

TRANSIT RIDERSHIP REPORT

Second Quarter 2018

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

| Period | Percent Change | | |
|----------------|----------------|-------------|------------------|
| | <u>2018</u> | <u>2017</u> | <u>2017-2018</u> |
| APRIL | 835,801 | 840,904 | -0.61% |
| MAY | 862,992 | 881,956 | -2.15% |
| JUNE | 824,634 | 850,693 | -3.06% |
| Second Quarter | 2,523,427 | 2,573,553 | -1.95% |

CALENDAR COMPARISON

| | APRIL | | MAY | | JUNE | |
|-----------|-------------|-------------|-------------|-------------|-------------|-------------|
| | <u>2018</u> | <u>2017</u> | <u>2018</u> | <u>2017</u> | <u>2018</u> | <u>2017</u> |
| Weekdays | 21 | 21 | 22 | 21 | 21 | 22 |
| Saturdays | 4 | 5 | 4 | 4 | 5 | 4 |
| Sundays | 5 | 4 | 4 | 5 | 4 | 4 |
| Holidays | 0 | 0 | 1 | 1 | 0 | 0 |

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS *

| MODE | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | |
|-----------------------------------|---------------------|----------------|----------------|----------------|-----------------|-----------------------|----------------|----------------|-----------------|-----------------|---------------|-------------|
| | <u>APRIL '18</u> | <u>MAY '18</u> | <u>JUN '18</u> | <u>APR '18</u> | <u>JAN '18-</u> | <u>APRIL '17</u> | <u>MAY '17</u> | <u>JUN '17</u> | <u>APR '17-</u> | <u>JAN '17-</u> | <u>Second</u> | <u>Year</u> |
| | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) |
| Heavy Rail | 310,250 | 326,672 | 321,224 | 958,146 | 1,854,043 | 317,933 | 337,806 | 331,728 | 987,467 | 1,918,364 | -2.97% | -3.35% |
| Light Rail | 44,377 | 45,370 | 44,225 | 133,973 | 261,286 | 45,642 | 46,461 | 45,842 | 137,945 | 272,240 | -2.88% | -4.02% |
| Commuter Rail | 40,850 | 43,017 | 42,136 | 126,003 | 245,946 | 39,956 | 42,276 | 43,043 | 125,275 | 245,623 | 0.58% | 0.13% |
| Trolleybus | 6,832 | 7,332 | 6,833 | 20,997 | 40,904 | 6,765 | 7,415 | 7,062 | 21,242 | 41,568 | -1.15% | -1.60% |
| Bus Population Group | | | | | | | | | | | | |
| 2,000,000+ | 274,372 | 286,274 | 268,762 | 829,407 | 1,605,733 | 271,552 | 291,682 | 277,885 | 841,120 | 1,657,590 | -1.39% | -3.13% |
| 500,000 to 1,999,999 | 73,051 | 74,865 | 69,296 | 217,213 | 431,782 | 74,302 | 76,794 | 71,456 | 222,552 | 447,436 | -2.40% | -3.50% |
| 100,000 to 499,999 | 36,664 | 32,798 | 28,191 | 97,652 | 203,948 | 36,007 | 33,147 | 28,998 | 98,151 | 206,643 | -0.51% | -1.30% |
| Below 100,000 | 16,236 | 10,905 | 8,907 | 36,048 | 87,153 | 15,853 | 10,892 | 9,138 | 35,883 | 87,936 | 0.46% | -0.89% |
| Bus Total | 400,323 | 404,842 | 375,155 | 1,180,320 | 2,328,616 | 397,714 | 412,516 | 387,476 | 1,197,706 | 2,399,604 | -1.45% | -2.96% |
| Demand Response | 17,834 | 18,698 | 17,728 | 54,259 | 105,533 | 17,271 | 18,605 | 17,890 | 53,766 | 105,684 | 0.92% | -0.14% |
| Other (c) | 15,335 | 17,061 | 17,333 | 49,729 | 91,746 | 15,623 | 16,877 | 17,652 | 50,152 | 92,685 | -0.84% | -1.01% |
| United States Total | 835,801 | 862,992 | 824,634 | 2,523,427 | 4,928,073 | 840,904 | 881,956 | 850,693 | 2,573,553 | 5,075,768 | -1.95% | -2.91% |
| Canada (reporting systems) | 222,044 | 227,010 | 219,609 | 668,663 | 1,334,170 | 204,569 | 212,096 | 206,921 | 623,585 | 1,253,792 | 7.23% | 6.41% |

* Preliminary information based on data from reporting systems.

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

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

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

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

For more information visit <http://www.apta.com/resources/statistics/Pages/ridershipreport.aspx>

HEAVY RAIL TRANSIT RIDERSHIP REPORT Second Quarter 2018

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|-----------------------------------|-----------------------------|--------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------|---------------------|
| | | <u>AVG WKDY</u> (000's) | <u>APR '18</u> (000's) | <u>MAY '18</u> (000's) | <u>JUN '18</u> (000's) | <u>APR '18- JUN '18</u> (000's) | <u>JAN '18- JUN '18</u> (000's) | <u>APR '17</u> (000's) | <u>MAY '17</u> (000's) | <u>JUN '17</u> (000's) | <u>APR '17- JUN '17</u> (000's) | <u>JAN '17- JUN '17</u> (000's) | <u>2nd Qtr Chng</u> | <u>YTD Chng</u> |
| CA Los Angeles | Los Angeles County MTA | 135.4 | 3,465.7 | 3,659.2 | 3,588.7 | 10,713.6 | 21,483.5 | 3,662.5 | 3,836.7 | 3,810.1 | 11,309.3 | 22,592.5 | -5.27% | -4.91% |
| CA San Francisco | San Francisco Bay Area RTD | 439.2 | 10,528.4 | 11,092.5 | 10,942.2 | 32,563.1 | 63,463.7 | 10,411.3 | 11,204.7 | 11,294.1 | 32,910.1 | 64,837.4 | -1.05% | -2.12% |
| DC Washington | Washington Metro Area TA | 837.2 | 20,390.4 | 19,985.4 | 20,978.1 | 61,353.9 | 114,067.8 | 19,994.7 | 20,141.2 | 21,199.1 | 61,335.0 | 117,778.9 | 0.03% | -3.15% |
| FL Miami | Miami-Dade Transit Agency | 64.9 | 1,619.9 | 1,618.5 | 1,524.3 | 4,762.7 | 9,624.6 | 1,677.5 | 1,787.9 | 1,605.2 | 5,070.6 | 10,416.8 | -6.07% | -7.61% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 205.9 | 5,316.6 | 5,399.3 | 5,315.5 | 16,031.4 | 31,516.9 | 5,966.4 | 5,773.8 | 5,505.7 | 17,245.9 | 33,840.4 | -7.04% | -6.87% |
| IL Chicago | Chicago Transit Authority | 741.4 | 18,501.8 | 19,617.3 | 19,457.2 | 57,576.3 | 110,446.6 | 18,606.1 | 19,896.3 | 20,489.1 | 58,991.5 | 113,775.4 | -2.40% | -2.93% |
| MA Boston | Massachusetts Bay Tr Auth | 518.3 | 13,318.5 | 13,975.8 | 13,502.6 | 40,796.9 | 76,973.2 | 14,222.3 | 14,840.1 | 14,795.8 | 43,858.2 | 84,026.0 | -6.98% | -8.39% |
| MD Baltimore | Maryland Transit Admin | 27.3 | 805.8 | 842.2 | 859.6 | 2,507.6 | 4,422.8 | 895.3 | 944.8 | 1,022.9 | 2,863.0 | 5,503.5 | -12.41% | -19.64% |
| NJ Jersey City | Port Authority of NY & NJ | 320.2 | 7,738.7 | 8,187.8 | 7,965.3 | 23,891.8 | 45,586.0 | 7,726.2 | 7,999.7 | 8,108.0 | 23,833.9 | 45,292.8 | 0.24% | 0.65% |
| NJ Lindenwold | Port Authority Transit Corp | 38.1 | 895.1 | 930.6 | 944.1 | 2,769.8 | 5,359.3 | 887.9 | 933.9 | 951.5 | 2,773.3 | 5,443.2 | -0.13% | -1.54% |
| NY New York | MTA New York City Transit | 8,524.5 | 217,937.8 | 231,050.3 | 226,719.6 | 675,707.7 | 1,313,307.1 | 224,826.9 | 240,648.0 | 233,800.1 | 699,275.0 | 1,358,038.4 | -3.37% | -3.29% |
| NY New York | MTA Staten Island Railway | 29.7 | 675.9 | 752.2 | 683.0 | 2,111.1 | 4,116.3 | 632.6 | 741.6 | 721.6 | 2,095.8 | 4,075.2 | 0.73% | 1.01% |
| OH Cleveland | Greater Cleveland Reg TA | 20.5 | 553.7 | 561.1 | 511.0 | 1,625.8 | 3,125.1 | 486.1 | 516.4 | 502.3 | 1,504.8 | 2,912.1 | 8.04% | 7.31% |
| PA Philadelphia | Southeastern Penn TA | 323.3 | 8,072.8 | 8,541.4 | 7,831.1 | 24,445.3 | 48,050.5 | 7,442.4 | 7,968.8 | 7,405.9 | 22,817.1 | 46,297.7 | 7.14% | 3.79% |
| PR San Juan | Puerto Rico DOT | 19.8 | 429.1 | 458.4 | 401.7 | 1,289.2 | 2,499.2 | 494.7 | 571.9 | 516.4 | 1,583.0 | 3,533.8 | -18.56% | -29.28% |
| REPORTED TOTAL | | 12,245.8 | 310,250.2 | 326,672.0 | 321,224.0 | 958,146.2 | 1,854,042.6 | 317,932.9 | 337,805.8 | 331,727.8 | 987,466.5 | 1,918,364.1 | -2.97% | -3.35% |
| PROJECTED TOTAL (c) | | | 310,250.2 | 326,672.0 | 321,224.0 | 958,146.2 | 1,854,042.6 | 317,932.9 | 337,805.8 | 331,727.8 | 987,466.5 | 1,918,364.1 | -2.97% | -3.35% |

Note: Data may differ from that included in Federal Transit Administration reports due to differences in data calculation procedures and in periods of time covered.
 (a) Transit agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2000 U.S. Census Population.
 (b) Year-to-date ridership adjusted for data received after closing dates of previous issues.

LIGHT RAIL TRANSIT RIDERSHIP REPORT Second Quarter 2018

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | |
|---------------------|-------------------------------|---------------------|----------------|----------------|----------------|-----------------|-----------------------|----------------|----------------|----------------|-----------------|-----------------|----------------|-------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '18-</u> | <u>JAN '18-</u> | | | | <u>APR '17-</u> | <u>JAN '17-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '18</u> | <u>MAY '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>APR '17</u> | <u>MAY '17</u> | <u>JUN '17</u> | <u>JUN '17</u> | <u>JUN '17</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 | Valley Metro Rail, Inc. | 45.6 | 1,360.3 | 1,276.7 | 1,147.0 | 3,784.0 | 7,817.3 | 1,514.5 | 1,374.2 | 1,203.1 | 4,091.8 | 8,299.4 | -7.52% | -5.81% |
| CA Los Angeles | Los Angeles County MTA | 203.3 | 5,249.2 | 5,404.6 | 5,261.3 | 15,915.1 | 32,225.4 | 5,386.3 | 5,706.0 | 5,730.3 | 16,822.6 | 33,760.4 | -5.39% | -4.55% |
| CA Oceanside | North County Transit District | 7.9 | 213.5 | 212.6 | 181.4 | 607.5 | 1,219.9 | 223.8 | 221.5 | 187.6 | 632.9 | 1,257.9 | -4.01% | -3.02% |
| CA Sacramento | Sacramento Reg Tr Dist | 36.1 | 868.6 | 918.4 | 820.9 | 2,607.9 | 5,170.6 | 956.7 | 983.8 | 949.6 | 2,890.1 | 5,707.2 | -9.76% | -9.40% |
| CA San Diego | San Diego Metrop Transit Sy | 143.7 | 3,071.0 | 3,169.7 | 2,955.3 | 9,196.0 | 18,071.5 | 3,141.3 | 3,180.6 | 3,082.8 | 9,404.7 | 18,302.8 | -2.22% | -1.26% |
| CA San Francisco | San Francisco Muni Rwy | 170.7 | 4,337.1 | 4,515.1 | 4,413.8 | 13,266.0 | 26,318.5 | 4,252.8 | 4,515.1 | 4,493.8 | 13,261.7 | 26,202.8 | 0.03% | 0.44% |
| CA San Jose | Santa Clara Valley Trp Auth | 28.2 | 724.9 | 746.5 | 699.9 | 2,171.3 | 4,166.2 | 718.2 | 776.0 | 736.7 | 2,230.9 | 4,325.8 | -2.67% | -3.69% |
| CO Denver | Regional Trp District | 97.5 | 2,251.4 | 2,022.9 | 2,045.4 | 6,319.7 | 12,601.8 | 2,083.5 | 2,036.8 | 2,092.6 | 6,212.9 | 11,970.2 | 1.72% | 5.28% |
| DC Washington | District Dept of Transp | 3.5 | 102.0 | 100.9 | 97.7 | 300.6 | 580.9 | 84.2 | 98.0 | 100.5 | 282.7 | 553.6 | 6.33% | 4.93% |
| FL Tampa | Hillsborough Area Reg TA | 0.4 | 24.3 | 22.3 | 27.5 | 74.1 | 159.9 | 23.6 | 17.2 | 19.0 | 59.8 | 152.3 | 23.91% | 4.99% |
| LA New Orleans | Regional Transit Auth | 25.0 | 778.2 | 735.5 | 709.9 | 2,223.6 | 4,041.4 | 791.8 | 731.0 | 699.1 | 2,221.9 | 4,202.3 | 0.08% | -3.83% |
| MA Boston | Massachusetts Bay Tr Auth | 169.6 | 4,863.1 | 4,656.2 | 4,454.4 | 13,973.7 | 26,588.6 | 6,232.9 | 6,069.7 | 5,971.8 | 18,274.4 | 35,229.7 | -23.53% | -24.53% |
| MD Baltimore | Maryland Transit Admin | 18.4 | 628.0 | 581.0 | 577.2 | 1,786.2 | 3,634.0 | 634.6 | 568.4 | 620.8 | 1,823.8 | 3,508.5 | -2.06% | 3.58% |
| MN Minneapolis | Metro Transit | NA | 2,024.2 | 2,076.2 | 2,008.1 | 6,108.5 | 11,831.8 | 2,030.7 | 2,036.1 | 1,881.7 | 5,948.5 | 11,611.0 | 2.69% | 1.90% |
| MO Saint Louis | Bi-State Dev Agency | 44.1 | 1,158.3 | 1,209.0 | 1,171.2 | 3,538.5 | 6,573.5 | 1,233.9 | 1,230.0 | 1,203.5 | 3,667.4 | 7,148.3 | -3.51% | -8.04% |
| NC Charlotte | Charlotte Area Transit | 25.5 | 660.6 | 688.7 | 688.2 | 2,037.5 | 3,440.6 | 407.3 | 433.2 | 441.4 | 1,281.9 | 2,551.3 | 58.94% | 34.86% |
| NJ Newark | New Jersey Transit Corp | NA | 2,026.3 | 2,215.7 | 2,073.5 | 6,315.5 | 11,757.9 | 1,924.9 | 2,015.6 | 2,064.6 | 6,005.1 | 11,570.8 | 5.17% | 1.62% |
| NY Buffalo | Niagara Frontier Trp Auth | 13.6 | 329.2 | 348.5 | 333.4 | 1,011.1 | 2,028.0 | 317.8 | 332.5 | 337.8 | 988.1 | 2,047.4 | 2.33% | -0.95% |
| OH Cleveland | Greater Cleveland Reg TA | 5.6 | 139.3 | 151.5 | 138.2 | 429.0 | 827.4 | 162.3 | 198.3 | 192.1 | 552.7 | 1,057.4 | -22.38% | -21.75% |
| OR Portland | Tri-County Metro Trp Dist | 122.7 | 3,197.6 | 3,377.3 | 3,323.0 | 9,897.9 | 19,366.2 | 3,272.0 | 3,183.0 | 3,382.8 | 9,837.8 | 19,633.1 | 0.61% | -1.36% |
| PA Philadelphia | Southeastern Penn TA | 86.7 | 2,029.1 | 2,116.3 | 2,378.6 | 6,524.0 | 12,797.4 | 1,956.1 | 2,091.1 | 1,836.2 | 5,883.4 | 12,320.0 | 10.89% | 3.88% |
| PA Pittsburgh | Port Auth of Allegheny Co | NA | 631.9 | 673.8 | 675.8 | 1,981.5 | 3,775.5 | 629.1 | 699.7 | 709.3 | 2,038.1 | 3,871.4 | -2.78% | -2.48% |
| TN Memphis | Memphis Area Transit Auth | NA | 1.4 | 58.8 | 48.9 | 109.1 | 109.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| TX Dallas | Dallas Area Rapid Transit | 93.2 | 2,319.6 | 2,447.8 | 2,353.0 | 7,120.4 | 13,819.6 | 2,386.4 | 2,499.1 | 2,417.9 | 7,303.4 | 14,661.7 | -2.51% | -5.74% |
| TX Houston | Metro Tr Auth of Harris Co | 60.6 | 1,566.9 | 1,563.6 | 1,587.1 | 4,717.6 | 9,501.3 | 1,518.8 | 1,564.8 | 1,516.6 | 4,600.2 | 9,791.4 | 2.55% | -2.96% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '18-</u> | <u>JAN '18-</u> | | | | <u>APR '17-</u> | <u>JAN '17-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
|----------------------------|-------------------------|----------------|-----------------|-----------------|-----------------|------------------|------------------|-----------------|-----------------|-----------------|------------------|------------------|----------------|---------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '18</u> | <u>MAY '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>APR '17</u> | <u>MAY '17</u> | <u>JUN '17</u> | <u>JUN '17</u> | <u>JUN '17</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) | | |
| UT Salt Lake City | Utah Transit Authority | 56.7 | 1,503.6 | 1,451.2 | 1,439.5 | 4,394.3 | 8,830.8 | 1,540.1 | 1,498.5 | 1,495.5 | 4,534.1 | 9,212.5 | -3.08% | -4.14% |
| VA Hampton | Hampton Roads Transit | 5.3 | 152.1 | 111.8 | 157.8 | 421.7 | 712.2 | 128.8 | 103.5 | 110.4 | 342.7 | 686.5 | 23.05% | 3.74% |
| WA Seattle | King County Dept of Trp | 5.4 | 128.1 | 144.8 | 144.0 | 416.9 | 785.9 | 119.7 | 127.2 | 121.5 | 368.4 | 684.5 | 13.17% | 14.81% |
| WA Seattle | Sound Transit | 81.0 | 1,991.1 | 2,330.6 | 2,258.8 | 6,580.5 | 12,291.9 | 1,922.8 | 2,126.5 | 2,186.2 | 6,235.5 | 11,638.7 | 5.53% | 5.61% |
| REPORTED TOTAL | | 1,550.3 | 44,330.9 | 45,328.0 | 44,170.8 | 133,829.7 | 261,045.1 | 45,594.9 | 46,417.4 | 45,785.2 | 137,797.5 | 271,958.9 | -2.88% | -4.01% |
| PROJECTED TOTAL (c) | | | 44,376.9 | 45,370.3 | 44,225.4 | 133,972.6 | 261,286.3 | 45,642.2 | 46,460.7 | 45,841.8 | 137,944.7 | 272,240.3 | -2.88% | -4.02% |

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

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

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

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

COMMUTER RAIL TRANSIT RIDERSHIP REPORT Second Quarter 2018

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|---------------------|-------------------------------|---------------------|----------------|----------------|----------------|-----------------------|-----------------|----------------|----------------|----------------|-----------------|-----------------|----------------|-------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '18-</u> | <u>JAN '18-</u> | | | | <u>APR '17-</u> | <u>JAN '17-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '18</u> | <u>MAY '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>APR '17</u> | <u>MAY '17</u> | <u>JUN '17</u> | <u>JUN '17</u> | <u>JUN '17</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 | 0.8 | 0.8 | 15.0 | 43.7 | 59.5 | 66.5 | 0.9 | 14.1 | 42.3 | 57.3 | 63.4 | 3.84% | 4.89% |
| CA Los Angeles | Southern California RRA | 38.6 | 903.7 | 946.2 | 884.1 | 2,734.0 | 5,359.3 | 869.6 | 929.0 | 930.5 | 2,729.1 | 5,388.3 | 0.18% | -0.54% |
| CA Oakland | Capitol Corridor Joint Powers | 5.8 | 142.3 | 153.2 | 144.9 | 440.4 | 845.5 | 133.1 | 144.9 | 137.4 | 415.4 | 801.1 | 6.02% | 5.54% |
| CA Oceanside | North County Transit District | 5.1 | 117.8 | 120.5 | 137.1 | 375.4 | 701.9 | 115.6 | 118.9 | 143.1 | 377.6 | 694.8 | -0.58% | 1.02% |
| CA San Carlos | Caltrain | 63.4 | 1,593.7 | 1,673.5 | 1,669.9 | 4,937.1 | 9,467.6 | 1,543.0 | 1,654.7 | 1,646.4 | 4,844.1 | 9,343.2 | 1.92% | 1.33% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Di | NA | 56.6 | 59.4 | 61.8 | 177.8 | 346.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| CA Stockton | San Joaquin Reg Rail Comm | 5.9 | 117.3 | 136.3 | 122.5 | 376.1 | 725.2 | 103.2 | 126.3 | 117.4 | 346.9 | 648.5 | 8.42% | 11.83% |
| CO Denver | Regional Trp District | 29.4 | 615.2 | 630.8 | 659.9 | 1,905.9 | 3,630.0 | 541.5 | 605.8 | 625.2 | 1,772.5 | 3,261.0 | 7.53% | 11.32% |
| CT New Haven | Connecticut DOT | 2.1 | 53.4 | 52.1 | 53.5 | 159.0 | 312.5 | 42.7 | 47.2 | 49.4 | 139.3 | 268.2 | 14.14% | 16.52% |
| FL Orlando | SunRail | 3.4 | 72.0 | 72.8 | 74.2 | 219.0 | 443.8 | 69.6 | 71.6 | 75.5 | 216.7 | 464.2 | 1.06% | -4.39% |
| FL Pompano Beac | South Florida RTA (Tri-Rail) | 14.4 | 381.8 | 381.5 | 337.6 | 1,100.9 | 2,238.0 | 365.4 | 377.5 | 342.5 | 1,085.4 | 2,200.0 | 1.43% | 1.73% |
| IL Chicago | Metra | 285.5 | 5,506.8 | 5,770.5 | 5,954.2 | 17,231.5 | 33,860.6 | 5,623.7 | 5,932.2 | 6,255.2 | 17,811.1 | 34,963.5 | -3.25% | -3.15% |
| IN Chesterton | Northern IN Commuter TD | 11.6 | 279.9 | 288.1 | 299.0 | 867.0 | 1,644.9 | 278.9 | 291.3 | 315.1 | 885.3 | 1,671.1 | -2.07% | -1.57% |
| MA Boston | Massachusetts Bay Tr Auth | 122.0 | 2,668.9 | 2,816.9 | 2,723.8 | 8,209.6 | 16,110.4 | 2,657.5 | 2,814.2 | 2,907.0 | 8,378.7 | 16,817.7 | -2.02% | -4.21% |
| MD Baltimore | Maryland Transit Admin | 24.4 | 737.3 | 812.2 | 796.6 | 2,346.1 | 4,617.9 | 750.2 | 821.8 | 838.2 | 2,410.2 | 4,574.5 | -2.66% | 0.95% |
| ME Portland | Northern NE Passenger RA | 1.6 | 48.5 | 42.8 | 48.5 | 139.8 | 252.3 | 46.3 | 39.0 | 45.9 | 131.2 | 248.2 | 6.55% | 1.65% |
| MN Minneapolis | Metro Transit | 2.9 | 64.2 | 67.1 | 71.2 | 202.5 | 393.1 | 59.9 | 76.2 | 69.8 | 205.9 | 373.7 | -1.65% | 5.19% |
| NJ Newark | New Jersey Transit Corp | NA | 7,005.7 | 7,326.9 | 7,527.8 | 21,860.4 | 42,028.6 | 6,862.5 | 7,141.1 | 7,352.5 | 21,356.1 | 42,046.7 | 2.36% | -0.04% |
| NM Albuquerque | New Mexico Dept of Trp | 2.7 | 62.2 | 66.8 | 67.9 | 196.9 | 380.1 | 64.3 | 67.0 | 70.0 | 201.3 | 404.4 | -2.19% | -6.01% |
| NY New York | MTA Long Island Rail Road | 360.0 | 8,761.6 | 9,121.5 | 8,761.6 | 26,644.7 | 52,953.1 | 8,302.7 | 8,855.2 | 8,739.0 | 25,896.9 | 51,414.1 | 2.89% | 2.99% |
| NY New York | MTA Metro-North Railroad | 306.1 | 7,102.4 | 7,536.4 | 7,573.6 | 22,212.4 | 42,335.1 | 7,004.4 | 7,453.0 | 7,692.5 | 22,149.9 | 42,423.9 | 0.28% | -0.21% |
| OR Portland | Tri-County Metro Trp Dist | 1.6 | 33.4 | 35.0 | 34.0 | 102.4 | 202.9 | 35.6 | 36.6 | 38.2 | 110.4 | 221.6 | -7.25% | -8.44% |
| PA Philadelphia | Southeastern Penn TA | 119.0 | 2,938.9 | 3,230.5 | 2,478.4 | 8,647.8 | 17,418.6 | 2,961.7 | 3,027.0 | 2,980.0 | 8,968.7 | 17,733.4 | -3.58% | -1.78% |
| TN Nashville | Regional Transp Auth | 1.2 | 25.9 | 25.9 | 24.7 | 76.5 | 150.2 | 22.1 | 25.0 | 24.8 | 71.9 | 143.7 | 6.40% | 4.52% |
| TX Austin | Capital Metropolitan Trp Auth | 2.8 | 64.3 | 68.3 | 64.2 | 196.8 | 414.0 | 63.9 | 67.6 | 63.6 | 195.1 | 436.8 | 0.87% | -5.22% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '18-</u> | <u>JAN '18-</u> | | | | <u>APR '17-</u> | <u>JAN '17-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
|----------------------------|------------------------------|----------------|-----------------|-----------------|-----------------|------------------|------------------|-----------------|-----------------|-----------------|------------------|------------------|----------------|--------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '18</u> | <u>MAY '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>APR '17</u> | <u>MAY '17</u> | <u>JUN '17</u> | <u>JUN '17</u> | <u>JUN '17</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 | 7.1 | 164.1 | 163.6 | 166.6 | 494.3 | 1,005.8 | 165.6 | 169.0 | 173.7 | 508.3 | 1,047.6 | -2.75% | -3.99% |
| TX Lewisville | Denton County Transportation | 1.4 | 37.8 | 32.0 | 30.0 | 99.8 | 201.4 | 44.1 | 39.5 | 36.1 | 119.7 | 250.5 | -16.62% | -19.60% |
| UT Salt Lake City | Utah Transit Authority | 17.4 | 395.7 | 410.1 | 413.6 | 1,219.4 | 2,426.5 | 377.8 | 393.6 | 404.4 | 1,175.8 | 2,386.6 | 3.71% | 1.67% |
| VA Alexandria | Virginia Railway Express | 18.9 | 398.2 | 421.3 | 397.9 | 1,217.4 | 2,343.8 | 380.2 | 417.9 | 413.3 | 1,211.4 | 2,393.0 | 0.50% | -2.06% |
| WA Seattle | Sound Transit | 18.0 | 374.2 | 408.0 | 387.1 | 1,169.3 | 2,333.1 | 341.6 | 386.3 | 384.9 | 1,112.8 | 2,187.7 | 5.08% | 6.65% |
| REPORTED TOTAL | | 1,473.0 | 40,724.6 | 42,885.2 | 42,009.9 | 125,619.7 | 245,209.1 | 39,827.6 | 42,143.5 | 42,913.9 | 124,885.0 | 244,871.4 | 0.59% | 0.14% |
| PROJECTED TOTAL (c) | | | 40,850.1 | 43,017.0 | 42,135.8 | 126,002.9 | 245,945.6 | 39,956.0 | 42,276.2 | 43,042.5 | 125,274.7 | 245,622.7 | 0.58% | 0.13% |

