 | 86.5 | 82.6 | 83.8 | 962.9 | 95.5 | 83.3 | 77.6 | 1,127.5 | -1.37% | -14.60% |
| PA Lancaster | Red Rose Transit Authority | TOTAL | 4.5 | 99.9 | 95.5 | 96.9 | 1,102.7 | 107.0 | 93.3 | 87.2 | 1,263.3 | 1.67% | -12.71% |
| PA Lebanon | County of Lebanon Tr Auth | DR | 0.1 | 3.3 | 3.3 | 3.3 | 32.8 | 2.7 | 1.9 | 1.7 | 28.3 | 57.14% | 15.90% |
| PA Lebanon | County of Lebanon Tr Auth | MB | 0.6 | 15.6 | 15.4 | 16.4 | 181.0 | 15.6 | 13.7 | 13.7 | 184.9 | 10.23% | -2.11% |
| PA Lebanon | County of Lebanon Tr Auth | TOTAL | 0.7 | 18.9 | 18.7 | 19.7 | 213.8 | 18.3 | 15.6 | 15.4 | 213.2 | 16.23% | 0.28% |
| PA Philadelphia | Southeastern Penn TA | CR | 51.1 | 1,294.6 | 1,231.5 | 1,124.8 | 10,055.0 | 565.4 | 544.7 | 549.5 | 11,026.1 | >100% | -8.81% |
| PA Philadelphia | Southeastern Penn TA | DR | 2.3 | 51.6 | 66.7 | 54.0 | 615.6 | 40.7 | 47.1 | 31.7 | 621.6 | 44.18% | -0.97% |
| PA Philadelphia | Southeastern Penn TA | HR | 150.0 | 3,925.9 | 3,640.1 | 3,444.1 | 35,634.7 | 2,491.7 | 2,084.2 | 2,226.4 | 37,679.6 | 61.86% | -5.43% |
| PA Philadelphia | Southeastern Penn TA | LR | 38.9 | 1,018.5 | 941.5 | 896.0 | 9,011.7 | 640.3 | 546.5 | 610.9 | 9,574.3 | 58.87% | -5.88% |
| PA Philadelphia | Southeastern Penn TA | MB | 272.4 | 7,138.4 | 6,491.1 | 6,359.6 | 69,117.1 | 5,310.6 | 4,537.0 | 4,847.6 | 66,619.1 | 36.02% | 3.75% |
| PA Philadelphia | Southeastern Penn TA | TB | 9.4 | 238.8 | 235.1 | 218.5 | 2,306.2 | 182.6 | 154.1 | 166.6 | 2,097.5 | 37.57% | 9.95% |
| PA Philadelphia | Southeastern Penn TA | TOTAL | 524.1 | 13,667.8 | 12,606.0 | 12,097.0 | 126,740.3 | 9,231.3 | 7,913.6 | 8,432.7 | 127,618.2 | 50.02% | -0.69% |
| PA Pittsburgh | Port Auth of Allegheny Co | DR | NA | 72.4 | 69.8 | 71.0 | 773.1 | 60.8 | 52.8 | 45.7 | 725.4 | 33.84% | 6.58% |
| PA Pittsburgh | Port Auth of Allegheny Co | IP | NA | 79.4 | 63.6 | 61.2 | 721.8 | 44.0 | 31.0 | 19.9 | 372.4 | >100% | 93.82% |
| PA Pittsburgh | Port Auth of Allegheny Co | LR | NA | 227.1 | 207.2 | 192.3 | 2,018.9 | 131.8 | 113.2 | 101.2 | 2,432.7 | 80.99% | -17.01% |
| PA Pittsburgh | Port Auth of Allegheny Co | MB | NA | 2,672.0 | 2,395.3 | 2,221.4 | 24,461.8 | 1,820.1 | 1,590.5 | 1,440.3 | 26,813.1 | 50.25% | -8.77% |
| PA Pittsburgh | Port Auth of Allegheny Co | TOTAL | NA | 3,050.9 | 2,735.9 | 2,545.9 | 27,975.6 | 2,056.7 | 1,787.5 | 1,607.1 | 30,343.6 | 52.86% | -7.80% |
| PA Reading | Berks Area Reading Trp Auth | DR | 0.5 | 11.5 | 10.3 | 10.6 | 125.9 | 10.6 | 7.4 | 8.7 | 110.7 | 21.35% | 13.73% |
| PA Reading | Berks Area Reading Trp Auth | MB | 9.5 | 214.9 | 201.3 | 203.2 | 2,206.7 | 144.6 | 127.0 | 121.4 | 1,763.9 | 57.61% | 25.10% |
| PA Reading | Berks Area Reading Trp Auth | TOTAL | 10.0 | 226.4 | 211.6 | 213.8 | 2,332.6 | 155.2 | 134.4 | 130.1 | 1,874.6 | 55.30% | 24.43% |
| PA Rochester | Beaver County Transit Authority | DR | 0.2 | 5.3 | 5.1 | 5.3 | 56.8 | 4.6 | 3.8 | 2.9 | 48.5 | 38.94% | 17.11% |
| PA Rochester | Beaver County Transit Authority | MB | 1.1 | 27.8 | 26.5 | 26.0 | 308.3 | 30.5 | 25.2 | 24.4 | 417.5 | 0.25% | -26.16% |
| PA Rochester | Beaver County Transit Authority | TOTAL | 1.3 | 33.1 | 31.6 | 31.3 | 365.1 | 35.1 | 29.0 | 27.3 | 466.0 | 5.03% | -21.65% |
| PA Scranton | County of Lackawanna Transit Syst | DR | 0.4 | 9.6 | 9.3 | 8.4 | 100.4 | 8.4 | 6.9 | 6.1 | 95.9 | 27.57% | 4.69% |
| PA Scranton | County of Lackawanna Transit Syst | MB | 1.9 | 47.7 | 43.7 | 46.0 | 478.7 | 39.7 | 35.4 | 32.7 | 502.2 | 27.46% | -4.68% |
| PA Scranton | County of Lackawanna Transit Syst | TOTAL | 2.3 | 57.3 | 53.0 | 54.4 | 579.1 | 48.1 | 42.3 | 38.8 | 598.1 | 27.48% | -3.18% |
| PA State College | Centre Area Transp Auth | DR | NA | NA | NA | NA | NA | 4.8 | 4.4 | 4.0 | 44.6 | NA | NA |
| PA State College | Centre Area Transp Auth | MB | 12.5 | 465.7 | 346.0 | 202.7 | 2,125.0 | 70.0 | 63.8 | 25.0 | 1,959.9 | >100% | 8.42% |
| PA State College | Centre Area Transp Auth | VP | NA | NA | NA | NA | NA | 4.6 | 3.6 | 3.7 | 75.4 | NA | NA |
| PA State College | Centre Area Transp Auth | TOTAL | NA | NA | NA | NA | NA | 79.4 | 71.8 | 32.7 | 2,079.9 | NA | NA |
| PA Williamsport | Williamsport Bureau of Tr | DR | 0.1 | 0.1 | 0.1 | 0.1 | 1.2 | 0.1 | 0.1 | 0.1 | 1.2 | 0.00% | 0.00% |
| PA Williamsport | Williamsport Bureau of Tr | MB | 2.8 | 62.4 | 62.0 | 64.4 | 736.3 | 65.2 | 56.1 | 51.9 | 777.0 | 9.01% | -5.24% |
| PA Williamsport | Williamsport Bureau of Tr | TOTAL | 2.9 | 62.5 | 62.1 | 64.5 | 737.5 | 65.3 | 56.2 | 52.0 | 778.2 | 8.99% | -5.23% |

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|------------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| PA York | Central Pennsylvania Transportation | DR | 1.9 | 40.5 | 39.1 | 37.7 | 423.6 | 35.2 | 29.6 | 24.6 | 388.3 | 31.21% | 9.09% |
| PA York | Central Pennsylvania Transportation | MB | 3.4 | 83.4 | 76.3 | 76.3 | 899.9 | 83.9 | 73.7 | 66.8 | 981.4 | 5.17% | -8.30% |
| PA York | Central Pennsylvania Transportation | TOTAL | 5.3 | 123.9 | 115.4 | 114.0 | 1,323.5 | 119.1 | 103.3 | 91.4 | 1,369.7 | 12.59% | -3.37% |
| PR San Juan | Puerto Rico DOT | DR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| PR San Juan | Puerto Rico DOT | HR | 8.2 | 192.9 | 176.9 | 172.8 | 1,649.5 | 14.3 | 66.1 | 76.9 | 1,137.3 | >100% | 45.04% |
| PR San Juan | Puerto Rico DOT | MB | 3.1 | 69.0 | 67.5 | 69.5 | 729.8 | 5.9 | 31.7 | 38.8 | 378.7 | >100% | 92.71% |
| PR San Juan | Puerto Rico DOT | TOTAL | 11.3 | 261.9 | 244.4 | 242.3 | 2,379.3 | 20.2 | 97.8 | 115.7 | 1,516.0 | >100% | 56.95% |
| SC Charleston | Charleston Area RTA | DR | 0.2 | 5.8 | 5.4 | 5.7 | 64.6 | 5.2 | 4.7 | 4.9 | 56.1 | 14.19% | 15.15% |
| SC Charleston | Charleston Area RTA | MB | 6.9 | 190.7 | 176.9 | 165.1 | 1,975.1 | 164.2 | 143.7 | 145.5 | 1,781.4 | 17.49% | 10.87% |
| SC Charleston | Charleston Area RTA | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| SC Clemson | Clemson Area Transit | MB | NA | 65.7 | 58.9 | 25.8 | 425.3 | 26.1 | 19.9 | 12.8 | 348.6 | >100% | 22.00% |
| SC Clemson | Clemson Area Transit | TOTAL | NA | 65.7 | 58.9 | 25.8 | 425.3 | 26.1 | 19.9 | 12.8 | 348.6 | >100% | 22.00% |
| SC Greenville | Greenville Transit Authority | DR | 0.0 | 0.8 | 0.9 | 0.9 | 8.6 | 0.6 | 0.6 | 0.6 | 6.7 | 44.44% | 28.36% |
| SC Greenville | Greenville Transit Authority | MB | 2.4 | 54.3 | 49.6 | 51.0 | 629.6 | 45.4 | 41.6 | 45.2 | 523.7 | 17.17% | 20.22% |
| SC Greenville | Greenville Transit Authority | TOTAL | 2.4 | 55.1 | 50.5 | 51.9 | 638.2 | 46.0 | 42.2 | 45.8 | 530.4 | 17.54% | 20.32% |
| SD Sioux Falls | Sioux Area Metro | DR | 1.8 | 4.6 | 4.6 | 4.6 | 48.7 | 3.1 | 2.7 | 3.0 | 38.2 | 56.82% | 27.49% |
| SD Sioux Falls | Sioux Area Metro | MB | 1.3 | 33.6 | 33.7 | 32.6 | 399.8 | 41.0 | 29.8 | 29.4 | 472.7 | -0.30% | -15.42% |
| SD Sioux Falls | Sioux Area Metro | TOTAL | 3.1 | 38.2 | 38.3 | 37.2 | 448.5 | 44.1 | 32.5 | 32.4 | 510.9 | 4.31% | -12.21% |
| TN Franklin | Franklin Transit Authority | DR | NA | 1.8 | 2.0 | 1.9 | 18.1 | 1.2 | 1.2 | 1.3 | 14.7 | 54.05% | 23.13% |
| TN Franklin | Franklin Transit Authority | MB | NA | 4.5 | 2.6 | 5.4 | 39.8 | 2.5 | 2.1 | 2.4 | 26.7 | 78.57% | 49.06% |
| TN Franklin | Franklin Transit Authority | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| TN Knoxville | Knoxville Area Transit | DR | 0.3 | 6.5 | 6.3 | 6.2 | 71.6 | 5.8 | 5.1 | 4.7 | 57.8 | 21.79% | 23.88% |
| TN Knoxville | Knoxville Area Transit | MB | 6.5 | 168.0 | 156.3 | 153.9 | 1,919.0 | 227.0 | 197.1 | 187.5 | 2,253.7 | -21.81% | -14.85% |
| TN Knoxville | Knoxville Area Transit | TOTAL | 6.8 | 174.5 | 162.6 | 160.1 | 1,990.6 | 232.8 | 202.2 | 192.2 | 2,311.5 | -20.73% | -13.88% |
| TN Memphis | Memphis Area Transit Auth | DR | NA | 11.4 | 10.2 | 10.5 | 120.8 | 9.8 | 7.5 | 9.0 | 120.3 | 22.05% | 0.42% |
| TN Memphis | Memphis Area Transit Auth | LR | NA | 24.6 | 16.6 | 16.5 | 237.9 | 8.1 | 10.2 | 9.3 | 101.0 | >100% | >100% |
| TN Memphis | Memphis Area Transit Auth | MB | NA | 178.1 | 149.6 | 159.9 | 2,466.2 | 245.8 | 210.8 | 222.0 | 3,203.5 | -28.15% | -23.02% |
| TN Memphis | Memphis Area Transit Auth | TOTAL | NA | 214.1 | 176.4 | 186.9 | 2,824.9 | 263.7 | 228.5 | 240.3 | 3,424.8 | -21.17% | -17.52% |
| TN Murfreesboro | City of Murfreesboro | MB | 0.4 | 8.9 | 9.5 | 7.4 | 99.2 | 9.9 | 7.7 | 8.7 | 119.0 | -1.90% | -16.64% |
| TN Murfreesboro | City of Murfreesboro | TOTAL | 0.4 | 8.9 | 9.5 | 7.4 | 99.2 | 9.9 | 7.7 | 8.7 | 119.0 | -1.90% | -16.64% |
| TN Nashville | Metropolitan Transit Auth | DR | 1.0 | 25.7 | 25.7 | 24.8 | 282.6 | 22.0 | 20.1 | 19.5 | 269.8 | 23.70% | 4.74% |
| TN Nashville | Metropolitan Transit Auth | MB | 19.2 | 510.8 | 494.1 | 477.2 | 4,705.4 | 370.2 | 335.4 | 323.4 | 4,961.3 | 44.03% | -5.16% |
| TN Nashville | Metropolitan Transit Auth | TOTAL | 20.3 | 536.5 | 519.8 | 502.0 | 4,988.0 | 392.2 | 355.5 | 342.9 | 5,231.1 | 42.88% | -4.65% |