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

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

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

(c) Includes missing systems: Surfliner (CA), PennDOT

TROLLEYBUS TRANSIT RIDERSHIP REPORT Second Quarter 2018

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and</u> <u>Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|---|----------------------------|--------------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------------|---------------------------|
| | | <u>AVG</u> <u>WKDY</u> (000's) | <u>APR '18</u> (000's) | <u>MAY '18</u> (000's) | <u>JUN '18</u> (000's) | <u>APR '18-</u> <u>JUN '18</u> (000's) | <u>JAN '18-</u> <u>JUN '18</u> (000's) | <u>APR '17</u> (000's) | <u>MAY '17</u> (000's) | <u>JUN '17</u> (000's) | <u>APR '17-</u> <u>JUN '17</u> (000's) | <u>JAN '17-</u> <u>JUN '17</u> (000's) | <u>2nd Qtr</u> <u>Chng</u> | <u>YTD</u> <u>Chng</u> |
| CA San Francisco | San Francisco Muni Rwy | 166.2 | 4,437.5 | 4,648.2 | 4,362.6 | 13,448.3 | 26,256.4 | 4,421.2 | 4,755.5 | 4,519.8 | 13,696.5 | 26,637.4 | -1.81% | -1.43% |
| OH Dayton | Greater Dayton Regional TA | 7.3 | 159.2 | 174.1 | 156.3 | 489.6 | 937.0 | 162.5 | 170.6 | 162.8 | 495.9 | 945.8 | -1.27% | -0.93% |
| PA Philadelphia | Southeastern Penn TA | 18.2 | 442.7 | 468.3 | 462.4 | 1,373.4 | 2,675.0 | 449.2 | 497.8 | 450.2 | 1,397.2 | 2,871.1 | -1.70% | -6.83% |
| WA Seattle | King County Dept of Trp | 75.5 | 1,573.0 | 1,804.8 | 1,623.0 | 5,000.8 | 9,731.5 | 1,515.0 | 1,751.9 | 1,692.5 | 4,959.4 | 9,766.4 | 0.83% | -0.36% |
| REPORTED TOTAL | | 267.2 | 6,612.4 | 7,095.4 | 6,604.3 | 20,312.1 | 39,599.9 | 6,547.9 | 7,175.8 | 6,825.3 | 20,549.0 | 40,220.7 | -1.15% | -1.54% |
| PROJECTED TOTAL (c) | | | 6,831.7 | 7,332.0 | 6,833.4 | 20,997.1 | 40,903.9 | 6,765.1 | 7,415.1 | 7,062.1 | 21,242.3 | 41,567.7 | -1.15% | -1.60% |

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

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

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

(c) Includes missing systems (MBTA)

LARGEST BUS AGENCIES TRANSIT RIDERSHIP REPORT

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

Second Quarter 2018

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|-----------------------------------|-----------------------------|---------------------|----------------|----------------|----------------|-----------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
| | | AVG | | | | APR '18- | JAN '18- | | | | APR '17- | JAN '17- | 2nd Qtr | YTD |
| | | <u>WKDY</u> | <u>APR '18</u> | <u>MAY '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>APR '17</u> | <u>MAY '17</u> | <u>JUN '17</u> | <u>JUN '17</u> | <u>JUN '17</u> | <u>JUN '17</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 | 111.6 | 2,987.8 | 2,980.9 | 2,624.4 | 8,593.1 | 17,666.3 | 2,834.3 | 2,945.4 | 2,535.6 | 8,315.3 | 17,051.0 | 3.34% | 3.61% |
| CA Long Beach | Long Beach Transit | 75.1 | 2,063.6 | 2,146.9 | 1,893.3 | 6,103.8 | 12,245.4 | 2,138.0 | 2,257.2 | 1,989.1 | 6,384.3 | 12,816.3 | -4.39% | -4.45% |
| CA Los Angeles | Los Angeles County MTA | 887.4 | 23,331.7 | 24,198.0 | 22,691.2 | 70,220.9 | 138,069.4 | 23,611.3 | 25,086.3 | 23,716.6 | 72,414.2 | 141,983.8 | -3.03% | -2.76% |
| CA Oakland | Alameda-Contra Costa TD | 202.5 | 4,410.1 | 4,366.4 | 4,178.7 | 12,955.2 | 25,592.7 | 4,372.5 | 4,481.0 | 4,173.0 | 13,026.5 | 26,097.9 | -0.55% | -1.94% |
| CA Orange | Orange County Transp Auth | 126.4 | 3,291.5 | 3,406.3 | 3,137.8 | 9,835.6 | 19,352.8 | 3,311.0 | 3,493.5 | 3,271.2 | 10,075.7 | 19,591.7 | -2.38% | -1.22% |
| CA San Diego | San Diego Metrop Transit S | 185.9 | 4,083.2 | 4,089.8 | 3,726.6 | 11,899.6 | 23,561.2 | 4,202.6 | 4,368.2 | 3,945.7 | 12,516.5 | 24,704.2 | -4.93% | -4.63% |
| CA San Francisco | San Francisco Muni Rwy | 349.1 | 9,089.8 | 9,429.7 | 8,860.0 | 27,379.5 | 53,385.7 | 8,816.7 | 9,330.0 | 8,821.0 | 26,967.7 | 52,462.6 | 1.53% | 1.76% |
| CA San Jose | Santa Clara Valley Trp Auth | 92.2 | 2,353.7 | 2,503.5 | 2,224.1 | 7,081.3 | 13,936.1 | 2,386.5 | 2,615.0 | 2,365.0 | 7,366.5 | 14,330.6 | -3.87% | -2.75% |
| CA Santa Monica | Santa Monica's Big Blue Bus | 51.5 | 1,088.7 | 1,178.6 | 1,035.5 | 3,302.8 | 6,419.0 | 1,070.6 | 1,179.3 | 1,076.1 | 3,326.0 | 6,530.4 | -0.70% | -1.71% |
| CO Denver | Regional Trp District | 243.6 | 5,401.7 | 5,422.6 | 4,996.0 | 15,820.3 | 31,521.1 | 5,316.8 | 5,639.9 | 5,466.2 | 16,422.9 | 33,134.7 | -3.67% | -4.87% |
| DC Washington | Washington Metro Area TA | 376.8 | 9,322.3 | 9,901.5 | 9,330.5 | 28,554.3 | 54,221.4 | 9,827.8 | 10,546.9 | 10,139.1 | 30,513.8 | 59,586.6 | -6.42% | -9.00% |
| FL Fort Lauderdale | Broward County Transit | 88.7 | 2,328.6 | 2,299.6 | 2,141.2 | 6,769.4 | 13,941.5 | 2,406.3 | 2,542.9 | 2,241.5 | 7,190.7 | 14,903.6 | -5.86% | -6.46% |
| FL Miami | Miami-Dade Transit Agency | 164.0 | 4,361.0 | 4,277.7 | 4,009.3 | 12,648.0 | 25,698.4 | 4,895.7 | 5,087.9 | 4,586.6 | 14,570.2 | 29,856.4 | -13.19% | -13.93% |
| FL Orlando | Central Florida RTA | 70.5 | 1,881.7 | 1,895.5 | 1,814.8 | 5,592.0 | 11,347.9 | 1,952.9 | 2,003.8 | 1,851.1 | 5,807.8 | 11,859.7 | -3.72% | -4.32% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 163.2 | 4,508.7 | 4,226.1 | 4,189.7 | 12,924.5 | 25,935.0 | 4,701.9 | 4,599.3 | 4,693.3 | 13,994.5 | 27,896.8 | -7.65% | -7.03% |
| IL Arlington Heights | PACE Suburban Bus | 94.9 | 2,289.3 | 2,425.5 | 2,305.8 | 7,020.6 | 13,542.7 | 2,300.3 | 2,497.5 | 2,438.5 | 7,236.3 | 13,912.2 | -2.98% | -2.66% |
| IL Chicago | Chicago Transit Authority | 794.5 | 20,400.9 | 21,468.8 | 19,949.1 | 61,818.8 | 120,495.2 | 20,111.4 | 21,934.1 | 21,076.5 | 63,122.0 | 124,716.0 | -2.06% | -3.38% |
| MA Boston | Massachusetts Bay Tr Auth | 376.1 | 9,546.7 | 10,172.7 | 9,538.9 | 29,258.3 | 56,213.9 | 9,484.8 | 10,183.3 | 9,861.3 | 29,529.4 | 57,510.4 | -0.92% | -2.25% |
| MD Baltimore | Maryland Transit Admin | 230.1 | 5,783.0 | 6,225.7 | 5,864.2 | 17,872.9 | 33,528.3 | 5,701.6 | 6,419.0 | 6,298.7 | 18,419.3 | 35,901.6 | -2.97% | -6.61% |
| MD Rockville | Montgomery County Ride-Or | 71.8 | 1,805.1 | 1,866.2 | 1,799.5 | 5,470.8 | 10,390.0 | 1,853.8 | 1,951.5 | 1,991.9 | 5,797.2 | 11,275.2 | -5.63% | -7.85% |
| MN Minneapolis | Metro Transit | 183.6 | 4,590.9 | 4,818.4 | 4,456.2 | 13,865.5 | 27,416.7 | 4,734.4 | 4,953.0 | 4,723.7 | 14,411.1 | 28,841.7 | -3.79% | -4.94% |
| MO Saint Louis | Bi-State Dev Agency | 73.3 | 1,907.3 | 2,022.4 | 1,967.7 | 5,897.4 | 11,359.4 | 1,984.8 | 2,089.7 | 2,069.7 | 6,144.2 | 12,262.1 | -4.02% | -7.36% |
| NJ Newark | New Jersey Transit Corp | NA | 12,502.5 | 13,464.9 | 12,947.7 | 38,915.1 | 74,352.3 | 12,477.9 | 13,482.7 | 13,320.9 | 39,281.5 | 75,644.3 | -0.93% | -1.71% |
| NV Las Vegas | RTC of Southern Nevada | 190.8 | 5,396.4 | 5,587.2 | 5,207.3 | 16,190.9 | 31,726.3 | 5,265.5 | 5,456.0 | 5,056.3 | 15,777.8 | 31,238.9 | 2.62% | 1.56% |
| NY New York | MTA New York City Transit | 2,452.9 | 63,470.1 | 67,348.6 | 61,887.5 | 192,706.2 | 363,327.8 | 60,087.7 | 66,046.9 | 62,058.6 | 188,193.2 | 369,439.9 | 2.40% | -1.65% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '18-</u> | <u>JAN '18-</u> | | | | <u>APR '17-</u> | <u>JAN '17-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
|-----------------------|----------------------------|----------------|------------------|------------------|------------------|------------------|--------------------|------------------|------------------|------------------|------------------|--------------------|----------------|---------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '18</u> | <u>MAY '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>JUN '18</u> | <u>APR '17</u> | <u>MAY '17</u> | <u>JUN '17</u> | <u>JUN '17</u> | <u>JUN '17</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 Cincinnati | Southwest Ohio RTA | 49.7 | 1,203.5 | 1,214.3 | 1,025.6 | 3,443.4 | 6,788.0 | 1,229.6 | 1,226.5 | 1,074.2 | 3,530.3 | 7,184.7 | -2.46% | -5.52% |
| OH Cleveland | Greater Cleveland Reg TA | 88.6 | 2,208.4 | 2,322.8 | 2,085.0 | 6,616.2 | 13,020.4 | 2,696.5 | 2,709.0 | 2,401.5 | 7,807.0 | 15,757.8 | -15.25% | -17.37% |
| OH Columbus | Central Ohio Transit Auth | 58.9 | 1,512.7 | 1,556.5 | 1,538.0 | 4,607.2 | 9,073.7 | 1,475.4 | 1,529.7 | 1,483.2 | 4,488.3 | 9,037.1 | 2.65% | 0.40% |
| OR Portland | Tri-County Metro Trp Dist | 188.6 | 4,829.1 | 5,083.6 | 4,648.0 | 14,560.7 | 28,774.3 | 4,864.0 | 5,276.8 | 4,821.8 | 14,962.6 | 29,449.0 | -2.69% | -2.29% |
| PA Philadelphia | Southeastern Penn TA | 496.3 | 12,006.2 | 12,310.4 | 13,061.4 | 37,378.0 | 72,421.8 | 12,111.8 | 13,376.8 | 13,367.8 | 38,856.4 | 77,110.0 | -3.80% | -6.08% |
| PA Pittsburgh | Port Auth of Allegheny Co | NA | 4,622.1 | 4,705.6 | 4,375.6 | 13,703.3 | 26,850.7 | 4,324.8 | 4,488.1 | 4,347.4 | 13,160.3 | 26,253.8 | 4.13% | 2.27% |
| TX Dallas | Dallas Area Rapid Transit | 98.4 | 2,496.8 | 2,566.5 | 2,423.1 | 7,486.4 | 14,773.4 | 2,591.6 | 2,718.2 | 2,478.4 | 7,788.2 | 15,710.8 | -3.88% | -5.97% |
| TX Houston | Metro Tr Auth of Harris Co | 223.3 | 5,609.6 | 5,836.6 | 5,469.4 | 16,915.6 | 33,240.4 | 5,424.6 | 5,752.7 | 5,491.1 | 16,668.4 | 33,465.2 | 1.48% | -0.67% |
| TX San Antonio | VIA Metropolitan Transit | 109.2 | 2,983.7 | 3,016.2 | 2,884.9 | 8,884.8 | 17,389.7 | 3,028.7 | 3,063.0 | 2,952.7 | 9,044.4 | 18,161.9 | -1.76% | -4.25% |
| VA Hampton | Hampton Roads Transit | 38.3 | 931.4 | 1,001.3 | 1,014.4 | 2,947.1 | 5,546.8 | 984.0 | 1,050.9 | 1,090.3 | 3,125.2 | 6,050.7 | -5.70% | -8.33% |
| WA Seattle | King County Dept of Trp | 337.5 | 8,634.1 | 9,070.8 | 8,532.3 | 26,237.2 | 51,629.7 | 8,603.6 | 9,052.5 | 8,747.7 | 26,403.8 | 51,574.6 | -0.63% | 0.11% |
| WI Milwaukee | Milwaukee County Tr Sys | 91.9 | 2,359.6 | 2,477.0 | 2,371.4 | 7,208.0 | 14,244.5 | 2,599.3 | 2,777.3 | 2,582.2 | 7,958.8 | 15,995.3 | -9.43% | -10.95% |
| REPORTED TOTAL | | 9,437.4 | 257,593.5 | 268,885.1 | 252,206.1 | 778,684.7 | 1,508,999.9 | 255,781.0 | 274,211.8 | 260,605.5 | 790,598.3 | 1,559,299.5 | -1.51% | -3.23% |

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

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

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '18 (000's) | Trips for May '18 (000's) | Trips for Jun '18 (000's) | Trips Thru Jun '18 (000's) | Trips for Apr '17 (000's) | Trips for May '17 (000's) | Trips for Jun '17 (000's) | Trips Thru Jun '17 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| AK Anchorage | Alaska Railroad Corporation | CR | 0.8 | 0.8 | 15.0 | 43.7 | 66.5 | 0.9 | 14.1 | 42.3 | 63.4 | 3.84% | 4.89% |
| AK Anchorage | Alaska Railroad Corporation | TOTAL | 0.8 | 0.8 | 15.0 | 43.7 | 66.5 | 0.9 | 14.1 | 42.3 | 63.4 | 3.84% | 4.89% |
| AR Little Rock | Rock Region Metro | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| AR Little Rock | Rock Region Metro | LR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| AR Little Rock | Rock Region Metro | MB | 7.7 | 184.2 | 195.1 | 183.8 | 1,116.4 | 189.9 | 197.4 | 196.3 | 1,192.5 | -3.51% | -6.38% |
| AR Little Rock | Rock Region Metro | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | DR | NA | 2.4 | 2.4 | 2.1 | 14.1 | 2.4 | 2.5 | 2.5 | 14.5 | -6.76% | -2.76% |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | MB | NA | 258.1 | 165.0 | 118.5 | 1,245.3 | 198.1 | 153.1 | 118.2 | 1,019.1 | 15.38% | 22.20% |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | VP | NA | 0.6 | 0.8 | 0.7 | 3.7 | 0.5 | 0.8 | 0.6 | 3.7 | 10.53% | 0.00% |
| AZ Flagstaff | N. AZ Intergovernmental Public TA | TOTAL | NA | 261.1 | 168.2 | 121.3 | 1,263.1 | 201.0 | 156.4 | 121.3 | 1,037.3 | 15.02% | 21.77% |
| AZ Glendale | Glendale Transit | DR | 0.2 | 6.3 | 6.6 | 6.4 | 37.0 | 6.2 | 6.7 | 6.8 | 38.4 | -2.03% | -3.65% |
| AZ Glendale | Glendale Transit | MB | 0.4 | 9.5 | 10.6 | 9.6 | 58.0 | 6.6 | 6.8 | 6.2 | 40.4 | 51.53% | 43.56% |
| AZ Glendale | Glendale Transit | TOTAL | 0.6 | 15.8 | 17.2 | 16.0 | 95.0 | 12.8 | 13.5 | 13.0 | 78.8 | 24.68% | 20.56% |
| AZ Phoenix | City of Phoenix PTD | DR | 1.1 | 28.4 | 29.9 | 29.0 | 170.6 | 27.2 | 28.8 | 28.2 | 166.3 | 3.68% | 2.59% |
| AZ Phoenix | City of Phoenix PTD | MB | 111.6 | 2,987.8 | 2,980.9 | 2,624.4 | 17,666.3 | 2,834.3 | 2,945.4 | 2,535.6 | 17,051.0 | 3.34% | 3.61% |
| AZ Phoenix | City of Phoenix PTD | TOTAL | 112.7 | 3,016.2 | 3,010.8 | 2,653.4 | 17,836.9 | 2,861.5 | 2,974.2 | 2,563.8 | 17,217.3 | 3.34% | 3.60% |
| AZ Phoenix | Valley Metro | DR | 1.9 | 48.5 | 48.7 | 47.6 | 285.6 | 54.4 | 58.2 | 56.7 | 332.9 | -14.47% | -14.21% |
| AZ Phoenix | Valley Metro | MB | 44.9 | 1,240.9 | 1,136.5 | 1,013.8 | 7,265.8 | 1,230.9 | 1,164.9 | 1,000.9 | 7,234.0 | -0.16% | 0.44% |
| AZ Phoenix | Valley Metro | VP | NA | 78.6 | 94.4 | 82.2 | 474.3 | 95.7 | 108.7 | 106.9 | 602.7 | -18.02% | -21.30% |
| AZ Phoenix | Valley Metro | TOTAL | NA | 1,368.0 | 1,279.6 | 1,143.6 | 8,025.7 | 1,381.0 | 1,331.8 | 1,164.5 | 8,169.6 | -2.22% | -1.76% |
| AZ Phoenix | Valley Metro Rail, Inc. | LR | 45.6 | 1,360.3 | 1,276.7 | 1,147.0 | 7,817.3 | 1,514.5 | 1,374.2 | 1,203.1 | 8,299.4 | -7.52% | -5.81% |
| AZ Phoenix | Valley Metro Rail, Inc. | TOTAL | 45.6 | 1,360.3 | 1,276.7 | 1,147.0 | 7,817.3 | 1,514.5 | 1,374.2 | 1,203.1 | 8,299.4 | -7.52% | -5.81% |
| AZ Scottsdale | City of Scottsdale | MB | 2.8 | 70.0 | 60.8 | 50.5 | 398.2 | 73.7 | 74.3 | 56.7 | 438.4 | -11.43% | -9.17% |
| AZ Scottsdale | City of Scottsdale | TOTAL | 2.8 | 70.0 | 60.8 | 50.5 | 398.2 | 73.7 | 74.3 | 56.7 | 438.4 | -11.43% | -9.17% |
| AZ Tucson | City of Tucson MTS | MB | 48.5 | 1,242.7 | 1,245.1 | 1,127.4 | 7,413.3 | 1,288.8 | 1,313.2 | 1,177.3 | 7,895.3 | -4.34% | -6.10% |
| AZ Tucson | City of Tucson MTS | TOTAL | 48.5 | 1,242.7 | 1,245.1 | 1,127.4 | 7,413.3 | 1,288.8 | 1,313.2 | 1,177.3 | 7,895.3 | -4.34% | -6.10% |
| AZ Yuma | Yuma County Intergovernmental PT | DR | 0.0 | 0.7 | 0.7 | 0.6 | 4.0 | 0.7 | 0.8 | 0.7 | 4.6 | -9.09% | -13.04% |
| AZ Yuma | Yuma County Intergovernmental PT | MB | 1.4 | 36.6 | 36.2 | 28.2 | 226.5 | 34.6 | 36.7 | 27.5 | 210.4 | 2.23% | 7.65% |
| AZ Yuma | Yuma County Intergovernmental PT | TOTAL | 1.4 | 37.3 | 36.9 | 28.8 | 230.5 | 35.3 | 37.5 | 28.2 | 215.0 | 1.98% | 7.21% |
| CA Alturas | Modoc Transportation Agency | MB | 0.5 | 9.8 | 10.6 | 10.0 | 60.9 | 8.9 | 10.0 | 11.7 | 59.3 | -0.65% | 2.70% |
| CA Alturas | Modoc Transportation Agency | TOTAL | 0.5 | 9.8 | 10.6 | 10.0 | 60.9 | 8.9 | 10.0 | 11.7 | 59.3 | -0.65% | 2.70% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '18 (000's) | Trips for May '18 (000's) | Trips for Jun '18 (000's) | Trips Thru Jun '18 (000's) | Trips for Apr '17 (000's) | Trips for May '17 (000's) | Trips for Jun '17 (000's) | Trips Thru Jun '17 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Anaheim | Anaheim Resort Transportation | MB | 27.7 | 996.6 | 831.8 | 880.8 | 4,898.4 | 715.7 | 740.0 | 750.4 | 4,311.2 | 22.80% | 13.62% |
| CA Anaheim | Anaheim Resort Transportation | TOTAL | 27.7 | 996.6 | 831.8 | 880.8 | 4,898.4 | 715.7 | 740.0 | 750.4 | 4,311.2 | 22.80% | 13.62% |
| CA Antioch | Eastern Contra Costa Tr Auth | DR | 0.5 | 10.4 | 11.1 | 10.4 | 61.9 | 10.9 | 11.8 | 11.2 | 67.5 | -5.90% | -8.30% |
| CA Antioch | Eastern Contra Costa Tr Auth | MB | 7.6 | 185.6 | 206.3 | 156.1 | 1,096.9 | 180.5 | 205.5 | 182.5 | 1,134.1 | -3.61% | -3.28% |
| CA Antioch | Eastern Contra Costa Tr Auth | TOTAL | 8.1 | 196.0 | 217.4 | 166.5 | 1,158.8 | 191.4 | 217.3 | 193.7 | 1,201.6 | -3.74% | -3.56% |
| CA Bakersfield | Golden Empire Transit District | DR | 0.2 | 5.0 | 4.8 | 4.5 | 28.5 | 4.7 | 4.9 | 5.2 | 29.7 | -3.38% | -4.04% |
| CA Bakersfield | Golden Empire Transit District | MB | 20.7 | 546.7 | 535.5 | 512.1 | 3,145.8 | 404.9 | 428.0 | 403.7 | 2,517.6 | 28.93% | 24.95% |
| CA Bakersfield | Golden Empire Transit District | TOTAL | 20.9 | 551.7 | 540.3 | 516.6 | 3,174.3 | 409.6 | 432.9 | 408.9 | 2,547.3 | 28.54% | 24.61% |
| CA Concord | Central Contra Costa TA | DR | 0.6 | 12.6 | 13.0 | 11.9 | 73.4 | 12.5 | 13.5 | 13.3 | 77.5 | -4.58% | -5.29% |
| CA Concord | Central Contra Costa TA | MB | 12.3 | 279.0 | 327.2 | 265.4 | 1,709.9 | 273.4 | 309.4 | 267.0 | 1,717.1 | 2.57% | -0.42% |
| CA Concord | Central Contra Costa TA | TOTAL | 12.9 | 291.6 | 340.2 | 277.3 | 1,783.3 | 285.9 | 322.9 | 280.3 | 1,794.6 | 2.25% | -0.63% |
| CA Culver City | Culver CityBus | MB | 16.3 | 410.4 | 422.3 | 385.4 | 2,405.2 | 407.5 | 448.7 | 402.6 | 2,470.2 | -3.23% | -2.63% |
| CA Culver City | Culver CityBus | TOTAL | 16.3 | 410.4 | 422.3 | 385.4 | 2,405.2 | 407.5 | 448.7 | 402.6 | 2,470.2 | -3.23% | -2.63% |
| CA Davis | Unitrans | MB | 17.1 | 468.7 | 449.2 | 228.3 | 2,367.0 | 443.3 | 443.1 | 243.6 | 2,361.5 | 1.43% | 0.23% |
| CA Davis | Unitrans | TOTAL | 17.1 | 468.7 | 449.2 | 228.3 | 2,367.0 | 443.3 | 443.1 | 243.6 | 2,361.5 | 1.43% | 0.23% |
| CA Fresno | Fresno Area Express | DR | 0.7 | 19.0 | 19.0 | 17.4 | 108.4 | 16.2 | 17.3 | 16.7 | 100.4 | 10.36% | 7.97% |
| CA Fresno | Fresno Area Express | MB | 30.8 | 836.0 | 891.8 | 781.6 | 4,905.8 | 721.1 | 847.6 | 744.6 | 4,747.5 | 8.48% | 3.33% |
| CA Fresno | Fresno Area Express | TOTAL | 31.5 | 855.0 | 910.8 | 799.0 | 5,014.2 | 737.3 | 864.9 | 761.3 | 4,847.9 | 8.52% | 3.43% |
| CA Gardena | Gardena Municipal Bus Lines | DR | 0.1 | 1.9 | 1.9 | 1.9 | 11.4 | 2.0 | 2.3 | 2.2 | 12.4 | -12.31% | -8.06% |
| CA Gardena | Gardena Municipal Bus Lines | MB | 10.3 | 263.5 | 280.0 | 237.8 | 1,548.8 | 272.7 | 299.5 | 261.3 | 1,639.1 | -6.26% | -5.51% |
| CA Gardena | Gardena Municipal Bus Lines | TOTAL | 10.4 | 265.4 | 281.9 | 239.7 | 1,560.2 | 274.7 | 301.8 | 263.5 | 1,651.5 | -6.31% | -5.53% |
| CA Hesperia | Victor Valley Transit Authority | DR | NA | 15.5 | 16.6 | 15.6 | 93.2 | 14.5 | 16.3 | 15.5 | 93.3 | 3.02% | -0.11% |
| CA Hesperia | Victor Valley Transit Authority | MB | NA | 125.7 | 130.8 | 111.1 | 734.7 | 136.2 | 141.3 | 122.5 | 818.1 | -8.10% | -10.19% |
| CA Hesperia | Victor Valley Transit Authority | VP | NA | 51.6 | 54.1 | 48.3 | 303.1 | 49.4 | 53.2 | 49.9 | 305.5 | 0.98% | -0.79% |
| CA Hesperia | Victor Valley Transit Authority | TOTAL | NA | 192.8 | 201.5 | 175.0 | 1,131.0 | 200.1 | 210.8 | 187.9 | 1,216.9 | -4.93% | -7.06% |
| CA Lancaster | Antelope Valley Transit Auth | DR | 0.2 | 4.2 | 4.5 | 4.0 | 25.1 | 3.6 | 4.1 | 3.7 | 22.3 | 11.40% | 12.56% |
| CA Lancaster | Antelope Valley Transit Auth | MB | 8.1 | 208.1 | 215.0 | 178.4 | 1,218.7 | 198.1 | 152.1 | 183.4 | 1,144.6 | 12.72% | 6.47% |
| CA Lancaster | Antelope Valley Transit Auth | TOTAL | 8.3 | 212.3 | 219.5 | 182.4 | 1,243.8 | 201.7 | 156.2 | 187.1 | 1,166.9 | 12.70% | 6.59% |
| CA Livermore | Livermore/Amador Valley TA | DR | 0.2 | 4.0 | 4.5 | 3.9 | 24.4 | 4.2 | 4.6 | 4.5 | 26.5 | -6.77% | -7.92% |
| CA Livermore | Livermore/Amador Valley TA | MB | 5.8 | 138.2 | 152.6 | 122.6 | 827.4 | 123.4 | 141.2 | 112.6 | 752.1 | 9.60% | 10.01% |
| CA Livermore | Livermore/Amador Valley TA | TOTAL | 6.0 | 142.2 | 157.1 | 126.5 | 851.8 | 127.6 | 145.8 | 117.1 | 778.6 | 9.04% | 9.40% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '18 (000's) | Trips for May '18 (000's) | Trips for Jun '18 (000's) | Trips Thru Jun '18 (000's) | Trips for Apr '17 (000's) | Trips for May '17 (000's) | Trips for Jun '17 (000's) | Trips Thru Jun '17 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Long Beach | Long Beach Transit | DR | 0.1 | 3.2 | 3.2 | 3.2 | 18.9 | 3.6 | 3.6 | 3.6 | 21.0 | -11.11% | -10.00% |
| CA Long Beach | Long Beach Transit | FB | 0.2 | 6.7 | 5.6 | 15.0 | 27.3 | 5.1 | 5.6 | 13.6 | 24.3 | 12.35% | 12.35% |
| CA Long Beach | Long Beach Transit | MB | 75.1 | 2,063.6 | 2,146.9 | 1,893.3 | 12,245.4 | 2,138.0 | 2,257.2 | 1,989.1 | 12,816.3 | -4.39% | -4.45% |
| CA Long Beach | Long Beach Transit | TOTAL | 75.5 | 2,073.5 | 2,155.7 | 1,911.5 | 12,291.6 | 2,146.7 | 2,266.4 | 2,006.3 | 12,861.6 | -4.34% | -4.43% |
| CA Los Angeles | Access Services | DR | 11.2 | 286.6 | 300.8 | 283.7 | 1,701.7 | 281.1 | 299.2 | 286.0 | 1,704.4 | 0.55% | -0.16% |
| CA Los Angeles | Access Services | MB | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA Los Angeles | Access Services | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA Los Angeles | Los Angeles County MTA | HR | 135.4 | 3,465.7 | 3,659.2 | 3,588.7 | 21,483.5 | 3,662.5 | 3,836.7 | 3,810.1 | 22,592.5 | -5.27% | -4.91% |
| CA Los Angeles | Los Angeles County MTA | LR | 203.3 | 5,249.2 | 5,404.6 | 5,261.3 | 32,225.4 | 5,386.3 | 5,706.0 | 5,730.3 | 33,760.4 | -5.39% | -4.55% |
| CA Los Angeles | Los Angeles County MTA | MB | 887.4 | 23,331.7 | 24,198.0 | 22,691.2 | 138,069.4 | 23,611.3 | 25,086.3 | 23,716.6 | 141,983.8 | -3.03% | -2.76% |
| CA Los Angeles | Los Angeles County MTA | TOTAL | 1,226.1 | 32,046.6 | 33,261.8 | 31,541.2 | 191,778.3 | 32,660.1 | 34,629.0 | 33,257.0 | 198,336.7 | -3.68% | -3.31% |
| CA Los Angeles | Southern California RRA | CR | 38.6 | 903.7 | 946.2 | 884.1 | 5,359.3 | 869.6 | 929.0 | 930.5 | 5,388.3 | 0.18% | -0.54% |
| CA Los Angeles | Southern California RRA | TOTAL | 38.6 | 903.7 | 946.2 | 884.1 | 5,359.3 | 869.6 | 929.0 | 930.5 | 5,388.3 | 0.18% | -0.54% |
| CA Montebello | Montebello Bus Lines | DR | 0.3 | 6.2 | 6.6 | 6.5 | 36.4 | 6.3 | 6.5 | 6.4 | 38.3 | 0.52% | -4.96% |
| CA Montebello | Montebello Bus Lines | MB | 22.0 | 490.6 | 490.5 | 453.6 | 2,812.9 | 495.3 | 531.9 | 498.3 | 2,942.3 | -5.95% | -4.40% |
| CA Montebello | Montebello Bus Lines | TOTAL | 22.3 | 496.8 | 497.1 | 460.1 | 2,849.3 | 501.6 | 538.4 | 504.7 | 2,980.6 | -5.87% | -4.41% |
| CA Monterey | Monterey-Salinas Transit | DR | 0.8 | 18.2 | 20.0 | 17.0 | 105.3 | 15.2 | 17.4 | 15.3 | 92.7 | 15.24% | 13.59% |
| CA Monterey | Monterey-Salinas Transit | MB | 12.8 | 353.9 | 354.6 | 357.6 | 2,051.2 | 332.7 | 351.8 | 354.6 | 1,956.1 | 2.60% | 4.86% |
| CA Monterey | Monterey-Salinas Transit | TOTAL | 13.5 | 372.1 | 374.6 | 374.6 | 2,156.5 | 347.9 | 369.2 | 369.9 | 2,048.8 | 3.16% | 5.26% |
| CA Napa | Napa County Transportation and PI | DR | 0.3 | 8.3 | 9.5 | 8.1 | 49.8 | 8.4 | 9.6 | 8.0 | 50.6 | -0.38% | -1.58% |
| CA Napa | Napa County Transportation and PI | MB | 3.6 | 85.1 | 85.6 | 85.0 | 492.4 | 87.3 | 88.8 | 88.5 | 516.5 | -3.36% | -4.67% |
| CA Napa | Napa County Transportation and PI | TOTAL | 3.9 | 93.4 | 95.1 | 93.1 | 542.2 | 95.7 | 98.4 | 96.5 | 567.1 | -3.10% | -4.39% |
| CA Norwalk | Norwalk Transit System | DR | NA | 1.9 | 2.0 | 2.0 | 11.4 | 1.8 | 1.9 | 1.7 | 10.6 | 9.26% | 7.55% |
| CA Norwalk | Norwalk Transit System | MB | NA | 128.4 | 122.9 | 113.8 | 711.6 | 122.9 | 132.5 | 115.3 | 742.1 | -1.51% | -4.11% |
| CA Norwalk | Norwalk Transit System | TOTAL | NA | 130.3 | 124.9 | 115.8 | 723.0 | 124.7 | 134.4 | 117.0 | 752.7 | -1.36% | -3.95% |
| CA Oakland | Alameda-Contra Costa TD | DR | 3.1 | 65.2 | 69.5 | 63.8 | 389.3 | 60.6 | 64.7 | 62.7 | 367.0 | 5.59% | 6.08% |
| CA Oakland | Alameda-Contra Costa TD | MB | 202.5 | 4,410.1 | 4,366.4 | 4,178.7 | 25,592.7 | 4,372.5 | 4,481.0 | 4,173.0 | 26,097.9 | -0.55% | -1.94% |
| CA Oakland | Alameda-Contra Costa TD | TOTAL | 205.6 | 4,475.3 | 4,435.9 | 4,242.5 | 25,982.0 | 4,433.1 | 4,545.7 | 4,235.7 | 26,464.9 | -0.46% | -1.82% |
| CA Oakland | Capitol Corridor Joint Powers Auth | CR | 5.8 | 142.3 | 153.2 | 144.9 | 845.5 | 133.1 | 144.9 | 137.4 | 801.1 | 6.02% | 5.54% |
| CA Oakland | Capitol Corridor Joint Powers Auth | TOTAL | 5.8 | 142.3 | 153.2 | 144.9 | 845.5 | 133.1 | 144.9 | 137.4 | 801.1 | 6.02% | 5.54% |

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 | 5.1 | 117.8 | 120.5 | 137.1 | 701.9 | 115.6 | 118.9 | 143.1 | 694.8 | -0.58% | 1.02% |
| CA Oceanside | North County Transit District | DR | 0.7 | 15.3 | 16.0 | 15.2 | 92.5 | 16.9 | 17.8 | 17.4 | 103.1 | -10.75% | -10.28% |
| CA Oceanside | North County Transit District | LR | 7.9 | 213.5 | 212.6 | 181.4 | 1,219.9 | 223.8 | 221.5 | 187.6 | 1,257.9 | -4.01% | -3.02% |
| CA Oceanside | North County Transit District | MB | 21.5 | 566.4 | 583.5 | 509.5 | 3,252.7 | 551.4 | 584.9 | 542.1 | 3,298.9 | -1.13% | -1.40% |
| CA Oceanside | North County Transit District | TOTAL | 35.2 | 913.0 | 932.6 | 843.2 | 5,267.0 | 907.7 | 943.1 | 890.2 | 5,354.7 | -1.90% | -1.64% |
| CA Orange | Orange County Transp Auth | DR | 6.0 | 141.9 | 146.3 | 137.2 | 824.7 | 151.6 | 165.0 | 153.4 | 925.9 | -9.49% | -10.93% |
| CA Orange | Orange County Transp Auth | MB | 126.4 | 3,291.5 | 3,406.3 | 3,137.8 | 19,352.8 | 3,311.0 | 3,493.5 | 3,271.2 | 19,591.7 | -2.38% | -1.22% |
| CA Orange | Orange County Transp Auth | VP | 30.6 | 111.0 | 117.8 | 106.5 | 650.0 | 102.3 | 114.7 | 112.0 | 666.8 | 1.91% | -2.52% |
| CA Orange | Orange County Transp Auth | TOTAL | 163.0 | 3,544.4 | 3,670.4 | 3,381.5 | 20,827.5 | 3,564.9 | 3,773.2 | 3,536.6 | 21,184.4 | -2.56% | -1.68% |
| CA Oxnard | Gold Coast Transit | DR | 0.4 | 10.1 | 10.5 | 10.3 | 59.2 | 8.6 | 8.9 | 9.2 | 51.6 | 15.73% | 14.73% |
| CA Oxnard | Gold Coast Transit | MB | NA | 296.6 | 299.8 | NA | NA | 302.2 | 305.9 | 300.4 | 1,775.6 | NA | NA |
| CA Oxnard | Gold Coast Transit | TOTAL | NA | 306.7 | 310.3 | NA | NA | 310.8 | 314.8 | 309.6 | 1,827.2 | NA | NA |
| CA Redding | Redding Area Bus Authority | DR | 0.2 | 4.4 | 4.7 | 4.5 | 26.1 | 4.6 | 5.1 | 4.9 | 27.8 | -6.85% | -6.12% |
| CA Redding | Redding Area Bus Authority | MB | 2.4 | 52.8 | 52.9 | 48.7 | 326.1 | 56.5 | 59.7 | 56.6 | 345.8 | -10.65% | -5.70% |
| CA Redding | Redding Area Bus Authority | TOTAL | 2.6 | 57.2 | 57.6 | 53.2 | 352.2 | 61.1 | 64.8 | 61.5 | 373.6 | -10.35% | -5.73% |
| CA Redondo Beach | City of Redondo Beach | DR | NA | 1.2 | 1.3 | 1.2 | 7.2 | 1.1 | 1.3 | 1.2 | 7.2 | 2.78% | 0.00% |
| CA Redondo Beach | City of Redondo Beach | MB | 1.3 | 29.5 | 33.7 | 30.8 | 182.3 | 30.2 | 34.4 | 32.4 | 190.1 | -3.09% | -4.10% |
| CA Redondo Beach | City of Redondo Beach | TOTAL | NA | 30.7 | 35.0 | 32.0 | 189.5 | 31.3 | 35.7 | 33.6 | 197.3 | -2.88% | -3.95% |
| CA Riverside | Riverside Transit Agency | DR | 1.5 | 34.5 | 36.5 | 34.2 | 206.5 | 34.8 | 38.0 | 36.3 | 216.3 | -3.57% | -4.53% |
| CA Riverside | Riverside Transit Agency | MB | 27.3 | 694.0 | 735.9 | 640.5 | 4,094.8 | 685.5 | 724.6 | 631.6 | 4,077.1 | 1.41% | 0.43% |
| CA Riverside | Riverside Transit Agency | TOTAL | 28.8 | 728.5 | 772.4 | 674.7 | 4,301.3 | 720.3 | 762.6 | 667.9 | 4,293.4 | 1.15% | 0.18% |
| CA Sacramento | Paratransit, Inc. | DR | NA | NA | NA | NA | NA | 33.5 | 35.5 | 33.9 | 203.6 | NA | NA |
| CA Sacramento | Paratransit, Inc. | MB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| CA Sacramento | Paratransit, Inc. | TOTAL | NA | NA | NA | NA | NA | 33.5 | 35.5 | 33.9 | 203.6 | NA | NA |
| CA Sacramento | Sacramento Reg Tr Dist | DR | NA | 29.2 | 32.3 | 4.1 | 12.0 | 29.6 | 31.6 | 30.5 | 181.5 | -89.64% | -93.39% |
| CA Sacramento | Sacramento Reg Tr Dist | LR | 36.1 | 868.6 | 918.4 | 820.9 | 5,170.6 | 956.7 | 983.8 | 949.6 | 5,707.2 | -9.76% | -9.40% |
| CA Sacramento | Sacramento Reg Tr Dist | MB | 33.9 | 840.2 | 863.5 | 731.1 | 4,994.1 | 824.7 | 903.3 | 791.7 | 5,205.2 | -3.37% | -4.06% |
| CA Sacramento | Sacramento Reg Tr Dist | TOTAL | NA | 1,738.0 | 1,814.2 | NA | NA | 1,811.0 | 1,918.7 | 1,771.8 | 11,093.9 | NA | NA |
| CA San Bernardino | OMNITRANS | DR | 1.4 | 31.3 | 32.2 | 30.6 | 187.4 | 35.6 | 37.2 | 35.6 | 216.0 | -13.19% | -13.24% |
| CA San Bernardino | OMNITRANS | MB | 34.4 | 908.0 | 898.6 | 820.6 | 5,289.2 | 943.6 | 952.9 | 862.2 | 5,500.7 | -4.77% | -3.84% |
| CA San Bernardino | OMNITRANS | TOTAL | 35.8 | 939.3 | 930.8 | 851.2 | 5,476.6 | 979.2 | 990.1 | 897.8 | 5,716.7 | -5.09% | -4.20% |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA San Carlos | Caltrain | CR | 63.4 | 1,593.7 | 1,673.5 | 1,669.9 | 9,467.6 | 1,543.0 | 1,654.7 | 1,646.4 | 9,343.2 | 1.92% | 1.33% |
| CA San Carlos | Caltrain | TOTAL | 63.4 | 1,593.7 | 1,673.5 | 1,669.9 | 9,467.6 | 1,543.0 | 1,654.7 | 1,646.4 | 9,343.2 | 1.92% | 1.33% |
| CA San Carlos | San Mateo County Tran Dist | DR | 1.2 | 29.1 | 30.4 | 29.3 | 173.7 | 29.5 | 31.7 | 31.0 | 180.3 | -3.69% | -3.66% |
| CA San Carlos | San Mateo County Tran Dist | MB | 35.7 | 897.2 | 985.5 | 847.9 | 5,412.0 | 932.9 | 1,052.7 | 906.4 | 5,751.1 | -5.58% | -5.90% |
| CA San Carlos | San Mateo County Tran Dist | TOTAL | 36.9 | 926.3 | 1,015.9 | 877.2 | 5,585.7 | 962.4 | 1,084.4 | 937.4 | 5,931.4 | -5.52% | -5.83% |
| CA San Diego | San Diego Metrop Transit System | DR | 2.4 | 49.5 | 51.9 | 49.4 | 293.5 | 51.0 | 54.8 | 53.4 | 321.8 | -5.28% | -8.79% |
| CA San Diego | San Diego Metrop Transit System | LR | 143.7 | 3,071.0 | 3,169.7 | 2,955.3 | 18,071.5 | 3,141.3 | 3,180.6 | 3,082.8 | 18,302.8 | -2.22% | -1.26% |
| CA San Diego | San Diego Metrop Transit System | MB | 185.9 | 4,083.2 | 4,089.8 | 3,726.6 | 23,561.2 | 4,202.6 | 4,368.2 | 3,945.7 | 24,704.2 | -4.93% | -4.63% |
| CA San Diego | San Diego Metrop Transit System | TOTAL | 332.0 | 7,203.7 | 7,311.4 | 6,731.3 | 41,926.2 | 7,394.9 | 7,603.6 | 7,081.9 | 43,328.8 | -3.78% | -3.24% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | DR | 0.5 | 11.1 | 11.5 | 10.9 | 65.4 | 10.3 | 11.3 | 10.7 | 63.0 | 3.72% | 3.81% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | FB | 9.1 | 209.4 | 224.1 | 242.1 | 1,221.7 | 216.9 | 234.8 | 248.2 | 1,203.8 | -3.47% | 1.49% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | MB | 11.4 | 263.6 | 282.9 | 270.5 | 1,580.2 | 252.2 | 273.9 | 271.5 | 1,547.0 | 2.43% | 2.15% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | TOTAL | 20.9 | 484.1 | 518.5 | 523.5 | 2,867.3 | 479.4 | 520.0 | 530.4 | 2,813.8 | -0.24% | 1.90% |
| CA San Francisco | San Francisco Bay Area RTD | AG | 3.1 | 79.3 | 89.3 | 82.6 | 453.2 | 78.7 | 84.9 | 86.1 | 467.1 | 0.60% | -2.98% |
| CA San Francisco | San Francisco Bay Area RTD | HR | 439.2 | 10,528.4 | 11,092.5 | 10,942.2 | 63,463.7 | 10,411.3 | 11,204.7 | 11,294.1 | 64,837.4 | -1.05% | -2.12% |
| CA San Francisco | San Francisco Bay Area RTD | TOTAL | 442.3 | 10,607.7 | 11,181.8 | 11,024.8 | 63,916.9 | 10,490.0 | 11,289.6 | 11,380.2 | 65,304.5 | -1.04% | -2.12% |
| CA San Francisco | San Francisco Muni Rwy | CC | 15.8 | 454.3 | 509.4 | 505.0 | 2,623.3 | 456.1 | 509.4 | 503.0 | 2,622.2 | 0.01% | 0.04% |
| CA San Francisco | San Francisco Muni Rwy | LR | 170.7 | 4,337.1 | 4,515.1 | 4,413.8 | 26,318.5 | 4,252.8 | 4,515.1 | 4,493.8 | 26,202.8 | 0.03% | 0.44% |
| CA San Francisco | San Francisco Muni Rwy | MB | 349.1 | 9,089.8 | 9,429.7 | 8,860.0 | 53,385.7 | 8,816.7 | 9,330.0 | 8,821.0 | 52,462.6 | 1.53% | 1.76% |
| CA San Francisco | San Francisco Muni Rwy | TB | 166.2 | 4,437.5 | 4,648.2 | 4,362.6 | 26,256.4 | 4,421.2 | 4,755.5 | 4,519.8 | 26,637.4 | -1.81% | -1.43% |
| CA San Francisco | San Francisco Muni Rwy | TOTAL | 701.7 | 18,318.7 | 19,102.4 | 18,141.4 | 108,583.9 | 17,946.8 | 19,110.0 | 18,337.6 | 107,925.0 | 0.30% | 0.61% |
| CA San Francisco | Water Emergency Tr Auth | FB | 9.8 | 237.4 | 252.1 | 282.9 | 1,380.6 | 218.5 | 249.0 | 267.6 | 1,274.0 | 5.07% | 8.37% |
| CA San Francisco | Water Emergency Tr Auth | TOTAL | 9.8 | 237.4 | 252.1 | 282.9 | 1,380.6 | 218.5 | 249.0 | 267.6 | 1,274.0 | 5.07% | 8.37% |
| CA San Jose | Santa Clara Valley Trp Auth | DR | 1.5 | 31.0 | 33.9 | 32.8 | 226.7 | 46.5 | 49.7 | 47.8 | 274.9 | -32.15% | -17.53% |
| CA San Jose | Santa Clara Valley Trp Auth | LR | 28.2 | 724.9 | 746.5 | 699.9 | 4,166.2 | 718.2 | 776.0 | 736.7 | 4,325.8 | -2.67% | -3.69% |
| CA San Jose | Santa Clara Valley Trp Auth | MB | 92.2 | 2,353.7 | 2,503.5 | 2,224.1 | 13,936.1 | 2,386.5 | 2,615.0 | 2,365.0 | 14,330.6 | -3.87% | -2.75% |
| CA San Jose | Santa Clara Valley Trp Auth | TOTAL | 122.0 | 3,109.6 | 3,283.9 | 2,956.8 | 18,329.0 | 3,151.2 | 3,440.7 | 3,149.5 | 18,931.3 | -4.01% | -3.18% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | CR | NA | 56.6 | 59.4 | 61.8 | 346.4 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | TOTAL | NA | 56.6 | 59.4 | 61.8 | 346.4 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| CA Santa Barbara | Santa Barbara MTD | DR | 0.2 | 4.8 | 4.9 | 4.8 | 27.7 | 4.6 | 4.9 | 4.6 | 28.2 | 2.84% | -1.77% |
| CA Santa Barbara | Santa Barbara MTD | MB | 21.7 | 602.6 | 599.4 | 451.1 | 3,253.3 | 587.5 | 600.3 | 475.4 | 3,308.5 | -0.61% | -1.67% |
| CA Santa Barbara | Santa Barbara MTD | TOTAL | 21.9 | 607.4 | 604.3 | 455.9 | 3,281.0 | 592.1 | 605.2 | 480.0 | 3,336.7 | -0.58% | -1.67% |

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|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Santa Cruz | Santa Cruz Metro Transit Dist | DR | 0.2 | 6.3 | 6.4 | 5.4 | 35.2 | 6.2 | 6.5 | 6.0 | 41.1 | -3.21% | -14.36% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | MB | 17.7 | 531.1 | 493.2 | 325.5 | 2,660.2 | 507.0 | 504.5 | 362.9 | 2,520.5 | -1.79% | 5.54% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA Santa Monica | Santa Monica's Big Blue Bus | DR | 0.7 | 16.6 | 17.1 | 16.0 | 103.9 | 18.2 | 20.6 | 20.3 | 114.9 | -15.91% | -9.57% |
| CA Santa Monica | Santa Monica's Big Blue Bus | MB | 51.5 | 1,088.7 | 1,178.6 | 1,035.5 | 6,419.0 | 1,070.6 | 1,179.3 | 1,076.1 | 6,530.4 | -0.70% | -1.71% |
| CA Santa Monica | Santa Monica's Big Blue Bus | TOTAL | 52.2 | 1,105.3 | 1,195.7 | 1,051.5 | 6,522.9 | 1,088.8 | 1,199.9 | 1,096.4 | 6,645.3 | -0.96% | -1.84% |
| CA Simi Valley | City of Simi Valley/Transit | DR | 0.2 | 3.4 | 3.6 | 3.5 | 21.2 | NA | NA | NA | NA | NA | NA |
| CA Simi Valley | City of Simi Valley/Transit | MB | 0.6 | 21.3 | 18.9 | 18.2 | 120.5 | 23.2 | 24.8 | 19.9 | 132.2 | -13.99% | -8.85% |
| CA Simi Valley | City of Simi Valley/Transit | TOTAL | 0.8 | 24.7 | 22.5 | 21.7 | 141.7 | NA | NA | NA | NA | NA | NA |
| CA Stockton | San Joaquin Reg Rail Comm | CR | 5.9 | 117.3 | 136.3 | 122.5 | 725.2 | 103.2 | 126.3 | 117.4 | 648.5 | 8.42% | 11.83% |
| CA Stockton | San Joaquin Reg Rail Comm | TOTAL | 5.9 | 117.3 | 136.3 | 122.5 | 725.2 | 103.2 | 126.3 | 117.4 | 648.5 | 8.42% | 11.83% |
| CA Stockton | San Joaquin Reg Trans Dist | DR | 0.3 | 9.4 | 8.6 | 6.7 | 45.7 | 4.0 | 4.8 | 4.4 | 24.5 | 87.12% | 86.53% |
| CA Stockton | San Joaquin Reg Trans Dist | MB | 11.4 | 274.2 | 292.3 | 245.4 | 1,644.1 | 285.3 | 305.0 | 256.6 | 1,709.3 | -4.13% | -3.81% |
| CA Stockton | San Joaquin Reg Trans Dist | TOTAL | 11.7 | 283.6 | 300.9 | 252.1 | 1,689.8 | 289.3 | 309.8 | 261.0 | 1,733.8 | -2.73% | -2.54% |
| CA Thousand Palms | SunLine Transit Agency | DR | 0.5 | 13.2 | 14.1 | 13.7 | 79.4 | 13.2 | 14.1 | 13.7 | 81.6 | 0.00% | -2.70% |
| CA Thousand Palms | SunLine Transit Agency | MB | 12.1 | 339.5 | 358.9 | 300.6 | 2,020.6 | 339.5 | 358.9 | 300.6 | 2,079.1 | 0.00% | -2.81% |
| CA Thousand Palms | SunLine Transit Agency | TOTAL | 12.6 | 352.7 | 373.0 | 314.3 | 2,100.0 | 352.7 | 373.0 | 314.3 | 2,160.7 | 0.00% | -2.81% |
| CA Torrance | Torrance Transit System | DR | 0.3 | 5.7 | 6.0 | 4.9 | 33.1 | 4.0 | 4.0 | 4.0 | 23.9 | 38.33% | 38.49% |
| CA Torrance | Torrance Transit System | MB | 12.3 | 305.6 | 322.7 | 306.1 | 1,832.8 | 300.3 | 330.6 | 313.4 | 1,841.2 | -1.05% | -0.46% |
| CA Torrance | Torrance Transit System | TOTAL | 12.5 | 311.3 | 328.7 | 311.0 | 1,865.9 | 304.3 | 334.6 | 317.4 | 1,865.1 | -0.55% | 0.04% |
| CA Vallejo | Solano County Transit (SolTrans) | DR | 0.1 | 2.5 | 2.8 | 2.6 | 16.5 | 2.9 | 3.1 | 2.9 | 17.3 | -11.24% | -4.62% |
| CA Vallejo | Solano County Transit (SolTrans) | MB | 2.6 | 115.0 | 127.0 | 119.4 | 687.4 | 99.8 | 119.2 | 109.2 | 662.4 | 10.12% | 3.77% |
| CA Vallejo | Solano County Transit (SolTrans) | TOTAL | 2.7 | 117.5 | 129.8 | 122.0 | 703.9 | 102.7 | 122.3 | 112.1 | 679.7 | 9.55% | 3.56% |
| CA Ventura | Ventura County Transp Comm | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA Ventura | Ventura County Transp Comm | MB | 2.1 | 60.6 | 49.5 | 43.9 | 309.3 | 61.7 | 57.5 | 47.8 | 344.6 | -7.78% | -10.24% |
| 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 | 3.1 | 3.5 | 3.2 | 19.7 | 3.1 | 3.4 | 3.2 | 18.7 | 1.03% | 5.35% |
| CA Visalia | Visalia City Coach | MB | 4.8 | 119.9 | 121.0 | 102.1 | 699.3 | 109.2 | 120.0 | 106.6 | 694.6 | 2.14% | 0.68% |
| CA Visalia | Visalia City Coach | TOTAL | 4.9 | 123.0 | 124.5 | 105.3 | 719.0 | 112.3 | 123.4 | 109.8 | 713.3 | 2.11% | 0.80% |
| CA West Covina | Foothill Transit | MB | 42.2 | 1,066.8 | 1,093.6 | 1,008.3 | 6,225.6 | 1,103.5 | 1,146.0 | 1,054.2 | 6,569.6 | -4.09% | -5.24% |
| CA West Covina | Foothill Transit | TOTAL | 42.2 | 1,066.8 | 1,093.6 | 1,008.3 | 6,225.6 | 1,103.5 | 1,146.0 | 1,054.2 | 6,569.6 | -4.09% | -5.24% |

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|------------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Woodland | Yolo County Transportation District | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CA Woodland | Yolo County Transportation District | MB | 3.8 | 103.5 | 99.3 | 95.0 | 608.8 | 103.8 | 115.1 | 101.2 | 638.0 | -6.97% | -4.58% |
| CA Woodland | Yolo County Transportation District | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CO Aspen | Roaring Fork Transp Auth | DR | 0.3 | 11.5 | 7.3 | 11.3 | 83.0 | 7.9 | 7.6 | 11.6 | 77.9 | 11.07% | 6.55% |
| CO Aspen | Roaring Fork Transp Auth | MB | 9.7 | 306.3 | 198.7 | 373.5 | 2,600.7 | 323.1 | 190.7 | 367.1 | 2,729.2 | -0.27% | -4.71% |
| CO Aspen | Roaring Fork Transp Auth | TOTAL | 10.0 | 317.8 | 206.0 | 384.8 | 2,683.7 | 331.0 | 198.3 | 378.7 | 2,807.1 | 0.07% | -4.40% |
| CO Colorado Springs | Mountain Metropolitan Transit | DR | 0.7 | 17.6 | 18.0 | 15.8 | 107.1 | 17.5 | 19.5 | 17.4 | 107.8 | -5.51% | -0.65% |
| CO Colorado Springs | Mountain Metropolitan Transit | MB | 10.4 | 239.9 | 269.6 | 272.0 | 1,500.3 | 250.2 | 282.8 | 299.9 | 1,606.9 | -6.17% | -6.63% |
| CO Colorado Springs | Mountain Metropolitan Transit | VP | 0.2 | 3.7 | 4.0 | 3.9 | 22.8 | 3.4 | 3.9 | 3.5 | 21.0 | 7.41% | 8.57% |
| CO Colorado Springs | Mountain Metropolitan Transit | TOTAL | 11.3 | 261.2 | 291.6 | 291.7 | 1,630.2 | 271.1 | 306.2 | 320.8 | 1,735.7 | -5.97% | -6.08% |
| CO Denver | Regional Trp District | CR | 29.4 | 615.2 | 630.8 | 659.9 | 3,630.0 | 541.5 | 605.8 | 625.2 | 3,261.0 | 7.53% | 11.32% |
| CO Denver | Regional Trp District | DR | 4.6 | 101.3 | 105.1 | 93.6 | 603.0 | 99.1 | 104.8 | 101.8 | 613.5 | -1.86% | -1.71% |
| CO Denver | Regional Trp District | LR | 97.5 | 2,251.4 | 2,022.9 | 2,045.4 | 12,601.8 | 2,083.5 | 2,036.8 | 2,092.6 | 11,970.2 | 1.72% | 5.28% |
| CO Denver | Regional Trp District | MB | 243.6 | 5,401.7 | 5,422.6 | 4,996.0 | 31,521.1 | 5,316.8 | 5,639.9 | 5,466.2 | 33,134.7 | -3.67% | -4.87% |
| CO Denver | Regional Trp District | VP | 0.8 | 16.6 | 16.7 | 17.0 | 103.3 | 16.7 | 16.9 | 16.9 | 103.7 | -0.40% | -0.39% |
| CO Denver | Regional Trp District | TOTAL | 375.8 | 8,386.2 | 8,198.1 | 7,811.9 | 48,459.2 | 8,057.6 | 8,404.2 | 8,302.7 | 49,083.1 | -1.49% | -1.27% |
| CO Grand Junction | Mesa County Reg Transp Office | DR | 0.0 | 2.5 | 2.5 | 2.5 | 14.7 | 1.8 | 1.9 | 2.0 | 11.2 | 31.58% | 31.25% |
| CO Grand Junction | Mesa County Reg Transp Office | MB | 2.6 | 64.4 | 65.6 | 61.8 | 389.9 | 63.4 | 61.9 | 59.6 | 389.1 | 3.73% | 0.21% |
| CO Grand Junction | Mesa County Reg Transp Office | TOTAL | 2.6 | 66.9 | 68.1 | 64.3 | 404.6 | 65.2 | 63.8 | 61.6 | 400.3 | 4.56% | 1.07% |
| CT Bridgeport | Greater Bridgeport Tr Auth | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CT Bridgeport | Greater Bridgeport Tr Auth | MB | NA | 422.3 | 457.0 | 441.0 | 2,521.5 | 432.0 | 459.7 | 443.6 | 2,599.4 | -1.12% | -3.00% |
| CT Bridgeport | Greater Bridgeport Tr Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CT Hartford | Connecticut DOT | DR | 0.2 | 5.8 | 6.0 | 5.7 | 33.5 | 6.0 | 6.4 | 6.4 | 36.5 | -6.91% | -8.22% |
| 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 | Greater Hartford Tran Dist | DR | 2.0 | 42.4 | 44.9 | 41.8 | 249.4 | 40.2 | 44.0 | 41.9 | 246.7 | 2.38% | 1.09% |
| CT Hartford | Greater Hartford Tran Dist | MB | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CT Hartford | Greater Hartford Tran Dist | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CT New Haven | Connecticut DOT | CR | 2.1 | 53.4 | 52.1 | 53.5 | 312.5 | 42.7 | 47.2 | 49.4 | 268.2 | 14.14% | 16.52% |
| CT New Haven | Connecticut DOT | TOTAL | 2.1 | 53.4 | 52.1 | 53.5 | 312.5 | 42.7 | 47.2 | 49.4 | 268.2 | 14.14% | 16.52% |
| CT New Haven | Greater New Haven Transit Dist | DR | 0.8 | 19.4 | 20.8 | 19.7 | 115.1 | 19.4 | 20.7 | 20.0 | 115.4 | -0.33% | -0.26% |
| CT New Haven | Greater New Haven Transit Dist | TOTAL | 0.8 | 19.4 | 20.8 | 19.7 | 115.1 | 19.4 | 20.7 | 20.0 | 115.4 | -0.33% | -0.26% |