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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| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Oct '21 (000's) | Trips for Nov '21 (000's) | Trips for Dec '21 (000's) | Trips Thru Dec '21 (000's) | Trips for Oct '20 (000's) | Trips for Nov '20 (000's) | Trips for Dec '20 (000's) | Trips Thru Dec '20 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| TN Nashville | Regional Transp Auth | CR | 0.0 | 5.4 | 7.2 | 6.5 | 57.5 | 3.1 | 2.5 | 2.2 | 77.2 | >100% | -25.52% |
| TN Nashville | Regional Transp Auth | MB | 0.0 | 3.2 | 3.3 | 3.6 | 35.5 | 2.5 | 2.0 | 1.8 | 56.9 | 60.32% | -37.61% |
| TN Nashville | Regional Transp Auth | VP | 0.0 | 1.5 | 1.6 | 1.4 | 17.2 | 2.3 | 1.8 | 1.4 | 35.9 | -18.18% | -52.09% |
| TN Nashville | Regional Transp Auth | TOTAL | 0.0 | 10.1 | 12.1 | 11.5 | 110.2 | 7.9 | 6.3 | 5.4 | 170.0 | 71.94% | -35.18% |
| TX Austin | Capital Metropolitan Trp Auth | CR | 1.4 | 51.7 | 34.0 | 31.5 | 333.3 | 14.3 | 11.8 | 11.9 | 278.1 | >100% | 19.85% |
| TX Austin | Capital Metropolitan Trp Auth | DR | 1.7 | 45.2 | 42.0 | 42.3 | 436.7 | 30.6 | 28.4 | 28.7 | 415.3 | 47.66% | 5.15% |
| TX Austin | Capital Metropolitan Trp Auth | MB | 57.6 | 1,779.9 | 1,538.9 | 1,371.6 | 16,726.8 | 1,358.3 | 1,263.9 | 1,214.0 | 17,469.9 | 22.27% | -4.25% |
| TX Austin | Capital Metropolitan Trp Auth | VP | 0.9 | 21.3 | 18.5 | 17.9 | 238.1 | 19.4 | 17.9 | 17.8 | 347.8 | 4.72% | -31.54% |
| TX Austin | Capital Metropolitan Trp Auth | TOTAL | 61.6 | 1,898.1 | 1,633.4 | 1,463.3 | 17,734.9 | 1,422.6 | 1,322.0 | 1,272.4 | 18,511.1 | 24.34% | -4.19% |
| TX Bryan | Brazos Transit District | DR | 0.3 | 5.8 | 5.6 | 5.4 | 63.6 | 5.4 | 4.5 | 4.7 | 58.1 | 15.07% | 9.47% |
| TX Bryan | Brazos Transit District | MB | 0.8 | 16.3 | 16.4 | 15.8 | 221.0 | 15.6 | 14.1 | 16.8 | 168.8 | 4.30% | 30.92% |
| TX Bryan | Brazos Transit District | TOTAL | 1.1 | 22.1 | 22.0 | 21.2 | 284.6 | 21.0 | 18.6 | 21.5 | 226.9 | 6.87% | 25.43% |
| TX Dallas | Dallas Area Rapid Transit | DR | 1.7 | 48.6 | 24.7 | 47.2 | 494.0 | 39.0 | 34.3 | 36.0 | 481.3 | 10.25% | 2.64% |
| TX Dallas | Dallas Area Rapid Transit | LR | 53.8 | 1,871.9 | 1,365.9 | 1,312.5 | 15,469.5 | 1,274.9 | 1,154.2 | 1,138.9 | 16,261.1 | 27.53% | -4.87% |
| TX Dallas | Dallas Area Rapid Transit | MB | 72.4 | 1,998.3 | 1,845.4 | 1,905.6 | 20,982.1 | 1,665.2 | 1,591.6 | 1,574.3 | 22,923.4 | 19.01% | -8.47% |
| TX Dallas | Dallas Area Rapid Transit | VP | 0.0 | 1.7 | 1.8 | 2.0 | 24.4 | 2.5 | 2.0 | 1.8 | 123.8 | -12.70% | -80.29% |
| TX Dallas | Dallas Area Rapid Transit | TOTAL | 127.9 | 3,920.5 | 3,237.8 | 3,267.3 | 36,970.0 | 2,981.6 | 2,782.1 | 2,751.0 | 39,789.6 | 22.44% | -7.09% |
| TX Dallas-Ft Worth | Trinity Railway Express | CR | 3.9 | 121.7 | 88.5 | 90.0 | 923.6 | 63.6 | 55.9 | 52.4 | 900.0 | 74.64% | 2.62% |
| TX Dallas-Ft Worth | Trinity Railway Express | TOTAL | 3.9 | 121.7 | 88.5 | 90.0 | 923.6 | 63.6 | 55.9 | 52.4 | 900.0 | 74.64% | 2.62% |
| TX El Paso | El Paso Mass Transit Dept | DR | 0.5 | 13.5 | 12.2 | 11.9 | 159.4 | 13.7 | 10.7 | 11.5 | 184.7 | 4.74% | -13.70% |
| TX El Paso | El Paso Mass Transit Dept | LR | 0.2 | 4.7 | 4.9 | 4.6 | 21.1 | 0.0 | 0.0 | 0.0 | 68.4 | NA | -69.15% |
| TX El Paso | El Paso Mass Transit Dept | MB | 16.1 | 426.0 | 420.0 | 400.4 | 4,147.4 | 323.9 | 262.2 | 272.0 | 5,014.1 | 45.25% | -17.29% |
| TX El Paso | El Paso Mass Transit Dept | TOTAL | 16.9 | 444.2 | 437.1 | 416.9 | 4,327.9 | 337.6 | 272.9 | 283.5 | 5,267.2 | 45.21% | -17.83% |
| TX Fort Worth | Trinity Metro | CR | 1.4 | 37.8 | 44.3 | 53.9 | 380.1 | 19.5 | 17.8 | 23.2 | 262.7 | >100% | 44.69% |
| TX Fort Worth | Trinity Metro | DR | 0.8 | 21.1 | 20.2 | 21.0 | 226.9 | 17.9 | 15.6 | 16.0 | 213.9 | 25.86% | 6.08% |
| TX Fort Worth | Trinity Metro | MB | 11.2 | 304.3 | 289.0 | 297.4 | 3,090.9 | 262.0 | 242.0 | 247.8 | 3,344.9 | 18.48% | -7.59% |
| TX Fort Worth | Trinity Metro | VP | 0.5 | 13.0 | 12.4 | 9.5 | 139.2 | 9.2 | 8.2 | 8.2 | 121.0 | 36.33% | 15.04% |
| TX Fort Worth | Trinity Metro | TOTAL | 14.0 | 376.2 | 365.9 | 381.8 | 3,837.1 | 308.6 | 283.6 | 295.2 | 3,942.5 | 26.65% | -2.67% |
| TX Houston | Metro Tr Auth of Harris Co | DR | 4.0 | 115.0 | 110.2 | 110.8 | 1,277.8 | 104.9 | 89.2 | 97.8 | 1,300.7 | 15.11% | -1.76% |
| TX Houston | Metro Tr Auth of Harris Co | LR | 34.3 | 948.1 | 876.9 | 822.3 | 8,977.3 | 816.4 | 703.2 | 626.9 | 10,633.3 | 23.33% | -15.57% |
| TX Houston | Metro Tr Auth of Harris Co | MB | 128.6 | 3,497.3 | 3,351.6 | 3,358.5 | 36,197.5 | 3,064.4 | 2,796.1 | 2,782.7 | 41,007.4 | 18.10% | -11.73% |
| TX Houston | Metro Tr Auth of Harris Co | VP | 1.5 | 32.8 | 32.4 | 30.7 | 333.9 | 19.9 | 18.4 | 18.9 | 549.1 | 67.66% | -39.19% |
| TX Houston | Metro Tr Auth of Harris Co | TOTAL | 168.3 | 4,593.2 | 4,371.1 | 4,322.3 | 46,786.5 | 4,005.6 | 3,606.9 | 3,526.3 | 53,490.5 | 19.28% | -12.53% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

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|------------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| TX Lewisville | Denton County Transportation Auth | CR | 0.6 | 18.5 | 15.3 | 12.6 | 135.3 | 9.0 | 7.8 | 7.6 | 144.0 | 90.16% | -6.04% |
| TX Lewisville | Denton County Transportation Auth | DR | 0.1 | 2.2 | 2.2 | 2.1 | 26.7 | 1.9 | 1.6 | 1.7 | 32.2 | 25.00% | -17.08% |
| TX Lewisville | Denton County Transportation Auth | MB | 5.0 | 166.5 | 133.3 | 41.7 | 911.9 | 54.2 | 41.8 | 17.8 | 753.6 | >100% | 21.01% |
| TX Lewisville | Denton County Transportation Auth | TOTAL | 5.7 | 187.2 | 150.8 | 56.4 | 1,073.9 | 65.1 | 51.2 | 27.1 | 929.8 | >100% | 15.50% |
| TX Lubbock | Citibus | DR | 0.4 | 8.2 | 8.5 | 9.8 | 99.2 | 6.0 | 5.9 | 7.5 | 75.9 | 36.60% | 30.70% |
| TX Lubbock | Citibus | MB | 7.3 | 219.6 | 178.3 | 63.4 | 1,243.0 | 83.5 | 64.4 | 26.4 | 1,315.4 | >100% | -5.50% |
| TX Lubbock | Citibus | TOTAL | 7.7 | 227.8 | 186.8 | 73.2 | 1,342.2 | 89.5 | 70.3 | 33.9 | 1,391.3 | >100% | -3.53% |
| TX McAllen | City of McAllen | MB | 1.5 | 42.5 | 42.5 | 45.5 | 477.9 | 40.9 | 40.8 | 40.4 | 471.7 | 6.88% | 1.31% |
| TX McAllen | City of McAllen | TOTAL | 1.5 | 42.5 | 42.5 | 45.5 | 477.9 | 40.9 | 40.8 | 40.4 | 471.7 | 6.88% | 1.31% |
| TX Port Arthur | Port Arthur Transit | DR | NA | 0.8 | 0.7 | 0.6 | 9.1 | 0.8 | 0.7 | 0.8 | 9.7 | -8.70% | -6.19% |
| TX Port Arthur | Port Arthur Transit | MB | NA | 6.7 | 6.6 | 6.9 | 74.6 | 5.7 | 5.6 | 5.1 | 78.2 | 23.17% | -4.60% |
| TX Port Arthur | Port Arthur Transit | TOTAL | NA | 7.5 | 7.3 | 7.5 | 83.7 | 6.5 | 6.3 | 5.9 | 87.9 | 19.25% | -4.78% |
| TX Prairie View | Prairie View A & M University Trans | MB | 0.2 | 0.2 | NA | NA | NA | 0.0 | 0.0 | 0.0 | 1.7 | NA | NA |
| TX Prairie View | Prairie View A & M University Trans | TOTAL | 0.2 | 0.2 | NA | NA | NA | 0.0 | 0.0 | 0.0 | 1.7 | NA | NA |
| TX San Antonio | VIA Metropolitan Transit | DR | 2.6 | 66.3 | 60.5 | 55.0 | 681.1 | 50.9 | 45.1 | 43.2 | 633.9 | 30.60% | 7.45% |
| TX San Antonio | VIA Metropolitan Transit | MB | 63.7 | 1,872.0 | 1,403.8 | 1,762.8 | 19,487.8 | 1,745.9 | 1,591.9 | 1,622.0 | 22,856.5 | 1.59% | -14.74% |
| TX San Antonio | VIA Metropolitan Transit | TOTAL | 66.4 | 1,938.3 | 1,464.3 | 1,817.8 | 20,168.9 | 1,796.8 | 1,637.0 | 1,665.2 | 23,490.4 | 2.38% | -14.14% |
| TX Sugar Land | Fort Bend County Public Transporta | DR | 0.4 | 9.9 | 8.5 | 8.0 | 89.7 | 6.2 | 5.2 | 5.0 | 67.5 | 60.98% | 32.89% |
| TX Sugar Land | Fort Bend County Public Transporta | MB | 0.4 | 9.2 | 8.3 | 7.5 | 88.5 | 6.4 | 5.2 | 5.6 | 101.1 | 45.35% | -12.46% |
| TX Sugar Land | Fort Bend County Public Transporta | TOTAL | 0.8 | 19.1 | 16.8 | 15.5 | 178.2 | 12.6 | 10.4 | 10.6 | 168.6 | 52.98% | 5.69% |
| UT Park City | Park City Transit | DR | 0.0 | 0.5 | 0.6 | 0.6 | 7.5 | 0.6 | 0.5 | 0.6 | 6.9 | 0.00% | 8.70% |
| UT Park City | Park City Transit | MB | 3.5 | 49.0 | 58.0 | 231.3 | 1,391.0 | 41.8 | 50.6 | 154.3 | 1,672.5 | 37.13% | -16.83% |
| UT Park City | Park City Transit | TOTAL | 3.5 | 49.5 | 58.6 | 231.9 | 1,398.5 | 42.4 | 51.1 | 154.9 | 1,679.4 | 36.88% | -16.73% |
| UT Salt Lake City | Utah Transit Authority | CR | 9.0 | 219.5 | 215.6 | 190.1 | 2,062.4 | 136.2 | 104.9 | 107.3 | 2,024.4 | 79.45% | 1.88% |
| UT Salt Lake City | Utah Transit Authority | DR | 3.3 | 69.1 | 67.6 | 61.7 | 606.4 | 33.2 | 27.9 | 27.9 | 411.5 | >100% | 47.36% |
| UT Salt Lake City | Utah Transit Authority | LR | 32.2 | 850.1 | 875.0 | 793.1 | 8,403.9 | 592.7 | 511.4 | 536.6 | 8,247.5 | 53.48% | 1.90% |
| UT Salt Lake City | Utah Transit Authority | MB | 46.3 | 1,187.6 | 1,140.8 | 1,041.6 | 12,310.1 | 961.4 | 793.3 | 836.1 | 12,142.8 | 30.08% | 1.38% |
| UT Salt Lake City | Utah Transit Authority | VP | 1.9 | 45.1 | 40.1 | 46.5 | 577.3 | 44.5 | 41.4 | 39.3 | 702.2 | 5.19% | -17.79% |
| UT Salt Lake City | Utah Transit Authority | TOTAL | 92.6 | 2,371.4 | 2,339.1 | 2,133.0 | 23,960.1 | 1,768.0 | 1,478.9 | 1,547.2 | 23,528.4 | 42.75% | 1.83% |
| VA Alexandria | Virginia Railway Express | CR | 2.8 | 59.0 | 57.7 | 53.7 | 530.7 | 29.3 | 23.2 | 22.2 | 1,110.0 | >100% | -52.19% |
| VA Alexandria | Virginia Railway Express | TOTAL | 2.8 | 59.0 | 57.7 | 53.7 | 530.7 | 29.3 | 23.2 | 22.2 | 1,110.0 | >100% | -52.19% |
| VA Arlington | Arlington Transit (ART) | DR | NA | 4.2 | 3.9 | 4.1 | 40.9 | 2.8 | 2.4 | 2.4 | 37.1 | 60.53% | 10.24% |