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|------------------------|-----------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CT Norwalk | Norwalk Transit District | DR | 0.4 | 8.4 | 9.0 | 8.7 | 49.0 | 8.4 | 9.7 | 8.3 | 53.0 | -1.14% | -7.55% |
| CT Norwalk | Norwalk Transit District | MB | 5.6 | 115.9 | 128.2 | 124.7 | 692.6 | 112.4 | 122.5 | 124.8 | 689.7 | 2.53% | 0.42% |
| CT Norwalk | Norwalk Transit District | TOTAL | NA | 124.3 | 137.2 | 133.4 | 741.6 | 120.8 | 132.2 | 133.1 | 742.7 | 2.28% | -0.15% |
| DC Washington | District Dept of Transp | LR | 3.5 | 102.0 | 100.9 | 97.7 | 580.9 | 84.2 | 98.0 | 100.5 | 553.6 | 6.33% | 4.93% |
| DC Washington | District Dept of Transp | MB | 15.6 | 405.7 | 423.3 | 434.0 | 2,062.8 | NA | NA | NA | NA | NA | NA |
| DC Washington | District Dept of Transp | TOTAL | 19.1 | 507.7 | 524.2 | 531.7 | 2,643.7 | NA | NA | NA | NA | NA | NA |
| DC Washington | Washington Metro Area TA | HR | 837.2 | 20,390.4 | 19,985.4 | 20,978.1 | 114,067.8 | 19,994.7 | 20,141.2 | 21,199.1 | 117,778.9 | 0.03% | -3.15% |
| DC Washington | Washington Metro Area TA | MB | 376.8 | 9,322.3 | 9,901.5 | 9,330.5 | 54,221.4 | 9,827.8 | 10,546.9 | 10,139.1 | 59,586.6 | -6.42% | -9.00% |
| DC Washington | Washington Metro Area TA | TOTAL | 1,214.0 | 29,712.7 | 29,886.9 | 30,308.6 | 168,289.2 | 29,822.5 | 30,688.1 | 31,338.2 | 177,365.5 | -2.11% | -5.12% |
| DE Wilmington | Delaware Transit Corp | DR | 3.5 | 79.0 | 82.5 | 76.1 | 460.5 | 76.6 | 84.4 | 81.8 | 481.3 | -2.14% | -4.32% |
| DE Wilmington | Delaware Transit Corp | MB | 24.9 | 552.3 | 604.5 | 631.9 | 3,372.0 | 561.6 | 612.4 | 669.9 | 3,591.2 | -2.99% | -6.10% |
| DE Wilmington | Delaware Transit Corp | TOTAL | 28.4 | 631.3 | 687.0 | 708.0 | 3,832.5 | 638.2 | 696.8 | 751.7 | 4,072.5 | -2.89% | -5.89% |
| FL Bradenton | Manatee County Area Transit | DR | 0.4 | 8.1 | 8.4 | 8.3 | 49.0 | 8.3 | 9.1 | 8.7 | 52.2 | -4.98% | -6.13% |
| FL Bradenton | Manatee County Area Transit | MB | 4.6 | 125.8 | 111.4 | 117.1 | 722.9 | 147.1 | 121.4 | 122.3 | 806.1 | -9.34% | -10.32% |
| FL Bradenton | Manatee County Area Transit | TOTAL | 5.0 | 133.9 | 119.8 | 125.4 | 771.9 | 155.4 | 130.5 | 131.0 | 858.3 | -9.07% | -10.07% |
| FL Fort Lauderdale | Broward County Transit | DR | 3.1 | 70.9 | 71.8 | 68.1 | 421.6 | 63.0 | 71.9 | 67.4 | 399.4 | 4.20% | 5.56% |
| FL Fort Lauderdale | Broward County Transit | MB | 88.7 | 2,328.6 | 2,299.6 | 2,141.2 | 13,941.5 | 2,406.3 | 2,542.9 | 2,241.5 | 14,903.6 | -5.86% | -6.46% |
| FL Fort Lauderdale | Broward County Transit | TOTAL | 91.8 | 2,399.5 | 2,371.4 | 2,209.3 | 14,363.1 | 2,469.3 | 2,614.8 | 2,308.9 | 15,303.0 | -5.58% | -6.14% |
| FL Fort Myers | Lee Tran | DR | 0.5 | 11.5 | 11.8 | 11.2 | 68.1 | 10.2 | 10.7 | 10.1 | 62.2 | 11.29% | 9.49% |
| FL Fort Myers | Lee Tran | MB | 9.5 | 290.5 | 240.1 | 224.1 | 1,700.7 | 288.1 | 245.9 | 226.3 | 1,702.6 | -0.74% | -0.11% |
| FL Fort Myers | Lee Tran | VP | 0.2 | 7.6 | 7.1 | 7.3 | 42.4 | 4.7 | 5.0 | 7.0 | 27.6 | 31.74% | 53.62% |
| FL Fort Myers | Lee Tran | TOTAL | 10.3 | 309.6 | 259.0 | 242.6 | 1,811.2 | 303.0 | 261.6 | 243.4 | 1,792.4 | 0.40% | 1.05% |
| FL Jacksonville | Jacksonville Transp Auth | AG | 3.4 | 60.9 | 78.1 | 73.3 | 412.4 | 86.5 | 104.1 | 84.1 | 567.6 | -22.72% | -27.34% |
| FL Jacksonville | Jacksonville Transp Auth | DR | 1.3 | 31.2 | 32.3 | 31.0 | 186.6 | 31.5 | 33.4 | 31.5 | 190.9 | -1.97% | -2.25% |
| FL Jacksonville | Jacksonville Transp Auth | FB | 1.3 | 40.1 | 43.0 | 45.6 | 241.3 | 48.9 | 44.9 | 46.4 | 227.6 | -8.20% | 6.02% |
| FL Jacksonville | Jacksonville Transp Auth | MB | 32.9 | 831.3 | 852.6 | 808.1 | 5,071.0 | 873.1 | 916.1 | 865.2 | 5,411.0 | -6.12% | -6.28% |
| FL Jacksonville | Jacksonville Transp Auth | TOTAL | 38.8 | 963.5 | 1,006.0 | 958.0 | 5,911.3 | 1,040.0 | 1,098.5 | 1,027.2 | 6,397.1 | -7.52% | -7.59% |
| FL Miami | Miami-Dade Transit Agency | AG | 27.1 | 740.0 | 694.1 | 641.7 | 4,355.1 | 802.8 | 814.8 | 737.0 | 4,936.9 | -11.84% | -11.78% |
| FL Miami | Miami-Dade Transit Agency | DR | 6.1 | 148.9 | 152.2 | 143.7 | 874.2 | 137.2 | 151.1 | 140.6 | 851.1 | 3.71% | 2.71% |
| FL Miami | Miami-Dade Transit Agency | HR | 64.9 | 1,619.9 | 1,618.5 | 1,524.3 | 9,624.6 | 1,677.5 | 1,787.9 | 1,605.2 | 10,416.8 | -6.07% | -7.61% |
| FL Miami | Miami-Dade Transit Agency | MB | 164.0 | 4,361.0 | 4,277.7 | 4,009.3 | 25,698.4 | 4,895.7 | 5,087.9 | 4,586.6 | 29,856.4 | -13.19% | -13.93% |
| FL Miami | Miami-Dade Transit Agency | TOTAL | 262.2 | 6,869.8 | 6,742.5 | 6,319.0 | 40,552.3 | 7,513.2 | 7,841.7 | 7,069.4 | 46,061.2 | -11.12% | -11.96% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '18 (000's) | Trips for May '18 (000's) | Trips for Jun '18 (000's) | Trips Thru Jun '18 (000's) | Trips for Apr '17 (000's) | Trips for May '17 (000's) | Trips for Jun '17 (000's) | Trips Thru Jun '17 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| FL Orlando | Central Florida RTA | DR | NA | 62.2 | NA | NA | NA | 61.4 | 64.3 | 60.0 | 373.4 | NA | NA |
| FL Orlando | Central Florida RTA | MB | 70.5 | 1,881.7 | 1,895.5 | 1,814.8 | 11,347.9 | 1,952.9 | 2,003.8 | 1,851.1 | 11,859.7 | -3.72% | -4.32% |
| FL Orlando | Central Florida RTA | VP | NA | 27.0 | NA | NA | NA | 37.8 | 38.5 | 38.0 | 227.5 | NA | NA |
| FL Orlando | Central Florida RTA | TOTAL | NA | 1,970.9 | NA | NA | NA | 2,052.1 | 2,106.6 | 1,949.1 | 12,460.6 | NA | NA |
| FL Orlando | SunRail | CR | 3.4 | 72.0 | 72.8 | 74.2 | 443.8 | 69.6 | 71.6 | 75.5 | 464.2 | 1.06% | -4.39% |
| FL Orlando | SunRail | TOTAL | 3.4 | 72.0 | 72.8 | 74.2 | 443.8 | 69.6 | 71.6 | 75.5 | 464.2 | 1.06% | -4.39% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | CR | 14.4 | 381.8 | 381.5 | 337.6 | 2,238.0 | 365.4 | 377.5 | 342.5 | 2,200.0 | 1.43% | 1.73% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | MB | 3.0 | 76.7 | 79.0 | 72.4 | 465.1 | 72.5 | 79.2 | 76.1 | 451.0 | 0.13% | 3.13% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | TOTAL | 17.5 | 458.5 | 460.5 | 410.0 | 2,703.1 | 437.9 | 456.7 | 418.6 | 2,651.0 | 1.20% | 1.97% |
| FL St. Petersburg | Pinellas Suncoast Tran Auth | DR | 1.3 | 32.1 | 32.4 | 30.7 | 185.4 | 27.6 | 29.4 | 27.9 | 166.4 | 12.13% | 11.42% |
| FL St. Petersburg | Pinellas Suncoast Tran Auth | MB | 36.9 | 974.5 | 957.8 | 940.8 | 5,783.9 | 1,024.6 | 1,012.0 | 978.8 | 6,125.5 | -4.72% | -5.58% |
| FL St. Petersburg | Pinellas Suncoast Tran Auth | TOTAL | 38.2 | 1,006.6 | 990.2 | 971.5 | 5,969.3 | 1,052.2 | 1,041.4 | 1,006.7 | 6,291.9 | -4.26% | -5.13% |
| FL Tallahassee | StarMetro-City of Tallahassee | DR | 4.2 | 9.5 | 10.1 | 9.1 | 56.4 | 8.0 | 8.3 | 7.5 | 49.7 | 20.59% | 13.48% |
| FL Tallahassee | StarMetro-City of Tallahassee | MB | 8.6 | 292.2 | 211.7 | 176.5 | 1,510.3 | 322.6 | 236.4 | 181.1 | 1,621.0 | -8.07% | -6.83% |
| FL Tallahassee | StarMetro-City of Tallahassee | TOTAL | 12.8 | 301.7 | 221.8 | 185.6 | 1,566.7 | 330.6 | 244.7 | 188.6 | 1,670.7 | -7.17% | -6.22% |
| FL Tampa | Hillsborough Area Reg TA | DR | 0.7 | 15.4 | 15.5 | 12.9 | 85.9 | 13.9 | 14.0 | 11.8 | 79.7 | 10.33% | 7.78% |
| FL Tampa | Hillsborough Area Reg TA | LR | 0.4 | 24.3 | 22.3 | 27.5 | 159.9 | 23.6 | 17.2 | 19.0 | 152.3 | 23.91% | 4.99% |
| FL Tampa | Hillsborough Area Reg TA | MB | 46.2 | 944.0 | 946.2 | 895.8 | 5,656.1 | 1,053.0 | 1,091.3 | 1,007.1 | 6,513.3 | -11.59% | -13.16% |
| FL Tampa | Hillsborough Area Reg TA | TOTAL | 47.3 | 983.7 | 984.0 | 936.2 | 5,901.9 | 1,090.5 | 1,122.5 | 1,037.9 | 6,745.3 | -10.67% | -12.50% |
| FL West Palm Beach | Palm Beach County STD | DR | 3.4 | 80.9 | 82.0 | 72.8 | 470.0 | 76.5 | 81.1 | 73.3 | 463.3 | 2.08% | 1.45% |
| FL West Palm Beach | Palm Beach County STD | MB | NA | 774.9 | 743.9 | 706.7 | 4,575.5 | 736.2 | 749.7 | 717.7 | 4,585.7 | 0.99% | -0.22% |
| FL West Palm Beach | Palm Beach County STD | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| GA Atlanta | Georgia Regional Trp Auth | MB | 7.5 | 159.3 | 163.9 | 157.6 | 949.2 | 121.3 | 139.4 | 139.9 | 819.9 | 20.02% | 15.77% |
| GA Atlanta | Georgia Regional Trp Auth | TOTAL | 7.5 | 159.3 | 163.9 | 157.6 | 949.2 | 121.3 | 139.4 | 139.9 | 819.9 | 20.02% | 15.77% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | DR | 2.5 | 61.8 | 66.2 | 63.6 | 368.7 | 55.5 | 60.6 | 58.5 | 342.5 | 9.74% | 7.65% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | HR | 205.9 | 5,316.6 | 5,399.3 | 5,315.5 | 31,516.9 | 5,966.4 | 5,773.8 | 5,505.7 | 33,840.4 | -7.04% | -6.87% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | MB | 163.2 | 4,508.7 | 4,226.1 | 4,189.7 | 25,935.0 | 4,701.9 | 4,599.3 | 4,693.3 | 27,896.8 | -7.65% | -7.03% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | TOTAL | 371.7 | 9,887.1 | 9,691.6 | 9,568.8 | 57,820.6 | 10,723.8 | 10,433.7 | 10,257.5 | 62,079.7 | -7.22% | -6.86% |
| GA Savannah | Chatham Area Transit Auth | DR | 2.0 | 8.9 | 8.6 | 8.5 | 53.7 | 9.5 | 10.0 | 8.9 | 54.8 | -8.45% | -2.01% |
| GA Savannah | Chatham Area Transit Auth | MB | 9.3 | 247.7 | 247.4 | 246.0 | 1,456.2 | 261.4 | 253.7 | 246.2 | 1,553.9 | -2.65% | -6.29% |
| GA Savannah | Chatham Area Transit Auth | TOTAL | 11.3 | 256.6 | 256.0 | 254.5 | 1,509.9 | 270.9 | 263.7 | 255.1 | 1,608.7 | -2.86% | -6.14% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '18 (000's) | Trips for May '18 (000's) | Trips for Jun '18 (000's) | Trips Thru Jun '18 (000's) | Trips for Apr '17 (000's) | Trips for May '17 (000's) | Trips for Jun '17 (000's) | Trips Thru Jun '17 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| HI Honolulu | City & Cnty of Honolulu DOTS | DR | 3.9 | 100.3 | 105.5 | 99.5 | 596.7 | 91.8 | 97.0 | 95.0 | 559.5 | 7.58% | 6.65% |
| HI Honolulu | City & Cnty of Honolulu DOTS | MB | 192.2 | 5,233.6 | 5,394.0 | 4,899.3 | 31,284.2 | 5,168.0 | 5,433.4 | 5,072.1 | 31,742.7 | -0.94% | -1.44% |
| HI Honolulu | City & Cnty of Honolulu DOTS | TOTAL | 196.1 | 5,333.9 | 5,499.5 | 4,998.8 | 31,880.9 | 5,259.8 | 5,530.4 | 5,167.1 | 32,302.2 | -0.78% | -1.30% |
| IA Ames | Ames Transit Agency | DR | 0.0 | 0.8 | 0.8 | 0.6 | 4.4 | 0.8 | 0.8 | 0.7 | 4.7 | -4.35% | -6.38% |
| IA Ames | Ames Transit Agency | MB | 15.8 | 686.8 | 261.3 | 158.5 | 3,263.1 | 700.8 | 214.8 | 168.9 | 3,277.5 | 2.04% | -0.44% |
| IA Ames | Ames Transit Agency | TOTAL | 15.8 | 687.6 | 262.1 | 159.1 | 3,267.5 | 701.6 | 215.6 | 169.6 | 3,282.2 | 2.02% | -0.45% |
| ID Ketchum | Mountain Rides Transportation Auth | DR | NA | 0.5 | 0.7 | 0.2 | 2.8 | 0.5 | 0.3 | 0.4 | 2.3 | 16.67% | 21.74% |
| ID Ketchum | Mountain Rides Transportation Auth | MB | NA | 31.5 | 24.2 | 28.3 | 295.3 | 30.1 | 23.2 | 28.2 | 292.9 | 3.07% | 0.82% |
| ID Ketchum | Mountain Rides Transportation Auth | VP | NA | 2.5 | 3.7 | 3.7 | 16.8 | 2.8 | 3.1 | 3.5 | 18.2 | 5.32% | -7.69% |
| ID Ketchum | Mountain Rides Transportation Auth | TOTAL | NA | 34.5 | 28.6 | 32.2 | 314.9 | 33.4 | 26.6 | 32.1 | 313.4 | 3.47% | 0.48% |
| IL Arlington Heights | PACE Suburban Bus | DR | 16.8 | 419.0 | 448.0 | 431.2 | 2,571.0 | 389.9 | 444.5 | 438.6 | 2,540.1 | 1.98% | 1.22% |
| IL Arlington Heights | PACE Suburban Bus | MB | 94.9 | 2,289.3 | 2,425.5 | 2,305.8 | 13,542.7 | 2,300.3 | 2,497.5 | 2,438.5 | 13,912.2 | -2.98% | -2.66% |
| IL Arlington Heights | PACE Suburban Bus | VP | 7.2 | 150.0 | 157.3 | 150.1 | 892.5 | 137.7 | 153.7 | 152.1 | 889.8 | 3.13% | 0.30% |
| IL Arlington Heights | PACE Suburban Bus | TOTAL | 118.9 | 2,858.3 | 3,030.8 | 2,887.1 | 17,006.2 | 2,827.9 | 3,095.7 | 3,029.2 | 17,342.1 | -1.97% | -1.94% |
| 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 | 741.4 | 18,501.8 | 19,617.3 | 19,457.2 | 110,446.6 | 18,606.1 | 19,896.3 | 20,489.1 | 113,775.4 | -2.40% | -2.93% |
| IL Chicago | Chicago Transit Authority | MB | 794.5 | 20,400.9 | 21,468.8 | 19,949.1 | 120,495.2 | 20,111.4 | 21,934.1 | 21,076.5 | 124,716.0 | -2.06% | -3.38% |
| IL Chicago | Chicago Transit Authority | TOTAL | 1,535.9 | 38,902.7 | 41,086.1 | 39,406.3 | 230,941.8 | 38,717.5 | 41,830.4 | 41,565.6 | 238,491.4 | -2.23% | -3.17% |
| IL Chicago | Metra | CR | 285.5 | 5,506.8 | 5,770.5 | 5,954.2 | 33,860.6 | 5,623.7 | 5,932.2 | 6,255.2 | 34,963.5 | -3.25% | -3.15% |
| IL Chicago | Metra | TOTAL | 285.5 | 5,506.8 | 5,770.5 | 5,954.2 | 33,860.6 | 5,623.7 | 5,932.2 | 6,255.2 | 34,963.5 | -3.25% | -3.15% |
| IL Granite City | Madison County Trans Dist | DR | 0.2 | 5.2 | 5.0 | 4.5 | 30.0 | 5.0 | 5.0 | 4.7 | 29.8 | 0.00% | 0.67% |
| IL Granite City | Madison County Trans Dist | MB | 6.7 | 169.2 | 156.4 | 159.6 | 978.6 | 176.2 | 166.5 | 173.5 | 1,069.5 | -6.01% | -8.50% |
| IL Granite City | Madison County Trans Dist | VP | 0.5 | 10.3 | 10.2 | 9.5 | 59.2 | 9.5 | 9.6 | 9.7 | 59.1 | 4.17% | 0.17% |
| IL Granite City | Madison County Trans Dist | TOTAL | 7.3 | 184.7 | 171.6 | 173.6 | 1,067.8 | 190.7 | 181.1 | 187.9 | 1,158.4 | -5.32% | -7.82% |
| IL Macomb | Go West Transit | MB | 2.8 | 126.6 | 50.5 | 17.0 | 517.7 | 154.5 | 72.4 | 20.1 | 647.5 | -21.42% | -20.05% |
| IL Macomb | Go West Transit | TOTAL | 2.8 | 126.6 | 50.5 | 17.0 | 517.7 | 154.5 | 72.4 | 20.1 | 647.5 | -21.42% | -20.05% |
| IL Moline | Rock Island County MMTD | DR | 0.1 | 5.7 | 6.1 | 5.5 | 33.9 | 5.2 | 6.0 | 5.9 | 34.1 | 1.17% | -0.59% |
| IL Moline | Rock Island County MMTD | FB | 0.2 | 0.0 | 2.6 | 10.0 | 12.6 | 0.0 | 2.0 | 9.8 | 11.8 | 6.78% | 6.78% |
| IL Moline | Rock Island County MMTD | MB | 10.4 | 268.3 | 276.5 | 232.3 | 1,585.8 | 279.5 | 282.6 | 254.5 | 1,616.4 | -4.84% | -1.89% |
| IL Moline | Rock Island County MMTD | TOTAL | 10.7 | 274.0 | 285.2 | 247.8 | 1,632.3 | 284.7 | 290.6 | 270.2 | 1,662.3 | -4.55% | -1.80% |