| VA Arlington | Arlington Transit (ART) | MB | 5.8 | 155.4 | 144.9 | 141.6 | 1,582.7 | 113.3 | 103.2 | 104.5 | 1,616.8 | 37.66% | -2.11% |
| VA Arlington | Arlington Transit (ART) | TOTAL | NA | 159.6 | 148.8 | 145.7 | 1,623.6 | 116.1 | 105.6 | 106.9 | 1,653.9 | 38.19% | -1.83% |

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| VA Blacksburg | Blacksburg Transit | DR | 0.1 | 2.5 | 2.1 | 2.0 | 26.5 | 2.0 | 1.8 | 1.7 | 21.3 | 20.00% | 24.41% |
| VA Blacksburg | Blacksburg Transit | MB | 13.7 | 448.1 | 330.1 | 178.0 | 2,137.0 | 100.6 | 71.6 | 20.4 | 1,444.5 | >100% | 47.94% |
| VA Blacksburg | Blacksburg Transit | TOTAL | 13.8 | 450.6 | 332.2 | 180.0 | 2,163.5 | 102.6 | 73.4 | 22.1 | 1,465.8 | >100% | 47.60% |
| VA Fairfax | City of Fairfax CUE Bus | MB | 1.8 | 48.6 | 40.5 | 40.6 | 414.3 | 31.5 | 27.6 | 25.5 | 342.1 | 53.31% | 21.10% |
| VA Fairfax | City of Fairfax CUE Bus | TOTAL | 1.8 | 48.6 | 40.5 | 40.6 | 414.3 | 31.5 | 27.6 | 25.5 | 342.1 | 53.31% | 21.10% |
| VA Fairfax | Fairfax County Dept of Transp | MB | 17.9 | 476.7 | 429.4 | 441.2 | 4,851.2 | 437.7 | 411.3 | 415.5 | 5,007.7 | 6.55% | -3.13% |
| VA Fairfax | Fairfax County Dept of Transp | TOTAL | 17.9 | 476.7 | 429.4 | 441.2 | 4,851.2 | 437.7 | 411.3 | 415.5 | 5,007.7 | 6.55% | -3.13% |
| VA Hampton | Hampton Roads Transit | DR | 1.1 | 26.4 | 25.7 | 25.8 | 288.4 | 23.1 | 20.5 | 21.1 | 267.3 | 20.40% | 7.89% |
| VA Hampton | Hampton Roads Transit | FB | 0.3 | 16.3 | 9.6 | 9.5 | 189.3 | 11.9 | 9.1 | 6.1 | 128.0 | 30.63% | 47.89% |
| VA Hampton | Hampton Roads Transit | LR | 2.2 | 62.9 | 54.6 | 54.0 | 620.8 | 49.2 | 44.7 | 38.4 | 650.3 | 29.63% | -4.54% |
| VA Hampton | Hampton Roads Transit | MB | 16.5 | 434.0 | 406.3 | 407.9 | 5,293.8 | 520.7 | 450.3 | 439.8 | 6,186.3 | -11.53% | -14.43% |
| VA Hampton | Hampton Roads Transit | VP | 0.2 | 4.2 | 4.0 | 3.8 | 45.3 | 3.3 | 3.2 | 2.6 | 58.1 | 31.87% | -22.03% |
| VA Hampton | Hampton Roads Transit | TOTAL | 20.3 | 543.8 | 500.2 | 501.0 | 6,437.6 | 608.2 | 527.8 | 508.0 | 7,290.0 | -6.02% | -11.69% |
| VA Richmond | Greater Richmond Transit Co | DR | 0.2 | 3.3 | 3.2 | 3.4 | 31.5 | 2.0 | 1.8 | 2.2 | 23.4 | 65.00% | 34.62% |
| VA Richmond | Greater Richmond Transit Co | MB | 26.1 | 753.1 | 700.7 | 674.5 | 7,833.1 | 701.2 | 635.3 | 556.2 | 7,554.6 | 12.45% | 3.69% |
| VA Richmond | Greater Richmond Transit Co | VP | 0.4 | 9.6 | 9.3 | 8.8 | 116.0 | 10.4 | 10.0 | 9.0 | 172.3 | -5.78% | -32.68% |
| VA Richmond | Greater Richmond Transit Co | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| VA Williamsburg | Williamsburg Area Transport | DR | 0.0 | 1.6 | 1.4 | 1.3 | 17.0 | 1.3 | 1.0 | 1.2 | 11.7 | 22.86% | 45.30% |
| VA Williamsburg | Williamsburg Area Transport | MB | 4.2 | 129.8 | 113.0 | 125.2 | 1,306.9 | 109.8 | 76.2 | 74.0 | 946.3 | 41.54% | 38.11% |
| VA Williamsburg | Williamsburg Area Transport | TOTAL | 4.2 | 131.4 | 114.4 | 126.5 | 1,323.9 | 111.1 | 77.2 | 75.2 | 958.0 | 41.29% | 38.19% |
| VA Woodbridge | PRTC Omni-Ride | DR | NA | 0.3 | 0.2 | 0.2 | 1.6 | 0.1 | 0.1 | 0.1 | 0.7 | >100% | >100% |
| VA Woodbridge | PRTC Omni-Ride | MB | 4.6 | 93.2 | 93.3 | 94.4 | 924.3 | 69.6 | 53.5 | 52.0 | 961.1 | 60.42% | -3.83% |
| VA Woodbridge | PRTC Omni-Ride | TOTAL | NA | 93.5 | 93.5 | 94.6 | 925.9 | 69.7 | 53.6 | 52.1 | 961.8 | 60.55% | -3.73% |
| VT Burlington | Green Mountain Transit | DR | NA | 3.5 | 3.3 | NA | NA | 2.7 | 2.2 | 2.4 | 41.3 | NA | NA |
| VT Burlington | Green Mountain Transit | MB | 7.3 | 179.2 | 158.7 | 136.4 | 1,489.9 | 120.8 | 97.8 | 88.0 | 1,329.3 | 54.70% | 12.08% |
| VT Burlington | Green Mountain Transit | TOTAL | NA | 182.7 | 162.0 | NA | NA | 123.5 | 100.0 | 90.4 | 1,370.6 | NA | NA |
| WA Bremerton | Kitsap Transit | DR | 6.4 | 14.9 | 14.7 | 13.1 | 154.9 | 10.1 | 8.3 | 8.4 | 135.6 | 59.33% | 14.23% |
| WA Bremerton | Kitsap Transit | FB | 24.9 | 57.1 | 62.9 | 47.2 | 573.2 | 38.3 | 29.7 | 37.2 | 517.7 | 58.94% | 10.72% |
| WA Bremerton | Kitsap Transit | MB | 35.9 | 84.6 | 79.4 | 69.8 | 945.0 | 81.6 | 68.1 | 67.3 | 1,164.6 | 7.74% | -18.86% |
| WA Bremerton | Kitsap Transit | VP | 2.5 | 5.6 | 5.5 | 4.9 | 63.0 | 5.0 | 4.6 | 4.5 | 77.8 | 13.48% | -19.02% |
| WA Bremerton | Kitsap Transit | TOTAL | 69.7 | 162.2 | 162.5 | 135.0 | 1,736.1 | 135.0 | 110.7 | 117.4 | 1,895.7 | 26.60% | -8.42% |

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|------------------------|---------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| WA Everett | Snohomish County PTBA | DR | 0.4 | 8.9 | 8.6 | 8.1 | 85.0 | 4.9 | 4.4 | 4.3 | 69.2 | 88.24% | 22.83% |
| WA Everett | Snohomish County PTBA | MB | 15.8 | 432.3 | 403.8 | 367.3 | 4,557.8 | 373.5 | 326.1 | 336.7 | 5,305.6 | 16.12% | -14.09% |
| WA Everett | Snohomish County PTBA | VP | 0.9 | 20.3 | 20.0 | 17.4 | 219.7 | 21.0 | 18.8 | 18.1 | 344.8 | -0.35% | -36.28% |
| WA Everett | Snohomish County PTBA | TOTAL | 17.1 | 461.5 | 432.4 | 392.8 | 4,862.5 | 399.4 | 349.3 | 359.1 | 5,719.6 | 16.15% | -14.99% |
| WA Olympia | Intercity Transit | DR | NA | 9.9 | 9.4 | 9.2 | NA | NA | NA | NA | NA | NA | NA |
| WA Olympia | Intercity Transit | MB | 8.1 | 234.7 | 218.6 | 216.4 | 2,203.7 | 126.5 | 106.2 | 115.9 | 1,902.5 | 92.11% | 15.83% |
| WA Olympia | Intercity Transit | VP | 3.5 | 15.2 | 15.0 | 14.1 | NA | NA | NA | NA | NA | NA | NA |
| WA Olympia | Intercity Transit | TOTAL | NA | 259.8 | 243.0 | 239.7 | NA | NA | NA | NA | NA | NA | NA |
| WA Richland | Ben Franklin Transit | DR | 2.0 | 24.7 | 23.8 | 24.5 | 228.1 | 14.5 | 12.4 | 13.2 | 173.1 | 82.04% | 31.77% |
| WA Richland | Ben Franklin Transit | MB | 5.3 | 163.6 | 123.5 | 108.6 | 1,416.6 | 102.1 | 86.7 | 86.5 | 1,218.3 | 43.73% | 16.28% |
| WA Richland | Ben Franklin Transit | VP | 0.5 | 12.1 | 12.5 | 12.3 | 153.6 | 12.8 | 10.0 | 11.2 | 222.0 | 8.53% | -30.81% |
| WA Richland | Ben Franklin Transit | TOTAL | 7.8 | 200.4 | 159.8 | 145.4 | 1,798.3 | 129.4 | 109.1 | 110.9 | 1,613.4 | 44.71% | 11.46% |
| WA Seattle | King County Dept of Trp | DR | 2.3 | 55.5 | 53.6 | 48.0 | 557.0 | 42.2 | 36.9 | 36.6 | 541.7 | 35.78% | 2.82% |
| WA Seattle | King County Dept of Trp | LR | 3.1 | 87.3 | 77.7 | 78.7 | 806.0 | 50.6 | 44.2 | 42.1 | 743.6 | 78.01% | 8.39% |
| WA Seattle | King County Dept of Trp | MB | 145.4 | 4,492.1 | 3,983.0 | 3,452.5 | 42,519.2 | 3,148.8 | 2,769.7 | 2,794.8 | 49,254.8 | 36.89% | -13.68% |
| WA Seattle | King County Dept of Trp | TB | 35.5 | 812.9 | 830.8 | 693.1 | 7,974.9 | 630.3 | 510.8 | 561.9 | 8,384.9 | 37.22% | -4.89% |
| WA Seattle | King County Dept of Trp | VP | 2.0 | 46.0 | 42.9 | 45.7 | 511.3 | 25.6 | 34.4 | 32.6 | 979.8 | 45.36% | -47.82% |
| WA Seattle | King County Dept of Trp | TOTAL | 188.3 | 5,493.8 | 4,988.0 | 4,318.0 | 52,368.4 | 3,897.5 | 3,396.0 | 3,468.0 | 59,904.8 | 37.53% | -12.58% |
| WA Seattle | Sound Transit | CR | 3.4 | 81.8 | 77.4 | 70.9 | 735.6 | 50.5 | 41.2 | 44.3 | 1,274.4 | 69.19% | -42.28% |
| WA Seattle | Sound Transit | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| WA Seattle | Sound Transit | LR | 60.9 | 1,874.5 | 1,708.8 | 1,671.0 | 11,754.9 | 573.3 | 478.6 | 461.7 | 10,101.2 | >100% | 16.37% |
| WA Seattle | Sound Transit | MB | NA | NA | NA | NA | NA | 362.0 | 314.4 | 320.5 | 6,275.6 | NA | NA |
| WA Seattle | Sound Transit | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| WA Seattle | Washington State Ferries | FB | 38.3 | 1,287.2 | 1,200.3 | 1,136.6 | 17,279.8 | 1,218.5 | 999.8 | 1,036.6 | 13,989.2 | 11.34% | 23.52% |
| WA Seattle | Washington State Ferries | TOTAL | 38.3 | 1,287.2 | 1,200.3 | 1,136.6 | 17,279.8 | 1,218.5 | 999.8 | 1,036.6 | 13,989.2 | 11.34% | 23.52% |
| WA Spokane | Spokane Transit Authority | DR | 1.2 | 24.9 | 24.4 | 23.9 | 246.3 | 15.3 | 13.1 | 13.7 | 204.8 | 73.87% | 20.26% |
| WA Spokane | Spokane Transit Authority | MB | 23.2 | 509.8 | 477.3 | 451.8 | 5,237.6 | 427.0 | 366.3 | 374.1 | 5,817.4 | 23.26% | -9.97% |
| WA Spokane | Spokane Transit Authority | VP | 0.3 | 6.3 | 6.0 | 5.4 | 70.3 | 7.1 | 5.7 | 5.2 | 90.5 | -1.67% | -22.32% |
| WA Spokane | Spokane Transit Authority | TOTAL | 24.7 | 541.0 | 507.7 | 481.1 | 5,554.2 | 449.4 | 385.1 | 393.0 | 6,112.7 | 24.63% | -9.14% |
| WA Tacoma | Pierce Transit | DR | 0.6 | 16.0 | 15.6 | 14.4 | 157.9 | 11.7 | 10.1 | 10.0 | 149.2 | 44.65% | 5.83% |
| WA Tacoma | Pierce Transit | MB | 14.9 | 412.7 | 367.8 | 343.3 | 4,349.1 | 373.8 | 323.4 | 338.1 | 4,755.6 | 8.55% | -8.55% |
| WA Tacoma | Pierce Transit | VP | 1.2 | 28.1 | 27.6 | 24.8 | 320.2 | 32.1 | 26.7 | 24.1 | 396.9 | -2.90% | -19.32% |
| WA Tacoma | Pierce Transit | TOTAL | 16.8 | 456.8 | 411.0 | 382.5 | 4,827.2 | 417.6 | 360.2 | 372.2 | 5,301.7 | 8.72% | -8.95% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Oct '21 (000's) | Trips for Nov '21 (000's) | Trips for Dec '21 (000's) | Trips Thru Dec '21 (000's) | Trips for Oct '20 (000's) | Trips for Nov '20 (000's) | Trips for Dec '20 (000's) | Trips Thru Dec '20 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| WA Vancouver | Clark Co Pub Trp Benefit Area | DR | 0.5 | 12.8 | 12.3 | 11.9 | 124.2 | 8.1 | 6.9 | 7.3 | 112.6 | 65.92% | 10.30% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | MB | 10.9 | 294.2 | 277.5 | 278.2 | 3,314.9 | 274.1 | 247.0 | 260.7 | 3,697.2 | 8.71% | -10.34% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | VP | 0.1 | 1.6 | 1.6 | 1.4 | 20.6 | 1.8 | 1.5 | 1.6 | 22.7 | -6.12% | -9.25% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | TOTAL | 11.5 | 308.6 | 291.4 | 291.5 | 3,459.7 | 284.0 | 255.4 | 269.6 | 3,832.5 | 10.20% | -9.73% |