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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|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| IL Normal | Bloomington-Normal Public Transit | DR | 0.3 | 8.5 | 7.6 | 7.2 | 46.5 | 7.3 | 6.9 | 7.0 | 43.0 | 9.91% | 8.14% |
| IL Normal | Bloomington-Normal Public Transit | MB | 6.7 | 213.8 | 166.8 | 143.8 | 1,071.6 | 234.6 | 179.6 | 136.5 | 1,159.1 | -4.78% | -7.55% |
| IL Normal | Bloomington-Normal Public Transit | TOTAL | 7.1 | 222.3 | 174.4 | 151.0 | 1,118.1 | 241.9 | 186.5 | 143.5 | 1,202.1 | -4.23% | -6.99% |
| IL Peoria | Greater Peoria Mass Tr Dist | DR | 0.5 | 11.9 | 13.1 | 11.5 | 71.7 | 11.0 | 12.4 | 12.1 | 70.1 | 2.82% | 2.28% |
| IL Peoria | Greater Peoria Mass Tr Dist | MB | 8.9 | 218.2 | 230.2 | 223.0 | 1,321.8 | 203.8 | 218.9 | 220.9 | 1,301.7 | 4.32% | 1.54% |
| IL Peoria | Greater Peoria Mass Tr Dist | TOTAL | 9.4 | 230.1 | 243.3 | 234.5 | 1,393.5 | 214.8 | 231.3 | 233.0 | 1,371.8 | 4.24% | 1.58% |
| IL Rockford | Rockford Mass Transit Dist | DR | 0.4 | 10.1 | 10.4 | 9.7 | 59.9 | 8.7 | 9.4 | 8.0 | 50.9 | 15.71% | 17.68% |
| IL Rockford | Rockford Mass Transit Dist | MB | 5.1 | 120.6 | 130.0 | 130.7 | 755.7 | 117.9 | 123.8 | 132.6 | 763.2 | 1.87% | -0.98% |
| IL Rockford | Rockford Mass Transit Dist | TOTAL | 5.5 | 130.7 | 140.4 | 140.4 | 815.6 | 126.6 | 133.2 | 140.6 | 814.1 | 2.77% | 0.18% |
| IL Urbana | Champaign-Urbana MTD | DR | 0.4 | 14.4 | 9.1 | 7.0 | 67.0 | 13.5 | 10.3 | 6.7 | 69.3 | 0.00% | -3.32% |
| IL Urbana | Champaign-Urbana MTD | MB | 33.1 | 1,276.8 | 674.5 | 427.7 | 5,883.8 | 1,213.3 | 730.7 | 416.2 | 5,929.7 | 0.80% | -0.77% |
| IL Urbana | Champaign-Urbana MTD | TOTAL | 33.5 | 1,291.2 | 683.6 | 434.7 | 5,950.8 | 1,226.8 | 741.0 | 422.9 | 5,999.0 | 0.79% | -0.80% |
| IN Chesterton | Northern IN Commuter TD | CR | 11.6 | 279.9 | 288.1 | 299.0 | 1,644.9 | 278.9 | 291.3 | 315.1 | 1,671.1 | -2.07% | -1.57% |
| IN Chesterton | Northern IN Commuter TD | TOTAL | 11.6 | 279.9 | 288.1 | 299.0 | 1,644.9 | 278.9 | 291.3 | 315.1 | 1,671.1 | -2.07% | -1.57% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | DR | NA | 7.0 | 7.2 | 6.8 | 42.2 | 6.8 | 7.3 | 7.2 | 41.7 | -1.41% | 1.20% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | MB | 5.9 | 133.5 | 143.4 | 141.7 | 837.2 | 134.5 | 142.6 | 138.4 | 844.7 | 0.75% | -0.89% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | TOTAL | NA | 140.5 | 150.6 | 148.5 | 879.4 | 141.3 | 149.9 | 145.6 | 886.4 | 0.64% | -0.79% |
| IN Indianapolis | Indianapolis Public Trp Corp | DR | 1.1 | 26.5 | 27.1 | 24.9 | 153.4 | 25.9 | 27.6 | 25.9 | 158.6 | -1.13% | -3.28% |
| IN Indianapolis | Indianapolis Public Trp Corp | MB | 29.6 | 715.3 | 772.5 | 726.6 | 4,273.3 | 712.1 | 742.9 | 732.1 | 4,381.0 | 1.25% | -2.46% |
| IN Indianapolis | Indianapolis Public Trp Corp | TOTAL | 30.7 | 741.8 | 799.6 | 751.5 | 4,426.7 | 738.0 | 770.5 | 758.0 | 4,539.6 | 1.16% | -2.49% |
| IN Muncie | Muncie Indiana Transit Sys | DR | 0.2 | 4.3 | 4.4 | 4.4 | 25.6 | 4.6 | 5.3 | 4.7 | 30.5 | -10.27% | -16.07% |
| IN Muncie | Muncie Indiana Transit Sys | MB | 4.4 | 113.4 | 102.1 | 90.1 | 636.5 | 119.8 | 108.2 | 92.5 | 711.1 | -4.65% | -10.49% |
| IN Muncie | Muncie Indiana Transit Sys | TOTAL | 4.6 | 117.7 | 106.5 | 94.5 | 662.1 | 124.4 | 113.5 | 97.2 | 741.6 | -4.89% | -10.72% |
| IN South Bend | South Bend Public Transp | DR | 0.3 | 6.3 | 6.5 | 6.1 | 37.0 | 5.4 | 5.7 | 5.6 | 33.7 | 13.17% | 9.79% |
| IN South Bend | South Bend Public Transp | MB | 5.1 | 128.8 | 128.9 | 117.3 | 771.6 | 126.6 | 132.2 | 120.3 | 805.6 | -1.08% | -4.22% |
| IN South Bend | South Bend Public Transp | TOTAL | 5.4 | 135.1 | 135.4 | 123.4 | 808.6 | 132.0 | 137.9 | 125.9 | 839.3 | -0.48% | -3.66% |
| KS Olathe | Johnson County Transit | DR | 0.2 | 5.2 | 5.4 | 4.9 | 30.8 | 5.7 | 6.4 | 6.1 | 35.6 | -14.84% | -13.48% |
| KS Olathe | Johnson County Transit | MB | 1.7 | 40.0 | 35.4 | 31.5 | 218.4 | 38.5 | 36.4 | 34.0 | 223.3 | -1.84% | -2.19% |
| KS Olathe | Johnson County Transit | TOTAL | 1.9 | 45.2 | 40.8 | 36.4 | 249.2 | 44.2 | 42.8 | 40.1 | 258.9 | -3.70% | -3.75% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '18 (000's) | Trips for May '18 (000's) | Trips for Jun '18 (000's) | Trips Thru Jun '18 (000's) | Trips for Apr '17 (000's) | Trips for May '17 (000's) | Trips for Jun '17 (000's) | Trips Thru Jun '17 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| KY Bowling Green | Community Action of Southern KY | DR | 0.1 | 1.1 | 1.1 | 1.0 | 6.2 | 1.2 | 1.3 | 1.0 | 6.9 | -8.57% | -10.14% |
| KY Bowling Green | Community Action of Southern KY | MB | 0.8 | 5.9 | 6.5 | 6.1 | 35.7 | 7.1 | 7.9 | 7.5 | 47.0 | -17.78% | -24.04% |
| KY Bowling Green | Community Action of Southern KY | TOTAL | 0.9 | 7.0 | 7.6 | 7.1 | 41.9 | 8.3 | 9.2 | 8.5 | 53.9 | -16.54% | -22.26% |
| KY Fort Wright | Tr Auth of Northern Kentucky | DR | 0.3 | 7.6 | 8.1 | 7.2 | 45.6 | 7.4 | 8.1 | 7.7 | 46.8 | -1.29% | -2.56% |
| KY Fort Wright | Tr Auth of Northern Kentucky | MB | 10.2 | 254.8 | 264.4 | 252.0 | 1,498.7 | 259.0 | 262.9 | 256.0 | 1,570.6 | -0.86% | -4.58% |
| KY Fort Wright | Tr Auth of Northern Kentucky | TOTAL | 10.5 | 262.4 | 272.5 | 259.2 | 1,544.3 | 266.4 | 271.0 | 263.7 | 1,617.4 | -0.87% | -4.52% |
| KY Lexington | Transit Auth Lexington-Fayette | DR | NA | 18.8 | 19.5 | 18.0 | 109.0 | 16.7 | 17.8 | 17.4 | 101.5 | 8.48% | 7.39% |
| KY Lexington | Transit Auth Lexington-Fayette | MB | NA | 347.0 | 281.5 | 267.7 | 1,870.8 | 379.2 | 272.8 | 252.2 | 1,985.2 | -0.88% | -5.76% |
| KY Lexington | Transit Auth Lexington-Fayette | VP | NA | 2.1 | 2.1 | 2.0 | 12.6 | 2.1 | 2.1 | 2.1 | 13.3 | -1.59% | -5.26% |
| KY Lexington | Transit Auth Lexington-Fayette | TOTAL | NA | 367.9 | 303.1 | 287.7 | 1,992.4 | 398.0 | 292.7 | 271.7 | 2,100.0 | -0.38% | -5.12% |
| KY Louisville | Transit Auth of River City | DR | 2.1 | 45.8 | 47.4 | 45.6 | 273.6 | 44.2 | 46.7 | 45.1 | 271.4 | 2.06% | 0.81% |
| KY Louisville | Transit Auth of River City | MB | 37.0 | 999.7 | 954.7 | 910.3 | 5,761.7 | 956.2 | 999.0 | 954.4 | 5,988.2 | -1.54% | -3.78% |
| KY Louisville | Transit Auth of River City | TOTAL | 39.1 | 1,045.5 | 1,002.1 | 955.9 | 6,035.3 | 1,000.4 | 1,045.7 | 999.5 | 6,259.6 | -1.38% | -3.58% |
| KY Owensboro | Owensboro Transit System | DR | NA | 1.4 | 1.6 | 1.5 | 9.0 | 1.4 | 1.5 | 1.5 | 8.7 | 2.27% | 3.45% |
| KY Owensboro | Owensboro Transit System | MB | NA | 20.7 | 21.5 | 21.9 | 118.1 | 19.7 | 20.1 | 22.5 | 128.6 | 2.89% | -8.16% |
| KY Owensboro | Owensboro Transit System | TOTAL | NA | 22.1 | 23.1 | 23.4 | 127.1 | 21.1 | 21.6 | 24.0 | 137.3 | 2.85% | -7.43% |
| LA New Orleans | Regional Transit Auth | DR | 7.7 | 19.3 | 20.2 | 19.2 | 113.5 | 17.5 | 18.5 | 17.5 | 105.8 | 9.72% | 7.28% |
| LA New Orleans | Regional Transit Auth | LR | 25.0 | 778.2 | 735.5 | 709.9 | 4,041.4 | 791.8 | 731.0 | 699.1 | 4,202.3 | 0.08% | -3.83% |
| LA New Orleans | Regional Transit Auth | MB | 32.6 | 873.6 | 877.9 | 806.1 | 5,101.7 | 862.4 | 873.3 | 784.0 | 5,215.6 | 1.50% | -2.18% |
| LA New Orleans | Regional Transit Auth | TOTAL | 65.3 | 1,671.1 | 1,633.6 | 1,535.2 | 9,256.6 | 1,671.7 | 1,622.8 | 1,500.6 | 9,523.7 | 0.93% | -2.80% |
| MA Amherst | UMass Transit Service | MB | 9.9 | 436.3 | 185.6 | 85.8 | 1,694.5 | 416.4 | 199.3 | 88.7 | 1,731.7 | 0.47% | -2.15% |
| MA Amherst | UMass Transit Service | TOTAL | 9.9 | 436.3 | 185.6 | 85.8 | 1,694.5 | 416.4 | 199.3 | 88.7 | 1,731.7 | 0.47% | -2.15% |
| MA Boston | Massachusetts Bay Tr Auth | CR | 122.0 | 2,668.9 | 2,816.9 | 2,723.8 | 16,110.4 | 2,657.5 | 2,814.2 | 2,907.0 | 16,817.7 | -2.02% | -4.21% |
| MA Boston | Massachusetts Bay Tr Auth | DR | 6.5 | 166.8 | 173.0 | 164.4 | 961.6 | 173.9 | 181.9 | 173.6 | 1,034.6 | -4.76% | -7.06% |
| MA Boston | Massachusetts Bay Tr Auth | FB | 5.8 | 106.0 | 139.5 | 167.4 | 661.9 | 107.5 | 131.8 | 129.9 | 644.9 | 11.84% | 2.64% |
| MA Boston | Massachusetts Bay Tr Auth | HR | 518.3 | 13,318.5 | 13,975.8 | 13,502.6 | 76,973.2 | 14,222.3 | 14,840.1 | 14,795.8 | 84,026.0 | -6.98% | -8.39% |
| MA Boston | Massachusetts Bay Tr Auth | LR | 169.6 | 4,863.1 | 4,656.2 | 4,454.4 | 26,588.6 | 6,232.9 | 6,069.7 | 5,971.8 | 35,229.7 | -23.53% | -24.53% |
| MA Boston | Massachusetts Bay Tr Auth | MB | 376.1 | 9,546.7 | 10,172.7 | 9,538.9 | 56,213.9 | 9,484.8 | 10,183.3 | 9,861.3 | 57,510.4 | -0.92% | -2.25% |
| MA Boston | Massachusetts Bay Tr Auth | TB | NA | NA | NA | NA | NA | 217.2 | 239.3 | 236.8 | 1,347.0 | NA | NA |
| MA Boston | Massachusetts Bay Tr Auth | TOTAL | NA | NA | NA | NA | NA | 33,096.1 | 34,460.3 | 34,076.2 | 196,610.3 | NA | NA |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MD Baltimore | Maryland Transit Admin | CR | 24.4 | 737.3 | 812.2 | 796.6 | 4,617.9 | 750.2 | 821.8 | 838.2 | 4,574.5 | -2.66% | 0.95% |
| MD Baltimore | Maryland Transit Admin | DR | 7.6 | 255.4 | 264.8 | 255.1 | 1,466.4 | 236.5 | 246.4 | 239.3 | 1,397.2 | 7.35% | 4.95% |
| MD Baltimore | Maryland Transit Admin | HR | 27.3 | 805.8 | 842.2 | 859.6 | 4,422.8 | 895.3 | 944.8 | 1,022.9 | 5,503.5 | -12.41% | -19.64% |
| MD Baltimore | Maryland Transit Admin | LR | 18.4 | 628.0 | 581.0 | 577.2 | 3,634.0 | 634.6 | 568.4 | 620.8 | 3,508.5 | -2.06% | 3.58% |
| MD Baltimore | Maryland Transit Admin | MB | 230.1 | 5,783.0 | 6,225.7 | 5,864.2 | 33,528.3 | 5,701.6 | 6,419.0 | 6,298.7 | 35,901.6 | -2.97% | -6.61% |
| MD Baltimore | Maryland Transit Admin | TOTAL | 307.8 | 8,209.5 | 8,725.9 | 8,352.7 | 47,669.4 | 8,218.2 | 9,000.4 | 9,019.9 | 50,885.3 | -3.62% | -6.32% |
| MD Largo | Prince Georges County Transp | DR | 0.5 | 16.2 | 15.4 | 15.2 | 111.4 | 14.6 | 14.6 | 9.4 | 92.8 | 21.24% | 20.04% |
| MD Largo | Prince Georges County Transp | MB | 11.5 | 232.7 | 240.8 | 233.9 | 1,334.5 | 217.6 | 251.2 | 247.9 | 1,443.5 | -1.30% | -7.55% |
| MD Largo | Prince Georges County Transp | TOTAL | 12.0 | 248.9 | 256.2 | 249.1 | 1,445.9 | 232.2 | 265.8 | 257.3 | 1,536.3 | -0.15% | -5.88% |
| MD Rockville | Montgomery County Ride-On | MB | 71.8 | 1,805.1 | 1,866.2 | 1,799.5 | 10,390.0 | 1,853.8 | 1,951.5 | 1,991.9 | 11,275.2 | -5.63% | -7.85% |
| MD Rockville | Montgomery County Ride-On | TOTAL | 71.8 | 1,805.1 | 1,866.2 | 1,799.5 | 10,390.0 | 1,853.8 | 1,951.5 | 1,991.9 | 11,275.2 | -5.63% | -7.85% |
| ME Portland | Northern NE Passenger RA | CR | 1.6 | 48.5 | 42.8 | 48.5 | 252.3 | 46.3 | 39.0 | 45.9 | 248.2 | 6.55% | 1.65% |
| ME Portland | Northern NE Passenger RA | TOTAL | 1.6 | 48.5 | 42.8 | 48.5 | 252.3 | 46.3 | 39.0 | 45.9 | 248.2 | 6.55% | 1.65% |
| MI Ann Arbor | Ann Arbor Transportation Auth | DR | 0.6 | 14.7 | 14.8 | 14.4 | 89.1 | 14.0 | 14.9 | 14.4 | 87.0 | 1.39% | 2.41% |
| MI Ann Arbor | Ann Arbor Transportation Auth | MB | 22.2 | 560.4 | 515.2 | 478.2 | 3,302.5 | 527.3 | 511.3 | 507.0 | 3,298.1 | 0.53% | 0.13% |
| MI Ann Arbor | Ann Arbor Transportation Auth | TOTAL | NA | 575.1 | 530.0 | 492.6 | 3,391.6 | 541.3 | 526.2 | 521.4 | 3,385.1 | 0.55% | 0.19% |
| MI Detroit | City of Detroit Dept of Trp | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI Detroit | City of Detroit Dept of Trp | MB | NA | 1,911.6 | 2,073.1 | NA | NA | 1,883.5 | 1,981.8 | 1,922.8 | 11,413.6 | NA | NA |
| MI Detroit | City of Detroit Dept of Trp | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| MI Flint | Mass Transportation Authority | DR | 1.6 | 44.8 | 45.3 | 43.7 | 266.9 | 48.4 | 51.3 | 49.0 | 276.0 | -10.02% | -3.30% |
| MI Flint | Mass Transportation Authority | MB | 14.4 | 348.3 | 389.3 | 333.6 | 2,135.8 | 353.8 | 412.0 | 345.4 | 2,336.5 | -3.60% | -8.59% |
| MI Flint | Mass Transportation Authority | TOTAL | 16.0 | 393.1 | 434.6 | 377.3 | 2,402.7 | 402.2 | 463.3 | 394.4 | 2,612.5 | -4.36% | -8.03% |
| MI Grand Rapids | Interurban Transit Partnership | DR | 1.2 | 29.0 | 30.0 | 28.0 | 178.7 | 29.1 | 30.8 | 29.0 | 181.4 | -2.14% | -1.49% |
| MI Grand Rapids | Interurban Transit Partnership | MB | 30.4 | 864.2 | 683.0 | 611.4 | 4,938.7 | 909.2 | 695.2 | 644.2 | 5,258.7 | -4.00% | -6.09% |
| MI Grand Rapids | Interurban Transit Partnership | VP | 0.2 | 3.6 | 3.6 | 3.3 | 20.3 | 3.3 | 3.5 | 3.3 | 20.8 | 3.96% | -2.40% |
| MI Grand Rapids | Interurban Transit Partnership | TOTAL | 31.9 | 896.8 | 716.6 | 642.7 | 5,137.7 | 941.6 | 729.5 | 676.5 | 5,460.9 | -3.90% | -5.92% |
| MI Kalamazoo | Kalamazoo Metro Transit Sys | DR | 0.6 | 14.0 | 14.5 | 13.5 | 84.1 | 13.4 | 14.3 | 13.6 | 83.4 | 1.69% | 0.84% |
| MI Kalamazoo | Kalamazoo Metro Transit Sys | MB | 8.0 | 226.4 | 205.1 | 191.9 | 1,328.1 | 227.8 | 210.9 | 200.2 | 1,377.4 | -2.43% | -3.58% |
| MI Kalamazoo | Kalamazoo Metro Transit Sys | TOTAL | 8.6 | 240.4 | 219.6 | 205.4 | 1,412.2 | 241.2 | 225.2 | 213.8 | 1,460.8 | -2.18% | -3.33% |
| MI Lansing | Capital Area Transp Authority | DR | 1.8 | 43.2 | 42.1 | 39.8 | 254.8 | 39.3 | 41.2 | 38.4 | 245.5 | 5.21% | 3.79% |
| MI Lansing | Capital Area Transp Authority | MB | 27.9 | 1,021.6 | 522.8 | 451.6 | 5,068.0 | 953.6 | 539.1 | 454.3 | 4,981.7 | 2.52% | 1.73% |
| MI Lansing | Capital Area Transp Authority | TOTAL | 29.6 | 1,064.8 | 564.9 | 491.4 | 5,322.8 | 992.9 | 580.3 | 492.7 | 5,227.2 | 2.67% | 1.83% |

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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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MI Monroe | Lake Erie Transp Commission | DR | 0.5 | 9.3 | 10.1 | 9.7 | 57.6 | 9.4 | 10.1 | 10.7 | 59.5 | -3.64% | -3.19% |
| MI Monroe | Lake Erie Transp Commission | MB | 1.0 | 24.6 | 25.7 | 25.3 | 153.4 | 25.1 | 25.6 | 25.0 | 153.1 | -0.13% | 0.20% |
| MI Monroe | Lake Erie Transp Commission | TOTAL | 1.5 | 33.9 | 35.8 | 35.0 | 211.0 | 34.5 | 35.7 | 35.7 | 212.6 | -1.13% | -0.75% |
| MI Muskegon Heights | Muskegon Area Transit Sys | DR | 0.1 | 2.0 | 2.0 | 1.7 | 11.9 | 2.3 | 2.5 | 2.5 | 14.5 | -21.92% | -17.93% |
| MI Muskegon Heights | Muskegon Area Transit Sys | MB | 1.6 | 36.5 | 39.2 | 36.8 | 233.8 | 41.6 | 44.8 | 44.1 | 266.1 | -13.79% | -12.14% |
| MI Muskegon Heights | Muskegon Area Transit Sys | TOTAL | 1.7 | 38.5 | 41.2 | 38.5 | 245.7 | 43.9 | 47.3 | 46.6 | 280.6 | -14.22% | -12.44% |
| MI Port Huron | Blue Water Area Transp Comm | DR | 2.4 | 54.9 | 58.3 | 51.2 | 313.8 | 48.4 | 57.4 | 52.8 | 315.4 | 3.66% | -0.51% |
| MI Port Huron | Blue Water Area Transp Comm | MB | 3.6 | 77.2 | 83.3 | 83.8 | 465.1 | 78.4 | 84.6 | 84.7 | 497.3 | -1.37% | -6.47% |
| MI Port Huron | Blue Water Area Transp Comm | TOTAL | 6.0 | 132.1 | 141.6 | 135.0 | 778.9 | 126.8 | 142.0 | 137.5 | 812.7 | 0.59% | -4.16% |
| MN Burnsville | Minnesota Valley Transit Auth | DR | 0.0 | 1.7 | 1.7 | 1.6 | 9.7 | 1.7 | 2.0 | 1.9 | 10.9 | -10.71% | -11.01% |
| MN Burnsville | Minnesota Valley Transit Auth | MB | 10.3 | 235.4 | 243.1 | 227.7 | 1,387.9 | 228.0 | 239.9 | 240.1 | 1,409.3 | -0.25% | -1.52% |
| MN Burnsville | Minnesota Valley Transit Auth | TOTAL | 10.3 | 237.1 | 244.8 | 229.3 | 1,397.6 | 229.7 | 241.9 | 242.0 | 1,420.2 | -0.34% | -1.59% |
| MN Eden Prairie | Southwest Metro Transit | DR | 0.4 | 8.0 | 8.3 | 7.8 | 48.2 | 6.1 | 6.8 | 6.4 | 37.1 | 24.87% | 29.92% |
| MN Eden Prairie | Southwest Metro Transit | MB | 3.6 | 79.2 | 78.1 | 75.3 | 467.4 | 80.0 | 82.3 | 82.0 | 498.5 | -4.79% | -6.24% |
| MN Eden Prairie | Southwest Metro Transit | TOTAL | 4.0 | 87.2 | 86.4 | 83.1 | 515.6 | 86.1 | 89.1 | 88.4 | 535.6 | -2.62% | -3.73% |
| MN Minneapolis | Metro Transit | CR | 2.9 | 64.2 | 67.1 | 71.2 | 393.1 | 59.9 | 76.2 | 69.8 | 373.7 | -1.65% | 5.19% |
| MN Minneapolis | Metro Transit | LR | NA | 2,024.2 | 2,076.2 | 2,008.1 | 11,831.8 | 2,030.7 | 2,036.1 | 1,881.7 | 11,611.0 | 2.69% | 1.90% |
| MN Minneapolis | Metro Transit | MB | 183.6 | 4,590.9 | 4,818.4 | 4,456.2 | 27,416.7 | 4,734.4 | 4,953.0 | 4,723.7 | 28,841.7 | -3.79% | -4.94% |
| MN Minneapolis | Metro Transit | TOTAL | NA | 6,679.3 | 6,961.7 | 6,535.5 | 39,641.6 | 6,825.0 | 7,065.3 | 6,675.2 | 40,826.4 | -1.89% | -2.90% |
| MN Plymouth | Plymouth Metrolink & DAR | DR | 0.1 | 2.0 | 2.5 | 1.9 | 13.7 | 2.1 | 2.4 | 4.0 | 16.2 | -24.71% | -15.43% |
| MN Plymouth | Plymouth Metrolink & DAR | MB | 2.0 | 41.6 | 44.0 | 41.7 | 250.2 | 38.6 | 43.4 | 41.9 | 245.5 | 2.74% | 1.91% |
| MN Plymouth | Plymouth Metrolink & DAR | TOTAL | 2.1 | 43.6 | 46.5 | 43.6 | 263.9 | 40.7 | 45.8 | 45.9 | 261.7 | 0.98% | 0.84% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | DR | 0.5 | 11.9 | 12.3 | 11.7 | 70.4 | 11.1 | 11.5 | 10.9 | 68.5 | 7.16% | 2.77% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | MB | 5.2 | 155.6 | 113.1 | 112.4 | 842.4 | 162.9 | 119.9 | 113.3 | 907.5 | -3.79% | -7.17% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | TOTAL | 5.7 | 167.5 | 125.4 | 124.1 | 912.8 | 174.0 | 131.4 | 124.2 | 976.0 | -2.93% | -6.48% |
| MO Kansas City | Kansas City Area Trp Auth | DR | 1.4 | 34.6 | 35.8 | 34.1 | 202.8 | 32.9 | 34.4 | 32.7 | 199.9 | 4.50% | 1.45% |
| MO Kansas City | Kansas City Area Trp Auth | MB | 42.0 | 1,011.0 | 1,101.1 | 1,060.8 | 6,137.8 | 1,064.5 | 1,134.4 | 1,147.7 | 6,539.2 | -5.19% | -6.14% |
| MO Kansas City | Kansas City Area Trp Auth | VP | 0.2 | 4.6 | 5.0 | 4.0 | 26.9 | 6.8 | 7.6 | 6.6 | 37.6 | -35.24% | -28.46% |
| MO Kansas City | Kansas City Area Trp Auth | TOTAL | 43.6 | 1,050.2 | 1,141.9 | 1,098.9 | 6,367.5 | 1,104.2 | 1,176.4 | 1,187.0 | 6,776.7 | -5.09% | -6.04% |

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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|------------------------|---------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MO Saint Louis | Bi-State Dev Agency | DR | 1.9 | 46.4 | 47.8 | 45.6 | 275.6 | 44.0 | 46.2 | 45.8 | 274.7 | 2.79% | 0.33% |
| MO Saint Louis | Bi-State Dev Agency | LR | 44.1 | 1,158.3 | 1,209.0 | 1,171.2 | 6,573.5 | 1,233.9 | 1,230.0 | 1,203.5 | 7,148.3 | -3.51% | -8.04% |
| MO Saint Louis | Bi-State Dev Agency | MB | 73.3 | 1,907.3 | 2,022.4 | 1,967.7 | 11,359.4 | 1,984.8 | 2,089.7 | 2,069.7 | 12,262.1 | -4.02% | -7.36% |
| MO Saint Louis | Bi-State Dev Agency | TOTAL | 119.3 | 3,112.0 | 3,279.2 | 3,184.5 | 18,208.5 | 3,262.7 | 3,365.9 | 3,319.0 | 19,685.1 | -3.74% | -7.50% |
| MO Springfield | City Utilities of Springfield | DR | 0.1 | 1.7 | 1.8 | 1.7 | 10.3 | 1.4 | 1.6 | 1.5 | 9.3 | 15.56% | 10.75% |
| MO Springfield | City Utilities of Springfield | MB | 4.3 | 106.2 | 109.2 | 105.0 | 630.6 | 104.8 | 110.9 | 111.2 | 650.5 | -1.99% | -3.06% |
| MO Springfield | City Utilities of Springfield | TOTAL | 4.4 | 107.9 | 111.0 | 106.7 | 640.9 | 106.2 | 112.5 | 112.7 | 659.8 | -1.75% | -2.86% |
| MT Missoula | Missoula Urban Transportation Distr | DR | 0.1 | 2.8 | 2.8 | 2.8 | 16.9 | 2.6 | 2.7 | 2.7 | 15.9 | 5.00% | 6.29% |
| MT Missoula | Missoula Urban Transportation Distr | MB | 5.9 | 133.3 | 135.1 | 132.2 | 799.1 | 137.5 | 134.9 | 130.5 | 805.6 | -0.57% | -0.81% |
| MT Missoula | Missoula Urban Transportation Distr | TOTAL | 6.0 | 136.1 | 137.9 | 135.0 | 816.0 | 140.1 | 137.6 | 133.2 | 821.5 | -0.46% | -0.67% |
| NC Burlington | Link Transit (City of Burlington, NC) | DR | NA | 0.3 | 0.4 | 0.4 | 2.0 | 0.2 | 0.2 | 0.2 | 1.1 | 83.33% | 81.82% |
| NC Burlington | Link Transit (City of Burlington, NC) | MB | 0.3 | 6.4 | 7.1 | 7.7 | 40.6 | 6.0 | 6.7 | 8.4 | 40.9 | 0.47% | -0.73% |
| NC Burlington | Link Transit (City of Burlington, NC) | TOTAL | NA | 6.7 | 7.5 | 8.1 | 42.6 | 6.2 | 6.9 | 8.6 | 42.0 | 2.76% | 1.43% |
| NC Chapel Hill | Chapel Hill Transit | DR | 0.3 | 5.6 | 5.8 | 6.1 | 32.6 | 5.1 | 5.2 | 5.3 | 30.6 | 12.18% | 6.54% |
| NC Chapel Hill | Chapel Hill Transit | MB | 21.2 | 581.1 | 448.2 | 364.3 | 3,111.3 | 535.7 | 443.9 | 364.3 | 2,906.9 | 3.70% | 7.03% |
| NC Chapel Hill | Chapel Hill Transit | TOTAL | 21.5 | 586.7 | 454.0 | 370.4 | 3,143.9 | 540.8 | 449.1 | 369.6 | 2,937.5 | 3.80% | 7.03% |
| NC Charlotte | Charlotte Area Transit | DR | 0.9 | 22.4 | 23.4 | 22.2 | 134.0 | 21.5 | 23.5 | 22.9 | 133.4 | 0.15% | 0.45% |
| NC Charlotte | Charlotte Area Transit | LR | 25.5 | 660.6 | 688.7 | 688.2 | 3,440.6 | 407.3 | 433.2 | 441.4 | 2,551.3 | 58.94% | 34.86% |
| NC Charlotte | Charlotte Area Transit | MB | 46.7 | 1,142.0 | 1,198.5 | 1,131.8 | 7,043.2 | 1,370.4 | 1,328.7 | 1,263.8 | 8,353.1 | -12.38% | -15.68% |
| NC Charlotte | Charlotte Area Transit | VP | 0.6 | 12.7 | 12.7 | 12.1 | 71.0 | 12.2 | 13.5 | 12.2 | 77.4 | -1.06% | -8.27% |
| NC Charlotte | Charlotte Area Transit | TOTAL | 73.6 | 1,837.7 | 1,923.3 | 1,854.3 | 10,688.8 | 1,811.4 | 1,798.9 | 1,740.3 | 11,115.2 | 4.95% | -3.84% |
| NC Durham | Durham Area Transit Auth | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NC Durham | Durham Area Transit Auth | MB | 112.0 | 536.9 | 556.7 | 558.0 | 3,243.9 | 551.6 | 571.2 | 569.5 | 3,408.5 | -2.41% | -4.83% |
| NC Durham | Durham Area Transit Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NC Greensboro | Greensboro Transit Auth | DR | 0.9 | 22.7 | 23.9 | 22.3 | 132.9 | 20.4 | 22.1 | 21.9 | 126.5 | 6.99% | 5.06% |
| NC Greensboro | Greensboro Transit Auth | MB | 10.8 | 276.5 | 271.9 | 262.4 | 1,641.5 | 292.3 | 286.4 | 275.0 | 1,792.2 | -5.03% | -8.41% |
| NC Greensboro | Greensboro Transit Auth | TOTAL | 11.7 | 299.2 | 295.8 | 284.7 | 1,774.4 | 312.7 | 308.5 | 296.9 | 1,918.7 | -4.18% | -7.52% |
| NC Resrch Tringle Park | Triangle Transit Authority | DR | 0.3 | 6.3 | 6.6 | 6.1 | 36.4 | 3.4 | 3.7 | 3.6 | 21.1 | 77.57% | 72.51% |
| NC Resrch Tringle Park | Triangle Transit Authority | MB | 5.9 | 133.1 | 128.6 | 117.3 | 775.6 | 133.7 | 139.0 | 132.6 | 824.3 | -6.49% | -5.91% |
| NC Resrch Tringle Park | Triangle Transit Authority | VP | 0.7 | 15.5 | 16.3 | 15.3 | 95.4 | 16.1 | 18.9 | 18.5 | 108.3 | -11.96% | -11.91% |
| NC Resrch Tringle Park | Triangle Transit Authority | TOTAL | 6.9 | 154.9 | 151.5 | 138.7 | 907.4 | 153.2 | 161.6 | 154.7 | 953.7 | -5.20% | -4.85% |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|---------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NC Winston-Salem | Piedmont Auth for Regional Transp | MB | 1.7 | 37.6 | 35.3 | 36.3 | 219.3 | 31.3 | 33.5 | 30.3 | 207.2 | 14.83% | 5.84% |
| NC Winston-Salem | Piedmont Auth for Regional Transp | VP | 0.9 | 19.1 | 19.8 | 19.9 | 122.3 | 19.7 | 21.3 | 21.6 | 129.4 | -6.07% | -5.49% |
| NC Winston-Salem | Piedmont Auth for Regional Transp | TOTAL | 2.5 | 56.7 | 55.1 | 56.2 | 341.6 | 51.0 | 54.8 | 51.9 | 336.6 | 6.53% | 1.49% |
| NJ Jersey City | Port Authority of NY & NJ | AG | NA | 223.0 | 268.6 | 254.0 | 1,277.2 | 213.2 | 245.2 | 245.7 | 1,252.6 | 5.89% | 1.96% |
| NJ Jersey City | Port Authority of NY & NJ | FB | 5.3 | 104.3 | 122.3 | 129.8 | 641.9 | 100.6 | 104.7 | 110.5 | 566.7 | 12.86% | 13.27% |
| NJ Jersey City | Port Authority of NY & NJ | HR | 320.2 | 7,738.7 | 8,187.8 | 7,965.3 | 45,586.0 | 7,726.2 | 7,999.7 | 8,108.0 | 45,292.8 | 0.24% | 0.65% |
| NJ Jersey City | Port Authority of NY & NJ | TOTAL | NA | 8,066.0 | 8,578.7 | 8,349.1 | 47,505.1 | 8,040.0 | 8,349.6 | 8,464.2 | 47,112.1 | 0.56% | 0.83% |
| NJ Lindenwold | Port Authority Transit Corp | HR | 38.1 | 895.1 | 930.6 | 944.1 | 5,359.3 | 887.9 | 933.9 | 951.5 | 5,443.2 | -0.13% | -1.54% |
| NJ Lindenwold | Port Authority Transit Corp | TOTAL | 38.1 | 895.1 | 930.6 | 944.1 | 5,359.3 | 887.9 | 933.9 | 951.5 | 5,443.2 | -0.13% | -1.54% |
| NJ Newark | New Jersey Transit Corp | CR | NA | 7,005.7 | 7,326.9 | 7,527.8 | 42,028.6 | 6,862.5 | 7,141.1 | 7,352.5 | 42,046.7 | 2.36% | -0.04% |
| NJ Newark | New Jersey Transit Corp | LR | NA | 2,026.3 | 2,215.7 | 2,073.5 | 11,757.9 | 1,924.9 | 2,015.6 | 2,064.6 | 11,570.8 | 5.17% | 1.62% |
| NJ Newark | New Jersey Transit Corp | MB | NA | 12,502.5 | 13,464.9 | 12,947.7 | 74,352.3 | 12,477.9 | 13,482.7 | 13,320.9 | 75,644.3 | -0.93% | -1.71% |
| NJ Newark | New Jersey Transit Corp | TOTAL | NA | 21,534.5 | 23,007.5 | 22,549.0 | 128,138.8 | 21,265.3 | 22,639.4 | 22,738.0 | 129,261.8 | 0.67% | -0.87% |
| NM Albuquerque | City of Albuquerque T & PD | DR | 0.9 | 22.4 | 22.4 | 20.7 | 131.5 | 22.6 | 21.6 | 21.8 | 132.5 | -0.76% | -0.75% |
| NM Albuquerque | City of Albuquerque T & PD | MB | 32.4 | 820.8 | 824.3 | 791.0 | 4,848.4 | 794.9 | 815.8 | 778.8 | 4,873.5 | 1.95% | -0.52% |
| NM Albuquerque | City of Albuquerque T & PD | TOTAL | 33.3 | 843.2 | 846.7 | 811.7 | 4,979.9 | 817.5 | 837.4 | 800.6 | 5,006.0 | 1.88% | -0.52% |
| NM Albuquerque | New Mexico Dept of Trp | CR | 2.7 | 62.2 | 66.8 | 67.9 | 380.1 | 64.3 | 67.0 | 70.0 | 404.4 | -2.19% | -6.01% |
| NM Albuquerque | New Mexico Dept of Trp | MB | 0.9 | 20.5 | 20.9 | 19.8 | 120.8 | 20.0 | 21.8 | 21.0 | 125.5 | -2.55% | -3.75% |
| NM Albuquerque | New Mexico Dept of Trp | TOTAL | 3.6 | 82.7 | 87.7 | 87.7 | 500.9 | 84.3 | 88.8 | 91.0 | 529.9 | -2.27% | -5.47% |
| NM Española | North Central Regional Transit Distri | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NM Española | North Central Regional Transit Distri | MB | NA | 23.7 | 26.3 | 23.7 | 151.8 | 20.8 | 21.5 | 23.6 | 145.2 | 11.84% | 4.55% |
| NM Española | North Central Regional Transit Distri | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| NM Las Cruces | City of Las Cruces-RdRUNR Tr | DR | 0.2 | 4.7 | 4.7 | 4.5 | 27.7 | 4.5 | 4.8 | 4.7 | 28.0 | -0.71% | -1.07% |
| NM Las Cruces | City of Las Cruces-RdRUNR Tr | MB | 1.8 | 49.6 | 44.6 | 41.1 | 278.5 | 43.2 | 42.0 | 36.4 | 257.0 | 11.27% | 8.37% |
| NM Las Cruces | City of Las Cruces-RdRUNR Tr | TOTAL | 2.0 | 54.3 | 49.3 | 45.6 | 306.2 | 47.7 | 46.8 | 41.1 | 285.0 | 10.03% | 7.44% |
| NM Los Alamos | Los Alamos County, Atomic City Tra | DR | 0.0 | 0.5 | 0.5 | 0.5 | 3.1 | 0.6 | 0.6 | 0.6 | 3.4 | -16.67% | -8.82% |
| NM Los Alamos | Los Alamos County, Atomic City Tra | MB | 1.8 | 27.5 | 42.2 | 48.2 | 193.4 | 28.5 | 46.0 | 52.0 | 206.8 | -6.80% | -6.48% |
| NM Los Alamos | Los Alamos County, Atomic City Tra | TOTAL | 1.8 | 28.0 | 42.7 | 48.7 | 196.5 | 29.1 | 46.6 | 52.6 | 210.2 | -6.94% | -6.52% |
| NM Santa Fe | Santa Fe Trails - City of Santa Fe | MB | NA | 68.5 | 71.9 | 65.6 | 402.8 | 70.1 | 72.6 | 72.2 | 420.6 | -4.14% | -4.23% |
| NM Santa Fe | Santa Fe Trails - City of Santa Fe | TOTAL | NA | 68.5 | 71.9 | 65.6 | 402.8 | 70.1 | 72.6 | 72.2 | 420.6 | -4.14% | -4.23% |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NV Las Vegas | RTC of Southern Nevada | DR | 4.6 | 111.7 | 117.1 | 111.9 | 672.1 | 105.8 | 113.9 | 112.1 | 656.5 | 2.68% | 2.38% |
| NV Las Vegas | RTC of Southern Nevada | MB | 190.8 | 5,396.4 | 5,587.2 | 5,207.3 | 31,726.3 | 5,265.5 | 5,456.0 | 5,056.3 | 31,238.9 | 2.62% | 1.56% |
| NV Las Vegas | RTC of Southern Nevada | TOTAL | 195.4 | 5,508.1 | 5,704.3 | 5,319.2 | 32,398.4 | 5,371.3 | 5,569.9 | 5,168.4 | 31,895.4 | 2.62% | 1.58% |
| NV Reno | RTC of Washoe County | DR | 0.9 | 21.6 | 22.1 | 20.2 | 127.6 | 19.3 | 21.3 | 21.0 | 117.6 | 3.73% | 8.50% |
| NV Reno | RTC of Washoe County | MB | 20.5 | 604.7 | 634.5 | 617.2 | 3,630.5 | 604.1 | 629.2 | 617.5 | 3,660.1 | 0.30% | -0.81% |
| NV Reno | RTC of Washoe County | TOTAL | 21.4 | 626.3 | 656.6 | 637.4 | 3,758.1 | 623.4 | 650.5 | 638.5 | 3,777.7 | 0.41% | -0.52% |
| NY Albany | Capital District Transp Auth | DR | 1.0 | 25.2 | 26.3 | 25.0 | 146.5 | 25.8 | 26.2 | 25.8 | 153.6 | -1.67% | -4.62% |
| NY Albany | Capital District Transp Auth | MB | 50.7 | 1,284.9 | 1,346.3 | 1,183.4 | 7,534.0 | 1,401.9 | 1,418.5 | 1,264.1 | 8,134.8 | -6.61% | -7.39% |
| NY Albany | Capital District Transp Auth | TOTAL | 51.7 | 1,310.1 | 1,372.6 | 1,208.4 | 7,680.5 | 1,427.7 | 1,444.7 | 1,289.9 | 8,288.4 | -6.52% | -7.33% |
| NY Albion | Orleans Transit Service | DR | 0.0 | 0.3 | 0.3 | 0.3 | 1.9 | 0.4 | 0.5 | 0.4 | 2.6 | -30.77% | -26.92% |
| NY Albion | Orleans Transit Service | MB | 0.1 | 2.8 | 2.8 | 2.3 | 16.4 | 3.1 | 3.7 | 3.6 | 20.4 | -24.04% | -19.61% |
| NY Albion | Orleans Transit Service | TOTAL | 0.1 | 3.1 | 3.1 | 2.6 | 18.3 | 3.5 | 4.2 | 4.0 | 23.0 | -24.79% | -20.43% |
| NY Batavia | Batavia Bus Service | DR | 0.1 | 1.2 | 1.1 | 1.1 | 6.7 | 0.8 | 0.9 | 0.7 | 4.8 | 41.67% | 39.58% |
| NY Batavia | Batavia Bus Service | MB | 0.2 | 3.9 | 3.4 | 2.8 | 21.8 | 5.6 | 6.0 | 4.0 | 31.9 | -35.26% | -31.66% |
| NY Batavia | Batavia Bus Service | TOTAL | 0.2 | 5.1 | 4.5 | 3.9 | 28.5 | 6.4 | 6.9 | 4.7 | 36.7 | -25.00% | -22.34% |
| NY Buffalo | Niagara Frontier Trp Auth | DR | 0.8 | 17.7 | 18.6 | 17.4 | 105.2 | 17.1 | 18.0 | 17.6 | 104.8 | 1.90% | 0.38% |
| NY Buffalo | Niagara Frontier Trp Auth | LR | 13.6 | 329.2 | 348.5 | 333.4 | 2,028.0 | 317.8 | 332.5 | 337.8 | 2,047.4 | 2.33% | -0.95% |
| NY Buffalo | Niagara Frontier Trp Auth | MB | 66.2 | 1,559.9 | 1,696.8 | 1,459.5 | 9,414.3 | 1,730.8 | 1,858.2 | 1,645.9 | 10,534.8 | -9.91% | -10.64% |
| NY Buffalo | Niagara Frontier Trp Auth | TOTAL | 80.6 | 1,906.8 | 2,063.9 | 1,810.3 | 11,547.5 | 2,065.7 | 2,208.7 | 2,001.3 | 12,687.0 | -7.88% | -8.98% |
| NY Canandaigua | Canandiagua Area Transit Service | DR | 0.0 | 0.6 | 0.6 | 0.5 | 3.4 | 0.7 | 0.8 | 0.8 | 4.9 | -26.09% | -30.61% |
| NY Canandaigua | Canandiagua Area Transit Service | MB | 0.7 | 20.1 | 21.3 | 20.0 | 128.2 | 20.5 | 21.2 | 22.2 | 131.1 | -3.91% | -2.21% |
| NY Canandaigua | Canandiagua Area Transit Service | TOTAL | 0.7 | 20.7 | 21.9 | 20.5 | 131.6 | 21.2 | 22.0 | 23.0 | 136.0 | -4.68% | -3.24% |
| NY Dansville | Livingston Area Transp Svce | DR | 0.1 | 1.6 | 1.7 | 1.5 | 9.5 | 1.6 | 1.6 | 1.6 | 9.7 | 0.00% | -2.06% |
| NY Dansville | Livingston Area Transp Svce | MB | 0.4 | 18.8 | 8.0 | 4.0 | 70.3 | 19.0 | 8.3 | 4.0 | 74.5 | -1.60% | -5.64% |
| NY Dansville | Livingston Area Transp Svce | TOTAL | 0.5 | 20.4 | 9.7 | 5.5 | 79.8 | 20.6 | 9.9 | 5.6 | 84.2 | -1.39% | -5.23% |
| NY Ithaca | Tompkins Consol Area Transit | DR | 0.2 | 4.5 | 4.9 | 4.6 | 26.5 | 4.5 | 5.0 | 4.4 | 27.5 | 0.72% | -3.64% |
| NY Ithaca | Tompkins Consol Area Transit | MB | 12.3 | 375.8 | 342.9 | 194.0 | 2,019.0 | 354.0 | 355.0 | 192.3 | 1,997.0 | 1.26% | 1.10% |
| NY Ithaca | Tompkins Consol Area Transit | VP | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| NY Ithaca | Tompkins Consol Area Transit | TOTAL | NA | 380.3 | 347.8 | 198.6 | 2,045.5 | 358.5 | 360.0 | 196.7 | 2,024.5 | 1.26% | 1.04% |
| NY Jamaica | AirTrain JFK | AG | NA | 652.3 | 775.8 | 777.2 | 3,888.8 | 603.4 | 706.1 | 688.9 | 3,669.9 | 10.35% | 5.96% |
| NY Jamaica | AirTrain JFK | TOTAL | NA | 652.3 | 775.8 | 777.2 | 3,888.8 | 603.4 | 706.1 | 688.9 | 3,669.9 | 10.35% | 5.96% |

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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|------------------------|---------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NY Lyons | Wayne Area Transp Service | DR | 0.0 | 0.6 | 0.4 | 0.3 | 2.8 | 0.6 | 0.4 | 0.4 | 2.9 | -7.14% | -3.45% |
| NY Lyons | Wayne Area Transp Service | MB | 0.8 | 16.2 | 17.3 | 17.9 | 96.2 | 15.9 | 18.4 | 18.9 | 100.7 | -3.38% | -4.47% |
| NY Lyons | Wayne Area Transp Service | TOTAL | 0.8 | 16.8 | 17.7 | 18.2 | 99.0 | 16.5 | 18.8 | 19.3 | 103.6 | -3.48% | -4.44% |
| NY New York | MTA Long Island Rail Road | CR | 360.0 | 8,761.6 | 9,121.5 | 8,761.6 | 52,953.1 | 8,302.7 | 8,855.2 | 8,739.0 | 51,414.1 | 2.89% | 2.99% |
| NY New York | MTA Long Island Rail Road | TOTAL | 360.0 | 8,761.6 | 9,121.5 | 8,761.6 | 52,953.1 | 8,302.7 | 8,855.2 | 8,739.0 | 51,414.1 | 2.89% | 2.99% |
| NY New York | MTA Metro-North Railroad | CR | 306.1 | 7,102.4 | 7,536.4 | 7,573.6 | 42,335.1 | 7,004.4 | 7,453.0 | 7,692.5 | 42,423.9 | 0.28% | -0.21% |
| NY New York | MTA Metro-North Railroad | FB | 0.7 | 15.6 | 15.4 | 17.6 | 65.6 | 15.8 | 16.3 | 18.0 | 93.0 | -2.99% | -29.46% |
| NY New York | MTA Metro-North Railroad | MB | 1.6 | 33.9 | 35.6 | 33.3 | 204.1 | 30.4 | 36.1 | 35.4 | 203.1 | 0.88% | 0.49% |
| NY New York | MTA Metro-North Railroad | TOTAL | 308.4 | 7,151.9 | 7,587.4 | 7,624.5 | 42,604.8 | 7,050.6 | 7,505.4 | 7,745.9 | 42,720.0 | 0.28% | -0.27% |
| NY New York | MTA New York City Transit | DR | 31.1 | 802.8 | 844.0 | 864.5 | 4,627.6 | 746.5 | 788.6 | 778.0 | 4,405.7 | 8.57% | 5.04% |
| NY New York | MTA New York City Transit | HR | 8,524.5 | 217,937.8 | 231,050.3 | 226,719.6 | 1,313,307.1 | 224,826.9 | 240,648.0 | 233,800.1 | 1,358,038.4 | -3.37% | -3.29% |
| NY New York | MTA New York City Transit | MB | 2,452.9 | 63,470.1 | 67,348.6 | 61,887.5 | 363,327.8 | 60,087.7 | 66,046.9 | 62,058.6 | 369,439.9 | 2.40% | -1.65% |
| NY New York | MTA New York City Transit | TOTAL | 11,008.5 | 282,210.7 | 299,242.9 | 289,471.6 | 1,681,262.5 | 285,661.1 | 307,483.5 | 296,636.7 | 1,731,884.0 | -2.12% | -2.92% |
| NY New York | MTA Staten Island Railway | HR | 29.7 | 675.9 | 752.2 | 683.0 | 4,116.3 | 632.6 | 741.6 | 721.6 | 4,075.2 | 0.73% | 1.01% |
| NY New York | MTA Staten Island Railway | TOTAL | 29.7 | 675.9 | 752.2 | 683.0 | 4,116.3 | 632.6 | 741.6 | 721.6 | 4,075.2 | 0.73% | 1.01% |
| NY New York | New York City DOT | FB | 77.4 | 1,945.2 | 2,227.2 | 2,235.3 | 11,564.2 | 2,009.9 | 2,146.6 | 2,341.3 | 11,490.5 | -1.39% | 0.64% |
| NY New York | New York City DOT | MB | 2.0 | 42.8 | 44.7 | 41.1 | 260.7 | 42.2 | 47.8 | 46.4 | 271.3 | -5.72% | -3.91% |
| NY New York | New York City DOT | TOTAL | 79.4 | 1,988.0 | 2,271.9 | 2,276.4 | 11,824.9 | 2,052.1 | 2,194.4 | 2,387.7 | 11,761.8 | -1.48% | 0.54% |
| NY Rochester | Lift Line | DR | 0.8 | 18.5 | 19.9 | 18.6 | 111.5 | 18.0 | 19.1 | 18.0 | 107.2 | 3.45% | 4.01% |
| NY Rochester | Lift Line | MB | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| NY Rochester | Lift Line | TOTAL | NA | 18.5 | 19.9 | 18.6 | 111.5 | 18.0 | 19.1 | 18.0 | 107.2 | 3.45% | 4.01% |
| NY Rochester | Rochester Genesee RTA | MB | 47.5 | 1,154.6 | 1,305.5 | 1,118.6 | 7,299.8 | 1,223.6 | 1,358.2 | 1,201.0 | 7,755.4 | -5.40% | -5.87% |
| NY Rochester | Rochester Genesee RTA | TOTAL | 47.5 | 1,154.6 | 1,305.5 | 1,118.6 | 7,299.8 | 1,223.6 | 1,358.2 | 1,201.0 | 7,755.4 | -5.40% | -5.87% |
| NY Rock Glen | Wyoming Transit Service | DR | NA | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.9 | 0.8 | 5.6 | -100.00% | -100.00% |
| NY Rock Glen | Wyoming Transit Service | MB | 0.2 | 3.3 | 3.5 | 3.4 | 20.3 | 3.8 | 2.8 | 4.6 | 20.0 | -8.93% | 1.50% |
| NY Rock Glen | Wyoming Transit Service | TOTAL | NA | 3.3 | 3.5 | 3.4 | 20.3 | 4.8 | 3.7 | 5.4 | 25.6 | -26.62% | -20.70% |
| NY Waterloo | Seneca Transit Service | DR | 0.1 | 1.2 | 1.3 | 1.3 | 8.1 | 1.2 | 1.3 | 1.4 | 7.3 | -2.56% | 10.96% |
| NY Waterloo | Seneca Transit Service | MB | 0.2 | 3.4 | 3.6 | 3.5 | 21.5 | 4.5 | 5.0 | 4.6 | 27.9 | -25.53% | -22.94% |
| NY Waterloo | Seneca Transit Service | TOTAL | 0.3 | 4.6 | 4.9 | 4.8 | 29.6 | 5.7 | 6.3 | 6.0 | 35.2 | -20.56% | -15.91% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '18 (000's) | Trips for May '18 (000's) | Trips for Jun '18 (000's) | Trips Thru Jun '18 (000's) | Trips for Apr '17 (000's) | Trips for May '17 (000's) | Trips for Jun '17 (000's) | Trips Thru Jun '17 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| OH Akron | METRO Regional Transit Authority | DR | 1.0 | 23.1 | 24.6 | 22.3 | 137.7 | 22.0 | 23.6 | 23.1 | 135.8 | 1.89% | 1.40% |
| OH Akron | METRO Regional Transit Authority | MB | 16.6 | 400.3 | 430.6 | 384.2 | 2,407.4 | 394.8 | 416.3 | 395.6 | 2,407.4 | 0.70% | 0.00% |
| OH Akron | METRO Regional Transit Authority | TOTAL | 17.6 | 423.4 | 455.2 | 406.5 | 2,545.1 | 416.8 | 439.9 | 418.7 | 2,543.2 | 0.76% | 0.07% |
| OH Canton | Stark Area RTA | DR | 0.6 | 14.8 | 14.4 | 11.5 | 81.4 | 13.6 | 14.2 | 11.8 | 81.0 | 2.78% | 0.49% |
| OH Canton | Stark Area RTA | MB | 7.7 | 179.2 | 191.1 | 187.5 | 1,096.8 | 180.3 | 183.9 | 184.9 | 1,101.3 | 1.58% | -0.41% |
| OH Canton | Stark Area RTA | TOTAL | 8.3 | 194.0 | 205.5 | 199.0 | 1,178.2 | 193.9 | 198.1 | 196.7 | 1,182.3 | 1.66% | -0.35% |
| OH Cincinnati | Southwest Ohio RTA | DR | 0.9 | 18.5 | 20.8 | 19.2 | 114.6 | 18.1 | 19.7 | 19.3 | 113.9 | 2.45% | 0.61% |
| OH Cincinnati | Southwest Ohio RTA | MB | 49.7 | 1,203.5 | 1,214.3 | 1,025.6 | 6,788.0 | 1,229.6 | 1,226.5 | 1,074.2 | 7,184.7 | -2.46% | -5.52% |
| OH Cincinnati | Southwest Ohio RTA | TOTAL | 50.5 | 1,222.0 | 1,235.1 | 1,044.8 | 6,902.6 | 1,247.7 | 1,246.2 | 1,093.5 | 7,298.6 | -2.38% | -5.43% |
| OH Cleveland | Greater Cleveland Reg TA | DR | 1.6 | 34.6 | 36.2 | 34.6 | 208.9 | 35.8 | 37.0 | 36.3 | 218.9 | -3.39% | -4.57% |
| OH Cleveland | Greater Cleveland Reg TA | HR | 20.5 | 553.7 | 561.1 | 511.0 | 3,125.1 | 486.1 | 516.4 | 502.3 | 2,912.1 | 8.04% | 7.31% |
| OH Cleveland | Greater Cleveland Reg TA | LR | 5.6 | 139.3 | 151.5 | 138.2 | 827.4 | 162.3 | 198.3 | 192.1 | 1,057.4 | -22.38% | -21.75% |
| OH Cleveland | Greater Cleveland Reg TA | MB | 88.6 | 2,208.4 | 2,322.8 | 2,085.0 | 13,020.4 | 2,696.5 | 2,709.0 | 2,401.5 | 15,757.8 | -15.25% | -17.37% |
| OH Cleveland | Greater Cleveland Reg TA | TOTAL | 116.4 | 2,936.0 | 3,071.6 | 2,768.8 | 17,181.8 | 3,380.7 | 3,460.7 | 3,132.2 | 19,946.2 | -12.00% | -13.86% |
| OH Columbus | Central Ohio Transit Auth | DR | 0.9 | 21.7 | 22.9 | 20.7 | 130.1 | 21.5 | 23.1 | 21.2 | 130.1 | -0.76% | 0.00% |
| OH Columbus | Central Ohio Transit Auth | MB | 58.9 | 1,512.7 | 1,556.5 | 1,538.0 | 9,073.7 | 1,475.4 | 1,529.7 | 1,483.2 | 9,037.1 | 2.65% | 0.40% |
| OH Columbus | Central Ohio Transit Auth | TOTAL | 59.7 | 1,534.4 | 1,579.4 | 1,558.7 | 9,203.8 | 1,496.9 | 1,552.8 | 1,504.4 | 9,167.2 | 2.60% | 0.40% |
| OH Dayton | Greater Dayton Regional TA | DR | 1.0 | 20.0 | 21.1 | 19.4 | 115.1 | 15.1 | 14.6 | 15.6 | 91.6 | 33.55% | 25.66% |
| OH Dayton | Greater Dayton Regional TA | MB | 25.4 | 537.7 | 588.2 | 527.9 | 3,165.0 | 548.9 | 576.2 | 549.9 | 3,194.8 | -1.27% | -0.93% |
| OH Dayton | Greater Dayton Regional TA | TB | 7.3 | 159.2 | 174.1 | 156.3 | 937.0 | 162.5 | 170.6 | 162.8 | 945.8 | -1.27% | -0.93% |
| OH Dayton | Greater Dayton Regional TA | TOTAL | 33.7 | 716.9 | 783.4 | 703.6 | 4,217.1 | 726.5 | 761.4 | 728.3 | 4,232.2 | -0.56% | -0.36% |
| OH Delaware | Delaware Area Transit Agency | MB | 2.8 | 5.8 | 6.1 | 6.1 | 35.6 | 6.7 | 6.9 | 8.1 | 42.0 | -17.05% | -15.24% |
| OH Delaware | Delaware Area Transit Agency | TOTAL | 2.8 | 5.8 | 6.1 | 6.1 | 35.6 | 6.7 | 6.9 | 8.1 | 42.0 | -17.05% | -15.24% |
| OH Grand River | LAKETRAN | DR | 1.2 | 24.5 | 25.4 | 25.0 | 146.7 | 22.7 | 24.3 | 24.7 | 144.7 | 4.46% | 1.38% |
| OH Grand River | LAKETRAN | MB | 1.7 | 36.8 | 38.2 | 35.7 | 218.4 | 35.1 | 37.5 | 37.2 | 221.0 | 0.82% | -1.18% |
| OH Grand River | LAKETRAN | TOTAL | 2.9 | 61.3 | 63.6 | 60.7 | 365.1 | 57.8 | 61.8 | 61.9 | 365.7 | 2.26% | -0.16% |
| OH Kent | Portage Area Reg Trp Auth | DR | NA | 7.5 | 7.5 | 6.4 | 44.1 | 7.5 | 7.7 | 7.5 | 45.5 | -5.73% | -3.08% |
| OH Kent | Portage Area Reg Trp Auth | MB | NA | 130.4 | 65.3 | 30.0 | 565.3 | 126.7 | 65.5 | 27.8 | 559.8 | 2.59% | 0.98% |
| OH Kent | Portage Area Reg Trp Auth | TOTAL | NA | 137.9 | 72.8 | 36.4 | 609.4 | 134.2 | 73.2 | 35.3 | 605.3 | 1.81% | 0.68% |
| OK Edmond | Edmond Transit Management, Inc. | MB | 4.0 | 17.8 | 15.9 | 14.7 | 99.4 | 18.7 | 18.1 | 17.5 | 114.3 | -10.87% | -13.04% |
| OK Edmond | Edmond Transit Management, Inc. | TOTAL | 4.0 | 17.8 | 15.9 | 14.7 | 99.4 | 18.7 | 18.1 | 17.5 | 114.3 | -10.87% | -13.04% |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| OK Lawton | Lawton Area Tr System (LATS) | MB | 1.0 | 26.3 | 29.3 | 24.8 | 162.8 | 33.9 | 32.8 | 31.1 | 196.4 | -17.79% | -17.11% |
| OK Lawton | Lawton Area Tr System (LATS) | TOTAL | 1.0 | 26.3 | 29.3 | 24.8 | 162.8 | 33.9 | 32.8 | 31.1 | 196.4 | -17.79% | -17.11% |
| OK Oklahoma City | Central Oklahoma TA | DR | 0.0 | 5.0 | 5.5 | 5.0 | 30.1 | 4.9 | 5.2 | 5.0 | 31.0 | 2.65% | -2.90% |
| OK Oklahoma City | Central Oklahoma TA | MB | 10.8 | 238.3 | 259.7 | 249.3 | 1,458.7 | 248.1 | 269.0 | 266.1 | 1,552.6 | -4.58% | -6.05% |
| OK Oklahoma City | Central Oklahoma TA | TOTAL | 10.8 | 243.3 | 265.2 | 254.3 | 1,488.8 | 253.0 | 274.2 | 271.1 | 1,583.6 | -4.45% | -5.99% |
| OR Eugene | Lane Transit District | DR | 0.6 | 13.6 | 14.6 | 12.9 | 81.3 | 15.6 | 16.3 | 15.9 | 93.0 | -14.02% | -12.58% |
| OR Eugene | Lane Transit District | MB | 35.4 | 930.2 | 955.3 | 819.1 | 5,374.3 | 906.7 | 951.3 | 818.9 | 5,371.0 | 1.03% | 0.06% |
| OR Eugene | Lane Transit District | TOTAL | 36.0 | 943.8 | 969.9 | 832.0 | 5,455.6 | 922.3 | 967.6 | 834.8 | 5,464.0 | 0.77% | -0.15% |
| OR Portland | Tri-County Metro Trp Dist | CR | 1.6 | 33.4 | 35.0 | 34.0 | 202.9 | 35.6 | 36.6 | 38.2 | 221.6 | -7.25% | -8.44% |
| OR Portland | Tri-County Metro Trp Dist | DR | 3.5 | 86.1 | 88.6 | 81.8 | 507.4 | 85.1 | 91.9 | 87.6 | 504.8 | -3.06% | 0.52% |
| OR Portland | Tri-County Metro Trp Dist | LR | 122.7 | 3,197.6 | 3,377.3 | 3,323.0 | 19,366.2 | 3,272.0 | 3,183.0 | 3,382.8 | 19,633.1 | 0.61% | -1.36% |
| OR Portland | Tri-County Metro Trp Dist | MB | 188.6 | 4,829.1 | 5,083.6 | 4,648.0 | 28,774.3 | 4,864.0 | 5,276.8 | 4,821.8 | 29,449.0 | -2.69% | -2.29% |
| OR Portland | Tri-County Metro Trp Dist | TOTAL | 316.4 | 8,146.2 | 8,584.5 | 8,086.8 | 48,850.8 | 8,256.7 | 8,588.3 | 8,330.4 | 49,808.5 | -1.42% | -1.92% |
| OR Salem | Salem-Keizer Transit | DR | 0.6 | 11.6 | 12.2 | 11.6 | 71.2 | 11.1 | 12.6 | 12.5 | 70.8 | -2.21% | 0.56% |
| OR Salem | Salem-Keizer Transit | MB | 12.2 | 260.0 | 277.0 | 242.6 | 1,524.7 | 248.5 | 282.2 | 263.5 | 1,536.6 | -1.84% | -0.77% |
| OR Salem | Salem-Keizer Transit | TOTAL | 12.8 | 271.6 | 289.2 | 254.2 | 1,595.9 | 259.6 | 294.8 | 276.0 | 1,607.4 | -1.85% | -0.72% |
| PA Allentown | Lehigh & Northampton Trp Auth | DR | 15.4 | 31.9 | 34.4 | 32.2 | 177.8 | 38.8 | 42.9 | 41.5 | 239.0 | -20.05% | -25.61% |
| PA Allentown | Lehigh & Northampton Trp Auth | MB | 17.6 | 365.1 | 390.2 | 369.7 | 2,144.0 | 371.5 | 398.2 | 373.9 | 2,208.2 | -1.63% | -2.91% |
| PA Allentown | Lehigh & Northampton Trp Auth | TOTAL | 32.9 | 397.0 | 424.6 | 401.9 | 2,321.8 | 410.3 | 441.1 | 415.4 | 2,447.2 | -3.42% | -5.12% |
| PA Altoona | Altoona Metro Transit | DR | NA | 1.0 | 1.0 | 0.9 | 5.8 | 1.0 | 1.1 | 1.0 | 6.1 | -6.45% | -4.92% |
| PA Altoona | Altoona Metro Transit | MB | 1.7 | 49.1 | 41.3 | 33.4 | 269.3 | 49.4 | 40.2 | 34.2 | 271.0 | 0.00% | -0.63% |
| PA Altoona | Altoona Metro Transit | TOTAL | NA | 50.1 | 42.3 | 34.3 | 275.1 | 50.4 | 41.3 | 35.2 | 277.1 | -0.16% | -0.72% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | DR | NA | 17.2 | 17.9 | 17.6 | 102.3 | 16.7 | 18.2 | 18.2 | 104.9 | -0.75% | -2.48% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | MB | NA | 163.6 | 172.2 | 161.3 | 981.8 | 154.5 | 174.5 | 184.0 | 1,020.7 | -3.10% | -3.81% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | TOTAL | NA | 180.8 | 190.1 | 178.9 | 1,084.1 | 171.2 | 192.7 | 202.2 | 1,125.6 | -2.88% | -3.69% |
| PA Harris-Phil | Penn DOT (Keystone) | CR | NA | 125.5 | 131.8 | NA | NA | 128.4 | 132.7 | 128.6 | 751.3 | NA | NA |
| PA Harris-Phil | Penn DOT (Keystone) | TOTAL | NA | 125.5 | 131.8 | NA | NA | 128.4 | 132.7 | 128.6 | 751.3 | NA | NA |
| PA Johnstown | Cambria County Transit Auth | DR | 0.0 | 0.6 | 0.6 | 0.6 | 3.5 | 0.4 | 0.4 | 0.4 | 2.3 | 50.00% | 52.17% |
| PA Johnstown | Cambria County Transit Auth | IP | 0.0 | 0.0 | 2.4 | 10.7 | 13.1 | 5.9 | 7.3 | 11.7 | 25.0 | -47.39% | -47.60% |
| PA Johnstown | Cambria County Transit Auth | MB | 2.7 | 75.1 | 81.1 | 84.7 | 477.8 | 76.8 | 81.1 | 87.1 | 488.3 | -1.67% | -2.15% |
| PA Johnstown | Cambria County Transit Auth | TOTAL | 2.7 | 75.7 | 84.1 | 96.0 | 494.4 | 83.1 | 88.8 | 99.2 | 515.6 | -5.64% | -4.11% |

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|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| PA Lancaster | Red Rose Transit Authority | DR | 1.1 | 24.4 | 26.0 | 25.0 | 142.7 | 23.6 | 25.7 | 26.0 | 146.2 | 0.13% | -2.39% |
| PA Lancaster | Red Rose Transit Authority | MB | 7.0 | 147.0 | 150.2 | 150.5 | 860.0 | 143.0 | 145.0 | 141.9 | 855.2 | 4.14% | 0.56% |
| PA Lancaster | Red Rose Transit Authority | TOTAL | 8.1 | 171.4 | 176.2 | 175.5 | 1,002.7 | 166.6 | 170.7 | 167.9 | 1,001.4 | 3.54% | 0.13% |
| PA Philadelphia | Southeastern Penn TA | CR | 119.0 | 2,938.9 | 3,230.5 | 2,478.4 | 17,418.6 | 2,961.7 | 3,027.0 | 2,980.0 | 17,733.4 | -3.58% | -1.78% |
| PA Philadelphia | Southeastern Penn TA | DR | 5.1 | 122.7 | 148.0 | 121.3 | 748.7 | 134.7 | 163.6 | 130.4 | 843.0 | -8.56% | -11.19% |
| PA Philadelphia | Southeastern Penn TA | HR | 323.3 | 8,072.8 | 8,541.4 | 7,831.1 | 48,050.5 | 7,442.4 | 7,968.8 | 7,405.9 | 46,297.7 | 7.14% | 3.79% |
| PA Philadelphia | Southeastern Penn TA | LR | 86.7 | 2,029.1 | 2,116.3 | 2,378.6 | 12,797.4 | 1,956.1 | 2,091.1 | 1,836.2 | 12,320.0 | 10.89% | 3.88% |
| PA Philadelphia | Southeastern Penn TA | MB | 496.3 | 12,006.2 | 12,310.4 | 13,061.4 | 72,421.8 | 12,111.8 | 13,376.8 | 13,367.8 | 77,110.0 | -3.80% | -6.08% |
| PA Philadelphia | Southeastern Penn TA | TB | 18.2 | 442.7 | 468.3 | 462.4 | 2,675.0 | 449.2 | 497.8 | 450.2 | 2,871.1 | -1.70% | -6.83% |
| PA Philadelphia | Southeastern Penn TA | TOTAL | NA | 25,612.4 | 26,814.9 | 26,333.2 | 154,112.0 | 25,055.9 | 27,125.1 | 26,170.5 | 157,175.2 | 0.52% | -1.95% |
| PA Pittsburgh | Port Auth of Allegheny Co | DR | NA | 122.8 | 128.0 | 119.5 | 721.9 | 121.6 | 130.0 | 127.4 | 737.0 | -2.30% | -2.05% |
| PA Pittsburgh | Port Auth of Allegheny Co | IP | NA | 88.8 | 123.0 | 128.7 | 526.7 | 112.0 | 116.5 | 135.6 | 562.6 | -6.48% | -6.38% |
| PA Pittsburgh | Port Auth of Allegheny Co | LR | NA | 631.9 | 673.8 | 675.8 | 3,775.5 | 629.1 | 699.7 | 709.3 | 3,871.4 | -2.78% | -2.48% |
| PA Pittsburgh | Port Auth of Allegheny Co | MB | NA | 4,622.1 | 4,705.6 | 4,375.6 | 26,850.7 | 4,324.8 | 4,488.1 | 4,347.4 | 26,253.8 | 4.13% | 2.27% |
| PA Pittsburgh | Port Auth of Allegheny Co | TOTAL | NA | 5,465.6 | 5,630.4 | 5,299.6 | 31,874.8 | 5,187.5 | 5,434.3 | 5,319.7 | 31,424.8 | 2.85% | 1.43% |
| PA Reading | Berks Area Reading Trp Auth | DR | 0.9 | 2.0 | 2.1 | 1.9 | 11.4 | NA | NA | NA | NA | NA | NA |
| PA Reading | Berks Area Reading Trp Auth | MB | 11.5 | 232.1 | 246.5 | 255.6 | 1,416.4 | NA | NA | NA | NA | NA | NA |
| PA Reading | Berks Area Reading Trp Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| PA Rochester | Beaver County Transit Authority | DR | 0.3 | 6.7 | 7.0 | 6.8 | 40.1 | 5.8 | 6.3 | 6.5 | 39.1 | 10.22% | 2.56% |
| PA Rochester | Beaver County Transit Authority | MB | 2.9 | 65.2 | 66.7 | 73.3 | 404.7 | 65.0 | 68.2 | 70.0 | 409.2 | 0.98% | -1.10% |
| PA Rochester | Beaver County Transit Authority | TOTAL | 3.2 | 71.9 | 73.7 | 80.1 | 444.8 | 70.8 | 74.5 | 76.5 | 448.3 | 1.76% | -0.78% |
| PA Scranton | County of Lackawanna Transit Syst | DR | NA | 9.7 | 10.5 | 10.5 | 55.8 | 8.8 | 10.1 | 10.0 | 55.9 | 6.23% | -0.18% |
| PA Scranton | County of Lackawanna Transit Syst | MB | NA | 80.4 | 87.5 | 84.4 | 487.0 | 80.3 | 86.8 | 85.3 | 486.5 | -0.04% | 0.10% |
| PA Scranton | County of Lackawanna Transit Syst | TOTAL | NA | 90.1 | 98.0 | 94.9 | 542.8 | 89.1 | 96.9 | 95.3 | 542.4 | 0.60% | 0.07% |
| PA State College | Centre Area Transp Auth | DR | 0.1 | 2.8 | 2.8 | 2.7 | 16.1 | 2.9 | 2.9 | 3.0 | 17.5 | -5.68% | -8.00% |
| PA State College | Centre Area Transp Auth | MB | 24.0 | 756.1 | 224.1 | 154.5 | 3,222.4 | 748.8 | 251.9 | 168.0 | 3,352.9 | -2.91% | -3.89% |
| PA State College | Centre Area Transp Auth | VP | NA | 14.2 | 14.7 | 13.6 | 86.4 | 13.6 | 13.9 | 13.7 | 83.0 | 3.16% | 4.10% |
| PA State College | Centre Area Transp Auth | TOTAL | NA | 773.1 | 241.6 | 170.8 | 3,324.9 | 765.3 | 268.7 | 184.7 | 3,453.4 | -2.72% | -3.72% |
| PA Williamsport | Williamsport Bureau of Tr | DR | 0.1 | 0.1 | 0.1 | 0.1 | 0.6 | 0.1 | 0.1 | 0.1 | 0.6 | 0.00% | 0.00% |
| PA Williamsport | Williamsport Bureau of Tr | MB | 4.2 | 103.3 | 110.9 | 109.8 | 631.7 | 98.2 | 102.3 | 103.2 | 607.8 | 6.68% | 3.93% |
| PA Williamsport | Williamsport Bureau of Tr | TOTAL | 4.3 | 103.4 | 111.0 | 109.9 | 632.3 | 98.3 | 102.4 | 103.3 | 608.4 | 6.68% | 3.93% |

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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|------------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| PR San Juan | Puerto Rico DOT | HR | 19.8 | 429.1 | 458.4 | 401.7 | 2,499.2 | 494.7 | 571.9 | 516.4 | 3,533.8 | -18.56% | -29.28% |
| PR San Juan | Puerto Rico DOT | MB | 3.6 | 76.8 | 83.6 | 73.5 | 466.4 | 64.7 | 69.1 | 56.7 | 307.8 | 22.78% | 51.53% |
| PR San Juan | Puerto Rico DOT | TOTAL | 23.4 | 505.9 | 542.0 | 475.2 | 2,965.6 | 559.4 | 641.0 | 573.1 | 3,841.6 | -14.12% | -22.80% |
| SC Charleston | Charleston Area RTA | DR | 0.2 | 6.3 | 6.8 | 6.3 | 37.1 | 6.0 | 6.7 | 6.5 | 36.7 | 1.04% | 1.09% |
| SC Charleston | Charleston Area RTA | MB | 10.2 | 264.2 | 265.3 | 263.2 | 1,529.6 | 321.8 | 325.3 | 297.3 | 1,893.2 | -16.06% | -19.21% |
| SC Charleston | Charleston Area RTA | TOTAL | 10.4 | 270.5 | 272.1 | 269.5 | 1,566.7 | 327.8 | 332.0 | 303.8 | 1,929.9 | -15.72% | -18.82% |
| SC Clemson | Clemson Area Transit | MB | NA | 78.1 | 41.8 | 35.6 | 367.0 | 59.5 | 27.5 | 23.9 | 268.4 | 40.22% | 36.74% |
| SC Clemson | Clemson Area Transit | TOTAL | NA | 78.1 | 41.8 | 35.6 | 367.0 | 59.5 | 27.5 | 23.9 | 268.4 | 40.22% | 36.74% |
| SC Columbia | Central Midlands Regional Transit A | DR | 0.3 | 5.9 | 6.2 | 5.6 | 34.1 | 6.5 | 6.6 | 6.5 | 38.8 | -9.69% | -12.11% |
| SC Columbia | Central Midlands Regional Transit A | MB | 8.2 | 207.3 | 212.5 | 211.3 | 1,292.0 | 189.4 | 195.7 | 198.7 | 1,190.9 | 8.10% | 8.49% |
| SC Columbia | Central Midlands Regional Transit A | TOTAL | 8.5 | 213.2 | 218.7 | 216.9 | 1,326.1 | 195.9 | 202.3 | 205.2 | 1,229.7 | 7.52% | 7.84% |
| SD Sioux Falls | Sioux Area Metro | DR | 0.3 | 7.5 | 8.0 | 7.6 | 45.9 | 8.4 | 8.8 | 8.7 | 52.1 | -10.81% | -11.90% |
| SD Sioux Falls | Sioux Area Metro | MB | 2.5 | 63.1 | 69.9 | 61.4 | 396.2 | 62.8 | 71.0 | 70.8 | 411.4 | -4.99% | -3.69% |
| SD Sioux Falls | Sioux Area Metro | TOTAL | 2.8 | 70.6 | 77.9 | 69.0 | 442.1 | 71.2 | 79.8 | 79.5 | 463.5 | -5.64% | -4.62% |
| TN Chattanooga | Chattanooga Area RTA | DR | NA | 4.3 | 4.4 | 4.2 | 25.6 | 3.9 | 4.3 | 3.9 | 24.4 | 6.61% | 4.92% |
| TN Chattanooga | Chattanooga Area RTA | IP | NA | 43.8 | 41.4 | 64.1 | 219.5 | 48.5 | 40.4 | 58.6 | 222.7 | 1.22% | -1.44% |
| TN Chattanooga | Chattanooga Area RTA | MB | NA | 172.9 | 176.4 | 188.1 | 1,072.3 | 194.4 | 184.5 | 194.9 | 1,129.6 | -6.34% | -5.07% |
| TN Chattanooga | Chattanooga Area RTA | TOTAL | NA | 221.0 | 222.2 | 256.4 | 1,317.4 | 246.8 | 229.2 | 257.4 | 1,376.7 | -4.61% | -4.31% |
| TN Franklin | Franklin Transit Authority | DR | NA | 2.7 | 2.4 | 1.7 | NA | NA | NA | NA | NA | NA | NA |
| TN Franklin | Franklin Transit Authority | MB | NA | 5.3 | 3.4 | 3.1 | NA | 9.5 | 6.2 | 5.0 | 38.2 | -43.00% | NA |
| 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 | 5.8 | 6.0 | 5.6 | 31.9 | 4.1 | 4.8 | 4.8 | 27.3 | 27.01% | 16.85% |
| TN Knoxville | Knoxville Area Transit | MB | 9.0 | 220.0 | 230.6 | 222.3 | 1,311.6 | 211.8 | 218.8 | 217.8 | 1,297.1 | 3.78% | 1.12% |
| TN Knoxville | Knoxville Area Transit | TOTAL | 9.2 | 225.8 | 236.6 | 227.9 | 1,343.5 | 215.9 | 223.6 | 222.6 | 1,324.4 | 4.26% | 1.44% |
| TN Memphis | Memphis Area Transit Auth | DR | 0.7 | 16.4 | 17.4 | 16.6 | 96.9 | 15.9 | 16.4 | 15.9 | 97.8 | 4.56% | -0.92% |
| TN Memphis | Memphis Area Transit Auth | LR | NA | 1.4 | 58.8 | 48.9 | 109.1 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| TN Memphis | Memphis Area Transit Auth | MB | 20.3 | 512.9 | 516.3 | 499.0 | 3,045.5 | 532.9 | 583.0 | 555.9 | 3,352.3 | -8.59% | -9.15% |
| TN Memphis | Memphis Area Transit Auth | TOTAL | NA | 530.7 | 592.5 | 564.5 | 3,251.5 | 548.8 | 599.4 | 571.8 | 3,450.1 | -1.88% | -5.76% |
| TN Nashville | Metropolitan Transit Auth | DR | 1.4 | 36.1 | 37.0 | 35.1 | 217.3 | 37.7 | 39.5 | 38.7 | 230.2 | -6.64% | -5.60% |
| TN Nashville | Metropolitan Transit Auth | MB | 31.3 | 784.8 | 830.1 | 743.0 | 4,646.7 | 748.3 | 768.8 | 683.3 | 4,442.4 | 7.16% | 4.60% |
| TN Nashville | Metropolitan Transit Auth | TOTAL | 32.7 | 820.9 | 867.1 | 778.1 | 4,864.0 | 786.0 | 808.3 | 722.0 | 4,672.6 | 6.47% | 4.10% |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| TN Nashville | Regional Transp Auth | CR | 1.2 | 25.9 | 25.9 | 24.7 | 150.2 | 22.1 | 25.0 | 24.8 | 143.7 | 6.40% | 4.52% |
| TN Nashville | Regional Transp Auth | MB | 0.7 | 16.4 | 16.0 | 15.7 | 94.2 | 15.2 | 17.3 | 17.0 | 99.5 | -2.83% | -5.33% |
| TN Nashville | Regional Transp Auth | VP | 0.5 | 10.7 | 11.4 | 10.1 | 62.9 | 10.6 | 12.2 | 11.3 | 67.5 | -5.57% | -6.81% |
| TN Nashville | Regional Transp Auth | TOTAL | 2.4 | 53.0 | 53.3 | 50.5 | 307.3 | 47.9 | 54.5 | 53.1 | 310.7 | 0.84% | -1.09% |
| TX Austin | Capital Metropolitan Trp Auth | CR | 2.8 | 64.3 | 68.3 | 64.2 | 414.0 | 63.9 | 67.6 | 63.6 | 436.8 | 0.87% | -5.22% |
| TX Austin | Capital Metropolitan Trp Auth | DR | 2.3 | 60.3 | 59.5 | 57.8 | 348.3 | 56.4 | 59.9 | 57.9 | 344.6 | 1.95% | 1.07% |
| TX Austin | Capital Metropolitan Trp Auth | MB | 86.4 | 2,379.9 | 2,195.5 | 2,150.7 | 13,473.5 | 2,411.7 | 2,264.4 | 2,090.3 | 13,880.7 | -0.60% | -2.93% |
| TX Austin | Capital Metropolitan Trp Auth | VP | 2.0 | 42.7 | 46.1 | 42.8 | 256.8 | 38.0 | 42.1 | 40.3 | 235.9 | 9.30% | 8.86% |
| TX Austin | Capital Metropolitan Trp Auth | TOTAL | 93.5 | 2,547.2 | 2,369.4 | 2,315.5 | 14,492.6 | 2,570.0 | 2,434.0 | 2,252.1 | 14,898.0 | -0.33% | -2.72% |
| TX Corpus Christi | Corpus Christi Regional TA | DR | 0.7 | 16.1 | 17.0 | 16.1 | 95.8 | 18.3 | 17.8 | 17.7 | 105.7 | -8.55% | -9.37% |
| TX Corpus Christi | Corpus Christi Regional TA | MB | 19.4 | 428.4 | 444.2 | 395.7 | 2,517.6 | 413.5 | 433.5 | 405.2 | 2,571.0 | 1.29% | -2.08% |
| TX Corpus Christi | Corpus Christi Regional TA | VP | 0.0 | 1.0 | 0.9 | 0.9 | 2.8 | 0.6 | 0.8 | 1.1 | 4.1 | 12.00% | -31.71% |
| TX Corpus Christi | Corpus Christi Regional TA | TOTAL | 20.1 | 445.5 | 462.1 | 412.7 | 2,616.2 | 432.4 | 452.1 | 424.0 | 2,680.8 | 0.90% | -2.41% |
| TX Dallas | Dallas Area Rapid Transit | DR | 2.7 | 65.4 | 68.4 | 64.6 | 386.1 | 64.8 | 69.9 | 66.6 | 403.7 | -1.44% | -4.36% |
| TX Dallas | Dallas Area Rapid Transit | LR | 93.2 | 2,319.6 | 2,447.8 | 2,353.0 | 13,819.6 | 2,386.4 | 2,499.1 | 2,417.9 | 14,661.7 | -2.51% | -5.74% |
| TX Dallas | Dallas Area Rapid Transit | MB | 98.4 | 2,496.8 | 2,566.5 | 2,423.1 | 14,773.4 | 2,591.6 | 2,718.2 | 2,478.4 | 15,710.8 | -3.88% | -5.97% |
| TX Dallas | Dallas Area Rapid Transit | VP | 1.8 | 39.1 | 42.4 | 40.7 | 236.0 | 41.3 | 46.5 | 45.5 | 263.8 | -8.33% | -10.54% |
| TX Dallas | Dallas Area Rapid Transit | TOTAL | 196.2 | 4,920.9 | 5,125.1 | 4,881.4 | 29,215.1 | 5,084.1 | 5,333.7 | 5,008.4 | 31,040.0 | -3.23% | -5.88% |
| TX Dallas-Ft Worth | Trinity Railway Express | CR | 7.1 | 164.1 | 163.6 | 166.6 | 1,005.8 | 165.6 | 169.0 | 173.7 | 1,047.6 | -2.75% | -3.99% |
| TX Dallas-Ft Worth | Trinity Railway Express | TOTAL | 7.1 | 164.1 | 163.6 | 166.6 | 1,005.8 | 165.6 | 169.0 | 173.7 | 1,047.6 | -2.75% | -3.99% |
| TX El Paso | El Paso Mass Transit Dept | DR | 0.9 | 22.9 | 23.6 | 22.3 | 134.7 | 21.0 | 22.8 | 21.9 | 127.9 | 4.72% | 5.32% |
| TX El Paso | El Paso Mass Transit Dept | MB | 38.1 | 1,088.0 | 1,083.7 | 1,014.1 | 6,446.1 | 1,134.8 | 1,168.3 | 1,083.2 | 6,843.2 | -5.92% | -5.80% |
| TX El Paso | El Paso Mass Transit Dept | TOTAL | 39.1 | 1,110.9 | 1,107.3 | 1,036.4 | 6,580.8 | 1,155.8 | 1,191.1 | 1,105.1 | 6,971.1 | -5.72% | -5.60% |
| TX Fort Worth | Fort Worth Trp Auth | DR | 1.2 | 29.7 | 31.4 | 29.5 | 179.6 | 30.6 | 33.3 | 32.3 | 189.5 | -5.82% | -5.22% |
| TX Fort Worth | Fort Worth Trp Auth | MB | 17.5 | 437.1 | 461.9 | 444.7 | 2,623.4 | 534.1 | 570.2 | 557.7 | 3,328.8 | -19.15% | -21.19% |
| TX Fort Worth | Fort Worth Trp Auth | VP | 0.1 | 25.7 | 26.2 | 24.7 | 149.9 | 25.8 | 28.1 | 28.0 | 167.1 | -6.47% | -10.29% |
| TX Fort Worth | Fort Worth Trp Auth | TOTAL | 18.8 | 492.5 | 519.5 | 498.9 | 2,952.9 | 590.5 | 631.6 | 618.0 | 3,685.4 | -17.89% | -19.88% |
| TX Houston | Metro Tr Auth of Harris Co | DR | 6.8 | 166.8 | 177.8 | 170.6 | 986.9 | 157.0 | 166.2 | 165.2 | 964.0 | 5.49% | 2.38% |
| TX Houston | Metro Tr Auth of Harris Co | LR | 60.6 | 1,566.9 | 1,563.6 | 1,587.1 | 9,501.3 | 1,518.8 | 1,564.8 | 1,516.6 | 9,791.4 | 2.55% | -2.96% |
| TX Houston | Metro Tr Auth of Harris Co | MB | 223.3 | 5,609.6 | 5,836.6 | 5,469.4 | 33,240.4 | 5,424.6 | 5,752.7 | 5,491.1 | 33,465.2 | 1.48% | -0.67% |
| TX Houston | Metro Tr Auth of Harris Co | VP | 7.6 | 161.9 | 171.4 | 156.9 | 983.1 | 161.4 | 181.0 | 173.2 | 1,048.9 | -4.93% | -6.27% |
| TX Houston | Metro Tr Auth of Harris Co | TOTAL | 298.2 | 7,505.2 | 7,749.4 | 7,384.0 | 44,711.7 | 7,261.8 | 7,664.7 | 7,346.1 | 45,269.5 | 1.64% | -1.23% |

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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|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| TX Lewisville | Denton County Transportation Auth | CR | 1.4 | 37.8 | 32.0 | 30.0 | 201.4 | 44.1 | 39.5 | 36.1 | 250.5 | -16.62% | -19.60% |
| TX Lewisville | Denton County Transportation Auth | DR | 0.1 | 3.0 | 3.1 | 2.8 | 18.5 | 2.9 | 3.2 | 3.0 | 18.3 | -2.20% | 1.09% |
| TX Lewisville | Denton County Transportation Auth | MB | 6.8 | 250.6 | 115.0 | 80.8 | 1,124.7 | 243.8 | 109.9 | 97.5 | 1,148.1 | -1.06% | -2.04% |
| TX Lewisville | Denton County Transportation Auth | TOTAL | 8.3 | 291.4 | 150.1 | 113.6 | 1,344.6 | 290.8 | 152.6 | 136.6 | 1,416.9 | -4.29% | -5.10% |
| TX Lubbock | Citibus | DR | 0.4 | 8.1 | 8.6 | 8.0 | 48.6 | 8.4 | 8.6 | 8.6 | 49.8 | -3.52% | -2.41% |
| TX Lubbock | Citibus | MB | 10.4 | 398.9 | 174.5 | 89.7 | 1,752.9 | 387.3 | 165.9 | 91.6 | 1,647.7 | 2.84% | 6.38% |
| TX Lubbock | Citibus | TOTAL | 10.8 | 407.0 | 183.1 | 97.7 | 1,801.5 | 395.7 | 174.5 | 100.2 | 1,697.5 | 2.60% | 6.13% |
| TX Port Arthur | Port Arthur Transit | DR | NA | 1.4 | 1.4 | 1.4 | 8.2 | 1.6 | 1.6 | 1.6 | 9.5 | -12.50% | -13.68% |
| TX Port Arthur | Port Arthur Transit | MB | NA | 7.6 | 7.5 | 6.7 | 43.2 | 6.2 | 7.3 | 7.0 | 43.2 | 6.34% | 0.00% |
| TX Port Arthur | Port Arthur Transit | TOTAL | NA | 9.0 | 8.9 | 8.1 | 51.4 | 7.8 | 8.9 | 8.6 | 52.7 | 2.77% | -2.47% |
| TX San Antonio | VIA Metropolitan Transit | DR | 4.1 | 97.9 | 102.5 | 92.5 | 577.2 | 98.2 | 106.9 | 100.8 | 609.2 | -4.25% | -5.25% |
| TX San Antonio | VIA Metropolitan Transit | MB | 109.2 | 2,983.7 | 3,016.2 | 2,884.9 | 17,389.7 | 3,028.7 | 3,063.0 | 2,952.7 | 18,161.9 | -1.76% | -4.25% |
| TX San Antonio | VIA Metropolitan Transit | TOTAL | 113.3 | 3,081.6 | 3,118.7 | 2,977.4 | 17,966.9 | 3,126.9 | 3,169.9 | 3,053.5 | 18,771.1 | -1.85% | -4.28% |
| TX Sugar Land | Fort Bend County Public Transporta | DR | 0.6 | 11.8 | 12.2 | 10.9 | 66.8 | 10.4 | 11.5 | 11.6 | 68.9 | 4.18% | -3.05% |
| TX Sugar Land | Fort Bend County Public Transporta | MB | 1.1 | 22.9 | 24.0 | 22.7 | 131.9 | 19.9 | 22.4 | 22.3 | 129.1 | 7.74% | 2.17% |
| TX Sugar Land | Fort Bend County Public Transporta | TOTAL | 1.7 | 34.7 | 36.2 | 33.6 | 198.7 | 30.3 | 33.9 | 33.9 | 198.0 | 6.52% | 0.35% |
| UT Salt Lake City | Utah Transit Authority | CR | 17.4 | 395.7 | 410.1 | 413.6 | 2,426.5 | 377.8 | 393.6 | 404.4 | 2,386.6 | 3.71% | 1.67% |
| UT Salt Lake City | Utah Transit Authority | DR | 3.3 | 69.2 | 73.3 | 67.3 | 422.9 | 67.3 | 74.0 | 68.6 | 424.5 | -0.05% | -0.38% |
| UT Salt Lake City | Utah Transit Authority | LR | 56.7 | 1,503.6 | 1,451.2 | 1,439.5 | 8,830.8 | 1,540.1 | 1,498.5 | 1,495.5 | 9,212.5 | -3.08% | -4.14% |
| UT Salt Lake City | Utah Transit Authority | MB | 63.0 | 1,526.8 | 1,534.4 | 1,462.6 | 9,343.2 | 1,576.3 | 1,626.6 | 1,542.1 | 9,787.3 | -4.66% | -4.54% |
| UT Salt Lake City | Utah Transit Authority | VP | 4.9 | 107.4 | 101.2 | 105.4 | 619.9 | 122.6 | 104.6 | 109.4 | 668.7 | -6.71% | -7.30% |
| UT Salt Lake City | Utah Transit Authority | TOTAL | 145.3 | 3,602.7 | 3,570.2 | 3,488.4 | 21,643.3 | 3,684.1 | 3,697.3 | 3,620.0 | 22,479.6 | -3.09% | -3.72% |
| VA Alexandria | Virginia Railway Express | CR | 18.9 | 398.2 | 421.3 | 397.9 | 2,343.8 | 380.2 | 417.9 | 413.3 | 2,393.0 | 0.50% | -2.06% |
| VA Alexandria | Virginia Railway Express | TOTAL | 18.9 | 398.2 | 421.3 | 397.9 | 2,343.8 | 380.2 | 417.9 | 413.3 | 2,393.0 | 0.50% | -2.06% |
| VA Blacksburg | Blacksburg Transit | DR | 0.1 | 2.3 | 2.4 | 3.0 | 14.5 | 2.3 | 2.6 | 2.7 | 14.7 | 1.32% | -1.36% |
| VA Blacksburg | Blacksburg Transit | MB | 10.4 | 482.7 | 163.2 | 69.9 | 1,923.7 | 414.1 | 164.4 | 64.9 | 1,763.5 | 11.25% | 9.08% |
| VA Blacksburg | Blacksburg Transit | TOTAL | 10.5 | 485.0 | 165.6 | 72.9 | 1,938.2 | 416.4 | 167.0 | 67.6 | 1,778.2 | 11.14% | 9.00% |
| VA Fairfax | City of Fairfax CUE Bus | MB | 2.0 | 52.8 | 47.6 | 42.6 | 288.5 | 53.8 | 52.1 | 48.8 | 314.1 | -7.56% | -8.15% |
| VA Fairfax | City of Fairfax CUE Bus | TOTAL | 2.0 | 52.8 | 47.6 | 42.6 | 288.5 | 53.8 | 52.1 | 48.8 | 314.1 | -7.56% | -8.15% |
| VA Fairfax | Fairfax County Dept of Transp | MB | 28.4 | 698.0 | 749.0 | 724.9 | 4,069.9 | 698.1 | 753.0 | 760.8 | 4,219.9 | -1.81% | -3.55% |
| VA Fairfax | Fairfax County Dept of Transp | TOTAL | 28.4 | 698.0 | 749.0 | 724.9 | 4,069.9 | 698.1 | 753.0 | 760.8 | 4,219.9 | -1.81% | -3.55% |

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|------------------------|-----------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| VA Hampton | Hampton Roads Transit | DR | 1.2 | 31.7 | 33.3 | 31.1 | 184.6 | 30.3 | 32.4 | 31.6 | 182.8 | 1.91% | 0.98% |
| VA Hampton | Hampton Roads Transit | FB | 1.0 | 24.1 | 34.6 | 58.2 | 153.8 | 20.3 | 50.7 | 67.6 | 169.7 | -15.66% | -9.37% |
| VA Hampton | Hampton Roads Transit | LR | 5.3 | 152.1 | 111.8 | 157.8 | 712.2 | 128.8 | 103.5 | 110.4 | 686.5 | 23.05% | 3.74% |
| VA Hampton | Hampton Roads Transit | MB | 38.3 | 931.4 | 1,001.3 | 1,014.4 | 5,546.8 | 984.0 | 1,050.9 | 1,090.3 | 6,050.7 | -5.70% | -8.33% |
| VA Hampton | Hampton Roads Transit | VP | 0.5 | 10.5 | 11.3 | 10.4 | 63.0 | 8.3 | 9.1 | 9.7 | 53.3 | 18.82% | 18.20% |
| VA Hampton | Hampton Roads Transit | TOTAL | 46.3 | 1,149.8 | 1,192.3 | 1,271.9 | 6,660.4 | 1,171.7 | 1,246.6 | 1,309.6 | 7,143.0 | -3.06% | -6.76% |
| VA Williamsburg | Williamsburg Area Transport | DR | 0.3 | 0.9 | 0.8 | 0.9 | 4.8 | 0.8 | 1.0 | 0.9 | 5.2 | -3.70% | -7.69% |
| VA Williamsburg | Williamsburg Area Transport | MB | 6.8 | 194.3 | 189.1 | 241.1 | 931.5 | 245.2 | 196.3 | 242.5 | 1,007.9 | -8.70% | -7.58% |
| VA Williamsburg | Williamsburg Area Transport | TOTAL | 7.1 | 195.2 | 189.9 | 242.0 | 936.3 | 246.0 | 197.3 | 243.4 | 1,013.1 | -8.68% | -7.58% |
| VA Woodbridge | PRTC Omni-Ride | MB | NA | 207.4 | 215.3 | 199.9 | 1,192.9 | 204.2 | 223.5 | 220.1 | 1,265.7 | -3.89% | -5.75% |
| VA Woodbridge | PRTC Omni-Ride | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| WA Bremerton | Kitsap Transit | DR | 1.2 | 24.5 | 26.7 | 24.8 | 149.2 | 23.3 | 24.4 | 26.0 | 138.9 | 3.12% | 7.42% |
| WA Bremerton | Kitsap Transit | FB | 3.3 | 64.5 | 76.9 | 75.5 | 410.0 | 39.5 | 46.7 | 41.7 | 242.4 | 69.59% | 69.14% |
| WA Bremerton | Kitsap Transit | MB | 10.1 | 212.5 | 226.8 | 208.5 | 1,291.8 | 207.5 | 225.0 | 211.8 | 1,277.9 | 0.54% | 1.09% |
| WA Bremerton | Kitsap Transit | VP | 0.7 | 14.6 | 15.6 | 13.5 | 87.5 | 14.2 | 16.6 | 16.4 | 89.0 | -7.42% | -1.69% |
| WA Bremerton | Kitsap Transit | TOTAL | 15.3 | 316.1 | 346.0 | 322.3 | 1,938.5 | 284.5 | 312.7 | 295.9 | 1,748.2 | 10.22% | 10.89% |
| WA Everett | Snohomish County PTBA | DR | 0.7 | 16.3 | 17.9 | 16.7 | 100.0 | 15.8 | 17.3 | 16.4 | 96.6 | 2.83% | 3.52% |
| WA Everett | Snohomish County PTBA | MB | 34.4 | 815.8 | 874.2 | 782.0 | 4,838.8 | 773.1 | 832.5 | 776.5 | 4,651.5 | 3.77% | 4.03% |
| WA Everett | Snohomish County PTBA | VP | 3.6 | 74.7 | 79.8 | 73.8 | 455.2 | 70.0 | 76.8 | 75.6 | 445.8 | 2.65% | 2.11% |
| WA Everett | Snohomish County PTBA | TOTAL | 38.7 | 906.8 | 971.9 | 872.5 | 5,394.0 | 858.9 | 926.6 | 868.5 | 5,193.9 | 3.66% | 3.85% |
| WA Olympia | Intercity Transit | DR | NA | 15.2 | 16.3 | 15.5 | 91.3 | 13.9 | 15.0 | 15.0 | 85.4 | 7.06% | 6.91% |
| WA Olympia | Intercity Transit | MB | 12.9 | 329.2 | 346.2 | 309.3 | 1,968.2 | 336.5 | 352.3 | 319.5 | 2,022.3 | -2.34% | -2.68% |
| WA Olympia | Intercity Transit | VP | 6.2 | 45.1 | 42.0 | 40.7 | 254.5 | 52.1 | 48.3 | 47.8 | 285.4 | -13.77% | -10.83% |
| WA Olympia | Intercity Transit | TOTAL | NA | 389.5 | 404.5 | 365.5 | 2,314.0 | 402.5 | 415.6 | 382.3 | 2,393.1 | -3.41% | -3.31% |
| WA Richland | Ben Franklin Transit | DR | 5.9 | 37.3 | 38.9 | 38.7 | 227.5 | 38.9 | 42.0 | 44.5 | 241.5 | -8.37% | -5.80% |
| WA Richland | Ben Franklin Transit | MB | 7.3 | 167.1 | 186.8 | 158.6 | 1,032.5 | 189.4 | 209.8 | 192.8 | 1,148.2 | -13.43% | -10.08% |
| WA Richland | Ben Franklin Transit | VP | 3.1 | 56.2 | 56.8 | 61.8 | 348.5 | 52.1 | 55.2 | 55.1 | 320.8 | 7.64% | 8.63% |
| WA Richland | Ben Franklin Transit | TOTAL | 16.4 | 260.6 | 282.5 | 259.1 | 1,608.5 | 280.4 | 307.0 | 292.4 | 1,710.5 | -8.82% | -5.96% |

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| WA Seattle | King County Dept of Trp | DR | 3.5 | 85.2 | 90.8 | 83.0 | 503.8 | 80.1 | 85.1 | 81.3 | 480.6 | 5.07% | 4.83% |
| WA Seattle | King County Dept of Trp | LR | 5.4 | 128.1 | 144.8 | 144.0 | 785.9 | 119.7 | 127.2 | 121.5 | 684.5 | 13.17% | 14.81% |
| WA Seattle | King County Dept of Trp | MB | 337.5 | 8,634.1 | 9,070.8 | 8,532.3 | 51,629.7 | 8,603.6 | 9,052.5 | 8,747.7 | 51,574.6 | -0.63% | 0.11% |
| WA Seattle | King County Dept of Trp | TB | 75.5 | 1,573.0 | 1,804.8 | 1,623.0 | 9,731.5 | 1,515.0 | 1,751.9 | 1,692.5 | 9,766.4 | 0.83% | -0.36% |
| WA Seattle | King County Dept of Trp | VP | 13.8 | 283.3 | 349.4 | 257.8 | 1,815.5 | 269.1 | 298.2 | 341.5 | 1,808.9 | -2.01% | 0.36% |
| WA Seattle | King County Dept of Trp | TOTAL | 435.7 | 10,703.7 | 11,460.6 | 10,640.1 | 64,466.4 | 10,587.5 | 11,314.9 | 10,984.5 | 64,315.0 | -0.25% | 0.24% |
| WA Seattle | Sound Transit | CR | 18.0 | 374.2 | 408.0 | 387.1 | 2,333.1 | 341.6 | 386.3 | 384.9 | 2,187.7 | 5.08% | 6.65% |
| WA Seattle | Sound Transit | DR | 0.2 | 5.5 | 5.7 | 5.3 | 32.4 | 4.9 | 5.3 | 5.1 | 29.8 | 7.84% | 8.72% |
| WA Seattle | Sound Transit | LR | 81.0 | 1,991.1 | 2,330.6 | 2,258.8 | 12,291.9 | 1,922.8 | 2,126.5 | 2,186.2 | 11,638.7 | 5.53% | 5.61% |
| WA Seattle | Sound Transit | MB | 64.6 | 1,486.0 | 1,627.3 | 1,562.7 | 9,104.5 | 1,494.5 | 1,636.9 | 1,601.1 | 9,231.9 | -1.19% | -1.38% |
| WA Seattle | Sound Transit | TOTAL | 163.8 | 3,856.8 | 4,371.6 | 4,213.9 | 23,761.9 | 3,763.8 | 4,155.0 | 4,177.3 | 23,088.1 | 2.86% | 2.92% |
| WA Seattle | Washington State Ferries | FB | 70.8 | 1,902.0 | 2,191.0 | 2,350.0 | 11,538.4 | 1,968.2 | 2,170.6 | 2,331.8 | 11,429.6 | -0.43% | 0.95% |
| WA Seattle | Washington State Ferries | TOTAL | 70.8 | 1,902.0 | 2,191.0 | 2,350.0 | 11,538.4 | 1,968.2 | 2,170.6 | 2,331.8 | 11,429.6 | -0.43% | 0.95% |
| WA Spokane | Spokane Transit Authority | DR | 1.9 | 40.8 | 43.3 | 37.6 | 243.2 | 40.2 | 43.2 | 39.6 | 242.1 | -1.06% | 0.45% |
| WA Spokane | Spokane Transit Authority | MB | 35.3 | 878.9 | 950.7 | 799.7 | 5,270.6 | 886.3 | 966.3 | 841.1 | 5,367.2 | -2.39% | -1.80% |
| WA Spokane | Spokane Transit Authority | VP | 0.6 | 13.6 | 14.1 | 12.6 | 81.9 | 16.8 | 15.9 | 15.2 | 97.1 | -15.87% | -15.65% |
| WA Spokane | Spokane Transit Authority | TOTAL | 37.8 | 933.3 | 1,008.1 | 849.9 | 5,595.7 | 943.3 | 1,025.4 | 895.9 | 5,706.4 | -2.56% | -1.94% |
| WA Tacoma | Pierce Transit | DR | 1.0 | 25.0 | 26.8 | 24.8 | 152.4 | 26.7 | 29.1 | 28.3 | 163.4 | -8.92% | -6.73% |
| WA Tacoma | Pierce Transit | MB | 29.8 | 718.5 | 796.3 | 742.2 | 4,419.9 | 699.6 | 766.8 | 734.7 | 4,285.4 | 2.54% | 3.14% |
| WA Tacoma | Pierce Transit | VP | 2.9 | 67.3 | 67.7 | 64.1 | 407.7 | 65.8 | 70.9 | 69.4 | 415.8 | -3.40% | -1.95% |
| WA Tacoma | Pierce Transit | TOTAL | 33.6 | 810.8 | 890.8 | 831.1 | 4,980.0 | 792.1 | 866.8 | 832.4 | 4,864.6 | 1.66% | 2.37% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | DR | 8.8 | 21.6 | 23.6 | 20.8 | 129.6 | 20.7 | 22.2 | 20.4 | 123.5 | 4.27% | 4.94% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | MB | 20.1 | 486.2 | 537.0 | 492.7 | 2,984.9 | 462.2 | 504.5 | 484.1 | 2,844.4 | 4.49% | 4.94% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | VP | 0.2 | 3.7 | 3.8 | 3.6 | 23.0 | 4.9 | 5.4 | 5.4 | 30.8 | -29.30% | -25.32% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | TOTAL | 29.1 | 511.5 | 564.4 | 517.1 | 3,137.5 | 487.8 | 532.1 | 509.9 | 2,998.7 | 4.13% | 4.63% |
| WA Wenatchee | Chelan-Douglas PTBA | DR | 0.2 | 4.1 | 4.3 | 4.1 | 25.5 | 4.5 | 4.8 | 4.8 | 28.4 | -11.35% | -10.21% |
| WA Wenatchee | Chelan-Douglas PTBA | MB | 3.6 | 73.7 | 80.6 | 74.3 | 443.9 | 78.1 | 85.5 | 82.9 | 480.9 | -7.26% | -7.69% |
| WA Wenatchee | Chelan-Douglas PTBA | TOTAL | 3.8 | 77.8 | 84.9 | 78.4 | 469.4 | 82.6 | 90.3 | 87.7 | 509.3 | -7.48% | -7.83% |
| WI Green Bay | Green Bay Metro Transit | DR | 0.1 | 2.8 | 3.0 | 2.9 | 17.9 | 3.2 | 3.5 | 3.3 | 20.4 | -13.00% | -12.25% |
| WI Green Bay | Green Bay Metro Transit | MB | 4.4 | 103.4 | 114.2 | 97.3 | 632.5 | 102.6 | 108.6 | 94.7 | 615.8 | 2.94% | 2.71% |
| WI Green Bay | Green Bay Metro Transit | TOTAL | 4.5 | 106.2 | 117.2 | 100.2 | 650.4 | 105.8 | 112.1 | 98.0 | 636.2 | 2.44% | 2.23% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '18 (000's) | Trips for May '18 (000's) | Trips for Jun '18 (000's) | Trips Thru Jun '18 (000's) | Trips for Apr '17 (000's) | Trips for May '17 (000's) | Trips for Jun '17 (000's) | Trips Thru Jun '17 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| WI Madison | Metro Transit | DR | 0.5 | 13.4 | 11.4 | 9.9 | 97.0 | 23.4 | 25.0 | 24.4 | 146.4 | -52.34% | -33.74% |
| WI Madison | Metro Transit | MB | 43.8 | 1,300.0 | 1,038.1 | 792.6 | 6,726.7 | 1,181.9 | 1,053.1 | 801.5 | 6,732.6 | 3.10% | -0.09% |
| WI Madison | Metro Transit | TOTAL | 44.3 | 1,313.4 | 1,049.5 | 802.5 | 6,823.7 | 1,205.3 | 1,078.1 | 825.9 | 6,879.0 | 1.80% | -0.80% |
| WI Milwaukee | Milwaukee County Tr Sys | DR | 1.7 | 43.2 | 45.9 | 37.7 | 256.1 | 43.3 | 46.2 | 44.4 | 264.9 | -5.30% | -3.32% |
| WI Milwaukee | Milwaukee County Tr Sys | MB | 91.9 | 2,359.6 | 2,477.0 | 2,371.4 | 14,244.5 | 2,599.3 | 2,777.3 | 2,582.2 | 15,995.3 | -9.43% | -10.95% |
| WI Milwaukee | Milwaukee County Tr Sys | TOTAL | 93.6 | 2,402.8 | 2,522.9 | 2,409.1 | 14,500.6 | 2,642.6 | 2,823.5 | 2,626.6 | 16,260.2 | -9.37% | -10.82% |
| WI Port Washington | Ozaukee County Transit Services | DR | 0.4 | 9.6 | 9.8 | 8.8 | 57.9 | 9.4 | 9.7 | 9.2 | 58.8 | -0.35% | -1.53% |
| WI Port Washington | Ozaukee County Transit Services | MB | 0.2 | 5.6 | 5.5 | 4.8 | 33.4 | 6.6 | 7.0 | 6.1 | 40.5 | -19.29% | -17.53% |
| WI Port Washington | Ozaukee County Transit Services | TOTAL | 0.6 | 15.2 | 15.3 | 13.6 | 91.3 | 16.0 | 16.7 | 15.3 | 99.3 | -8.12% | -8.06% |
| WV Morgantown | Mountain Line Transit Authority | DR | 0.0 | 0.2 | 0.2 | 0.1 | 0.9 | 0.2 | 0.3 | 0.3 | 1.6 | -37.50% | -43.75% |
| WV Morgantown | Mountain Line Transit Authority | MB | 3.1 | 105.6 | 48.2 | 45.8 | 498.3 | 96.7 | 47.5 | 43.6 | 470.5 | 6.28% | 5.91% |
| WV Morgantown | Mountain Line Transit Authority | TOTAL | 3.1 | 105.8 | 48.4 | 45.9 | 499.2 | 96.9 | 47.8 | 43.9 | 472.1 | 6.10% | 5.74% |

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 TRANSIT RIDERSHIP REPORT

| CANADA | | | | Average | Trips for | Trips for | Trips for | Trips Thru | Trips for | Trips for | Trips for | Trips Thru | Year- | |
|-------------------|----------------|--------------------------------------|---------|---------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|---------|
| Province and City | Transit Agency | Mode | Weekday | (000's) | Apr '18 | May '18 | Jun '18 | Jun '18 | Apr '17 | May '17 | Jun '17 | Jun '17 | Quarterly | to-Date |
| | | | | | (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 | 2.6 | 49.0 | 74.0 | 110.0 | 390.9 | 48.0 | 62.8 | 71.8 | 338.0 | 27.60% | 15.65% |
| AB | Banff | Bow Valley Regional Transit Service | TOTAL | 2.6 | 49.0 | 74.0 | 110.0 | 390.9 | 48.0 | 62.8 | 71.8 | 338.0 | 27.60% | 15.65% |
| AB | Calgary | Calgary Transit | LR | NA | 7,336.5 | 7,235.8 | 7,493.7 | 43,905.3 | 6,999.5 | 6,954.0 | 7,335.0 | 42,448.8 | 3.65% | 3.43% |
| AB | Calgary | Calgary Transit | MB | 243.8 | 6,249.6 | 6,163.9 | 5,676.3 | 36,693.7 | 5,962.6 | 5,556.1 | 5,518.5 | 35,062.5 | 6.18% | 4.65% |
| AB | Calgary | Calgary Transit | TOTAL | NA | 13,586.1 | 13,399.7 | 13,170.0 | 80,599.0 | 12,962.1 | 12,510.1 | 12,853.5 | 77,511.3 | 4.78% | 3.98% |
| AB | Edmonton | Edmonton Transit System | LR | NA | 3,520.9 | 2,923.2 | 2,786.3 | 20,033.9 | 3,514.7 | 2,882.3 | 2,814.8 | 20,039.9 | 0.20% | -0.03% |
| AB | Edmonton | Edmonton Transit System | MB | NA | 8,920.4 | 7,406.0 | 7,059.3 | 50,757.1 | 8,904.7 | 7,302.4 | 7,131.4 | 50,772.2 | 0.20% | -0.03% |
| AB | Edmonton | Edmonton Transit System | TOTAL | NA | 12,441.3 | 10,329.2 | 9,845.6 | 70,791.0 | 12,419.4 | 10,184.7 | 9,946.2 | 70,812.1 | 0.20% | -0.03% |
| AB | Leduc | City of Leduc, Leduc Transit Service | MB | NA | 6.7 | 7.1 | 6.6 | 44.6 | 5.7 | 6.6 | 5.9 | 41.5 | 12.09% | 7.47% |
| AB | Leduc | City of Leduc, Leduc Transit Service | TOTAL | NA | 6.7 | 7.1 | 6.6 | 44.6 | 5.7 | 6.6 | 5.9 | 41.5 | 12.09% | 7.47% |
| BC | Burnaby | Greater Vancouver Transp Auth | AG | 496.3 | 12,606.8 | 14,028.1 | 13,630.3 | 77,936.6 | 11,712.4 | 12,896.7 | 12,983.4 | 73,561.1 | 7.11% | 5.95% |
| BC | Burnaby | Greater Vancouver Transp Auth | CR | 9.9 | 202.3 | 220.1 | 207.9 | 1,248.1 | 172.1 | 206.3 | 202.4 | 1,177.5 | 8.52% | 6.00% |
| BC | Burnaby | Greater Vancouver Transp Auth | FB | 18.7 | 465.6 | 555.6 | 540.1 | 2,931.6 | 432.8 | 497.1 | 517.0 | 2,738.7 | 7.91% | 7.04% |
| BC | Burnaby | Greater Vancouver Transp Auth | MB | 836.3 | 21,189.7 | 23,162.4 | 22,444.5 | 130,139.6 | 19,526.6 | 21,207.3 | 21,008.1 | 121,735.8 | 8.19% | 6.90% |
| BC | Burnaby | Greater Vancouver Transp Auth | TB | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| BC | Burnaby | Greater Vancouver Transp Auth | TOTAL | NA | 34,464.4 | 37,966.2 | 36,822.8 | 212,255.9 | 31,843.9 | 34,807.4 | 34,710.9 | 199,213.1 | 7.79% | 6.55% |
| BC | Victoria | BC Transit | DR | 0.0 | 0.0 | 0.0 | 0.0 | 97.4 | 28.8 | 34.8 | 34.2 | 194.5 | -100.00% | -49.92% |
| BC | Victoria | BC Transit | MB | 85.9 | 2,347.5 | 2,327.9 | 2,329.5 | 14,665.0 | 2,443.8 | 2,529.9 | 2,491.7 | 14,926.0 | -6.17% | -1.75% |
| BC | Victoria | BC Transit | TOTAL | 85.9 | 2,347.5 | 2,327.9 | 2,329.5 | 14,762.4 | 2,472.6 | 2,564.7 | 2,525.9 | 15,120.5 | -7.38% | -2.37% |
| MB | Brandon | City of Brandon | MB | 3.1 | 77.7 | 79.6 | 75.3 | 465.3 | 86.6 | 87.6 | 79.5 | 523.3 | -8.32% | -11.08% |
| MB | Brandon | City of Brandon | TOTAL | 3.1 | 77.7 | 79.6 | 75.3 | 465.3 | 86.6 | 87.6 | 79.5 | 523.3 | -8.32% | -11.08% |
| ON | Brampton | Brampton Transit | MB | 106.2 | 2,471.3 | 2,791.0 | 2,674.6 | 15,157.7 | 2,056.1 | 2,322.6 | 2,355.3 | 12,909.2 | 17.86% | 17.42% |
| ON | Brampton | Brampton Transit | TOTAL | 106.2 | 2,471.3 | 2,791.0 | 2,674.6 | 15,157.7 | 2,056.1 | 2,322.6 | 2,355.3 | 12,909.2 | 17.86% | 17.42% |
| ON | Oakville | Oakville Transit | DR | 0.5 | 12.0 | 13.1 | 12.1 | 72.6 | 10.8 | 12.2 | 11.4 | 66.9 | 8.14% | 8.52% |
| ON | Oakville | Oakville Transit | MB | 14.1 | 341.4 | 360.5 | 338.3 | 2,025.1 | 319.4 | 341.9 | 334.2 | 1,974.3 | 4.49% | 2.57% |
| ON | Oakville | Oakville Transit | TOTAL | 14.6 | 353.4 | 373.6 | 350.4 | 2,097.7 | 330.2 | 354.1 | 345.6 | 2,041.2 | 4.61% | 2.77% |
| ON | Ottawa | OC Transpo/Para Transpo | DR | 3.3 | 82.6 | 89.5 | 82.3 | 505.9 | 73.2 | 80.1 | 77.4 | 464.1 | 10.27% | 9.01% |
| ON | Ottawa | OC Transpo/Para Transpo | LR | 10.1 | 320.2 | 220.6 | 196.4 | 2,023.5 | 333.2 | 271.5 | 140.6 | 2,025.6 | -1.09% | -0.10% |
| ON | Ottawa | OC Transpo/Para Transpo | MB | 434.0 | 11,677.1 | 10,294.1 | 9,630.9 | 68,421.5 | 11,263.1 | 10,056.1 | 9,844.5 | 67,736.8 | 1.41% | 1.01% |
| ON | Ottawa | OC Transpo/Para Transpo | TOTAL | 447.4 | 12,079.9 | 10,604.2 | 9,909.6 | 70,950.9 | 11,669.5 | 10,407.7 | 10,062.5 | 70,226.5 | 1.41% | 1.03% |

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

APTA TRANSIT RIDERSHIP REPORT

| CANADA | | | Average | Trips for | Trips for | Trips for | Trips Thru | Trips for | Trips for | Trips for | Trips Thru | Quarterly | Year- | |
|-------------------|----------------|------------------------------------|---------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|---------|---------|
| Province and City | Transit Agency | Mode | Weekday | Apr '18 | May '18 | Jun '18 | Jun '18 | Apr '17 | May '17 | Jun '17 | Jun '17 | Change | to-Date | |
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | Change | |
| ON | Richmond Hill | York Region Transit | MB | 75.0 | 1,769.1 | 1,950.1 | 1,849.9 | 10,786.0 | 1,776.3 | 1,949.5 | 1,955.6 | 11,256.8 | -1.98% | -4.18% |
| ON | Richmond Hill | York Region Transit | TOTAL | 75.0 | 1,769.1 | 1,950.1 | 1,849.9 | 10,786.0 | 1,776.3 | 1,949.5 | 1,955.6 | 11,256.8 | -1.98% | -4.18% |
| ON | Toronto | GO Transit | CR | 219.4 | 4,800.8 | 5,186.8 | 5,069.7 | 29,123.8 | 4,252.3 | 4,826.8 | 4,984.6 | 27,543.7 | 7.06% | 5.74% |
| ON | Toronto | GO Transit | MB | 47.9 | 1,230.3 | 1,311.5 | 1,309.6 | 7,911.1 | 1,253.5 | 1,312.5 | 1,331.0 | 8,167.4 | -1.17% | -3.14% |
| ON | Toronto | GO Transit | TOTAL | 267.3 | 6,031.1 | 6,498.3 | 6,379.3 | 37,034.9 | 5,505.8 | 6,139.3 | 6,315.6 | 35,711.1 | 5.28% | 3.71% |
| ON | Toronto | Toronto Transit Commission | DR | 13.5 | 321.1 | 324.7 | 400.6 | 2,127.1 | 325.5 | 329.9 | 413.8 | 2,083.6 | -2.13% | 2.09% |
| ON | Toronto | Toronto Transit Commission | HR | 1,334.6 | 33,316.1 | 35,093.8 | 35,138.3 | 198,014.3 | 23,774.4 | 24,568.7 | 24,525.4 | 145,951.4 | 42.10% | 35.67% |
| ON | Toronto | Toronto Transit Commission | IR | 53.7 | 1,374.6 | 1,472.2 | 1,485.0 | 7,347.2 | 1,232.0 | 1,153.9 | 1,123.7 | 7,447.5 | 23.43% | -1.35% |
| ON | Toronto | Toronto Transit Commission | LR | 174.4 | 5,362.9 | 4,565.5 | 4,594.9 | 35,447.4 | 7,798.5 | 7,319.6 | 7,097.9 | 46,136.6 | -34.63% | -23.17% |
| ON | Toronto | Toronto Transit Commission | MB | 1,503.9 | 39,157.5 | 40,227.3 | 40,015.6 | 231,912.5 | 37,611.9 | 40,217.5 | 39,759.7 | 226,103.3 | 1.54% | 2.57% |
| ON | Toronto | Toronto Transit Commission | TOTAL | 3,080.1 | 79,532.2 | 81,683.5 | 81,634.4 | 474,848.5 | 70,742.3 | 73,589.6 | 72,920.5 | 427,722.4 | 11.78% | 11.02% |
| QC | Montreal | Agence Metropolitaine de Transport | CR | 77.7 | 1,740.7 | 1,738.3 | 1,466.3 | 10,299.0 | 1,527.5 | 1,713.5 | 1,657.2 | 10,282.1 | 0.96% | 0.16% |
| QC | Montreal | Agence Metropolitaine de Transport | MB | NA | NA | NA | NA | NA | 121.3 | 146.8 | NA | NA | NA | NA |
| QC | Montreal | Agence Metropolitaine de Transport | TOTAL | NA | NA | NA | NA | NA | 1,648.8 | 1,860.3 | NA | NA | NA | NA |
| QC | Montreal | Societe de transport de Montreal | DR | 14.7 | 351.7 | 387.0 | 346.6 | 2,081.1 | 326.2 | 359.6 | 333.8 | 1,978.1 | 6.44% | 5.21% |
| QC | Montreal | Societe de transport de Montreal | HR | 1,221.1 | 31,376.9 | 31,941.9 | 30,037.0 | 189,652.1 | 29,286.2 | 31,136.7 | 29,078.0 | 181,732.4 | 4.31% | 4.36% |
| QC | Montreal | Societe de transport de Montreal | MB | 946.2 | 23,365.1 | 24,857.9 | 22,601.5 | 141,953.2 | 21,510.2 | 23,899.3 | 21,702.7 | 136,371.9 | 5.53% | 4.09% |
| QC | Montreal | Societe de transport de Montreal | TOTAL | 2,181.9 | 55,093.7 | 57,186.8 | 52,985.1 | 333,686.4 | 51,122.6 | 55,395.6 | 51,114.5 | 320,082.4 | 4.84% | 4.25% |

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