| WA Wenatchee | Chelan-Douglas PTBA | DR | 0.2 | 5.1 | 5.2 | 5.3 | 55.1 | 3.9 | 3.3 | 3.5 | 40.7 | 45.79% | 35.38% |
| WA Wenatchee | Chelan-Douglas PTBA | MB | 2.6 | 69.1 | 62.4 | 65.0 | 767.7 | 63.5 | 51.1 | 57.9 | 709.6 | 13.91% | 8.19% |
| WA Wenatchee | Chelan-Douglas PTBA | TOTAL | 2.8 | 74.2 | 67.6 | 70.3 | 822.8 | 67.4 | 54.4 | 61.4 | 750.3 | 15.78% | 9.66% |
| WI Green Bay | Green Bay Metro Transit | DR | 0.2 | 3.6 | 3.8 | 3.7 | 28.6 | 1.1 | 1.1 | 1.2 | 15.6 | >100% | 83.33% |
| WI Green Bay | Green Bay Metro Transit | MB | 2.0 | 53.6 | 52.4 | 50.7 | 499.4 | 32.4 | 29.1 | 29.2 | 527.0 | 72.77% | -5.24% |
| WI Green Bay | Green Bay Metro Transit | TOTAL | 2.2 | 57.2 | 56.2 | 54.4 | 528.0 | 33.5 | 30.2 | 30.4 | 542.6 | 78.32% | -2.69% |
| WI Milwaukee | Milwaukee County Tr Sys | DR | 1.0 | 27.0 | 26.0 | 26.0 | 293.8 | 22.2 | 18.8 | 20.0 | 275.2 | 29.51% | 6.76% |
| WI Milwaukee | Milwaukee County Tr Sys | MB | 49.4 | 1,395.4 | 1,298.1 | 1,233.8 | 14,356.7 | 1,176.3 | 1,046.0 | 1,041.6 | 15,595.1 | 20.33% | -7.94% |
| WI Milwaukee | Milwaukee County Tr Sys | TOTAL | 50.4 | 1,422.4 | 1,324.1 | 1,259.8 | 14,650.5 | 1,198.5 | 1,064.8 | 1,061.6 | 15,870.3 | 20.49% | -7.69% |
| WI Port Washington | Ozaukee County Transit Services | DR | 0.2 | 6.1 | 5.9 | 6.2 | 72.1 | 6.1 | 5.3 | 5.4 | 65.9 | 8.33% | 9.41% |
| WI Port Washington | Ozaukee County Transit Services | MB | NA | 0.5 | 0.5 | 0.6 | 2.1 | 0.0 | 0.0 | 0.0 | 10.9 | NA | -80.73% |
| WI Port Washington | Ozaukee County Transit Services | TOTAL | NA | 6.6 | 6.4 | 6.8 | 74.2 | 6.1 | 5.3 | 5.4 | 76.8 | 17.86% | -3.39% |
| WV Martinsburg | Eastern Panhandle Transit Authority | DR | 0.1 | 2.3 | 2.2 | 2.0 | 21.8 | 1.5 | 1.4 | 1.0 | 16.4 | 66.67% | 32.93% |
| WV Martinsburg | Eastern Panhandle Transit Authority | MB | 0.3 | 7.4 | 7.2 | 5.1 | 73.2 | 9.4 | 7.6 | 6.3 | 103.5 | -15.45% | -29.28% |
| WV Martinsburg | Eastern Panhandle Transit Authority | TOTAL | 0.3 | 9.7 | 9.4 | 7.1 | 95.0 | 10.9 | 9.0 | 7.3 | 119.9 | -3.68% | -20.77% |
| WV Morgantown | Mountain Line Transit Authority | DR | NA | 0.6 | 0.6 | 0.8 | 6.8 | 0.3 | 0.4 | 0.3 | 2.5 | 100.00% | >100% |
| WV Morgantown | Mountain Line Transit Authority | MB | NA | 38.6 | 42.1 | 33.2 | 398.0 | 30.5 | 25.0 | 18.9 | 432.6 | 53.09% | -8.00% |
| WV Morgantown | Mountain Line Transit Authority | TOTAL | NA | 39.2 | 42.7 | 34.0 | 404.8 | 30.8 | 25.4 | 19.2 | 435.1 | 53.71% | -6.96% |

APTA PUBLIC TRANSPORTATION 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 | Oct '21 | Nov '21 | Dec '21 | Dec '21 | Oct '20 | Nov '20 | Dec '20 | Dec '20 | Quarterly | to-Date | |
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | Change | Change | |
| AB | Banff | Bow Valley Regional Transit Service MB | 1.0 | 28.8 | 28.8 | 35.8 | 374.4 | 16.1 | 13.8 | 10.3 | 307.2 | >100% | 21.88% | |
| AB | Banff | Bow Valley Regional Transit Service TOTAL | 1.0 | 28.8 | 28.8 | 35.8 | 374.4 | 16.1 | 13.8 | 10.3 | 307.2 | 132.34% | 21.88% | |
| AB | Calgary | Calgary Transit | LR | 147.0 | 3,413.3 | 4,122.6 | 3,475.5 | 35,522.2 | 4,004.2 | 3,703.1 | 2,749.2 | 44,511.0 | 5.31% | -20.19% |
| AB | Calgary | Calgary Transit | MB | 121.9 | 3,387.4 | 3,122.7 | 2,632.6 | 27,695.1 | 3,033.1 | 2,805.0 | 2,082.4 | 33,716.0 | 15.43% | -17.86% |
| AB | Calgary | Calgary Transit | TOTAL | 268.8 | 6,800.7 | 7,245.3 | 6,108.1 | 63,217.3 | 7,037.3 | 6,508.1 | 4,831.6 | 78,227.0 | 9.67% | -19.19% |
| AB | Edmonton | Edmonton Transit System | LR | 56.8 | 1,393.8 | 1,387.0 | 1,440.2 | 14,753.8 | 1,275.3 | 1,162.4 | 914.9 | 17,682.8 | 25.90% | -16.56% |
| AB | Edmonton | Edmonton Transit System | MB | 149.1 | 3,656.2 | 3,638.3 | 3,777.9 | 38,395.6 | 3,345.4 | 3,049.1 | 2,399.8 | 46,384.2 | 25.90% | -17.22% |
| AB | Edmonton | Edmonton Transit System | TOTAL | 206.0 | 5,050.0 | 5,025.3 | 5,218.1 | 53,149.4 | 4,620.7 | 4,211.5 | 3,314.7 | 64,067.0 | 25.90% | -17.04% |
| AB | Leduc | City of Leduc, Leduc Transit Service MB | NA | 5.7 | 6.1 | 4.9 | 44.8 | 3.4 | 3.2 | 2.5 | 50.5 | 83.52% | -11.29% | |
| AB | Leduc | City of Leduc, Leduc Transit Service TOTAL | NA | 5.7 | 6.1 | 4.9 | 44.8 | 3.4 | 3.2 | 2.5 | 50.5 | 83.52% | -11.29% | |
| AB | Sherwood Park | Strathcona County Transit | MB | 0.0 | 92.4 | 91.4 | 91.0 | 621.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| AB | Sherwood Park | Strathcona County Transit | TOTAL | 0.0 | 92.4 | 91.4 | 91.0 | 621.0 | 0.0 | 0.0 | 0.0 | 0.0 | #Div/0! | #Div/0! |
| BC | Burnaby | Greater Vancouver Transp Auth | AG | NA | NA | NA | NA | 5,654.1 | 4,923.3 | 4,767.4 | 77,074.9 | NA | NA | |
| BC | Burnaby | Greater Vancouver Transp Auth | CR | NA | NA | NA | NA | 39.7 | 32.5 | 25.9 | 795.5 | NA | NA | |
| BC | Burnaby | Greater Vancouver Transp Auth | FB | NA | NA | NA | NA | 166.7 | 130.9 | 138.4 | 2,326.8 | NA | NA | |
| BC | Burnaby | Greater Vancouver Transp Auth | MB | 541.0 | 15,016.6 | 14,735.2 | 13,588.2 | 144,110.2 | 11,377.3 | 10,093.7 | 9,513.3 | 140,089.5 | 39.88% | 2.87% |
| BC | Burnaby | Greater Vancouver Transp Auth | TB | NA | NA | NA | NA | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA | |
| BC | Burnaby | Greater Vancouver Transp Auth | TOTAL | NA | NA | NA | NA | 17,237.8 | 15,180.4 | 14,445.0 | 220,286.7 | NA | NA | |
| BC | Victoria | BC Transit | DR | 1.0 | 23.1 | 27.2 | 14.5 | 225.7 | 15.5 | 15.1 | 13.8 | 183.9 | 45.95% | 22.73% |
| BC | Victoria | BC Transit | MB | 78.7 | 1,769.3 | 1,768.8 | 1,640.3 | 16,142.5 | 1,246.5 | 1,186.5 | 1,107.1 | 16,101.8 | 46.28% | 0.25% |
| BC | Victoria | BC Transit | TOTAL | 79.6 | 1,792.4 | 1,796.0 | 1,654.8 | 16,368.2 | 1,262.0 | 1,201.6 | 1,120.9 | 16,285.7 | 46.27% | 0.51% |
| ON | Brampton | Brampton Transit | MB | 85.8 | 2,142.5 | 2,193.0 | 1,964.6 | 19,462.8 | 1,522.3 | 1,420.9 | 1,209.3 | 18,091.8 | 51.72% | 7.58% |
| ON | Brampton | Brampton Transit | TOTAL | 85.8 | 2,142.5 | 2,193.0 | 1,964.6 | 19,462.8 | 1,522.3 | 1,420.9 | 1,209.3 | 18,091.8 | 51.72% | 7.58% |
| ON | Ottawa | OC Transpo/Para Transpo | DR | NA | 49.0 | 53.5 | 55.7 | 463.4 | 28.9 | 29.6 | 30.0 | 427.2 | 78.76% | 8.47% |
| ON | Ottawa | OC Transpo/Para Transpo | LR | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,432.1 | 0.00% | -100.00% |
| ON | Ottawa | OC Transpo/Para Transpo | MB | NA | 5,510.8 | 5,404.3 | 5,287.5 | 44,205.5 | 3,535.2 | 3,960.6 | 3,696.7 | 57,061.9 | 44.76% | -22.53% |
| ON | Ottawa | OC Transpo/Para Transpo | TOTAL | NA | 5,559.8 | 5,457.8 | 5,343.2 | 44,668.9 | 3,564.1 | 3,990.2 | 3,726.7 | 58,921.2 | 45.03% | -24.19% |
| ON | Toronto | GO Transit | CR | NA | 1,279.8 | 1,335.1 | 1,080.7 | 8,979.3 | 587.1 | 530.9 | 422.5 | 16,315.6 | >100% | -44.96% |
| ON | Toronto | GO Transit | MB | NA | 593.2 | 594.1 | 498.0 | 4,600.1 | 320.7 | 288.7 | 232.2 | 5,850.6 | >100% | -21.37% |
| ON | Toronto | GO Transit | TOTAL | NA | 1,873.0 | 1,929.2 | 1,578.7 | 13,579.4 | 907.8 | 819.6 | 654.7 | 22,166.2 | 125.89% | -38.74% |

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 PUBLIC TRANSPORTATION 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 | Oct '21 | Nov '21 | Dec '21 | Dec '21 | Oct '20 | Nov '20 | Dec '20 | Dec '20 | 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 | 6.2 | 147.8 | 149.1 | 176.0 | 1,560.1 | 112.9 | 109.3 | 106.0 | 1,730.1 | 44.09% | -9.83% |
| ON Toronto | Toronto Transit Commission | HR | 583.3 | 15,780.0 | 16,890.0 | 14,770.0 | 138,229.0 | 10,166.3 | 9,379.3 | 7,601.5 | 160,408.1 | 74.75% | -13.83% |
| ON Toronto | Toronto Transit Commission | IR | 12.0 | 320.0 | 340.0 | 300.0 | 2,822.3 | 360.6 | 332.5 | 207.7 | 5,571.9 | 6.57% | -49.35% |
| ON Toronto | Toronto Transit Commission | LR | 159.2 | 4,510.0 | 4,710.0 | 4,230.0 | 40,513.0 | 2,731.4 | 2,495.0 | 2,092.5 | 46,098.2 | 83.77% | -12.12% |
| ON Toronto | Toronto Transit Commission | MB | 752.5 | 20,350.0 | 21,240.0 | 19,760.0 | 203,319.0 | 18,152.5 | 17,052.3 | 14,576.7 | 212,187.8 | 23.24% | -4.18% |
| ON Toronto | Toronto Transit Commission | TOTAL | 1,513.2 | 41,107.8 | 43,329.1 | 39,236.0 | 386,443.4 | 31,523.7 | 29,368.4 | 24,584.4 | 425,996.1 | 44.69% | -9.28% |
| QC Montreal | Societe de transport de Montreal | DR | 10.1 | 213.6 | 270.9 | 269.2 | 2,127.9 | 134.8 | 158.7 | 141.4 | 2,022.0 | 73.30% | 5.24% |
| QC Montreal | Societe de transport de Montreal | HR | 743.8 | 19,270.0 | 20,503.0 | 16,274.0 | 164,943.9 | 11,181.9 | 11,204.6 | 10,020.6 | 164,002.3 | 72.95% | 0.57% |
| QC Montreal | Societe de transport de Montreal | MB | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| QC Montreal | Societe de transport de Montreal | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |