

TRANSIT RIDERSHIP REPORT First Quarter 2000

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

CALENDAR COMPARISON

| Period | Percent Change | | | JANUARY | | FEBRUARY | | MARCH | | |
|---------------|----------------|-----------|-----------|-----------|------|----------|------|-------|------|----|
| | 2000 | 1999 | 1999-2000 | 2000 | 1999 | 2000 | 1999 | 2000 | 1999 | |
| JANUARY | 733,395 | 704,257 | 4.14% | Weekdays | 20 | 19 | 20 | 19 | 23 | 23 |
| FEBRUARY | 763,689 | 715,200 | 6.78% | Saturdays | 5 | 5 | 4 | 4 | 4 | 4 |
| MARCH | 848,720 | 818,582 | 3.68% | Sundays | 5 | 5 | 4 | 4 | 4 | 4 |
| First Quarter | 2,345,804 | 2,238,040 | 4.82% | Holidays | 1 | 2 | 1 | 1 | 0 | 0 |

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| MODE | CURRENT YEAR (a)(b) | | | PRECEDING YEAR (a)(b) | | | PERCENT CHANGE (b) | | |
|-----------------------------------|---------------------|--------------------|--------------------|--------------------------------|--------------------|--------------------|--------------------|--------------------------------|---------------------------------|
| | JAN '00 (000's) | FEB '00 (000's) | MAR '00 (000's) | JAN '00- MAR '00 (000's) | JAN '99 (000's) | FEB '99 (000's) | MAR '99 (000's) | JAN '99- MAR '99 (000's) | First Quarter = Year-to-Date |
| Heavy Rail | 213,253 | 219,518 | 249,450 | 682,222 | 201,690 | 199,054 | 234,400 | 635,143 | 7.41% |
| Light Rail | 22,864 | 22,825 | 26,294 | 71,983 | 21,640 | 21,917 | 25,133 | 68,690 | 4.79% |
| Commuter Rail | 32,022 | 32,055 | 35,659 | 99,736 | 30,835 | 29,652 | 34,103 | 94,590 | 5.44% |
| Trolleybus | 10,606 | 10,544 | 11,649 | 32,800 | 9,785 | 9,974 | 11,324 | 31,083 | 5.52% |
| Bus Population Group | | | | | | | | | |
| 2,000,000 and over | 261,100 | 269,100 | 306,763 | 836,963 | 250,822 | 256,588 | 297,254 | 804,664 | 4.01% |
| 500,000 to 1,999,999 | 96,216 | 99,900 | 108,431 | 304,547 | 95,120 | 95,731 | 108,286 | 299,136 | 1.81% |
| 250,000 to 499,999 | 17,101 | 17,984 | 19,630 | 54,716 | 16,207 | 16,559 | 18,587 | 51,354 | 6.55% |
| 100,000 to 249,999 | 22,149 | 25,438 | 25,580 | 73,167 | 21,545 | 23,691 | 24,913 | 70,147 | 4.31% |
| 50,000 to 99,999 | 10,824 | 11,751 | 10,869 | 33,444 | 9,499 | 10,058 | 10,278 | 29,835 | 12.10% |
| Less than 50,000 | 28,135 | 34,742 | 32,264 | 95,141 | 27,784 | 32,728 | 32,883 | 93,394 | 1.87% |
| Bus Total | 435,525 | 458,916 | 503,537 | 1,397,978 | 420,977 | 435,355 | 492,200 | 1,348,529 | 3.67% |
| Demand Response | 9,548 | 10,196 | 10,893 | 30,521 | 9,725 | 9,956 | 10,565 | 30,246 | 0.91% |
| Other (c) | 9,577 | 9,635 | 11,238 | 30,449 | 9,606 | 9,293 | 10,858 | 29,756 | 2.33% |
| UNITED STATES TOTAL | 733,395 | 763,689 | 848,720 | 2,345,689 | 704,257 | 715,200 | 818,582 | 2,238,038 | 4.81% |
| CANADA (reporting systems) | 97,656 | 104,771 | 111,663 | 314,090 | 94,956 | 99,044 | 106,981 | 300,981 | 4.36% |

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 1990 U.S. Census Population.

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

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

HEAVY RAIL TRANSIT RIDERSHIP REPORT First Quarter 2000

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>Urbanized Area</u> | <u>Transit Agency</u> | <u>CURRENT YEAR (a)(b)</u> | | | <u>PRECEDING YEAR (a)(b)</u> | | | <u>PERCENT CHANGE (b)</u> | | |
|--|------------------------------|----------------------------|------------------|------------------|------------------------------|------------------|------------------|---------------------------|-----------------------------|---|
| | | <u>JAN '00</u> | <u>FEB '00</u> | <u>MAR '00</u> | <u>JAN '00- MAR '00</u> | <u>JAN '99</u> | <u>FEB '99</u> | <u>MAR '99</u> | <u>JAN '99- MAR '99</u> | <u>First Quarter</u> = <u>Year-to- Date</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | 6,706.1 | 6,784.8 | 7,270.4 | 20,761.3 | 6,430.9 | 6,213.7 | 6,942.0 | 19,586.6 | 6.00% |
| Baltimore, MD | Mass Transit Adm of Maryland | 968.0 | 1,158.0 | 1,256.6 | 3,382.6 | 994.6 | 1,055.7 | 1,211.6 | 3,261.9 | 3.70% |
| Boston, MA | Massachusetts Bay Trp Auth | 10,207.7 | 10,024.6 | 11,183.1 | 31,415.4 | 9,397.5 | 9,537.5 | 10,579.5 | 29,514.5 | 6.44% |
| Chicago, IL | Chicago Transit Authority | 11,174.2 | 11,389.3 | 12,682.6 | 35,246.1 | 10,268.6 | 10,556.5 | 12,053.8 | 32,878.9 | 7.20% |
| Cleveland, OH | Greater Cleveland Reg TA | 371.4 | 413.0 | 495.9 | 1,280.3 | 386.1 | 403.5 | 516.4 | 1,306.0 | -1.97% |
| Los Angeles, CA | Los Angeles County MTA | 1,542.7 | 1,449.9 | 1,583.6 | 4,576.2 | 932.8 | 901.3 | 986.2 | 2,820.3 | 62.26% |
| Miami, FL | Metro-Dade Transit Agency | 1,213.8 | 1,180.4 | 1,300.3 | 3,694.5 | 1,120.5 | 1,131.8 | 1,283.3 | 3,535.6 | 4.49% |
| New York, NY | MTA New York City Transit | 144,319.6 | 147,824.9 | 167,322.4 | 459,466.9 | 134,965.0 | 131,620.1 | 155,863.1 | 422,448.2 | 8.76% |
| New York, NY | MTA Staten Island Railway | 333.6 | 325.6 | 371.3 | 1,030.5 | 308.7 | 292.6 | 359.4 | 960.7 | 7.27% |
| Philadelphia, PA | Port Authority Transit Corp | 857.1 | 894.2 | 991.6 | 2,742.9 | 883.4 | 848.0 | 1,001.8 | 2,733.2 | 0.35% |
| Philadelphia, PA | Southeastern Pennsylvania TA | 6,533.9 | 7,142.3 | 8,964.6 | 22,640.8 | 6,317.3 | 6,739.9 | 8,000.7 | 21,057.9 | 7.52% |
| San Francisco, CA | San Francisco Bay Area RTD | 7,563.3 | 7,739.1 | 8,873.3 | 24,175.7 | 6,567.8 | 6,597.4 | 7,752.7 | 20,917.9 | 15.57% |
| Washington, DC | Washington Metro Area TA | 15,698.1 | 17,259.2 | 20,412.2 | 53,369.5 | 15,193.0 | 15,336.0 | 18,641.0 | 49,170.0 | 8.54% |
| REPORTED TOTAL | | 207,489.5 | 213,585.3 | 242,707.9 | 663,782.7 | 193,766.2 | 191,234.0 | 225,191.5 | 610,191.7 | 8.78% |
| PROJECTED TOTAL (includes missing agencies) | | 213,253.3 | 219,518.5 | 249,450.1 | 682,221.9 | 201,689.6 | 199,053.8 | 234,399.9 | 635,143.4 | 7.41% |

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 1990 U.S. Census Population.

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

LIGHT RAIL TRANSIT RIDERSHIP REPORT First Quarter 2000

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>Urbanized Area</u> | <u>Transit Agency</u> | <u>CURRENT YEAR (a)(b)</u> | | | <u>PRECEDING YEAR (a)(b)</u> | | | <u>PERCENT CHANGE (b)</u> | | |
|--|-------------------------------|----------------------------|-----------------|-----------------|------------------------------|-----------------|-----------------|---------------------------|-----------------------------|---|
| | | <u>JAN '00</u> | <u>FEB '00</u> | <u>MAR '00</u> | <u>JAN '00- MAR '00</u> | <u>JAN '99</u> | <u>FEB '99</u> | <u>MAR '99</u> | <u>JAN '99- MAR '99</u> | <u>First Quarter</u> = <u>Year-to- Date</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | |
| Baltimore, MD | Mass Transit Adm of Maryland | 598.2 | 576.3 | 692.7 | 1,867.2 | 591.1 | 564.2 | 749.7 | 1,905.0 | -1.98% |
| Boston, MA | Massachusetts Bay Trp Auth | 4,919.8 | 4,927.3 | 5,550.1 | 15,397.2 | 5,268.9 | 5,475.6 | 6,365.9 | 17,110.4 | -10.01% |
| Buffalo, NY | Niagara Frontier Transp Auth | 498.5 | 541.5 | 577.5 | 1,617.5 | 507.4 | 492.5 | 540.7 | 1,540.6 | 4.99% |
| Cleveland, OH | Greater Cleveland Reg TA | 247.6 | 273.5 | 341.0 | 862.1 | 264.8 | 267.3 | 354.8 | 886.9 | -2.80% |
| Dallas, TX | Dallas Area Rapid Transit | 898.0 | 945.9 | 991.1 | 2,835.0 | 908.5 | 917.3 | 954.2 | 2,780.0 | 1.98% |
| Denver, CO | Regional Transportation Dist | 386.7 | 502.1 | 495.7 | 1,384.5 | 368.3 | 369.3 | 424.6 | 1,162.2 | 19.13% |
| Los Angeles, CA | Los Angeles County MTA | 2,057.2 | 2,016.6 | 2,232.9 | 6,306.7 | 1,846.7 | 1,807.8 | 1,989.1 | 5,643.6 | 11.75% |
| Memphis, TN | Memphis Area Transit Auth | 45.9 | 54.6 | 100.1 | 200.6 | 41.1 | 52.6 | 60.7 | 154.4 | 29.92% |
| New Orleans, LA | Regional Transit Auth | 361.5 | 376.1 | 436.4 | 1,174.0 | 377.5 | 396.9 | 492.2 | 1,266.6 | -7.31% |
| New York, NY | New Jersey Transit Corp | 310.7 | 356.6 | 411.4 | 1,078.7 | 358.3 | 370.3 | 391.7 | 1,120.3 | -3.71% |
| Philadelphia, PA | Southeastern Pennsylvania TA | 1,372.0 | 1,521.6 | 1,885.0 | 4,778.6 | 1,487.1 | 1,595.8 | 1,859.2 | 4,942.1 | -3.31% |
| Pittsburgh, PA | Port Auth of Allegheny County | 624.9 | 588.6 | 682.9 | 1,896.4 | 588.0 | 582.1 | 692.6 | 1,862.7 | 1.81% |
| Portland, OR | Tri-County Metro Trp Dist | 1,550.3 | 1,559.3 | 1,842.4 | 4,952.0 | 1,590.0 | 1,508.0 | 1,687.0 | 4,785.0 | 3.49% |
| Sacramento, CA | Sacramento Regional Tr Dist | 665.1 | 706.0 | 764.1 | 2,135.2 | 581.4 | 720.8 | 848.7 | 2,150.9 | -0.73% |
| Saint Louis, MO | Bi-State Development Agency | 1,190.1 | 850.1 | 1,224.3 | 3,264.5 | 1,108.7 | 1,094.2 | 1,108.6 | 3,311.5 | -1.42% |
| Salt Lake City, UT | Utah Transit Authority | 490.1 | 490.3 | 548.4 | 1,528.8 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| San Diego, CA | San Diego Trolley | 2,350.1 | 2,275.2 | 2,584.2 | 7,209.5 | 1,754.5 | 1,678.6 | 1,968.8 | 5,401.9 | 33.46% |
| San Jose, CA | Santa Clara Valley Trp Auth | 676.1 | 645.4 | 764.3 | 2,085.8 | 540.8 | 521.5 | 621.5 | 1,683.8 | 23.87% |
| Seattle, WA | King County Dept of Transp | 17.2 | 20.3 | 24.7 | 62.2 | 14.8 | 15.5 | 24.8 | 55.1 | 12.89% |
| REPORTED TOTAL | | 19,260.0 | 19,227.3 | 22,149.2 | 60,636.5 | 18,197.9 | 18,430.3 | 21,134.8 | 57,763.0 | 4.97% |
| PROJECTED TOTAL (includes missing agencies) | | 22,864.0 | 22,825.2 | 26,293.8 | 71,982.9 | 21,640.4 | 21,916.8 | 25,132.9 | 68,690.0 | 4.79% |

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 1990 U.S. Census Population.

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

COMMUTER RAIL TRANSIT RIDERSHIP REPORT First Quarter 2000

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>Urbanized Area</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | PRECEDING YEAR (a)(b) | | | PERCENT CHANGE (b) | | |
|--|------------------------------|---------------------|-----------------|-----------------|-----------------------------|-----------------|-----------------|--------------------|-----------------------------|---|
| | | <u>JAN '00</u> | <u>FEB '00</u> | <u>MAR '00</u> | <u>JAN '00- MAR '00</u> | <u>JAN '99</u> | <u>FEB '99</u> | <u>MAR '99</u> | <u>JAN '99- MAR '99</u> | <u>First Quarter</u> = <u>Year-to- Date</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | |
| Baltimore, MD | Mass Transit Adm of Maryland | 390.1 | 438.7 | 507.6 | 1,336.4 | 386.3 | 387.1 | 469.5 | 1,242.9 | 7.52% |
| Boston, MA | Massachusetts Bay Trp Auth | 2,950.2 | 2,895.3 | 3,234.1 | 9,079.6 | 2,834.0 | 2,777.7 | 3,283.7 | 8,895.4 | 2.07% |
| Chicago, IL | METRA | 5,800.7 | 5,752.8 | 6,038.5 | 17,592.0 | 5,694.7 | 5,560.4 | 5,925.9 | 17,181.0 | 2.39% |
| Chicago, IL | Northern IN Commuter TD | 267.1 | 276.4 | 313.7 | 857.2 | 254.2 | 257.7 | 298.5 | 810.4 | 5.77% |
| Dallas, TX | Dallas Area Rapid Transit | 49.3 | 52.3 | 60.3 | 161.9 | 45.6 | 41.7 | 52.9 | 140.2 | 15.48% |
| Los Angeles, CA | Southern California RRA | 624.6 | 635.5 | 738.2 | 1,998.3 | 553.5 | 545.4 | 645.8 | 1,744.7 | 14.54% |
| Miami, FL | Tri-Cnty Commuter Rail Auth | 187.0 | 198.9 | 210.2 | 596.1 | 182.4 | 184.5 | 206.1 | 573.0 | 4.03% |
| New Haven, CT | Connecticut DOT | 24.2 | 23.4 | 24.7 | 72.3 | 22.1 | 21.2 | 23.7 | 67.0 | 7.91% |
| New York, NY | MTA Long Island Rail Road | 8,402.0 | 8,361.0 | 9,283.0 | 26,046.0 | 8,171.0 | 7,599.0 | 8,900.0 | 24,670.0 | 5.58% |
| New York, NY | MTA Metro-North Railroad | 5,479.4 | 5,448.1 | 6,195.9 | 17,123.4 | 5,288.8 | 4,947.4 | 5,958.0 | 16,194.2 | 5.74% |
| New York, NY | New Jersey Transit Corp | 4,710.0 | 4,751.4 | 5,118.0 | 14,579.4 | 4,453.7 | 4,363.5 | 4,747.5 | 13,564.7 | 7.48% |
| Philadelphia, PA | Pennsylvania Dept of Transp | 15.3 | 16.1 | 19.0 | 50.4 | 16.3 | 15.9 | 18.7 | 50.9 | -0.98% |
| Philadelphia, PA | Southeastern Pennsylvania TA | 2,039.9 | 2,123.6 | 2,642.7 | 6,806.2 | 1,961.7 | 2,042.1 | 2,510.2 | 6,514.0 | 4.49% |
| San Diego, CA | North County TD | 92.2 | 91.9 | 107.1 | 291.2 | 103.2 | 97.0 | 113.2 | 313.4 | -7.08% |
| San Francisco, CA | Peninsula Corridor JPB | 790.6 | 766.8 | 904.1 | 2,461.5 | 696.5 | 645.9 | 742.0 | 2,084.4 | 18.09% |
| San Jose, CA | Altamont Commuter Express | 44.9 | 46.2 | 56.8 | 147.9 | 31.1 | 30.2 | 37.3 | 98.6 | 50.00% |
| Washington, DC | Virginia Railway Express | 154.4 | 176.5 | 205.1 | 536.0 | 139.8 | 135.4 | 170.0 | 445.2 | 20.40% |
| REPORTED TOTAL | | 32,021.9 | 32,054.9 | 35,659.0 | 99,735.8 | 30,834.9 | 29,652.1 | 34,103.0 | 94,590.0 | 5.44% |
| PROJECTED TOTAL (includes missing agencies) | | 32,021.9 | 32,054.9 | 35,659.0 | 99,735.8 | 30,834.9 | 29,652.1 | 34,103.0 | 94,590.0 | 5.44% |

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 1990 U.S. Census Population.

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

**LARGEST BUS AGENCIES
 TRANSIT RIDERSHIP REPORT
 First Quarter 2000**

Contact: Genesee C. Adkins
 Statistical Analyst
 Telephone: (202) 898-4048
 Fax: (202) 898-0657
 e-mail: gadkins@apta.com

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>Urbanized Area</u> | <u>Transit Agency</u> | <u>Mode</u> | <u>CURRENT YEAR (a)(b)</u> | | | <u>PRECEDING YEAR (a)(b)</u> | | | | <u>PERCENT CHANGE (b)</u> | |
|-----------------------|-------------------------------|-------------|----------------------------|---------------------------|---------------------------|--|---------------------------|---------------------------|---------------------------|--|----------------------------------|
| | | | <u>JAN '00</u> (000's) | <u>FEB '00</u> (000's) | <u>MAR '00</u> (000's) | <u>JAN '00-</u> <u>MAR '00</u> (000's) | <u>JAN '99</u> (000's) | <u>FEB '99</u> (000's) | <u>MAR '99</u> (000's) | <u>JAN '99-</u> <u>MAR '99</u> (000's) | <u>First</u> <u>Quarter</u> = |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | MB | 6,422.2 | 6,880.2 | 7,298.9 | 20,601.3 | 6,411.0 | 6,800.4 | 7,303.1 | 20,514.5 | 0.42% |
| Baltimore, MD | Mass Transit Adm of Maryland | MB | 5,428.4 | 5,856.4 | 6,545.8 | 17,830.6 | 5,487.1 | 5,779.1 | 6,617.2 | 17,883.4 | -0.30% |
| Baltimore, MD | Mass Transit Adm of Maryland | MBP | 111.8 | 135.7 | 155.2 | 402.7 | 113.3 | 112.2 | 132.1 | 357.6 | 12.61% |
| Boston, MA | Massachusetts Bay Trp Auth | MB | 8,477.2 | 9,024.6 | 9,640.2 | 27,142.0 | 7,970.1 | 8,239.4 | 9,442.1 | 25,651.6 | 5.81% |
| Boston, MA | Massachusetts Bay Trp Auth | MBP | 129.3 | 136.6 | 157.6 | 423.5 | 132.8 | 117.5 | 147.4 | 397.7 | 6.49% |
| Chicago, IL | Chicago Transit Authority | MB | 23,175.3 | 24,637.8 | 27,373.0 | 75,186.1 | 22,306.4 | 23,492.7 | 26,571.8 | 72,370.9 | 3.89% |
| Cleveland, OH | Greater Cleveland Reg TA | MB | 3,903.8 | 4,160.4 | 4,589.2 | 12,653.4 | 3,559.4 | 4,092.0 | 4,642.9 | 12,294.3 | 2.92% |
| Dallas, TX | Dallas Area Rapid Transit | MB | 2,979.7 | 3,117.0 | 3,188.2 | 9,284.9 | 3,076.7 | 3,043.3 | 3,210.8 | 9,330.8 | -0.49% |
| Dallas, TX | Dallas Area Rapid Transit | MBP | 791.1 | 846.6 | 910.1 | 2,547.8 | 700.5 | 761.0 | 826.7 | 2,288.2 | 11.35% |
| Denver, CO | Regional Transportation Dist | MB | 3,581.7 | 3,491.7 | 3,736.3 | 10,809.7 | 3,185.4 | 3,096.8 | 3,488.0 | 9,770.2 | 10.64% |
| Denver, CO | Regional Transportation Dist | MBP | 523.5 | 527.7 | 538.3 | 1,589.5 | 789.6 | 816.2 | 927.5 | 2,533.3 | -37.26% |
| Detroit, MI | Detroit Dept of Transp | MB | 2,759.5 | 3,207.2 | 4,027.3 | 9,994.0 | 2,653.4 | 3,083.8 | 4,107.0 | 9,844.2 | 1.52% |
| Honolulu, HI | City & Cnty of Honolulu DOTS | MB | 5,841.5 | 5,805.4 | 6,043.4 | 17,690.3 | 5,790.9 | 5,524.8 | 5,981.1 | 17,296.8 | 2.27% |
| Houston, TX | Metro Tr Auth of Harris Co | MB | 6,807.9 | 7,466.6 | 7,665.9 | 21,940.4 | 6,724.0 | 7,071.8 | 7,633.5 | 21,429.3 | 2.39% |
| Houston, TX | Metro Tr Auth of Harris Co | MBP | 896.1 | 933.0 | 1,023.2 | 2,852.3 | 1,072.0 | 995.9 | 1,107.9 | 3,175.8 | -10.19% |
| Los Angeles, CA | Los Angeles County MTA | MB | 28,287.9 | 24,864.5 | 30,301.5 | 83,453.9 | 26,026.9 | 26,626.4 | 29,947.4 | 82,600.7 | 1.03% |
| Los Angeles, CA | Los Angeles County MTA | MBP | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Los Angeles, CA | Orange County Transp Auth | MB | 4,321.3 | 4,108.0 | 4,762.9 | 13,192.2 | 4,120.2 | 4,080.1 | 4,654.4 | 12,854.7 | 2.63% |
| Los Angeles, CA | Orange County Transp Auth | MBP | 81.7 | 80.9 | 80.6 | 243.2 | 93.7 | 93.3 | 113.5 | 300.5 | -19.07% |
| Miami, FL | Metro-Dade Transit Agency | MB | 5,504.4 | 5,406.7 | 5,975.8 | 16,886.9 | 5,304.5 | 5,222.8 | 5,841.3 | 16,368.6 | 3.17% |
| Milwaukee, WI | Milwaukee County Transit Sys | MB | 5,025.8 | 5,461.8 | 5,791.5 | 16,279.1 | 5,089.7 | 5,361.6 | 5,906.5 | 16,357.8 | -0.48% |
| Minneapolis, MN | Metro Transit | MB | 5,686.7 | 5,916.7 | 6,507.9 | 18,111.3 | 5,470.3 | 5,538.6 | 6,314.1 | 17,323.0 | 4.55% |
| New Orleans, LA | Regional Transit Auth | MB | 3,444.2 | 3,783.5 | 3,743.6 | 10,971.3 | 3,831.9 | 3,771.2 | 4,280.5 | 11,883.6 | -7.68% |
| New York, NY | MTA New York City Transit | MB | 52,559.8 | 54,685.0 | 63,739.0 | 170,983.8 | 49,850.3 | 49,735.5 | 60,464.4 | 160,050.2 | 6.83% |
| New York, NY | New Jersey Transit Corp | MB | 10,527.7 | 11,302.9 | 12,746.1 | 34,576.7 | 10,443.4 | 10,560.3 | 12,211.5 | 33,215.2 | 4.10% |
| New York, NY | New Jersey Transit Corp | MBP | 750.7 | 611.0 | 760.3 | 2,122.0 | 726.9 | 650.0 | 720.4 | 2,097.3 | 1.18% |
| New York, NY | New York City DOT | MBP | 8,301.4 | 8,610.3 | 9,913.7 | 26,825.4 | 7,739.3 | 7,716.3 | 9,302.0 | 24,757.6 | 8.35% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MB | 11,430.3 | 12,278.9 | 15,861.1 | 39,570.3 | 11,149.1 | 12,587.7 | 15,139.6 | 38,876.4 | 1.78% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MBP | 1.9 | 2.3 | 2.7 | 6.9 | 1.8 | 2.3 | 3.0 | 7.1 | -2.82% |
| Pittsburgh, PA | Port Auth of Allegheny County | MB | 5,315.7 | 5,515.1 | 5,945.3 | 16,776.1 | 5,026.1 | 5,200.6 | 5,897.6 | 16,124.3 | 4.04% |
| Portland, OR | Tri-County Metro Trp Dist | MB | 4,861.9 | 5,021.0 | 5,416.0 | 15,298.9 | 4,693.0 | 4,488.2 | 5,180.5 | 14,361.7 | 6.53% |

| <u>Urbanized Area/ Location</u> | <u>Transit Agency</u> | <u>Mode</u> | <u>JAN '99-</u> | | | <u>JAN '98-</u> | | | <u>First Quarter =</u> | <u>Year -to Date</u> | |
|-------------------------------------|-----------------------------|-------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------------------|--------------------------|---------------------------|
| | | | <u>JAN '99</u> (000's) | <u>FEB '99</u> (000's) | <u>MAR '99</u> (000's) | <u>MAR '99</u> (000's) | <u>JAN '98</u> (000's) | <u>FEB '98</u> (000's) | | | <u>MAR '98</u> (000's) |
| Saint Louis, MO | Bi-State Development Agency | MB | 2,883.3 | 3,031.6 | 3,240.3 | 9,155.2 | 2,756.2 | 3,065.9 | 3,370.4 | 9,192.5 | -0.41% |
| San Antonio, TX | VIA Metropolitan Transit | MB | 3,290.3 | 3,443.1 | 3,601.9 | 10,335.3 | 3,270.7 | 3,361.6 | 3,512.2 | 10,144.5 | 1.88% |
| San Diego, CA | San Diego Transit Corp | MB | 2,977.2 | 2,961.5 | 3,314.3 | 9,253.0 | 2,962.7 | 2,915.2 | 3,290.1 | 9,168.0 | 0.93% |
| San Francisco, CA | Alameda-Contra Costa TD | MB | 4,498.6 | 4,329.6 | 4,195.3 | 13,023.5 | 4,271.5 | 4,132.1 | 4,872.3 | 13,275.9 | -1.90% |
| San Francisco, CA | Alameda-Contra Costa TD | MBP | 13.1 | 14.8 | 19.6 | 47.5 | 16.3 | 16.7 | 17.3 | 50.3 | -5.57% |
| San Jose, CA | Santa Clara Valley Trp Auth | MB | 3,587.9 | 3,549.6 | 4,161.6 | 11,299.1 | 3,779.4 | 3,599.9 | 4,287.9 | 11,667.2 | -3.15% |
| San Jose, CA | Santa Clara Valley Trp Auth | MBP | 45.1 | 51.9 | 60.5 | 157.5 | 38.8 | 40.2 | 53.4 | 132.4 | 18.96% |
| Seattle, WA | King County Dept of Transp | MB | 5,664.8 | 5,716.2 | 6,433.7 | 17,814.7 | 5,512.7 | 5,237.6 | 6,145.2 | 16,895.5 | 5.44% |
| Washington, DC | Washington Metro Area TA | MB | 9,725.8 | 11,205.4 | 12,610.8 | 33,542.0 | 9,480.3 | 9,521.8 | 10,695.0 | 29,697.1 | 12.95% |
| REPORTED TOTAL | | | 250,616.5 | 258,179.2 | 292,078.6 | 800,874.3 | 241,628.3 | 246,552.8 | 284,359.6 | 772,540.7 | 3.67% |

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.

Included in the above listing are transit agencies operating over 400 peak-hour buses in urbanized areas of 1,000,000 or more population.

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

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

TROLLEYBUS TRANSIT RIDERSHIP REPORT First Quarter 2000

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>Urbanized Area</u> | <u>Transit Agency</u> | <u>CURRENT YEAR (a)(b)</u> | | | <u>PRECEDING YEAR (a)(b)</u> | | | <u>PERCENT CHANGE (b)</u> | | | |
|--|-------------------------------|----------------------------|-----------------|-----------------|------------------------------|----------------|----------------|---------------------------|-----------------------------|--------------------------|--------------------------|
| | | <u>JAN '00</u> | <u>FEB '00</u> | <u>MAR '00</u> | <u>JAN '00- MAR '00</u> | <u>JAN '99</u> | <u>FEB '99</u> | <u>MAR '99</u> | <u>JAN '99- MAR '99</u> | <u>First Quarter</u> | <u>Year-to- Date</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| Boston, MA | Massachusetts Bay Trp Auth | 408.8 | 347.7 | 241.8 | 998.3 | 273.5 | 333.8 | 298.6 | 905.9 | | 10.20% |
| Dayton, OH | Miami Valley Regional Tr Auth | 328.2 | 368.8 | 386.5 | 1,083.5 | 255.6 | 267.5 | 288.3 | 811.4 | | 33.53% |
| Philadelphia, PA | Southeastern Pennsylvania TA | 670.8 | 739.0 | 950.6 | 2,360.4 | 625.4 | 720.7 | 864.2 | 2,210.3 | | 6.79% |
| Seattle, WA | King County Dept of Transp | 2,099.0 | 2,030.8 | 2,272.8 | 6,402.6 | 2,080.7 | 1,975.9 | 2,293.1 | 6,349.7 | | 0.83% |
| REPORTED TOTAL | | 3,506.8 | 3,486.3 | 3,851.7 | 10,844.8 | 3,235.2 | 3,297.9 | 3,744.2 | 10,277.3 | | 5.52% |
| PROJECTED TOTAL (includes missing agencies) | | 10,606.1 | 10,544.1 | 11,649.3 | 32,799.6 | 9,784.7 | 9,974.3 | 11,324.1 | 31,083.2 | | 5.52% |

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 1990 U.S. Census Population.

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

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|-------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Abilene, TX | Abilene Transit System | DR | 0.2 | 3.8 | 4.0 | 4.8 | 12.6 | 3.8 | 4.0 | 4.5 | 12.3 | | 2.44% |
| Abilene, TX | Abilene Transit System | MB | 1.5 | 36.5 | 38.0 | 37.6 | 112.1 | 38.5 | 37.8 | 40.5 | 116.8 | | -4.02% |
| Abilene, TX | Abilene Transit System | TOTAL | 1.7 | 40.3 | 42.0 | 42.4 | 124.7 | 42.3 | 41.8 | 45.0 | 129.1 | | -3.41% |
| Akron, OH | Metro Regional Transit Auth | DR | 0.6 | 11.6 | 12.9 | 13.6 | 38.1 | 11.1 | 12.4 | 14.5 | 38.0 | | 0.26% |
| Akron, OH | Metro Regional Transit Auth | DRP | 0.8 | 16.2 | 17.5 | 19.5 | 53.2 | 14.5 | 17.3 | 19.4 | 51.2 | | 3.91% |
| Akron, OH | Metro Regional Transit Auth | MB | 19.1 | 449.4 | 445.6 | 554.6 | 1,449.6 | 406.1 | 438.5 | 556.1 | 1,400.7 | | 3.49% |
| Akron, OH | Metro Regional Transit Auth | TOTAL | 20.4 | 477.2 | 476.0 | 587.7 | 1,540.9 | 431.7 | 468.2 | 590.0 | 1,489.9 | | 3.42% |
| Albany, NY | Capital District Transp Auth | DR | 0.5 | 10.7 | 10.7 | 10.7 | 32.1 | 9.1 | 9.7 | 11.1 | 29.9 | | 7.36% |
| Albany, NY | Capital District Transp Auth | MB | 35.2 | 716.9 | 851.1 | 936.2 | 2,504.2 | 742.9 | 788.0 | 910.6 | 2,441.5 | | 2.57% |
| Albany, NY | Capital District Transp Auth | MBP | 0.0 | 0.3 | 0.3 | 0.3 | 0.9 | 0.1 | 0.3 | 0.3 | 0.7 | | 28.57% |
| Albany, NY | Capital District Transp Auth | TOTAL | 35.7 | 727.9 | 862.1 | 947.2 | 2,537.2 | 752.1 | 798.0 | 922.0 | 2,472.1 | | 2.63% |
| Albuquerque, NM | City of Albuquerque T & PD | DR | 0.6 | 12.3 | 12.7 | 14.2 | 39.2 | 11.4 | 11.5 | 13.4 | 36.3 | | 7.99% |
| Albuquerque, NM | City of Albuquerque T & PD | MB | 17.3 | 500.4 | 510.9 | 561.9 | 1,573.2 | 509.3 | 532.5 | 573.9 | 1,615.7 | | -2.63% |
| Albuquerque, NM | City of Albuquerque T & PD | TOTAL | 17.9 | 512.7 | 523.6 | 576.1 | 1,612.4 | 520.7 | 544.0 | 587.3 | 1,652.0 | | -2.40% |
| Allentown, PA | Lehigh & Northampton Trp Auth | DRP | 1.4 | 29.8 | 34.0 | 40.0 | 103.8 | 31.1 | 33.6 | 38.3 | 103.0 | | 0.78% |
| Allentown, PA | Lehigh & Northampton Trp Auth | MB | 12.7 | 270.2 | 300.1 | 350.2 | 920.5 | 246.3 | 273.8 | 321.3 | 841.4 | | 9.40% |
| Allentown, PA | Lehigh & Northampton Trp Auth | MBP | 0.0 | 0.8 | 0.7 | 0.9 | 2.4 | 0.5 | 0.6 | 0.6 | 1.7 | | 41.18% |
| Allentown, PA | Lehigh & Northampton Trp Auth | TOTAL | 14.0 | 300.8 | 334.8 | 391.1 | 1,026.7 | 277.9 | 308.0 | 360.2 | 946.1 | | 8.52% |
| Ames, IA | Ames Transit Agency | DR | 0.1 | 1.2 | 1.2 | 1.2 | 3.6 | 1.4 | 1.3 | 1.5 | 4.2 | | -14.29% |
| Ames, IA | Ames Transit Agency | MB | 13.7 | 287.1 | 355.9 | 286.9 | 929.9 | 274.4 | 327.4 | 281.4 | 883.2 | | 5.29% |
| Ames, IA | Ames Transit Agency | TOTAL | 13.8 | 288.3 | 357.1 | 288.1 | 933.5 | 275.8 | 328.7 | 282.9 | 887.4 | | 5.19% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | DR | 0.1 | 1.7 | 1.6 | 1.8 | 5.1 | 1.4 | 1.8 | 1.9 | 5.1 | | 0.00% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | DRP | 0.7 | 19.0 | 19.0 | 21.0 | 59.0 | 17.2 | 19.2 | 21.9 | 58.3 | | 1.20% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | MB | 15.6 | 341.4 | 353.3 | 389.7 | 1,084.4 | 301.9 | 322.0 | 361.3 | 985.2 | | 10.07% |
| Ann Arbor, MI | Ann Arbor Transportation Auth | TOTAL | 16.4 | 362.1 | 373.9 | 412.5 | 1,148.5 | 320.5 | 343.0 | 385.1 | 1,048.6 | | 9.53% |
| Antioch, CA | Eastern Contra Costa Tr Auth | DRP | 0.3 | 5.7 | 5.9 | 6.9 | 18.5 | 5.3 | 5.5 | 6.2 | 17.0 | | 8.99% |
| Antioch, CA | Eastern Contra Costa Tr Auth | MBP | 7.1 | 163.6 | 160.4 | 191.8 | 515.8 | 150.9 | 150.8 | 184.0 | 485.7 | | 6.20% |
| Antioch, CA | Eastern Contra Costa Tr Auth | TOTAL | 7.4 | 169.3 | 166.3 | 198.7 | 534.3 | 156.1 | 156.2 | 190.3 | 502.7 | | 6.29% |
| Athens, GA | Athens Transit System | DR | 0.0 | 0.8 | 1.0 | 1.0 | 2.8 | 1.1 | 1.1 | 1.3 | 3.5 | | -20.00% |
| Athens, GA | Athens Transit System | MB | 5.2 | 95.0 | 120.2 | 118.2 | 333.4 | 117.8 | 103.7 | 101.6 | 323.1 | | 3.19% |
| Athens, GA | Athens Transit System | TOTAL | 5.2 | 95.8 | 121.2 | 119.2 | 336.2 | 118.9 | 104.8 | 102.9 | 326.6 | | 2.94% |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | DR | 0.6 | 12.4 | 14.3 | 15.4 | 42.1 | 13.7 | 12.8 | 16.8 | 43.3 | | -2.77% |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | HR | 271.0 | 6,706.1 | 6,784.8 | 7,270.4 | 20,761.3 | 6,430.9 | 6,213.7 | 6,942.0 | 19,586.6 | | 6.00% |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | MB | 271.1 | 6,422.2 | 6,880.2 | 7,298.9 | 20,601.3 | 6,411.0 | 6,800.4 | 7,303.1 | 20,514.5 | | 0.42% |
| Atlanta, GA | Metro Atlanta Rapid Tr Auth | TOTAL | 542.7 | 13,140.7 | 13,679.3 | 14,584.7 | 41,404.7 | 12,855.6 | 13,026.9 | 14,261.9 | 40,144.4 | | 3.14% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | Year- to-Date Change |
|-----------------------------|--------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|----------------------------|
| Auburn, NY | Centro of Cayuga | MB | 0.9 | 18.2 | 21.7 | 24.2 | 64.1 | 20.3 | 20.9 | 23.7 | 64.9 | | -1.23% |
| Auburn, NY | Centro of Cayuga | TOTAL | 0.9 | 18.2 | 21.7 | 24.2 | 64.1 | 20.3 | 20.9 | 23.7 | 64.9 | | -1.23% |
| Bakersfield, CA | Golden Empire Transit District | DRP | 0.3 | 6.7 | 7.0 | 7.5 | 21.2 | 3.5 | 3.5 | 4.4 | 11.4 | | 85.96% |
| Bakersfield, CA | Golden Empire Transit District | MB | 22.0 | 516.8 | 560.3 | 614.6 | 1,691.7 | 424.1 | 451.3 | 502.2 | 1,377.6 | | 22.80% |
| Bakersfield, CA | Golden Empire Transit District | TOTAL | 22.3 | 523.5 | 567.3 | 622.1 | 1,712.9 | 427.6 | 454.8 | 506.6 | 1,389.0 | | 23.32% |
| Baltimore, MD | Mass Transit Adm of Maryland | CRP | 20.8 | 390.1 | 438.7 | 507.6 | 1,336.4 | 386.3 | 387.1 | 469.5 | 1,242.9 | | 7.52% |
| Baltimore, MD | Mass Transit Adm of Maryland | DR | 0.4 | 5.7 | 8.3 | 8.5 | 22.5 | 5.9 | 6.2 | 6.7 | 18.8 | | 19.68% |
| Baltimore, MD | Mass Transit Adm of Maryland | DRP | 1.4 | 27.5 | 37.8 | 25.3 | 90.6 | 25.1 | 35.4 | 37.5 | 98.0 | | -7.54% |
| Baltimore, MD | Mass Transit Adm of Maryland | HR | 47.3 | 968.0 | 1,158.0 | 1,256.6 | 3,382.6 | 994.6 | 1,055.7 | 1,211.6 | 3,261.9 | | 3.70% |
| Baltimore, MD | Mass Transit Adm of Maryland | LR | 24.9 | 598.2 | 576.3 | 692.7 | 1,867.2 | 591.1 | 564.2 | 749.7 | 1,905.0 | | -1.98% |
| Baltimore, MD | Mass Transit Adm of Maryland | MB | 238.4 | 5,428.4 | 5,856.4 | 6,545.8 | 17,830.6 | 5,487.1 | 5,779.1 | 6,617.2 | 17,883.4 | | -0.30% |
| Baltimore, MD | Mass Transit Adm of Maryland | MBP | 6.2 | 111.8 | 135.7 | 155.2 | 402.7 | 113.3 | 112.2 | 132.1 | 357.6 | | 12.61% |
| Baltimore, MD | Mass Transit Adm of Maryland | TOTAL | 339.4 | 7,529.7 | 8,211.2 | 9,191.7 | 24,932.6 | 7,603.4 | 7,939.9 | 9,224.3 | 24,767.6 | | 0.67% |
| Batavia, NY | Batavia Bus Service | DR | 0.4 | 7.4 | 7.7 | 8.5 | 23.6 | 6.3 | 7.6 | 8.2 | 22.1 | | 6.79% |
| Batavia, NY | Batavia Bus Service | TOTAL | 0.4 | 7.4 | 7.7 | 8.5 | 23.6 | 6.3 | 7.6 | 8.2 | 22.1 | | 6.79% |
| Battle Creek, MI | City of Battle Creek | DR | 0.1 | 3.2 | 3.4 | 3.9 | 10.5 | 2.7 | 2.8 | 3.0 | 8.5 | | 23.53% |
| Battle Creek, MI | City of Battle Creek | MB | 2.3 | 48.2 | 49.3 | 52.2 | 149.7 | 45.5 | 51.0 | 54.8 | 151.3 | | -1.06% |
| Battle Creek, MI | City of Battle Creek | TOTAL | 2.4 | 51.4 | 52.7 | 56.1 | 160.2 | 48.2 | 53.8 | 57.8 | 159.8 | | 0.25% |
| Bay City, MI | Bay Metro Transit | DR | 0.4 | 9.6 | 8.7 | 10.0 | 28.3 | 5.3 | 6.1 | 7.2 | 18.6 | | 52.15% |
| Bay City, MI | Bay Metro Transit | MB | 1.8 | 37.4 | 37.0 | 41.0 | 115.4 | 35.3 | 40.9 | 46.1 | 122.3 | | -5.64% |
| Bay City, MI | Bay Metro Transit | TOTAL | 2.2 | 47.0 | 45.7 | 51.0 | 143.7 | 40.6 | 47.0 | 53.3 | 140.9 | | 1.99% |
| Birmingham, AL | Birmingham-Jefferson Co TA | DR | 0.4 | 8.7 | 9.0 | 9.8 | 27.5 | 8.0 | 8.3 | 9.4 | 25.7 | | 7.00% |
| Birmingham, AL | Birmingham-Jefferson Co TA | MB | 10.2 | 207.6 | 227.0 | 229.5 | 664.1 | 203.0 | 212.9 | 229.0 | 644.9 | | 2.98% |
| Birmingham, AL | Birmingham-Jefferson Co TA | VPP | 0.1 | 1.6 | 1.5 | 2.3 | 5.4 | 3.9 | 3.3 | 4.4 | 11.6 | | -53.45% |
| Birmingham, AL | Birmingham-Jefferson Co TA | TOTAL | 10.7 | 217.9 | 237.5 | 241.6 | 697.0 | 214.9 | 224.5 | 242.8 | 682.2 | | 2.17% |
| Bloomington, IN | Bloomington Public Trp Corp | DRP | 0.1 | 1.9 | 2.3 | 2.5 | 6.7 | 1.6 | 2.0 | 2.1 | 5.7 | | 17.54% |
| Bloomington, IN | Bloomington Public Trp Corp | MB | 4.3 | 90.0 | 103.5 | 92.4 | 285.9 | 85.5 | 98.5 | 97.5 | 281.5 | | 1.56% |
| Bloomington, IN | Bloomington Public Trp Corp | TOTAL | 4.4 | 91.9 | 105.8 | 94.9 | 292.6 | 87.1 | 100.5 | 99.6 | 287.2 | | 1.88% |
| Boise, ID | Boise Urban Stages | DR | 0.1 | 2.1 | 2.4 | 2.4 | 6.9 | 2.1 | 2.2 | 2.7 | 7.0 | | -1.43% |
| Boise, ID | Boise Urban Stages | MB | 3.8 | 90.1 | 117.8 | 105.4 | 313.3 | 88.6 | 97.3 | 105.4 | 291.3 | | 7.55% |
| Boise, ID | Boise Urban Stages | TOTAL | 3.9 | 92.2 | 120.2 | 107.8 | 320.2 | 90.7 | 99.5 | 108.1 | 298.3 | | 7.34% |
| Boone, NC | AppalCART | DR | 0.1 | 0.8 | 1.3 | 1.7 | 3.8 | 1.2 | 1.4 | 1.7 | 4.3 | | -11.63% |
| Boone, NC | AppalCART | MB | 1.8 | 41.2 | 54.3 | 41.8 | 137.3 | 39.9 | 48.0 | 43.4 | 131.3 | | 4.57% |
| Boone, NC | AppalCART | TOTAL | 1.9 | 42.0 | 55.6 | 43.5 | 141.1 | 41.1 | 49.4 | 45.1 | 135.6 | | 4.06% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Boston, MA | Massachusetts Bay Trp Auth | CR | 130.8 | 2,950.2 | 2,895.3 | 3,234.1 | 9,079.6 | 2,834.0 | 2,777.7 | 3,283.7 | 8,895.4 | | 2.07% |
| Boston, MA | Massachusetts Bay Trp Auth | DRP | 3.6 | 82.1 | 86.9 | 93.0 | 262.0 | 84.2 | 84.0 | 103.3 | 271.5 | | -3.50% |
| Boston, MA | Massachusetts Bay Trp Auth | FBP | 4.7 | 93.5 | 93.8 | 113.3 | 300.6 | 83.1 | 80.0 | 105.9 | 269.0 | | 11.75% |
| Boston, MA | Massachusetts Bay Trp Auth | HR | 425.9 | 10,207.7 | 10,024.6 | 11,183.1 | 31,415.4 | 9,397.5 | 9,537.5 | 10,579.5 | 29,514.5 | | 6.44% |
| Boston, MA | Massachusetts Bay Trp Auth | LR | 208.7 | 4,919.8 | 4,927.3 | 5,550.1 | 15,397.2 | 5,268.9 | 5,475.6 | 6,365.9 | 17,110.4 | | -10.01% |
| Boston, MA | Massachusetts Bay Trp Auth | MB | 367.8 | 8,477.2 | 9,024.6 | 9,640.2 | 27,142.0 | 7,970.1 | 8,239.4 | 9,442.1 | 25,651.6 | | 5.81% |
| Boston, MA | Massachusetts Bay Trp Auth | MBP | 5.8 | 129.3 | 136.6 | 157.6 | 423.5 | 132.8 | 117.5 | 147.4 | 397.7 | | 6.49% |
| Boston, MA | Massachusetts Bay Trp Auth | TB | 14.0 | 408.8 | 347.7 | 241.8 | 998.3 | 273.5 | 333.8 | 298.6 | 905.9 | | 10.20% |
| Boston, MA | Massachusetts Bay Trp Auth | TOTAL | 1,161.3 | 27,268.6 | 27,536.8 | 30,213.2 | 85,018.6 | 26,044.1 | 26,645.5 | 30,326.4 | 83,016.0 | | 2.41% |
| Boulder, CO | Regional Transportation Dist | MB | 13.3 | 281.1 | 317.7 | 309.9 | 908.7 | 284.8 | 299.7 | 307.1 | 891.6 | | 1.92% |
| Boulder, CO | Regional Transportation Dist | MBP | 1.5 | 53.9 | 53.3 | 57.0 | 164.2 | 59.1 | 56.7 | 57.1 | 172.9 | | -5.03% |
| Boulder, CO | Regional Transportation Dist | TOTAL | 14.9 | 335.0 | 371.0 | 366.9 | 1,072.9 | 343.9 | 356.4 | 364.2 | 1,064.5 | | 0.79% |
| Bowling Green, KY | City of Bowling Green | MB | 0.1 | 2.5 | 2.4 | 3.1 | 8.0 | 1.3 | 1.5 | 1.7 | 4.5 | | 77.78% |
| Bowling Green, KY | City of Bowling Green | TOTAL | 0.1 | 2.5 | 2.4 | 3.1 | 8.0 | 1.3 | 1.5 | 1.7 | 4.5 | | 77.78% |
| Bremerton, WA | Kitsap Transit | DR | 0.7 | 14.3 | 14.5 | 16.8 | 45.6 | 21.8 | 21.9 | 26.0 | 69.7 | | -34.58% |
| Bremerton, WA | Kitsap Transit | DRP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.5 | 0.6 | 1.6 | | -100.00% |
| Bremerton, WA | Kitsap Transit | FBP | 0.7 | 17.8 | 15.9 | 14.8 | 48.5 | 28.2 | 27.6 | 34.1 | 89.9 | | -46.05% |
| Bremerton, WA | Kitsap Transit | MB | 12.5 | 264.4 | 269.3 | 304.3 | 838.0 | 352.8 | 350.3 | 409.1 | 1,112.2 | | -24.65% |
| Bremerton, WA | Kitsap Transit | VP | 0.8 | 13.9 | 13.1 | 11.1 | 38.1 | 25.2 | 25.2 | 28.7 | 79.1 | | -51.83% |
| Bremerton, WA | Kitsap Transit | TOTAL | 14.6 | 310.4 | 312.8 | 347.0 | 970.2 | 428.5 | 425.5 | 498.5 | 1,352.5 | | -28.27% |
| Bridgeport, CT | Greater Bridgeport Tr Dist | DRP | 0.3 | 6.6 | 7.1 | 8.2 | 21.9 | 6.0 | 6.1 | 7.0 | 19.1 | | 14.66% |
| Bridgeport, CT | Greater Bridgeport Tr Dist | MB | 16.3 | 360.6 | 404.8 | 440.6 | 1,206.0 | 371.1 | 384.6 | 448.0 | 1,203.7 | | 0.19% |
| Bridgeport, CT | Greater Bridgeport Tr Dist | TOTAL | 16.6 | 367.2 | 411.9 | 448.8 | 1,227.9 | 377.1 | 390.7 | 455.0 | 1,222.8 | | 0.42% |
| Buffalo, NY | Niagara Frontier Transp Auth | DR | 0.1 | 3.5 | 3.4 | 4.1 | 11.0 | 2.0 | 2.7 | 2.6 | 7.3 | | 50.68% |
| Buffalo, NY | Niagara Frontier Transp Auth | DRP | 0.0 | 0.8 | 0.8 | 0.9 | 2.5 | 0.7 | 0.6 | 0.6 | 1.9 | | 31.58% |
| Buffalo, NY | Niagara Frontier Transp Auth | LR | 22.9 | 498.5 | 541.5 | 577.5 | 1,617.5 | 507.4 | 492.5 | 540.7 | 1,540.6 | | 4.99% |
| Buffalo, NY | Niagara Frontier Transp Auth | MB | 77.7 | 1,658.6 | 1,841.3 | 2,041.8 | 5,541.7 | 1,617.8 | 1,752.1 | 1,918.8 | 5,288.7 | | 4.78% |
| Buffalo, NY | Niagara Frontier Transp Auth | TOTAL | 100.7 | 2,161.4 | 2,387.0 | 2,624.3 | 7,172.7 | 2,127.9 | 2,247.9 | 2,462.7 | 6,838.5 | | 4.89% |
| Burlington, VT | Chittenden County TA | DRP | 0.1 | 1.3 | 1.4 | 1.5 | 4.2 | 1.2 | 1.2 | 1.5 | 3.9 | | 7.69% |
| Burlington, VT | Chittenden County TA | MB | 5.5 | 117.9 | 128.4 | 139.7 | 386.0 | 119.6 | 121.5 | 147.4 | 388.5 | | -0.64% |
| Burlington, VT | Chittenden County TA | TOTAL | 5.6 | 119.2 | 129.8 | 141.2 | 390.2 | 120.8 | 122.7 | 148.9 | 392.4 | | -0.56% |
| Burlington, WA | Skagit Transit | DR | 0.1 | 4.1 | 4.0 | 4.2 | 12.3 | 3.8 | 3.8 | 4.6 | 12.2 | | 0.82% |
| Burlington, WA | Skagit Transit | MB | 3.9 | 119.2 | 115.7 | 125.3 | 360.2 | 134.6 | 118.2 | 139.5 | 392.3 | | -8.18% |
| Burlington, WA | Skagit Transit | TOTAL | 4.0 | 123.3 | 119.7 | 129.5 | 372.5 | 138.4 | 122.0 | 144.1 | 404.5 | | -7.91% |
| Butler, PA | Butler Township-City Jt MTA | MBP | 0.7 | 14.0 | 15.4 | 16.6 | 46.0 | 11.2 | 14.4 | 15.6 | 41.2 | | 11.65% |
| Butler, PA | Butler Township-City Jt MTA | TOTAL | 0.7 | 14.0 | 15.4 | 16.6 | 46.0 | 11.2 | 14.4 | 15.6 | 41.2 | | 11.65% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | Year- to-Date Change |
|-----------------------------|---------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|----------------------------|
| Canton, OH | Stark Area RTA | DR | 0.3 | 8.2 | 8.4 | 9.4 | 26.0 | 5.3 | 6.7 | 7.9 | 19.9 | | 30.65% |
| Canton, OH | Stark Area RTA | MB | 4.3 | 96.0 | 111.5 | 121.3 | 328.8 | 92.6 | 111.7 | 127.0 | 331.3 | | -0.75% |
| Canton, OH | Stark Area RTA | TOTAL | 4.6 | 104.2 | 119.9 | 130.7 | 354.8 | 97.9 | 118.4 | 134.9 | 351.2 | | 1.03% |
| Champaign, IL | Champaign-Urbana MTD | DR | 0.1 | 3.4 | 5.5 | 3.4 | 12.3 | 3.1 | 4.8 | 4.5 | 12.4 | | -0.81% |
| Champaign, IL | Champaign-Urbana MTD | MB | 38.3 | 708.1 | 1,083.2 | 859.1 | 2,650.4 | 624.6 | 998.3 | 910.2 | 2,533.1 | | 4.63% |
| Champaign, IL | Champaign-Urbana MTD | MBP | 0.1 | 2.2 | 2.4 | 3.9 | 8.5 | 2.2 | 3.7 | 4.1 | 10.0 | | -15.00% |
| Champaign, IL | Champaign-Urbana MTD | TOTAL | 38.5 | 713.7 | 1,091.1 | 866.4 | 2,671.2 | 629.9 | 1,006.8 | 918.8 | 2,555.5 | | 4.53% |
| Charleston, SC | Charleston Area RTA | DRP | 0.2 | 6.1 | 6.1 | 7.0 | 19.2 | 5.9 | 5.7 | 6.2 | 17.8 | | 7.87% |
| Charleston, SC | Charleston Area RTA | MBP | 11.4 | 266.9 | 294.2 | 329.6 | 890.7 | 290.0 | 296.5 | 328.4 | 914.9 | | -2.65% |
| Charleston, SC | Charleston Area RTA | TOTAL | 11.6 | 273.0 | 300.3 | 336.6 | 909.9 | 295.9 | 302.2 | 334.6 | 932.7 | | -2.44% |
| Charlotte, NC | Charlotte DOT | DR | 0.6 | 10.3 | 12.5 | 13.6 | 36.4 | 11.1 | 11.1 | 13.0 | 35.2 | | 3.41% |
| Charlotte, NC | Charlotte DOT | DRP | 0.1 | 1.6 | 1.8 | 1.8 | 5.2 | 1.8 | 1.8 | 2.2 | 5.8 | | -10.34% |
| Charlotte, NC | Charlotte DOT | MB | 33.9 | 953.3 | 1,031.3 | 1,091.4 | 3,076.0 | 917.8 | 920.3 | 1,023.9 | 2,862.0 | | 7.48% |
| Charlotte, NC | Charlotte DOT | MBP | 0.5 | 11.3 | 11.9 | 12.9 | 36.1 | 9.8 | 11.1 | 13.1 | 34.0 | | 6.18% |
| Charlotte, NC | Charlotte DOT | VP | 0.6 | 12.3 | 12.9 | 14.2 | 39.4 | 11.1 | 11.7 | 13.7 | 36.5 | | 7.95% |
| Charlotte, NC | Charlotte DOT | TOTAL | 35.6 | 988.8 | 1,070.4 | 1,133.9 | 3,193.1 | 951.6 | 956.0 | 1,065.9 | 2,973.5 | | 7.39% |
| Chicago, IL | Chicago Transit Authority | DRP | 3.9 | 97.9 | 98.9 | 111.6 | 308.4 | 89.5 | 95.4 | 103.6 | 288.5 | | 6.90% |
| Chicago, IL | Chicago Transit Authority | HR | 472.8 | 11,174.2 | 11,389.3 | 12,682.6 | 35,246.1 | 10,268.6 | 10,556.5 | 12,053.8 | 32,878.9 | | 7.20% |
| Chicago, IL | Chicago Transit Authority | MB | 965.5 | 23,175.3 | 24,637.8 | 27,373.0 | 75,186.1 | 22,306.4 | 23,492.7 | 26,571.8 | 72,370.9 | | 3.89% |
| Chicago, IL | Chicago Transit Authority | TOTAL | 1,442.2 | 34,447.4 | 36,126.0 | 40,167.2 | 110,740.6 | 32,664.5 | 34,144.6 | 38,729.2 | 105,538.3 | | 4.93% |
| Chicago, IL | City of East Chicago PT | DR | 0.0 | 0.3 | 0.3 | 0.5 | 1.1 | 0.3 | 0.3 | 0.3 | 0.9 | | 22.22% |
| Chicago, IL | City of East Chicago PT | MB | 0.8 | 17.4 | 17.9 | 22.2 | 57.5 | 14.3 | 17.3 | 20.0 | 51.6 | | 11.43% |
| Chicago, IL | City of East Chicago PT | TOTAL | 0.8 | 17.7 | 18.2 | 22.7 | 58.6 | 14.6 | 17.6 | 20.3 | 52.5 | | 11.62% |
| Chicago, IL | METRA | CR | 285.8 | 5,800.7 | 5,752.8 | 6,038.5 | 17,592.0 | 5,694.7 | 5,560.4 | 5,925.9 | 17,181.0 | | 2.39% |
| Chicago, IL | METRA | TOTAL | 285.8 | 5,800.7 | 5,752.8 | 6,038.5 | 17,592.0 | 5,694.7 | 5,560.4 | 5,925.9 | 17,181.0 | | 2.39% |
| Chicago, IL | Northern IN Commuter TD | CR | 12.2 | 267.1 | 276.4 | 313.7 | 857.2 | 254.2 | 257.7 | 298.5 | 810.4 | | 5.77% |
| Chicago, IL | Northern IN Commuter TD | TOTAL | 12.2 | 267.1 | 276.4 | 313.7 | 857.2 | 254.2 | 257.7 | 298.5 | 810.4 | | 5.77% |
| Chicago, IL | PACE Suburban Bus | DR | 0.1 | 2.4 | 2.7 | 2.4 | 7.5 | 2.3 | 2.6 | 2.8 | 7.7 | | -2.60% |
| Chicago, IL | PACE Suburban Bus | DRP | 6.0 | 115.6 | 130.3 | 141.2 | 387.1 | 117.2 | 126.5 | 143.6 | 387.3 | | -0.05% |
| Chicago, IL | PACE Suburban Bus | MB | 112.1 | 2,558.9 | 2,692.7 | 2,939.7 | 8,191.3 | 2,468.9 | 2,651.3 | 2,994.9 | 8,115.1 | | 0.94% |
| Chicago, IL | PACE Suburban Bus | MBP | 11.5 | 249.9 | 254.8 | 283.6 | 788.3 | 261.8 | 259.6 | 296.8 | 818.2 | | -3.65% |
| Chicago, IL | PACE Suburban Bus | VP | 4.8 | 101.0 | 102.9 | 105.9 | 309.8 | 97.3 | 93.6 | 107.4 | 298.3 | | 3.86% |
| Chicago, IL | PACE Suburban Bus | TOTAL | 134.5 | 3,027.8 | 3,183.4 | 3,472.8 | 9,684.0 | 2,947.5 | 3,133.6 | 3,545.5 | 9,626.6 | | 0.60% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Cincinnati, OH | Tr Auth of Northern Kentucky | DR | 0.2 | 3.9 | 4.4 | 4.9 | 13.2 | 3.7 | 4.0 | 4.3 | 12.0 | | 10.00% |
| Cincinnati, OH | Tr Auth of Northern Kentucky | MB | 14.1 | 295.8 | 302.4 | 337.1 | 935.3 | 259.4 | 273.8 | 304.5 | 837.7 | | 11.65% |
| Cincinnati, OH | Tr Auth of Northern Kentucky | MBP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 11.0 | 11.9 | 33.2 | | -100.00% |
| Cincinnati, OH | Tr Auth of Northern Kentucky | TOTAL | 14.3 | 299.7 | 306.8 | 342.0 | 948.5 | 273.4 | 288.8 | 320.7 | 882.9 | | 7.43% |
| Clarksville, TN | Clarksville Transit System | DR | 0.1 | 1.3 | 1.5 | 1.7 | 4.5 | 1.2 | 1.3 | 1.5 | 4.0 | | 12.50% |
| Clarksville, TN | Clarksville Transit System | MB | 1.8 | 40.0 | 45.0 | 47.5 | 132.5 | 35.8 | 40.7 | 36.7 | 113.2 | | 17.05% |
| Clarksville, TN | Clarksville Transit System | TOTAL | 1.9 | 41.3 | 46.5 | 49.2 | 137.0 | 37.0 | 42.0 | 38.2 | 117.2 | | 16.89% |
| Cleveland, OH | Greater Cleveland Reg TA | DR | 0.9 | 20.4 | 21.1 | 21.8 | 63.3 | 23.0 | 21.8 | 21.5 | 66.3 | | -4.52% |
| Cleveland, OH | Greater Cleveland Reg TA | DRP | 0.3 | 7.6 | 7.0 | 6.5 | 21.1 | 6.1 | 5.6 | 6.5 | 18.2 | | 15.93% |
| Cleveland, OH | Greater Cleveland Reg TA | HR | 17.5 | 371.4 | 413.0 | 495.9 | 1,280.3 | 386.1 | 403.5 | 516.4 | 1,306.0 | | -1.97% |
| Cleveland, OH | Greater Cleveland Reg TA | LR | 11.8 | 247.6 | 273.5 | 341.0 | 862.1 | 264.8 | 267.3 | 354.8 | 886.9 | | -2.80% |
| Cleveland, OH | Greater Cleveland Reg TA | MB | 173.4 | 3,903.8 | 4,160.4 | 4,589.2 | 12,653.4 | 3,559.4 | 4,092.0 | 4,642.9 | 12,294.3 | | 2.92% |
| Cleveland, OH | Greater Cleveland Reg TA | TOTAL | 204.0 | 4,550.8 | 4,875.0 | 5,454.4 | 14,880.2 | 4,239.4 | 4,790.2 | 5,542.1 | 14,571.7 | | 2.12% |
| Cleveland, OH | LAKETRAN | DR | 1.1 | 23.3 | 24.0 | 26.3 | 73.6 | 18.3 | 21.1 | 25.3 | 64.7 | | 13.76% |
| Cleveland, OH | LAKETRAN | DRP | 0.2 | 2.9 | 3.5 | 4.3 | 10.7 | 3.3 | 3.8 | 4.7 | 11.8 | | -9.32% |
| Cleveland, OH | LAKETRAN | MB | 1.7 | 36.6 | 37.7 | 43.5 | 117.8 | 30.8 | 32.3 | 37.2 | 100.3 | | 17.45% |
| Cleveland, OH | LAKETRAN | TOTAL | 3.0 | 62.8 | 65.2 | 74.1 | 202.1 | 52.4 | 57.2 | 67.2 | 176.8 | | 14.31% |
| Colorado Springs, CO | Springs Transit | DRP | 0.2 | 4.3 | 4.6 | 4.9 | 13.8 | 4.4 | 4.3 | 5.2 | 13.9 | | -0.72% |
| Colorado Springs, CO | Springs Transit | MB | 11.9 | 258.5 | 255.2 | 255.9 | 769.6 | 263.2 | 258.9 | 286.7 | 808.8 | | -4.85% |
| Colorado Springs, CO | Springs Transit | TOTAL | 12.1 | 262.8 | 259.8 | 260.8 | 783.4 | 267.6 | 263.2 | 291.9 | 822.7 | | -4.78% |
| Columbus, OH | Central Ohio Transit Auth | DRP | 0.5 | 9.9 | 10.9 | 12.2 | 33.0 | 8.8 | 9.7 | 10.7 | 29.2 | | 13.01% |
| Columbus, OH | Central Ohio Transit Auth | MB | 62.6 | 1,452.1 | 1,527.3 | 1,639.1 | 4,618.5 | 1,449.2 | 1,506.2 | 1,660.4 | 4,615.8 | | 0.06% |
| Columbus, OH | Central Ohio Transit Auth | TOTAL | 63.0 | 1,462.0 | 1,538.2 | 1,651.3 | 4,651.5 | 1,458.0 | 1,515.9 | 1,671.1 | 4,645.0 | | 0.14% |
| Corpus Christi, TX | Corpus Christi Regional TA | DRP | 0.8 | 16.2 | 16.6 | 17.4 | 50.2 | 16.2 | 16.3 | 17.5 | 50.0 | | 0.40% |
| Corpus Christi, TX | Corpus Christi Regional TA | FBP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | NA |
| Corpus Christi, TX | Corpus Christi Regional TA | MB | 19.6 | 413.3 | 421.5 | 439.7 | 1,274.5 | 427.4 | 435.2 | 452.8 | 1,315.4 | | -3.11% |
| Corpus Christi, TX | Corpus Christi Regional TA | MBP | 1.9 | 39.6 | 42.4 | 44.6 | 126.6 | 47.7 | 35.9 | 38.4 | 122.0 | | 3.77% |
| Corpus Christi, TX | Corpus Christi Regional TA | VPP | 0.0 | 0.3 | 0.1 | 0.2 | 0.6 | 0.2 | 0.2 | 0.2 | 0.6 | | 0.00% |
| Corpus Christi, TX | Corpus Christi Regional TA | TOTAL | 22.4 | 469.4 | 480.6 | 501.9 | 1,451.9 | 491.5 | 487.6 | 508.9 | 1,488.0 | | -2.43% |
| Dallas, TX | Dallas Area Rapid Transit | CRP | 2.3 | 49.3 | 52.3 | 60.3 | 161.9 | 45.6 | 41.7 | 52.9 | 140.2 | | 15.48% |
| Dallas, TX | Dallas Area Rapid Transit | DRP | 2.2 | 45.2 | 47.8 | 50.8 | 143.8 | 50.1 | 47.6 | 53.6 | 151.3 | | -4.96% |
| Dallas, TX | Dallas Area Rapid Transit | LR | 37.1 | 898.0 | 945.9 | 991.1 | 2,835.0 | 908.5 | 917.3 | 954.2 | 2,780.0 | | 1.98% |
| Dallas, TX | Dallas Area Rapid Transit | MB | 124.0 | 2,979.7 | 3,117.0 | 3,188.2 | 9,284.9 | 3,076.7 | 3,043.3 | 3,210.8 | 9,330.8 | | -0.49% |
| Dallas, TX | Dallas Area Rapid Transit | MBP | 37.2 | 791.1 | 846.6 | 910.1 | 2,547.8 | 700.5 | 761.0 | 826.7 | 2,288.2 | | 11.35% |
| Dallas, TX | Dallas Area Rapid Transit | TOTAL | 202.8 | 4,763.3 | 5,009.6 | 5,200.5 | 14,973.4 | 4,781.4 | 4,810.9 | 5,098.2 | 14,690.5 | | 1.93% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|-------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Dallas, TX | Fort Worth Transp Auth | DR | 0.4 | 9.5 | 9.8 | 10.7 | 30.0 | 10.8 | 10.0 | 11.0 | 31.8 | -5.66% | |
| Dallas, TX | Fort Worth Transp Auth | DRP | 0.8 | 16.4 | 17.3 | 18.5 | 52.2 | 15.4 | 15.3 | 17.7 | 48.4 | 7.85% | |
| Dallas, TX | Fort Worth Transp Auth | MB | 21.9 | 460.7 | 479.2 | 482.1 | 1,422.0 | 466.5 | 484.5 | 502.2 | 1,453.2 | -2.15% | |
| Dallas, TX | Fort Worth Transp Auth | MBP | 0.1 | 2.2 | 4.2 | 4.4 | 10.8 | 2.8 | 4.4 | 2.7 | 9.9 | 9.09% | |
| Dallas, TX | Fort Worth Transp Auth | VPP | 2.2 | 41.2 | 52.1 | 54.9 | 148.2 | 39.2 | 39.0 | 44.7 | 122.9 | 20.59% | |
| Dallas, TX | Fort Worth Transp Auth | TOTAL | 25.4 | 530.0 | 562.6 | 570.6 | 1,663.2 | 534.7 | 553.2 | 578.3 | 1,666.2 | -0.18% | |
| Dansville, NY | Livingston Area Transp Svce | DR | 0.6 | 11.5 | 11.9 | 13.9 | 37.3 | 10.0 | 11.9 | 12.9 | 34.8 | 7.18% | |
| Dansville, NY | Livingston Area Transp Svce | TOTAL | 0.6 | 11.5 | 11.9 | 13.9 | 37.3 | 10.0 | 11.9 | 12.9 | 34.8 | 7.18% | |
| Davenport, IA | Rock Island County MMTD | DRP | 0.0 | 1.0 | 1.0 | 1.1 | 3.1 | 0.6 | 0.6 | 0.9 | 2.1 | 47.62% | |
| Davenport, IA | Rock Island County MMTD | MB | 5.4 | 149.1 | 160.7 | 172.4 | 482.2 | 131.2 | 151.1 | 156.9 | 439.2 | 9.79% | |
| Davenport, IA | Rock Island County MMTD | TOTAL | 5.4 | 150.1 | 161.7 | 173.5 | 485.3 | 131.8 | 151.7 | 157.8 | 441.3 | 9.97% | |
| Davis, CA | University Transport System | MB | 13.4 | 297.1 | 317.3 | 221.7 | 836.1 | 278.0 | 290.7 | 233.3 | 802.0 | 4.25% | |
| Davis, CA | University Transport System | TOTAL | 13.4 | 297.1 | 317.3 | 221.7 | 836.1 | 278.0 | 290.7 | 233.3 | 802.0 | 4.25% | |
| Dayton, OH | Miami Valley Regional Tr Auth | DR | 0.4 | 10.2 | 10.5 | 11.5 | 32.2 | 8.6 | 11.0 | 12.1 | 31.7 | 1.58% | |
| Dayton, OH | Miami Valley Regional Tr Auth | MB | 27.6 | 637.0 | 715.8 | 750.3 | 2,103.1 | 766.8 | 802.6 | 864.8 | 2,434.2 | -13.60% | |
| Dayton, OH | Miami Valley Regional Tr Auth | TB | 14.9 | 328.2 | 368.8 | 386.5 | 1,083.5 | 255.6 | 267.5 | 288.3 | 811.4 | 33.53% | |
| Dayton, OH | Miami Valley Regional Tr Auth | TOTAL | 42.9 | 975.4 | 1,095.1 | 1,148.3 | 3,218.8 | 1,031.0 | 1,081.1 | 1,165.2 | 3,277.3 | -1.79% | |
| Delaware, OH | Delaware Area Transit Agency | MB | 0.8 | 3.5 | 4.1 | 3.8 | 11.4 | NA | NA | 0.8 | NA | NA | NA |
| Delaware, OH | Delaware Area Transit Agency | TOTAL | 0.8 | 3.5 | 4.1 | 3.8 | 11.4 | NA | NA | 0.8 | NA | NA | NA |
| Denver, CO | Regional Transportation Dist | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Denver, CO | Regional Transportation Dist | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Denver, CO | Regional Transportation Dist | LR | 18.6 | 386.7 | 502.1 | 495.7 | 1,384.5 | 368.3 | 369.3 | 424.6 | 1,162.2 | 19.13% | |
| Denver, CO | Regional Transportation Dist | MB | 144.0 | 3,581.7 | 3,491.7 | 3,736.3 | 10,809.7 | 3,185.4 | 3,096.8 | 3,488.0 | 9,770.2 | 10.64% | |
| Denver, CO | Regional Transportation Dist | MBP | 21.0 | 523.5 | 527.7 | 538.3 | 1,589.5 | 789.6 | 816.2 | 927.5 | 2,533.3 | -37.26% | |
| Denver, CO | Regional Transportation Dist | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Detroit, MI | Detroit Dept of Transp | DRP | 0.6 | 12.2 | 12.5 | 14.1 | 38.8 | 9.5 | 10.9 | 12.2 | 32.6 | 19.02% | |
| Detroit, MI | Detroit Dept of Transp | MB | 155.3 | 2,759.5 | 3,207.2 | 4,027.3 | 9,994.0 | 2,653.4 | 3,083.8 | 4,107.0 | 9,844.2 | 1.52% | |
| Detroit, MI | Detroit Dept of Transp | TOTAL | 155.9 | 2,771.7 | 3,219.7 | 4,041.4 | 10,032.8 | 2,662.9 | 3,094.7 | 4,119.2 | 9,876.8 | 1.58% | |
| Detroit, MI | Suburban Mobility Auth for RT | DR | 2.0 | 40.3 | 41.8 | 47.6 | 129.7 | 35.7 | 40.5 | 46.5 | 122.7 | 5.70% | |
| Detroit, MI | Suburban Mobility Auth for RT | DRP | 1.4 | 28.9 | 30.6 | 34.3 | 93.8 | 24.2 | 30.7 | 33.7 | 88.6 | 5.87% | |
| Detroit, MI | Suburban Mobility Auth for RT | MB | 30.4 | 703.6 | 731.1 | 814.7 | 2,249.4 | 683.3 | 739.0 | 836.5 | 2,258.8 | -0.42% | |
| Detroit, MI | Suburban Mobility Auth for RT | MBP | 1.1 | 21.8 | 24.4 | 27.8 | 74.0 | 20.3 | 22.2 | 25.6 | 68.1 | 8.66% | |
| Detroit, MI | Suburban Mobility Auth for RT | TOTAL | 34.9 | 794.6 | 827.9 | 924.4 | 2,546.9 | 763.5 | 832.4 | 942.3 | 2,538.2 | 0.34% | |
| Duluth, MN | Duluth Transit Authority | DRP | NA | 2.5 | 2.5 | 2.7 | 7.7 | 2.7 | 2.7 | 3.0 | 8.4 | -8.33% | |
| Duluth, MN | Duluth Transit Authority | MB | NA | 248.6 | 249.4 | 285.7 | 783.7 | 251.2 | 257.9 | 283.6 | 792.7 | -1.14% | |
| Duluth, MN | Duluth Transit Authority | TOTAL | NA | 251.1 | 251.9 | 288.4 | 791.4 | 253.9 | 260.6 | 286.6 | 801.1 | -1.21% | |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | Year- to-Date Change |
|-----------------------------|--------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|----------------------------|
| Eugene, OR | Lane Transit District | DRP | NA | 8.3 | 8.4 | 9.3 | 26.0 | 7.3 | 8.0 | 8.6 | 24.0 | | 8.55% |
| Eugene, OR | Lane Transit District | MB | 22.2 | 544.5 | 557.5 | 537.5 | 1,639.5 | 521.6 | 533.8 | 546.8 | 1,602.2 | | 2.33% |
| Eugene, OR | Lane Transit District | TOTAL | NA | 552.8 | 565.9 | 546.8 | 1,665.5 | 528.9 | 541.8 | 555.4 | 1,626.2 | | 2.42% |
| Fairfield, CA | Fairfield/Suisun Transit Sys | DRP | 0.1 | 1.4 | 1.4 | 1.7 | 4.5 | 1.5 | 1.5 | 1.7 | 4.7 | | -4.26% |
| Fairfield, CA | Fairfield/Suisun Transit Sys | MBP | 3.5 | 72.5 | 75.4 | 89.3 | 237.2 | 70.7 | 74.0 | 88.2 | 232.9 | | 1.85% |
| Fairfield, CA | Fairfield/Suisun Transit Sys | TOTAL | 3.6 | 73.9 | 76.8 | 91.0 | 241.7 | 72.2 | 75.5 | 89.9 | 237.6 | | 1.73% |
| Flint, MI | Mass Transportation Authority | DR | 1.9 | 46.1 | 47.5 | 51.8 | 145.4 | 36.1 | 35.5 | 41.8 | 113.4 | | 28.22% |
| Flint, MI | Mass Transportation Authority | MB | 25.6 | 562.5 | 593.6 | 624.7 | 1,780.8 | 529.7 | 564.3 | 673.8 | 1,767.8 | | 0.74% |
| Flint, MI | Mass Transportation Authority | TOTAL | 27.4 | 608.6 | 641.1 | 676.5 | 1,926.2 | 565.8 | 599.8 | 715.6 | 1,881.2 | | 2.39% |
| Fort Collins, CO | Transfort | DR | 0.3 | 5.8 | 5.9 | 6.6 | 18.3 | 5.5 | 5.4 | 5.9 | 16.8 | | 8.93% |
| Fort Collins, CO | Transfort | MB | 6.0 | 118.9 | 156.2 | 146.0 | 421.1 | 108.9 | 138.5 | 131.8 | 379.2 | | 11.05% |
| Fort Collins, CO | Transfort | TOTAL | 6.3 | 124.7 | 162.1 | 152.6 | 439.4 | 114.4 | 143.9 | 137.7 | 396.0 | | 10.96% |
| Fort Myers, FL | Lee Tran | DRP | 0.3 | 6.2 | 6.6 | 7.6 | 20.4 | 5.7 | 5.8 | 6.8 | 18.3 | | 11.48% |
| Fort Myers, FL | Lee Tran | MB | 8.5 | 197.6 | 222.3 | 257.6 | 677.5 | 160.1 | 182.7 | 220.0 | 562.8 | | 20.38% |
| Fort Myers, FL | Lee Tran | TOTAL | 8.8 | 203.8 | 228.9 | 265.2 | 697.9 | 165.8 | 188.5 | 226.8 | 581.1 | | 20.10% |
| Fort Wayne, IN | Fort Wayne Public Tr Corp | DR | 0.1 | 2.3 | 2.4 | 2.8 | 7.5 | 1.8 | 2.2 | 2.3 | 6.3 | | 19.05% |
| Fort Wayne, IN | Fort Wayne Public Tr Corp | MB | 4.7 | 101.4 | 110.0 | 120.8 | 332.2 | 97.6 | 106.6 | 113.9 | 318.1 | | 4.43% |
| Fort Wayne, IN | Fort Wayne Public Tr Corp | TOTAL | 4.8 | 103.7 | 112.4 | 123.6 | 339.7 | 99.4 | 108.8 | 116.2 | 324.4 | | 4.72% |
| Fresno, CA | Fresno Area Express | DRP | 0.3 | 7.8 | 7.8 | 8.5 | 24.1 | 7.6 | 7.5 | 8.2 | 23.3 | | 3.43% |
| Fresno, CA | Fresno Area Express | MB | 41.5 | 996.6 | 1,031.7 | 1,218.3 | 3,246.6 | 873.3 | 887.2 | 1,046.4 | 2,806.9 | | 15.66% |
| Fresno, CA | Fresno Area Express | TOTAL | 41.9 | 1,004.4 | 1,039.5 | 1,226.8 | 3,270.7 | 880.9 | 894.7 | 1,054.6 | 2,830.2 | | 15.56% |
| Gainesville, FL | Regional Transit System | DR | 0.1 | 1.6 | 1.7 | 2.2 | 5.5 | 0.4 | 0.2 | 0.8 | 1.4 | | 292.86% |
| Gainesville, FL | Regional Transit System | MB | 25.6 | 442.6 | 563.2 | 470.1 | 1,475.9 | 438.2 | 463.2 | 409.6 | 1,311.0 | | 12.58% |
| Gainesville, FL | Regional Transit System | TOTAL | 25.7 | 444.2 | 564.9 | 472.3 | 1,481.4 | 438.6 | 463.4 | 410.4 | 1,312.4 | | 12.88% |
| Grand Rapids, MI | Grand Rapids Area Transit Auth | DRP | 0.8 | 16.8 | 17.5 | 18.1 | 52.4 | 15.6 | 16.3 | 18.8 | 50.7 | | 3.35% |
| Grand Rapids, MI | Grand Rapids Area Transit Auth | MB | 17.0 | 359.5 | 389.1 | 424.8 | 1,173.4 | 314.2 | 347.3 | 391.3 | 1,052.8 | | 11.46% |
| Grand Rapids, MI | Grand Rapids Area Transit Auth | TOTAL | 17.7 | 376.3 | 406.6 | 442.9 | 1,225.8 | 329.8 | 363.6 | 410.1 | 1,103.5 | | 11.08% |
| Great Falls, MT | Great Falls Transit District | DRP | 0.1 | 1.8 | 2.0 | 2.3 | 6.1 | 1.5 | 1.2 | 1.6 | 4.3 | | 41.86% |
| Great Falls, MT | Great Falls Transit District | MB | 2.2 | 56.1 | 56.2 | 62.6 | 174.9 | 50.7 | 49.0 | 53.1 | 152.8 | | 14.46% |
| Great Falls, MT | Great Falls Transit District | TOTAL | 2.3 | 57.9 | 58.2 | 64.9 | 181.0 | 52.2 | 50.2 | 54.7 | 157.1 | | 15.21% |
| Greensboro, NC | Greensboro Transit Auth | DRP | 0.3 | 4.6 | 6.3 | 7.5 | 18.4 | 6.5 | 6.1 | 6.8 | 19.4 | | -5.15% |
| Greensboro, NC | Greensboro Transit Auth | MBP | 5.4 | 96.4 | 123.4 | 133.6 | 353.4 | 128.3 | 127.6 | 135.1 | 391.0 | | -9.62% |
| Greensboro, NC | Greensboro Transit Auth | TOTAL | 5.7 | 101.0 | 129.7 | 141.1 | 371.8 | 134.8 | 133.7 | 141.9 | 410.4 | | -9.41% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- to-Date Change |
|-----------------------------|------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|----------------------------|
| Hamilton, OH | Butler County Regional TA | DR | 0.0 | 0.7 | 0.7 | 0.6 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Hamilton, OH | Butler County Regional TA | MB | 0.9 | 17.7 | 21.0 | 19.0 | 57.7 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Hamilton, OH | Butler County Regional TA | TOTAL | 0.9 | 18.4 | 21.7 | 19.6 | 59.7 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| Hartford, CT | Connecticut DOT | FB | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Hartford, CT | Connecticut DOT | MBP | 0.7 | 15.0 | 14.4 | 15.7 | 45.1 | 15.5 | 14.6 | 16.4 | 46.5 | -3.01% |
| Hartford, CT | Connecticut DOT | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Hartford, CT | Connecticut Transit | MB | 51.8 | 1,080.8 | 1,219.4 | 1,029.3 | 3,329.5 | 1,128.9 | 1,161.9 | 1,356.3 | 3,647.1 | -8.71% |
| Hartford, CT | Connecticut Transit | TOTAL | 51.8 | 1,080.8 | 1,219.4 | 1,029.3 | 3,329.5 | 1,128.9 | 1,161.9 | 1,356.3 | 3,647.1 | -8.71% |
| Hartford, CT | Greater Hartford Tran Dist | DRP | 0.7 | 16.6 | 15.8 | 17.6 | 50.0 | 16.0 | 14.9 | 16.8 | 47.7 | 4.82% |
| Hartford, CT | Greater Hartford Tran Dist | MBP | NA | 0.0 | 0.0 | 0.0 | 0.0 | 8.4 | 9.5 | 8.0 | 26.0 | -100.00% |
| Hartford, CT | Greater Hartford Tran Dist | TOTAL | NA | 16.6 | 15.8 | 17.6 | 50.0 | 24.4 | 24.4 | 24.8 | 73.7 | -32.12% |
| Honolulu, HI | City & Cnty of Honolulu DOTS | DR | 2.3 | 53.1 | 53.9 | 57.8 | 164.8 | 50.4 | 49.4 | 55.1 | 154.9 | 6.39% |
| Honolulu, HI | City & Cnty of Honolulu DOTS | DRP | 0.1 | 2.1 | 2.1 | 2.3 | 6.5 | 2.1 | 2.3 | 2.6 | 7.0 | -7.14% |
| Honolulu, HI | City & Cnty of Honolulu DOTS | MB | 227.6 | 5,841.5 | 5,805.4 | 6,043.4 | 17,690.3 | 5,790.9 | 5,524.8 | 5,981.1 | 17,296.8 | 2.27% |
| Honolulu, HI | City & Cnty of Honolulu DOTS | TOTAL | 230.1 | 5,896.7 | 5,861.4 | 6,103.5 | 17,861.6 | 5,843.4 | 5,576.5 | 6,038.8 | 17,458.7 | 2.31% |
| Houston, TX | Metro Tr Auth of Harris Co | DRP | 3.8 | 94.6 | 94.8 | 98.1 | 287.5 | 90.0 | 88.7 | 100.9 | 279.6 | 2.83% |
| Houston, TX | Metro Tr Auth of Harris Co | MB | 298.7 | 6,807.9 | 7,466.6 | 7,665.9 | 21,940.4 | 6,724.0 | 7,071.8 | 7,633.5 | 21,429.3 | 2.39% |
| Houston, TX | Metro Tr Auth of Harris Co | MBP | 35.7 | 896.1 | 933.0 | 1,023.2 | 2,852.3 | 1,072.0 | 995.9 | 1,107.9 | 3,175.8 | -10.19% |
| Houston, TX | Metro Tr Auth of Harris Co | TOTAL | 338.2 | 7,798.6 | 8,494.4 | 8,787.2 | 25,080.2 | 7,886.0 | 8,156.4 | 8,842.3 | 24,884.7 | 0.79% |
| Jacksonville, FL | Jacksonville Transp Auth | AG | 2.0 | 52.0 | 47.6 | 60.9 | 160.5 | 46.1 | 45.7 | 61.2 | 153.0 | 4.90% |
| Jacksonville, FL | Jacksonville Transp Auth | DRP | 2.0 | 43.8 | 43.6 | 47.3 | 134.7 | 41.4 | 39.8 | 45.9 | 127.1 | 5.98% |
| Jacksonville, FL | Jacksonville Transp Auth | MB | 28.8 | 660.4 | 693.6 | 740.6 | 2,094.6 | 683.1 | 678.8 | 748.5 | 2,110.4 | -0.75% |
| Jacksonville, FL | Jacksonville Transp Auth | TOTAL | 32.7 | 756.2 | 784.8 | 848.8 | 2,389.8 | 770.6 | 764.3 | 855.6 | 2,390.5 | -0.03% |
| Johnstown, PA | Cambria County Transit Auth | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Johnstown, PA | Cambria County Transit Auth | IP | 0.1 | 3.6 | 3.3 | 3.4 | 10.3 | 2.4 | 2.7 | 5.0 | 10.1 | 1.98% |
| Johnstown, PA | Cambria County Transit Auth | MB | 5.3 | 105.8 | 115.8 | 126.6 | 348.2 | 110.2 | 111.7 | 122.8 | 344.7 | 1.02% |
| Johnstown, PA | Cambria County Transit Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Kalamazoo, MI | Kalamazoo Metro Transit Sys | DRP | 0.1 | 1.7 | 1.7 | 1.9 | 5.3 | 1.2 | 1.6 | 1.9 | 4.7 | 12.77% |
| Kalamazoo, MI | Kalamazoo Metro Transit Sys | MB | 8.6 | 186.6 | 200.5 | 201.5 | 588.6 | 161.6 | 178.8 | 197.0 | 537.4 | 9.53% |
| Kalamazoo, MI | Kalamazoo Metro Transit Sys | TOTAL | 8.7 | 188.3 | 202.2 | 203.4 | 593.9 | 162.8 | 180.4 | 198.9 | 542.1 | 9.56% |
| Kansas City, MO | Kansas City Area Trp Auth | DR | 0.3 | 6.5 | 6.8 | 7.7 | 21.0 | 3.4 | 4.1 | 4.0 | 11.5 | 82.61% |
| Kansas City, MO | Kansas City Area Trp Auth | DRP | NA | 25.8 | 25.6 | NA | NA | 21.6 | 21.7 | 22.8 | 66.1 | NA |
| Kansas City, MO | Kansas City Area Trp Auth | MB | 51.2 | 1,193.2 | 1,275.1 | 1,378.9 | 3,847.2 | 1,159.9 | 1,184.2 | 1,334.6 | 3,678.7 | 4.58% |
| Kansas City, MO | Kansas City Area Trp Auth | VP | 0.2 | 3.0 | 3.6 | 3.6 | 10.2 | 0.5 | 0.6 | 0.7 | 1.8 | 466.67% |
| Kansas City, MO | Kansas City Area Trp Auth | TOTAL | NA | 1,228.5 | 1,311.1 | NA | NA | 1,185.4 | 1,210.6 | 1,362.1 | 3,758.1 | NA |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|---------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Kenosha, WI | City of Kenosha DOT | DRP | 0.1 | 1.4 | 1.5 | 1.6 | 4.5 | 1.3 | 1.4 | 1.7 | 4.3 | | 4.00% |
| Kenosha, WI | City of Kenosha DOT | MB | 8.2 | 188.2 | 187.3 | 203.4 | 578.9 | 174.0 | 171.6 | 197.8 | 543.4 | | 6.53% |
| Kenosha, WI | City of Kenosha DOT | TOTAL | 8.3 | 189.6 | 188.8 | 205.0 | 583.4 | 175.3 | 173.0 | 199.5 | 547.7 | | 6.51% |
| Kittanning, PA | Mid-County Transit Auth | DRP | 0.2 | 4.5 | 4.9 | 5.8 | 15.2 | 3.7 | 5.1 | 5.6 | 14.4 | | 5.56% |
| Kittanning, PA | Mid-County Transit Auth | MB | 0.2 | 4.6 | 5.2 | 6.0 | 15.8 | 4.0 | 5.2 | 6.0 | 15.2 | | 3.95% |
| Kittanning, PA | Mid-County Transit Auth | TOTAL | 0.4 | 9.1 | 10.1 | 11.8 | 31.0 | 7.7 | 10.3 | 11.6 | 29.6 | | 4.73% |
| Knoxville, TN | Knoxville Area Transit | DR | 0.1 | 2.3 | 2.5 | 2.8 | 7.6 | 2.4 | 2.2 | 2.5 | 7.1 | | 7.04% |
| Knoxville, TN | Knoxville Area Transit | MB | 7.3 | 133.2 | 166.2 | 158.1 | 457.5 | 135.0 | 150.5 | 155.0 | 440.5 | | 3.86% |
| Knoxville, TN | Knoxville Area Transit | TOTAL | 7.4 | 135.5 | 168.7 | 160.9 | 465.1 | 137.4 | 152.7 | 157.5 | 447.6 | | 3.91% |
| LaCrosse, WI | LaCrosse Municipal Tran Util | DRP | 0.2 | 4.2 | 4.6 | 4.8 | 13.6 | 3.6 | 3.9 | 4.3 | 11.8 | | 15.25% |
| LaCrosse, WI | LaCrosse Municipal Tran Util | MB | 3.0 | 64.4 | 66.8 | 71.9 | 203.1 | 65.4 | 66.2 | 74.5 | 206.1 | | -1.46% |
| LaCrosse, WI | LaCrosse Municipal Tran Util | TOTAL | 3.2 | 68.6 | 71.4 | 76.7 | 216.7 | 69.0 | 70.1 | 78.8 | 217.9 | | -0.55% |
| Lafayette, IN | Greater Lafayette PTC | DR | 0.1 | 1.8 | 1.9 | 2.1 | 5.8 | 1.7 | 2.0 | 2.1 | 5.8 | | 0.00% |
| Lafayette, IN | Greater Lafayette PTC | MB | 14.2 | 295.6 | 364.7 | 289.3 | 949.6 | 154.0 | 190.0 | 177.0 | 521.0 | | 82.26% |
| Lafayette, IN | Greater Lafayette PTC | TOTAL | 14.3 | 297.4 | 366.6 | 291.4 | 955.4 | 155.7 | 192.0 | 179.1 | 526.8 | | 81.36% |
| Lancaster, PA | Red Rose Transit Authority | DRP | 1.1 | 20.9 | 25.1 | 29.7 | 75.7 | 21.2 | 23.2 | 26.9 | 71.3 | | 6.17% |
| Lancaster, PA | Red Rose Transit Authority | MB | 6.9 | 147.5 | 172.7 | 191.0 | 511.2 | 151.5 | 163.3 | 182.5 | 497.3 | | 2.80% |
| Lancaster, PA | Red Rose Transit Authority | TOTAL | 8.0 | 168.4 | 197.8 | 220.7 | 586.9 | 172.7 | 186.5 | 209.4 | 568.6 | | 3.22% |
| Lansing, MI | Capital Area Transp Authority | DR | 0.2 | 3.9 | 3.8 | 4.0 | 11.7 | 3.2 | 3.4 | 4.0 | 10.6 | | 10.38% |
| Lansing, MI | Capital Area Transp Authority | DRP | 1.4 | 34.2 | 37.6 | 30.3 | 102.1 | 21.8 | 23.1 | 26.9 | 71.8 | | 42.20% |
| Lansing, MI | Capital Area Transp Authority | MB | 20.7 | 502.8 | 574.6 | 534.1 | 1,611.5 | 367.3 | 391.0 | 410.5 | 1,168.8 | | 37.88% |
| Lansing, MI | Capital Area Transp Authority | TOTAL | 22.3 | 540.9 | 616.0 | 568.4 | 1,725.3 | 392.3 | 417.5 | 441.4 | 1,251.2 | | 37.89% |
| Laredo, TX | Laredo Municipal Transit System | DR | 0.2 | 3.5 | 3.8 | 4.1 | 11.4 | 4.0 | 4.1 | 4.1 | 12.2 | | -6.56% |
| Laredo, TX | Laredo Municipal Transit System | MB | 14.5 | 327.8 | 407.1 | 426.3 | 1,161.2 | 348.1 | 346.5 | 366.6 | 1,061.2 | | 9.42% |
| Laredo, TX | Laredo Municipal Transit System | TOTAL | 14.7 | 331.3 | 410.9 | 430.4 | 1,172.6 | 352.1 | 350.6 | 370.7 | 1,073.4 | | 9.24% |
| Las Vegas, NV | RTC of Clark County | DRP | 1.4 | 38.2 | 40.6 | 46.0 | 124.8 | 46.5 | 47.4 | 55.0 | 148.9 | | -16.19% |
| Las Vegas, NV | RTC of Clark County | MBP | 131.6 | 3,978.9 | 3,889.1 | 4,370.3 | 12,238.3 | 3,997.3 | 3,889.0 | 4,513.8 | 12,400.1 | | -1.30% |
| Las Vegas, NV | RTC of Clark County | TOTAL | 133.0 | 4,017.1 | 3,929.7 | 4,416.3 | 12,363.1 | 4,043.8 | 3,936.4 | 4,568.8 | 12,549.0 | | -1.48% |
| Lexington, KY | Transit Auth Lexington-Fayette | DRP | 0.3 | 5.8 | 6.6 | 7.4 | 19.8 | 8.4 | 9.3 | 10.8 | 28.5 | | -30.53% |
| Lexington, KY | Transit Auth Lexington-Fayette | MB | 13.9 | 332.5 | 361.0 | 356.0 | 1,049.5 | 319.2 | 340.3 | 329.0 | 988.5 | | 6.17% |
| Lexington, KY | Transit Auth Lexington-Fayette | TOTAL | 14.2 | 338.3 | 367.6 | 363.4 | 1,069.3 | 327.6 | 349.6 | 339.8 | 1,017.0 | | 5.14% |
| Longmont, CO | Regional Transportation Dist | MB | 1.1 | 26.8 | 25.4 | 24.4 | 76.6 | 23.4 | 25.1 | 26.2 | 74.7 | | 2.54% |
| Longmont, CO | Regional Transportation Dist | TOTAL | 1.1 | 26.8 | 25.4 | 24.4 | 76.6 | 23.4 | 25.1 | 26.2 | 74.7 | | 2.54% |
| Los Angeles, CA | Access Services | DRP | 5.0 | 126.5 | 125.9 | 139.3 | 391.7 | 129.1 | 130.9 | 149.8 | 409.8 | | -4.42% |
| Los Angeles, CA | Access Services | TOTAL | 5.0 | 126.5 | 125.9 | 139.3 | 391.7 | 129.1 | 130.9 | 149.8 | 409.8 | | -4.42% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|----------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Los Angeles, CA | Foothill Transit | MBP | 53.9 | 1,309.9 | 1,242.2 | 1,464.2 | 4,016.3 | 1,284.5 | 1,270.0 | 1,422.4 | 3,976.9 | | 0.99% |
| Los Angeles, CA | Foothill Transit | TOTAL | 53.9 | 1,309.9 | 1,242.2 | 1,464.2 | 4,016.3 | 1,284.5 | 1,270.0 | 1,422.4 | 3,976.9 | | 0.99% |
| Los Angeles, CA | Long Beach Transit | DRP | 0.3 | 6.4 | 6.3 | 7.2 | 19.9 | 5.7 | 5.6 | 6.9 | 18.2 | | 9.34% |
| Los Angeles, CA | Long Beach Transit | FBP | 0.0 | 1.0 | 0.6 | 1.3 | 2.9 | 3.2 | 2.4 | 2.0 | 7.6 | | -61.84% |
| Los Angeles, CA | Long Beach Transit | MB | 88.7 | 2,313.1 | 2,216.5 | 2,563.6 | 7,093.2 | 2,403.9 | 2,167.7 | 2,478.6 | 7,050.2 | | 0.61% |
| Los Angeles, CA | Long Beach Transit | TOTAL | 89.0 | 2,320.5 | 2,223.4 | 2,572.1 | 7,116.0 | 2,412.8 | 2,175.7 | 2,487.5 | 7,076.0 | | 0.57% |
| Los Angeles, CA | Los Angeles County MTA | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| Los Angeles, CA | Los Angeles County MTA | HR | 61.1 | 1,542.7 | 1,449.9 | 1,583.6 | 4,576.2 | 932.8 | 901.3 | 986.2 | 2,820.3 | | 62.26% |
| Los Angeles, CA | Los Angeles County MTA | LR | 80.9 | 2,057.2 | 2,016.6 | 2,232.9 | 6,306.7 | 1,846.7 | 1,807.8 | 1,989.1 | 5,643.6 | | 11.75% |
| Los Angeles, CA | Los Angeles County MTA | MB | 1,028.6 | 28,287.9 | 24,864.5 | 30,301.5 | 83,453.9 | 26,026.9 | 26,626.4 | 29,947.4 | 82,600.7 | | 1.03% |
| Los Angeles, CA | Los Angeles County MTA | MBP | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| Los Angeles, CA | Los Angeles County MTA | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| Los Angeles, CA | Montebello Bus Lines | DR | 0.1 | 1.6 | 1.5 | 1.8 | 4.9 | 1.2 | 1.1 | 1.4 | 3.7 | | 32.43% |
| Los Angeles, CA | Montebello Bus Lines | MB | 22.2 | 568.8 | 536.1 | 629.3 | 1,734.2 | 504.8 | 520.8 | 571.5 | 1,597.1 | | 8.58% |
| Los Angeles, CA | Montebello Bus Lines | TOTAL | 22.3 | 570.4 | 537.6 | 631.1 | 1,739.1 | 506.0 | 521.9 | 572.9 | 1,600.8 | | 8.64% |
| Los Angeles, CA | Orange County Transp Auth | DRP | NA | 53.4 | 55.0 | 61.7 | 170.1 | 58.8 | 56.4 | 67.7 | 182.9 | | -7.00% |
| Los Angeles, CA | Orange County Transp Auth | MB | 169.7 | 4,321.3 | 4,108.0 | 4,762.9 | 13,192.2 | 4,120.2 | 4,080.1 | 4,654.4 | 12,854.7 | | 2.63% |
| Los Angeles, CA | Orange County Transp Auth | MBP | 3.6 | 81.7 | 80.9 | 80.6 | 243.2 | 93.7 | 93.3 | 113.5 | 300.5 | | -19.07% |
| Los Angeles, CA | Orange County Transp Auth | TOTAL | NA | 4,456.4 | 4,243.9 | 4,905.2 | 13,605.5 | 4,272.7 | 4,229.8 | 4,835.6 | 13,338.1 | | 2.00% |
| Los Angeles, CA | Santa Clarita Transit | DRP | 0.3 | 6.3 | 6.2 | 7.1 | 19.6 | 5.6 | 5.3 | 6.0 | 16.9 | | 15.98% |
| Los Angeles, CA | Santa Clarita Transit | MBP | 7.0 | 181.1 | 184.7 | 209.2 | 575.0 | 171.0 | 173.6 | 197.4 | 542.0 | | 6.09% |
| Los Angeles, CA | Santa Clarita Transit | TOTAL | 7.3 | 187.4 | 190.9 | 216.3 | 594.6 | 176.6 | 178.9 | 203.4 | 558.9 | | 6.39% |
| Los Angeles, CA | Santa Monica Bus Lines | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| Los Angeles, CA | Santa Monica Bus Lines | MB | NA | 1,969.9 | 1,923.2 | 2,145.9 | 6,039.0 | 1,640.9 | 1,552.4 | 1,846.6 | 5,039.9 | | 19.82% |
| Los Angeles, CA | Santa Monica Bus Lines | MBP | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| Los Angeles, CA | Santa Monica Bus Lines | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| Los Angeles, CA | Southern California RRA | CRP | 30.0 | 624.6 | 635.5 | 738.2 | 1,998.3 | 553.5 | 545.4 | 645.8 | 1,744.7 | | 14.54% |
| Los Angeles, CA | Southern California RRA | TOTAL | 30.0 | 624.6 | 635.5 | 738.2 | 1,998.3 | 553.5 | 545.4 | 645.8 | 1,744.7 | | 14.54% |
| Louisville, KY | Transit Auth of River City | DR | 0.2 | 4.1 | 4.1 | 4.6 | 12.8 | 4.2 | 4.2 | 5.1 | 13.5 | | -5.19% |
| Louisville, KY | Transit Auth of River City | DRP | 0.9 | 22.6 | 23.9 | 25.9 | 72.4 | 21.1 | 21.7 | 24.5 | 67.3 | | 7.58% |
| Louisville, KY | Transit Auth of River City | MB | 49.9 | 1,110.2 | 1,164.5 | 1,234.4 | 3,509.1 | 1,141.7 | 1,213.9 | 1,340.5 | 3,696.1 | | -5.06% |
| Louisville, KY | Transit Auth of River City | MBP | 0.3 | 7.0 | 5.2 | 6.1 | 18.3 | 5.6 | 6.1 | 6.6 | 18.3 | | 0.00% |
| Louisville, KY | Transit Auth of River City | TOTAL | 51.3 | 1,143.9 | 1,197.7 | 1,271.0 | 3,612.6 | 1,172.6 | 1,245.9 | 1,376.7 | 3,795.2 | | -4.81% |
| Lubbock, TX | Citibus | DR | 0.2 | 5.3 | 5.5 | 6.1 | 16.9 | 5.1 | 5.2 | 5.8 | 16.1 | | 4.97% |
| Lubbock, TX | Citibus | MB | 17.4 | 261.9 | 486.0 | 407.5 | 1,155.4 | 265.8 | 461.1 | 415.3 | 1,142.2 | | 1.16% |
| Lubbock, TX | Citibus | TOTAL | 17.6 | 267.2 | 491.5 | 413.6 | 1,172.3 | 270.9 | 466.3 | 421.1 | 1,158.3 | | 1.21% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|--------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Lyons, NY | Wayne Area Transp Service | MB | 0.5 | 9.2 | 9.4 | 11.5 | 30.1 | 8.7 | 9.3 | 10.5 | 28.5 | | 5.61% |
| Lyons, NY | Wayne Area Transp Service | TOTAL | 0.5 | 9.2 | 9.4 | 11.5 | 30.1 | 8.7 | 9.3 | 10.5 | 28.5 | | 5.61% |
| Madison, WI | Madison Metro Transit System | DR | NA | 6.3 | 6.6 | 7.6 | 20.5 | 5.6 | 4.7 | 5.3 | 15.6 | | 31.41% |
| Madison, WI | Madison Metro Transit System | DRP | NA | 13.7 | 15.2 | 15.8 | 44.7 | 13.1 | 14.9 | 14.1 | 42.1 | | 6.18% |
| Madison, WI | Madison Metro Transit System | MB | 39.9 | 814.7 | 1,028.5 | 1,004.8 | 2,848.0 | 843.7 | 987.7 | 991.9 | 2,823.3 | | 0.87% |
| Madison, WI | Madison Metro Transit System | TOTAL | NA | 834.7 | 1,050.3 | 1,028.2 | 2,913.2 | 862.4 | 1,007.3 | 1,011.3 | 2,881.0 | | 1.12% |
| Melbourne, FL | Space Coast Area Transit | DR | 1.0 | 16.1 | 25.1 | 20.1 | 61.3 | 17.2 | 18.0 | 38.3 | 73.5 | | -16.60% |
| Melbourne, FL | Space Coast Area Transit | DRP | 0.2 | 4.0 | 3.5 | 3.6 | 11.1 | 4.6 | 4.1 | 3.9 | 12.6 | | -11.90% |
| Melbourne, FL | Space Coast Area Transit | MB | 1.1 | 21.2 | 22.1 | 25.2 | 68.5 | 22.0 | 22.2 | 25.3 | 69.5 | | -1.44% |
| Melbourne, FL | Space Coast Area Transit | VPP | 1.0 | 20.1 | 21.3 | 24.0 | 65.4 | 17.9 | 19.1 | 21.0 | 58.0 | | 12.76% |
| Melbourne, FL | Space Coast Area Transit | TOTAL | 3.3 | 61.4 | 72.0 | 72.9 | 206.3 | 61.7 | 63.4 | 88.5 | 213.6 | | -3.42% |
| Memphis, TN | Memphis Area Transit Auth | DR | 0.5 | 10.0 | 11.4 | 12.7 | 34.1 | 8.4 | 8.9 | 9.9 | 27.2 | | 25.37% |
| Memphis, TN | Memphis Area Transit Auth | DRP | 0.1 | 2.6 | 2.3 | 3.3 | 8.2 | 3.3 | 2.9 | 3.5 | 9.7 | | -15.46% |
| Memphis, TN | Memphis Area Transit Auth | LR | 2.3 | 45.9 | 54.6 | 100.1 | 200.6 | 41.1 | 52.6 | 60.7 | 154.4 | | 29.92% |
| Memphis, TN | Memphis Area Transit Auth | MB | 40.7 | 858.5 | 931.5 | 1,016.6 | 2,806.6 | 875.6 | 893.7 | 974.8 | 2,744.1 | | 2.28% |
| Memphis, TN | Memphis Area Transit Auth | TOTAL | 43.6 | 917.0 | 999.8 | 1,132.7 | 3,049.5 | 928.4 | 958.1 | 1,048.9 | 2,935.4 | | 3.89% |
| Miami, FL | Metro-Dade Transit Agency | AG | 14.8 | 346.6 | 337.3 | 407.0 | 1,090.9 | 327.7 | 349.3 | 366.5 | 1,043.5 | | 4.54% |
| Miami, FL | Metro-Dade Transit Agency | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| Miami, FL | Metro-Dade Transit Agency | DRP | 2.1 | 70.4 | 66.2 | 58.5 | 195.1 | 66.1 | 59.0 | 60.8 | 185.9 | | 4.95% |
| Miami, FL | Metro-Dade Transit Agency | HR | 49.7 | 1,213.8 | 1,180.4 | 1,300.3 | 3,694.5 | 1,120.5 | 1,131.8 | 1,283.3 | 3,535.6 | | 4.49% |
| Miami, FL | Metro-Dade Transit Agency | MB | 219.0 | 5,504.4 | 5,406.7 | 5,975.8 | 16,886.9 | 5,304.5 | 5,222.8 | 5,841.3 | 16,368.6 | | 3.17% |
| Miami, FL | Metro-Dade Transit Agency | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| Miami, FL | Tri-Cnty Commuter Rail Auth | CRP | 7.9 | 187.0 | 198.9 | 210.2 | 596.1 | 182.4 | 184.5 | 206.1 | 573.0 | | 4.03% |
| Miami, FL | Tri-Cnty Commuter Rail Auth | TOTAL | 7.9 | 187.0 | 198.9 | 210.2 | 596.1 | 182.4 | 184.5 | 206.1 | 573.0 | | 4.03% |
| Milwaukee, WI | Milwaukee County Transit Sys | MB | 215.0 | 5,025.8 | 5,461.8 | 5,791.5 | 16,279.1 | 5,089.7 | 5,361.6 | 5,906.5 | 16,357.8 | | -0.48% |
| Milwaukee, WI | Milwaukee County Transit Sys | VP | 0.3 | 6.8 | 6.4 | 6.7 | 19.9 | 5.8 | 5.7 | 7.0 | 18.5 | | 7.57% |
| Milwaukee, WI | Milwaukee County Transit Sys | TOTAL | 215.3 | 5,032.6 | 5,468.2 | 5,798.2 | 16,299.0 | 5,095.5 | 5,367.3 | 5,913.5 | 16,376.3 | | -0.47% |
| Milwaukee, WI | Waukesha Metro Transit | DR | 0.1 | 1.2 | 1.3 | 1.4 | 3.9 | 1.2 | 1.1 | 1.3 | 3.6 | | 8.33% |
| Milwaukee, WI | Waukesha Metro Transit | MB | 2.7 | 58.4 | 62.3 | 69.0 | 189.7 | 56.3 | 58.8 | 65.2 | 180.3 | | 5.21% |
| Milwaukee, WI | Waukesha Metro Transit | TOTAL | 2.8 | 59.6 | 63.6 | 70.4 | 193.6 | 57.5 | 59.9 | 66.5 | 183.9 | | 5.27% |
| Minneapolis, MN | Anoka County Office of Transit | DRP | 0.3 | 7.9 | 8.2 | 8.5 | 24.6 | 8.0 | 7.9 | 8.2 | 24.1 | | 2.07% |
| Minneapolis, MN | Anoka County Office of Transit | MBP | 0.4 | 8.7 | 9.7 | 11.2 | 29.6 | 6.3 | 7.0 | 8.7 | 22.0 | | 34.55% |
| Minneapolis, MN | Anoka County Office of Transit | TOTAL | 0.7 | 16.6 | 17.9 | 19.7 | 54.2 | 14.3 | 14.9 | 16.9 | 46.1 | | 17.57% |
| Minneapolis, MN | Metro Transit | MB | 239.1 | 5,686.7 | 5,916.7 | 6,507.9 | 18,111.3 | 5,470.3 | 5,538.6 | 6,314.1 | 17,323.0 | | 4.55% |
| Minneapolis, MN | Metro Transit | TOTAL | 239.1 | 5,686.7 | 5,916.7 | 6,507.9 | 18,111.3 | 5,470.3 | 5,538.6 | 6,314.1 | 17,323.0 | | 4.55% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|------------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Minneapolis, MN | Minnesota Valley Transit Authority | DRP | 0.1 | 3.1 | 3.2 | 3.3 | 9.6 | 1.1 | 1.5 | 1.7 | 4.3 | | 122.74% |
| Minneapolis, MN | Minnesota Valley Transit Authority | MBP | 6.7 | 145.4 | 143.3 | 156.6 | 445.3 | 134.5 | 131.5 | 149.5 | 415.5 | | 7.17% |
| Minneapolis, MN | Minnesota Valley Transit Authority | VPP | 0.1 | 1.2 | 1.3 | 1.5 | 4.0 | 1.9 | 1.6 | 1.9 | 5.4 | | -25.60% |
| Minneapolis, MN | Minnesota Valley Transit Authority | TOTAL | 6.9 | 149.7 | 147.8 | 161.4 | 458.9 | 137.5 | 134.6 | 153.1 | 425.2 | | 7.93% |
| Minneapolis, MN | Plymouth Metrolink & Dial-A-Ride | DR | 0.2 | 4.7 | 4.5 | 4.3 | 13.5 | 4.4 | 4.3 | 4.3 | 13.0 | | 3.85% |
| Minneapolis, MN | Plymouth Metrolink & Dial-A-Ride | MB | 1.2 | 25.4 | 25.5 | 28.4 | 79.3 | 22.6 | 21.7 | 25.2 | 69.5 | | 14.10% |
| Minneapolis, MN | Plymouth Metrolink & Dial-A-Ride | TOTAL | 1.4 | 30.1 | 30.0 | 32.7 | 92.8 | 27.0 | 26.0 | 29.5 | 82.5 | | 12.48% |
| Monroe, MI | Lake Erie Transp Commission | DR | 0.5 | 10.3 | 11.0 | 12.7 | 34.0 | 8.8 | 10.7 | 11.4 | 30.9 | | 10.03% |
| Monroe, MI | Lake Erie Transp Commission | MB | 1.2 | 22.1 | 24.8 | 28.2 | 75.1 | 20.6 | 22.5 | 25.9 | 69.0 | | 8.84% |
| Monroe, MI | Lake Erie Transp Commission | TOTAL | 1.7 | 32.4 | 35.8 | 40.9 | 109.1 | 29.4 | 33.2 | 37.3 | 99.9 | | 9.21% |
| Muncie, IN | Muncie Indiana Transit Sys | DR | 0.2 | 5.4 | 5.8 | 6.6 | 17.8 | 3.8 | 5.5 | 5.5 | 14.8 | | 20.27% |
| Muncie, IN | Muncie Indiana Transit Sys | MB | 5.0 | 107.8 | 118.5 | 117.3 | 343.6 | 89.0 | 102.0 | 110.5 | 301.5 | | 13.96% |
| Muncie, IN | Muncie Indiana Transit Sys | TOTAL | 5.2 | 113.2 | 124.3 | 123.9 | 361.4 | 92.8 | 107.5 | 116.0 | 316.3 | | 14.26% |
| Muskegon, MI | Muskegon Area Transit Sys | DR | 0.0 | 0.9 | 0.9 | 0.9 | 2.7 | 0.8 | 0.9 | 1.0 | 2.7 | | 0.00% |
| Muskegon, MI | Muskegon Area Transit Sys | MB | 1.4 | 32.5 | 33.9 | 37.3 | 103.7 | 32.9 | 34.3 | 38.8 | 106.0 | | -2.17% |
| Muskegon, MI | Muskegon Area Transit Sys | TOTAL | 1.4 | 33.4 | 34.8 | 38.2 | 106.4 | 33.7 | 35.2 | 39.8 | 108.7 | | -2.12% |
| New Castle, IN | New Castle Community Transit | MB | 0.2 | 2.6 | 2.8 | 3.6 | 9.0 | 2.1 | 2.4 | 2.9 | 7.4 | | 21.62% |
| New Castle, IN | New Castle Community Transit | TOTAL | 0.2 | 2.6 | 2.8 | 3.6 | 9.0 | 2.1 | 2.4 | 2.9 | 7.4 | | 21.62% |
| New Haven, CT | Connecticut DOT | CRP | 1.1 | 24.2 | 23.4 | 24.7 | 72.3 | 22.1 | 21.2 | 23.7 | 67.0 | | 7.91% |
| New Haven, CT | Connecticut DOT | TOTAL | 1.1 | 24.2 | 23.4 | 24.7 | 72.3 | 22.1 | 21.2 | 23.7 | 67.0 | | 7.91% |
| New Haven, CT | Connecticut Transit | MB | 31.2 | 684.8 | 743.5 | 837.0 | 2,265.3 | 683.7 | 703.0 | 815.1 | 2,201.8 | | 2.88% |
| New Haven, CT | Connecticut Transit | TOTAL | 31.2 | 684.8 | 743.5 | 837.0 | 2,265.3 | 683.7 | 703.0 | 815.1 | 2,201.8 | | 2.88% |
| New Orleans, LA | Louisiana Transit Company | MB | 7.3 | 183.8 | 191.3 | 195.9 | 571.0 | 205.7 | 203.8 | 228.7 | 638.2 | | -10.53% |
| New Orleans, LA | Louisiana Transit Company | TOTAL | 7.3 | 183.8 | 191.3 | 195.9 | 571.0 | 205.7 | 203.8 | 228.7 | 638.2 | | -10.53% |
| New Orleans, LA | Regional Transit Auth | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| New Orleans, LA | Regional Transit Auth | LR | 12.5 | 361.5 | 376.1 | 436.4 | 1,174.0 | 377.5 | 396.9 | 492.2 | 1,266.6 | | -7.31% |
| New Orleans, LA | Regional Transit Auth | MB | 148.5 | 3,444.2 | 3,783.5 | 3,743.6 | 10,971.3 | 3,831.9 | 3,771.2 | 4,280.5 | 11,883.6 | | -7.68% |
| New Orleans, LA | Regional Transit Auth | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| New York, NY | MTA Long Island Bus | DR | 0.7 | 15.4 | 16.9 | 20.3 | 52.6 | 12.6 | 13.5 | 16.2 | 42.3 | | 24.35% |
| New York, NY | MTA Long Island Bus | MB | 96.0 | 2,147.4 | 2,289.1 | 2,627.1 | 7,063.6 | 2,093.9 | 2,102.7 | 2,483.7 | 6,680.3 | | 5.74% |
| New York, NY | MTA Long Island Bus | TOTAL | 96.7 | 2,162.8 | 2,306.0 | 2,647.4 | 7,116.2 | 2,106.5 | 2,116.2 | 2,499.9 | 6,722.6 | | 5.85% |
| New York, NY | MTA Long Island Rail Road | CR | 362.4 | 8,402.0 | 8,361.0 | 9,283.0 | 26,046.0 | 8,171.0 | 7,599.0 | 8,900.0 | 24,670.0 | | 5.58% |
| New York, NY | MTA Long Island Rail Road | TOTAL | 362.4 | 8,402.0 | 8,361.0 | 9,283.0 | 26,046.0 | 8,171.0 | 7,599.0 | 8,900.0 | 24,670.0 | | 5.58% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | Year- to-Date Change |
|-----------------------------|---------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|----------------------------|
| New York, NY | MTA Metro-North Railroad | CR | 238.2 | 5,479.4 | 5,448.1 | 6,195.9 | 17,123.4 | 5,288.8 | 4,947.4 | 5,958.0 | 16,194.2 | | 5.74% |
| New York, NY | MTA Metro-North Railroad | MBP | 0.9 | 19.4 | 18.9 | 21.2 | 59.5 | 19.5 | 18.8 | 22.5 | 60.8 | | -2.14% |
| New York, NY | MTA Metro-North Railroad | TOTAL | 239.1 | 5,498.8 | 5,467.0 | 6,217.1 | 17,182.9 | 5,308.3 | 4,966.2 | 5,980.5 | 16,255.0 | | 5.71% |
| New York, NY | MTA New York City Transit | DRP | 5.1 | 110.5 | 124.2 | 144.1 | 378.8 | 79.5 | 82.7 | 100.0 | 262.2 | | 44.47% |
| New York, NY | MTA New York City Transit | HR | 6,011.7 | 144,319.6 | 147,824.9 | 167,322.4 | 459,466.9 | 134,965.0 | 131,620.1 | 155,863.1 | 422,448.2 | | 8.76% |
| New York, NY | MTA New York City Transit | MB | 2,230.8 | 52,559.8 | 54,685.0 | 63,739.0 | 170,983.8 | 49,850.3 | 49,735.5 | 60,464.4 | 160,050.2 | | 6.83% |
| New York, NY | MTA New York City Transit | TOTAL | 8,247.6 | 196,989.9 | 202,634.1 | 231,205.5 | 630,829.5 | 184,894.8 | 181,438.3 | 216,427.5 | 582,760.6 | | 8.25% |
| New York, NY | MTA Staten Island Railway | HR | 15.1 | 333.6 | 325.6 | 371.3 | 1,030.5 | 308.7 | 292.6 | 359.4 | 960.7 | | 7.27% |
| New York, NY | MTA Staten Island Railway | TOTAL | 15.1 | 333.6 | 325.6 | 371.3 | 1,030.5 | 308.7 | 292.6 | 359.4 | 960.7 | | 7.27% |
| New York, NY | New Jersey Transit Corp | CR | 200.2 | 4,582.1 | 4,629.6 | 4,977.9 | 14,189.6 | 4,346.7 | 4,261.9 | 4,624.4 | 13,233.0 | | 7.23% |
| New York, NY | New Jersey Transit Corp | CRP | 6.1 | 127.9 | 121.8 | 140.1 | 389.8 | 107.0 | 101.6 | 123.1 | 331.7 | | 17.52% |
| New York, NY | New Jersey Transit Corp | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| New York, NY | New Jersey Transit Corp | LR | 14.8 | 310.7 | 356.6 | 411.4 | 1,078.7 | 358.3 | 370.3 | 391.7 | 1,120.3 | | -3.71% |
| New York, NY | New Jersey Transit Corp | MB | 472.9 | 10,527.7 | 11,302.9 | 12,746.1 | 34,576.7 | 10,443.4 | 10,560.3 | 12,211.5 | 33,215.2 | | 4.10% |
| New York, NY | New Jersey Transit Corp | MBP | 29.0 | 750.7 | 611.0 | 760.3 | 2,122.0 | 726.9 | 650.0 | 720.4 | 2,097.3 | | 1.18% |
| New York, NY | New Jersey Transit Corp | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| New York, NY | New York City DOT | FB | 59.2 | 1,414.4 | 1,390.9 | 1,702.9 | 4,508.2 | 1,494.6 | 1,414.2 | 1,674.7 | 4,583.5 | | -1.64% |
| New York, NY | New York City DOT | FBP | 27.4 | 537.6 | 575.4 | 702.8 | 1,815.8 | 491.9 | 505.3 | 615.1 | 1,612.3 | | 12.62% |
| New York, NY | New York City DOT | MBP | 406.4 | 8,301.4 | 8,610.3 | 9,913.7 | 26,825.4 | 7,739.3 | 7,716.3 | 9,302.0 | 24,757.6 | | 8.35% |
| New York, NY | New York City DOT | TOTAL | 493.0 | 10,253.4 | 10,576.6 | 12,319.4 | 33,149.4 | 9,725.7 | 9,635.8 | 11,591.8 | 30,953.4 | | 7.09% |
| New York, NY | Westchester County DOT | DRP | 0.6 | 11.1 | 12.6 | 14.9 | 38.6 | 10.7 | 11.7 | 13.5 | 35.9 | | 7.52% |
| New York, NY | Westchester County DOT | MBP | 109.4 | 2,143.4 | 2,300.7 | 2,678.7 | 7,122.8 | 2,188.7 | 2,222.6 | 2,627.9 | 7,039.2 | | 1.19% |
| New York, NY | Westchester County DOT | TOTAL | 109.9 | 2,154.5 | 2,313.3 | 2,693.6 | 7,161.4 | 2,199.4 | 2,234.3 | 2,641.4 | 7,075.1 | | 1.22% |
| Norfolk, VA | Hampton Roads Transit | DR | 0.6 | 16.3 | 21.6 | 21.9 | 59.8 | 19.5 | 21.7 | 19.8 | 61.0 | | -1.97% |
| Norfolk, VA | Hampton Roads Transit | DRP | 0.4 | 10.1 | 12.9 | 14.1 | 37.1 | 10.1 | 9.8 | 11.2 | 31.1 | | 19.29% |
| Norfolk, VA | Hampton Roads Transit | FBP | 0.6 | 12.4 | 15.9 | 25.6 | 53.9 | 12.4 | 14.2 | 21.8 | 48.4 | | 11.36% |
| Norfolk, VA | Hampton Roads Transit | MB | 44.6 | 1,157.5 | 1,390.1 | 1,506.8 | 4,054.4 | 1,317.4 | 1,301.4 | 1,478.7 | 4,097.5 | | -1.05% |
| Norfolk, VA | Hampton Roads Transit | VP | 0.4 | 12.6 | 13.4 | 13.5 | 39.5 | 7.9 | 7.9 | 9.0 | 24.8 | | 59.27% |
| Norfolk, VA | Hampton Roads Transit | TOTAL | 46.6 | 1,208.9 | 1,453.9 | 1,581.9 | 4,244.7 | 1,367.3 | 1,355.0 | 1,540.5 | 4,262.8 | | -0.42% |
| Norwalk, CT | Norwalk Transit District | DR | 0.1 | 1.8 | 2.3 | 2.6 | 6.7 | 1.9 | 2.1 | 2.4 | 6.4 | | 4.69% |
| Norwalk, CT | Norwalk Transit District | DRP | 0.1 | 2.8 | 3.1 | 3.5 | 9.4 | 2.5 | 2.7 | 3.1 | 8.3 | | 13.25% |
| Norwalk, CT | Norwalk Transit District | MB | 6.6 | 136.8 | 153.7 | 181.8 | 472.3 | 133.7 | 139.3 | 168.0 | 441.0 | | 7.10% |
| Norwalk, CT | Norwalk Transit District | MBP | 0.2 | 3.4 | 3.6 | 4.1 | 11.1 | 3.1 | 3.1 | 3.7 | 9.9 | | 12.12% |
| Norwalk, CT | Norwalk Transit District | TOTAL | 7.0 | 144.8 | 162.7 | 192.0 | 499.5 | 141.2 | 147.2 | 177.2 | 465.6 | | 7.28% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Ogden, UT | Utah Transit Authority | DRP | 0.0 | 7.3 | 7.8 | 9.0 | 24.1 | 6.0 | 6.0 | 6.0 | 18.0 | | 33.89% |
| Ogden, UT | Utah Transit Authority | MB | 12.0 | 255.0 | 275.1 | 309.3 | 839.4 | 258.3 | 263.3 | 297.8 | 819.4 | | 2.44% |
| Ogden, UT | Utah Transit Authority | TOTAL | 12.0 | 262.3 | 282.9 | 318.3 | 863.5 | 264.3 | 269.3 | 303.8 | 837.4 | | 3.12% |
| Oklahoma City, OK | Central Oklahoma TA | DR | 0.1 | 2.1 | 2.1 | 2.2 | 6.4 | 10.0 | 10.0 | 9.2 | 29.2 | | -78.08% |
| Oklahoma City, OK | Central Oklahoma TA | DRP | 0.5 | 10.5 | 10.5 | 11.0 | 32.0 | 8.0 | 8.0 | 6.9 | 22.9 | | 39.74% |
| Oklahoma City, OK | Central Oklahoma TA | MB | 8.3 | 159.6 | 184.8 | 187.0 | 531.4 | 152.0 | 170.0 | 213.9 | 535.9 | | -0.84% |
| Oklahoma City, OK | Central Oklahoma TA | MBP | 3.2 | 71.4 | 71.4 | 63.8 | 206.6 | 72.0 | 66.0 | 85.1 | 223.1 | | -7.40% |
| Oklahoma City, OK | Central Oklahoma TA | TOTAL | 12.1 | 243.6 | 268.8 | 264.0 | 776.4 | 242.0 | 254.0 | 315.1 | 811.1 | | -4.28% |
| Olympia, WA | Intercity Transit | DR | 0.5 | 8.7 | 8.8 | 9.3 | 26.8 | 13.3 | 12.8 | 14.0 | 40.1 | | -33.17% |
| Olympia, WA | Intercity Transit | MB | 11.3 | 304.6 | 284.1 | 232.2 | 820.9 | 296.9 | 288.6 | 327.9 | 913.4 | | -10.13% |
| Olympia, WA | Intercity Transit | VP | 0.5 | 17.2 | 17.9 | 19.7 | 54.8 | 15.3 | 15.0 | 17.9 | 48.2 | | 13.69% |
| Olympia, WA | Intercity Transit | TOTAL | 12.3 | 330.5 | 310.8 | 261.2 | 902.5 | 325.5 | 316.4 | 359.8 | 1,001.7 | | -9.90% |
| Orlando, FL | Central Florida RTA | DRP | 2.8 | 62.1 | 63.6 | 68.4 | 194.1 | 44.4 | 45.9 | 50.1 | 140.4 | | 38.25% |
| Orlando, FL | Central Florida RTA | MB | 67.0 | 1,657.8 | 1,703.1 | 1,798.2 | 5,159.1 | 1,589.4 | 1,574.1 | 1,708.3 | 4,871.8 | | 5.90% |
| Orlando, FL | Central Florida RTA | VPP | 1.0 | 20.3 | 21.4 | 24.2 | 65.9 | 23.6 | 23.2 | 27.6 | 74.4 | | -11.42% |
| Orlando, FL | Central Florida RTA | TOTAL | 70.8 | 1,740.2 | 1,788.1 | 1,890.8 | 5,419.1 | 1,657.4 | 1,643.2 | 1,786.0 | 5,086.6 | | 6.54% |
| Oswego, NY | Centro of Oswego | MB | 1.7 | 24.7 | 52.6 | 44.3 | 121.6 | 37.1 | 68.1 | 57.6 | 162.8 | | -25.31% |
| Oswego, NY | Centro of Oswego | TOTAL | 1.7 | 24.7 | 52.6 | 44.3 | 121.6 | 37.1 | 68.1 | 57.6 | 162.8 | | -25.31% |
| Owensboro, KY | Owensboro Transit System | DRP | 0.1 | 1.0 | 1.0 | 1.2 | 3.2 | 1.0 | 1.0 | 1.0 | 3.0 | | 6.67% |
| Owensboro, KY | Owensboro Transit System | MB | 1.0 | 15.5 | 21.7 | 23.6 | 60.8 | 17.2 | 20.7 | 23.1 | 61.0 | | -0.33% |
| Owensboro, KY | Owensboro Transit System | TOTAL | 1.1 | 16.5 | 22.7 | 24.8 | 64.0 | 18.2 | 21.7 | 24.1 | 64.0 | | 0.00% |
| Oxnard, CA | South Coast Area Transit | DRP | 0.2 | 4.4 | 4.7 | 5.4 | 14.5 | 1.4 | 1.5 | 1.7 | 4.6 | | 215.22% |
| Oxnard, CA | South Coast Area Transit | MB | 11.2 | 304.9 | 247.9 | 307.4 | 860.2 | 269.8 | 250.2 | 290.1 | 810.1 | | 6.18% |
| Oxnard, CA | South Coast Area Transit | TOTAL | 11.4 | 309.3 | 252.6 | 312.8 | 874.7 | 271.2 | 251.7 | 291.8 | 814.7 | | 7.36% |
| Palm Springs, CA | SunLine Transit Agency | DR | 0.4 | 8.3 | 8.6 | 9.5 | 26.4 | 0.0 | 0.0 | 0.0 | 0.0 | | NA |
| Palm Springs, CA | SunLine Transit Agency | MB | 12.5 | 332.9 | 330.5 | 350.1 | 1,013.5 | 324.5 | 322.0 | 350.2 | 996.7 | | 1.69% |
| Palm Springs, CA | SunLine Transit Agency | TOTAL | 12.9 | 341.2 | 339.1 | 359.6 | 1,039.9 | 324.5 | 322.0 | 350.2 | 996.7 | | 4.33% |
| Pensacola, FL | Escambia County Area Transit | DRP | 0.2 | 4.2 | 4.9 | 5.5 | 14.6 | 3.9 | 4.0 | 4.8 | 12.7 | | 14.96% |
| Pensacola, FL | Escambia County Area Transit | MB | 5.2 | 104.1 | 114.0 | 113.0 | 331.1 | 105.2 | 108.9 | 119.6 | 333.7 | | -0.78% |
| Pensacola, FL | Escambia County Area Transit | TOTAL | 5.4 | 108.3 | 118.9 | 118.5 | 345.7 | 109.1 | 112.9 | 124.4 | 346.4 | | -0.20% |
| Peoria, IL | Greater Peoria Mass Tr Dist | DRP | 0.4 | 8.5 | 9.0 | 9.8 | 27.3 | 7.1 | 8.3 | 9.2 | 24.6 | | 10.89% |
| Peoria, IL | Greater Peoria Mass Tr Dist | MB | 7.8 | 153.2 | 168.2 | 184.5 | 505.9 | 144.9 | 164.0 | 178.9 | 487.8 | | 3.71% |
| Peoria, IL | Greater Peoria Mass Tr Dist | TOTAL | 8.2 | 161.7 | 177.2 | 194.3 | 533.2 | 152.0 | 172.3 | 188.1 | 512.4 | | 4.06% |
| Philadelphia, PA | Pennsylvania Dept of Transp | CRP | 0.7 | 15.3 | 16.1 | 19.0 | 50.4 | 16.3 | 15.9 | 18.7 | 50.9 | | -0.98% |
| Philadelphia, PA | Pennsylvania Dept of Transp | TOTAL | 0.7 | 15.3 | 16.1 | 19.0 | 50.4 | 16.3 | 15.9 | 18.7 | 50.9 | | -0.98% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|-------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Philadelphia, PA | Port Authority Transit Corp | HR | 38.9 | 857.1 | 894.2 | 991.6 | 2,742.9 | 883.4 | 848.0 | 1,001.8 | 2,733.2 | | 0.35% |
| Philadelphia, PA | Port Authority Transit Corp | TOTAL | 38.9 | 857.1 | 894.2 | 991.6 | 2,742.9 | 883.4 | 848.0 | 1,001.8 | 2,733.2 | | 0.35% |
| Philadelphia, PA | Southeastern Pennsylvania TA | CR | 96.5 | 2,039.9 | 2,123.6 | 2,642.7 | 6,806.2 | 1,961.7 | 2,042.1 | 2,510.2 | 6,514.0 | | 4.49% |
| Philadelphia, PA | Southeastern Pennsylvania TA | DRP | 2.6 | 49.6 | 58.8 | 82.6 | 191.0 | 45.2 | 52.2 | 71.2 | 168.6 | | 13.29% |
| Philadelphia, PA | Southeastern Pennsylvania TA | HR | 311.1 | 6,533.9 | 7,142.3 | 8,964.6 | 22,640.8 | 6,317.3 | 6,739.9 | 8,000.7 | 21,057.9 | | 7.52% |
| Philadelphia, PA | Southeastern Pennsylvania TA | LR | 65.7 | 1,372.0 | 1,521.6 | 1,885.0 | 4,778.6 | 1,487.1 | 1,595.8 | 1,859.2 | 4,942.1 | | -3.31% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MB | 543.3 | 11,430.3 | 12,278.9 | 15,861.1 | 39,570.3 | 11,149.1 | 12,587.7 | 15,139.6 | 38,876.4 | | 1.78% |
| Philadelphia, PA | Southeastern Pennsylvania TA | MBP | 0.1 | 1.9 | 2.3 | 2.7 | 6.9 | 1.8 | 2.3 | 3.0 | 7.1 | | -2.82% |
| Philadelphia, PA | Southeastern Pennsylvania TA | TB | 32.4 | 670.8 | 739.0 | 950.6 | 2,360.4 | 625.4 | 720.7 | 864.2 | 2,210.3 | | 6.79% |
| Philadelphia, PA | Southeastern Pennsylvania TA | TOTAL | 1,051.7 | 22,098.4 | 23,866.5 | 30,389.3 | 76,354.2 | 21,587.6 | 23,740.7 | 28,448.1 | 73,776.4 | | 3.49% |
| Phoenix, AZ | City of Phoenix PTD | DRP | 1.8 | 40.0 | 41.3 | 44.1 | 125.4 | 37.4 | 37.4 | 42.7 | 117.5 | | 6.72% |
| Phoenix, AZ | City of Phoenix PTD | MB | 102.6 | 2,374.6 | 2,536.9 | 2,204.3 | 7,115.8 | 2,339.9 | 2,332.7 | 2,611.9 | 7,284.5 | | -2.32% |
| Phoenix, AZ | City of Phoenix PTD | MBP | 10.4 | 174.5 | 260.5 | 289.1 | 724.1 | 283.1 | 287.6 | 313.4 | 884.1 | | -18.10% |
| Phoenix, AZ | City of Phoenix PTD | TOTAL | 114.8 | 2,589.1 | 2,838.7 | 2,537.5 | 7,965.3 | 2,660.4 | 2,657.7 | 2,968.0 | 8,286.1 | | -3.87% |
| Phoenix, AZ | Regional Public Transp Auth | DRP | 0.9 | 20.5 | 21.4 | 22.7 | 64.6 | 21.0 | 20.6 | 22.7 | 64.3 | | 0.47% |
| Phoenix, AZ | Regional Public Transp Auth | MBP | 11.4 | 266.4 | 270.3 | 263.3 | 800.0 | 230.3 | 240.1 | 252.8 | 723.2 | | 10.62% |
| Phoenix, AZ | Regional Public Transp Auth | VPP | 2.5 | 53.7 | 53.1 | 49.2 | 156.0 | 49.2 | 49.2 | 50.6 | 149.0 | | 4.70% |
| Phoenix, AZ | Regional Public Transp Auth | TOTAL | 14.7 | 340.6 | 344.8 | 335.2 | 1,020.6 | 300.5 | 309.9 | 326.1 | 936.5 | | 8.98% |
| Pittsburgh, PA | Port Auth of Allegheny County | DRP | 7.0 | 160.5 | 171.0 | 188.1 | 519.6 | 133.8 | 162.2 | 178.7 | 474.7 | | 9.46% |
| Pittsburgh, PA | Port Auth of Allegheny County | IP | 1.6 | 52.2 | 42.8 | 61.5 | 156.5 | 47.6 | 50.3 | 60.2 | 158.1 | | -1.01% |
| Pittsburgh, PA | Port Auth of Allegheny County | IPP | 0.6 | 20.8 | 21.3 | 28.4 | 70.5 | 16.5 | 22.1 | 27.4 | 66.0 | | 6.82% |
| Pittsburgh, PA | Port Auth of Allegheny County | LR | 25.6 | 624.9 | 588.6 | 682.9 | 1,896.4 | 588.0 | 582.1 | 692.6 | 1,862.7 | | 1.81% |
| Pittsburgh, PA | Port Auth of Allegheny County | MB | 225.9 | 5,315.7 | 5,515.1 | 5,945.3 | 16,776.1 | 5,026.1 | 5,200.6 | 5,897.6 | 16,124.3 | | 4.04% |
| Pittsburgh, PA | Port Auth of Allegheny County | TOTAL | 260.7 | 6,174.1 | 6,338.8 | 6,906.2 | 19,419.1 | 5,812.0 | 6,017.3 | 6,856.5 | 18,685.8 | | 3.92% |
| Pittsburgh, PA | Westmoreland County TA | DRP | 0.0 | 0.4 | 0.4 | 0.4 | 1.2 | 0.3 | 0.3 | 0.3 | 0.9 | | 33.33% |
| Pittsburgh, PA | Westmoreland County TA | MBP | 1.1 | 20.7 | 22.8 | 26.6 | 70.1 | 17.7 | 20.7 | 23.3 | 61.7 | | 13.61% |
| Pittsburgh, PA | Westmoreland County TA | TOTAL | 1.1 | 21.1 | 23.2 | 27.0 | 71.3 | 18.0 | 21.0 | 23.6 | 62.6 | | 13.90% |
| Port Angeles, WA | Clallam Transit System | DR | NA | 4.2 | 4.2 | 5.1 | 13.5 | 4.3 | 4.3 | 4.3 | 12.9 | | 4.65% |
| Port Angeles, WA | Clallam Transit System | MB | 2.3 | 49.4 | 49.4 | 55.4 | 154.2 | 48.8 | 50.8 | 57.9 | 157.5 | | -2.10% |
| Port Angeles, WA | Clallam Transit System | TOTAL | NA | 53.6 | 53.6 | 60.5 | 167.7 | 53.1 | 55.1 | 62.2 | 170.4 | | -1.58% |
| Port Arthur, TX | Port Arthur Transit | DR | 0.1 | 1.3 | 1.5 | 1.6 | 4.4 | 1.6 | 1.5 | 1.8 | 4.9 | | -10.20% |
| Port Arthur, TX | Port Arthur Transit | MB | 0.7 | 13.9 | 14.8 | 15.0 | 43.7 | 14.3 | 15.4 | 16.3 | 46.0 | | -5.00% |
| Port Arthur, TX | Port Arthur Transit | TOTAL | 0.8 | 15.2 | 16.3 | 16.6 | 48.1 | 15.9 | 16.9 | 18.1 | 50.9 | | -5.50% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|-------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Port Huron, MI | Blue Water Area Transp Comm | DR | 0.3 | 7.2 | 7.3 | 8.2 | 22.7 | 7.3 | 7.4 | 8.6 | 23.3 | | -2.56% |
| Port Huron, MI | Blue Water Area Transp Comm | DRP | NA | 21.9 | 23.7 | 16.6 | 62.2 | 21.6 | 21.6 | 21.6 | 64.8 | | -4.01% |
| Port Huron, MI | Blue Water Area Transp Comm | FBP | NA | 169.0 | 169.0 | 169.0 | 507.0 | 169.0 | 169.0 | 169.0 | 507.0 | | 0.00% |
| Port Huron, MI | Blue Water Area Transp Comm | MB | 1.3 | 32.4 | 33.6 | 38.9 | 104.9 | 32.3 | 34.2 | 39.9 | 106.4 | | -1.41% |
| Port Huron, MI | Blue Water Area Transp Comm | TOTAL | NA | 230.5 | 233.6 | 232.7 | 696.8 | 230.1 | 232.3 | 239.1 | 701.5 | | -0.67% |
| Portland, OR | Clark Co Pub Trp Benefit Area | DRP | 0.6 | 12.9 | 13.2 | 14.7 | 40.8 | 15.6 | 15.1 | 17.4 | 48.1 | | -15.18% |
| Portland, OR | Clark Co Pub Trp Benefit Area | MB | 20.4 | 484.5 | 488.6 | 524.7 | 1,497.8 | 512.6 | 482.9 | 573.9 | 1,569.4 | | -4.56% |
| Portland, OR | Clark Co Pub Trp Benefit Area | VP | 0.3 | 6.5 | 6.5 | 6.5 | 19.5 | 5.8 | 4.6 | 5.9 | 16.3 | | 19.63% |
| Portland, OR | Clark Co Pub Trp Benefit Area | TOTAL | 21.3 | 503.9 | 508.3 | 545.9 | 1,558.1 | 534.0 | 502.6 | 597.2 | 1,633.8 | | -4.63% |
| Portland, OR | Tri-County Metro Trp Dist | DRP | 2.6 | 59.7 | 60.3 | 66.2 | 186.2 | 55.5 | 54.2 | 62.0 | 171.7 | | 8.44% |
| Portland, OR | Tri-County Metro Trp Dist | LR | 61.9 | 1,550.3 | 1,559.3 | 1,842.4 | 4,952.0 | 1,590.0 | 1,508.0 | 1,687.0 | 4,785.0 | | 3.49% |
| Portland, OR | Tri-County Metro Trp Dist | MB | 204.1 | 4,861.9 | 5,021.0 | 5,416.0 | 15,298.9 | 4,693.0 | 4,488.2 | 5,180.5 | 14,361.7 | | 6.53% |
| Portland, OR | Tri-County Metro Trp Dist | TOTAL | 268.6 | 6,471.9 | 6,640.6 | 7,324.6 | 20,437.1 | 6,338.5 | 6,050.4 | 6,929.5 | 19,318.4 | | 5.79% |
| Providence, RI | Rhode Island Public TA | DRP | 2.5 | 47.1 | 52.7 | 60.6 | 160.4 | 41.3 | 46.1 | 56.4 | 143.8 | | 11.54% |
| Providence, RI | Rhode Island Public TA | MB | 46.3 | 971.7 | 1,048.0 | 1,352.5 | 3,372.2 | 959.7 | 944.5 | 1,472.7 | 3,376.9 | | -0.14% |
| Providence, RI | Rhode Island Public TA | TOTAL | 48.8 | 1,018.8 | 1,100.7 | 1,413.1 | 3,532.6 | 1,001.0 | 990.6 | 1,529.1 | 3,520.7 | | 0.34% |
| Provo, UT | Utah Transit Authority | DRP | 0.0 | 5.3 | 5.9 | 6.5 | 17.7 | 5.9 | 4.5 | 5.4 | 15.8 | | 12.03% |
| Provo, UT | Utah Transit Authority | MB | 7.7 | 171.9 | 178.7 | 193.9 | 544.5 | 161.6 | 174.2 | 191.9 | 527.7 | | 3.18% |
| Provo, UT | Utah Transit Authority | TOTAL | 7.7 | 177.2 | 184.6 | 200.4 | 562.2 | 167.5 | 178.7 | 197.3 | 543.5 | | 3.44% |
| Reading, PA | Berks Area Reading Trp Auth | DR | 0.5 | 8.8 | 11.0 | 13.7 | 33.5 | 9.6 | 10.5 | 12.6 | 32.7 | | 2.45% |
| Reading, PA | Berks Area Reading Trp Auth | DRP | 0.2 | 3.1 | 3.8 | 3.8 | 10.7 | 2.6 | 3.1 | 3.2 | 8.9 | | 20.22% |
| Reading, PA | Berks Area Reading Trp Auth | MB | 10.4 | 222.1 | 251.2 | 273.6 | 746.9 | 227.5 | 238.4 | 270.7 | 736.6 | | 1.40% |
| Reading, PA | Berks Area Reading Trp Auth | TOTAL | 11.0 | 234.0 | 266.0 | 291.1 | 791.1 | 239.7 | 252.0 | 286.5 | 778.2 | | 1.66% |
| Redding, CA | Redding Area Bus Authority | DRP | 0.2 | 3.9 | 3.9 | 4.9 | 12.7 | 3.8 | 3.7 | 4.6 | 12.1 | | 4.96% |
| Redding, CA | Redding Area Bus Authority | MBP | 2.9 | 67.9 | 66.5 | 77.9 | 212.3 | 61.8 | 60.2 | 70.1 | 192.1 | | 10.52% |
| Redding, CA | Redding Area Bus Authority | TOTAL | 3.1 | 71.8 | 70.4 | 82.8 | 225.0 | 65.6 | 63.9 | 74.7 | 204.2 | | 10.19% |
| Reno, NV | Regional Transportation Comm | DRP | 0.7 | 17.8 | 17.6 | 20.9 | 56.3 | 16.5 | 16.2 | 19.3 | 52.0 | | 8.27% |
| Reno, NV | Regional Transportation Comm | MB | 23.6 | 594.5 | 611.6 | 689.5 | 1,895.6 | 584.4 | 563.8 | 650.4 | 1,798.6 | | 5.39% |
| Reno, NV | Regional Transportation Comm | TOTAL | 24.3 | 612.3 | 629.2 | 710.4 | 1,951.9 | 600.9 | 580.0 | 669.7 | 1,850.6 | | 5.47% |
| Richland, WA | Ben Franklin Transit | DR | 1.2 | 24.6 | 26.5 | 27.5 | 78.6 | 21.3 | 21.5 | 25.5 | 68.3 | | 15.08% |
| Richland, WA | Ben Franklin Transit | DRP | 0.1 | 2.3 | 2.4 | 3.3 | 8.0 | 1.9 | 2.0 | 2.7 | 6.6 | | 21.21% |
| Richland, WA | Ben Franklin Transit | MB | 12.5 | 282.7 | 299.5 | 306.4 | 888.6 | 306.6 | 307.3 | 368.5 | 982.4 | | -9.55% |
| Richland, WA | Ben Franklin Transit | MBP | 0.2 | 3.9 | 3.9 | 2.8 | 10.6 | 4.2 | 4.2 | 5.0 | 13.4 | | -20.90% |
| Richland, WA | Ben Franklin Transit | VP | 2.3 | 48.5 | 49.8 | 55.3 | 153.6 | 44.5 | 43.7 | 50.4 | 138.6 | | 10.82% |
| Richland, WA | Ben Franklin Transit | TOTAL | 16.4 | 362.0 | 382.1 | 395.3 | 1,139.4 | 378.5 | 378.7 | 452.1 | 1,209.3 | | -5.78% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|-----------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Riverside, CA | OMNITRANS | DRP | 1.8 | 42.4 | 44.1 | 49.4 | 135.9 | 48.0 | 44.0 | 50.0 | 142.0 | | -4.30% |
| Riverside, CA | OMNITRANS | MB | 48.0 | 1,172.2 | 1,151.5 | 1,285.9 | 3,609.6 | 1,138.6 | 1,154.7 | 1,302.4 | 3,595.7 | | 0.39% |
| Riverside, CA | OMNITRANS | MBP | 1.0 | 26.2 | 25.5 | 28.8 | 80.5 | 24.5 | 24.3 | 26.9 | 75.7 | | 6.34% |
| Riverside, CA | OMNITRANS | TOTAL | 50.8 | 1,240.8 | 1,221.1 | 1,364.1 | 3,826.0 | 1,211.1 | 1,223.0 | 1,379.3 | 3,813.4 | | 0.33% |
| Riverside, CA | Riverside Transit Agency | DRP | 0.8 | 17.1 | 16.6 | 19.2 | 52.9 | 15.4 | 16.1 | 18.6 | 50.1 | | 5.59% |
| Riverside, CA | Riverside Transit Agency | MB | 20.7 | 513.2 | 493.2 | 552.2 | 1,558.6 | 500.2 | 530.1 | 595.4 | 1,625.7 | | -4.13% |
| Riverside, CA | Riverside Transit Agency | MBP | 2.2 | 45.2 | 50.0 | 51.6 | 146.8 | 51.8 | 50.1 | 53.6 | 155.5 | | -5.59% |
| Riverside, CA | Riverside Transit Agency | TOTAL | 23.7 | 575.5 | 559.8 | 623.0 | 1,758.3 | 567.4 | 596.3 | 667.6 | 1,831.3 | | -3.99% |
| Rochester, NY | Lift Line | DR | 0.6 | 12.9 | 13.1 | 15.3 | 41.3 | 13.6 | 15.3 | 15.5 | 44.4 | | -6.98% |
| Rochester, NY | Lift Line | TOTAL | 0.6 | 12.9 | 13.1 | 15.3 | 41.3 | 13.6 | 15.3 | 15.5 | 44.4 | | -6.98% |
| Rochester, NY | Regional Transit Service | MB | 49.6 | 1,057.7 | 1,058.1 | 1,455.1 | 3,570.9 | 1,031.5 | 999.2 | 1,137.3 | 3,168.0 | | 12.72% |
| Rochester, NY | Regional Transit Service | TOTAL | 49.6 | 1,057.7 | 1,058.1 | 1,455.1 | 3,570.9 | 1,031.5 | 999.2 | 1,137.3 | 3,168.0 | | 12.72% |
| Rock Glen, NY | Wyoming Transit Service | DR | 0.2 | 4.9 | 4.8 | 5.5 | 15.2 | 4.3 | 4.6 | 5.4 | 14.3 | | 6.29% |
| Rock Glen, NY | Wyoming Transit Service | TOTAL | 0.2 | 4.9 | 4.8 | 5.5 | 15.2 | 4.3 | 4.6 | 5.4 | 14.3 | | 6.29% |
| Rockford, IL | Rockford Mass Transit Dist | DR | 0.8 | 3.1 | 3.4 | 3.9 | 10.4 | 3.1 | 3.2 | 3.7 | 10.0 | | 4.00% |
| Rockford, IL | Rockford Mass Transit Dist | DRP | 0.0 | 0.6 | 0.6 | 0.6 | 1.8 | 0.8 | 0.8 | 0.9 | 2.5 | | -28.00% |
| Rockford, IL | Rockford Mass Transit Dist | MB | 5.3 | 125.0 | 125.0 | 138.0 | 388.0 | 127.0 | 121.0 | 140.3 | 388.3 | | -0.08% |
| Rockford, IL | Rockford Mass Transit Dist | TOTAL | 6.1 | 128.7 | 129.0 | 142.5 | 400.2 | 130.9 | 125.0 | 144.9 | 400.8 | | -0.15% |
| Sacramento, CA | Sacramento Regional Tr Dist | DRP | 1.5 | 36.9 | 37.2 | 41.2 | 115.3 | 34.5 | 35.1 | 42.5 | 112.1 | | 2.85% |
| Sacramento, CA | Sacramento Regional Tr Dist | LR | 29.4 | 665.1 | 706.0 | 764.1 | 2,135.2 | 581.4 | 720.8 | 848.7 | 2,150.9 | | -0.73% |
| Sacramento, CA | Sacramento Regional Tr Dist | MB | 60.6 | 1,358.8 | 1,392.6 | 1,634.9 | 4,386.3 | 1,419.9 | 1,439.2 | 1,719.0 | 4,578.1 | | -4.19% |
| Sacramento, CA | Sacramento Regional Tr Dist | TOTAL | 91.5 | 2,060.8 | 2,135.8 | 2,440.2 | 6,636.8 | 2,035.8 | 2,195.1 | 2,610.2 | 6,841.1 | | -2.99% |
| Saint Louis, MO | Bi-State Development Agency | DR | 1.9 | 35.7 | 36.1 | 36.7 | 108.5 | 28.7 | 32.8 | 37.7 | 99.2 | | 9.38% |
| Saint Louis, MO | Bi-State Development Agency | LR | 36.4 | 1,190.1 | 850.1 | 1,224.3 | 3,264.5 | 1,108.7 | 1,094.2 | 1,108.6 | 3,311.5 | | -1.42% |
| Saint Louis, MO | Bi-State Development Agency | MB | 108.8 | 2,883.3 | 3,031.6 | 3,240.3 | 9,155.2 | 2,756.2 | 3,065.9 | 3,370.4 | 9,192.5 | | -0.41% |
| Saint Louis, MO | Bi-State Development Agency | TOTAL | 147.1 | 4,109.1 | 3,917.8 | 4,501.3 | 12,528.2 | 3,893.6 | 4,192.9 | 4,516.7 | 12,603.2 | | -0.60% |
| Salem, OR | Salem Area Mass Transit | MB | 15.9 | 329.7 | 329.5 | 358.1 | 1,017.3 | 326.3 | 325.2 | 374.6 | 1,026.1 | | -0.86% |
| Salem, OR | Salem Area Mass Transit | TOTAL | 15.9 | 329.7 | 329.5 | 358.1 | 1,017.3 | 326.3 | 325.2 | 374.6 | 1,026.1 | | -0.86% |
| Salt Lake City, UT | Utah Transit Authority | DR | 1.2 | 25.2 | 25.5 | 27.7 | 78.4 | 25.4 | 23.3 | 27.6 | 76.3 | | 2.75% |
| Salt Lake City, UT | Utah Transit Authority | DRP | 0.0 | 0.1 | 0.1 | 0.2 | 0.4 | 0.1 | 0.1 | 0.1 | 0.3 | | 33.33% |
| Salt Lake City, UT | Utah Transit Authority | LR | 19.2 | 490.1 | 490.3 | 548.4 | 1,528.8 | 0.0 | 0.0 | 0.0 | 0.0 | | NA |
| Salt Lake City, UT | Utah Transit Authority | MB | 79.8 | 1,798.3 | 1,851.0 | 2,008.5 | 5,657.8 | 1,560.1 | 1,510.3 | 1,610.8 | 4,681.2 | | 20.86% |
| Salt Lake City, UT | Utah Transit Authority | VPP | 0.1 | 18.2 | 19.4 | 19.6 | 57.2 | 17.8 | 19.6 | 19.8 | 57.2 | | 0.00% |
| Salt Lake City, UT | Utah Transit Authority | TOTAL | 100.3 | 2,331.9 | 2,386.3 | 2,604.4 | 7,322.6 | 1,603.4 | 1,553.3 | 1,658.3 | 4,815.0 | | 52.08% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| San Antonio, TX | VIA Metropolitan Transit | DR | 1.8 | 42.5 | 44.0 | 47.0 | 133.5 | 41.8 | 42.1 | 48.0 | 131.9 | | 1.21% |
| San Antonio, TX | VIA Metropolitan Transit | DRP | 1.8 | 38.5 | 39.9 | 44.4 | 122.8 | 34.7 | 33.7 | 34.0 | 102.4 | | 19.92% |
| San Antonio, TX | VIA Metropolitan Transit | MB | 133.0 | 3,290.3 | 3,443.1 | 3,601.9 | 10,335.3 | 3,270.7 | 3,361.6 | 3,512.2 | 10,144.5 | | 1.88% |
| San Antonio, TX | VIA Metropolitan Transit | TOTAL | 136.7 | 3,371.3 | 3,527.0 | 3,693.3 | 10,591.6 | 3,347.2 | 3,437.4 | 3,594.2 | 10,378.8 | | 2.05% |
| San Diego, CA | Chula Vista Transit | MBP | 11.4 | 265.6 | 265.1 | 293.3 | 824.0 | 243.4 | 249.3 | 273.7 | 766.4 | | 7.52% |
| San Diego, CA | Chula Vista Transit | TOTAL | 11.4 | 265.6 | 265.1 | 293.3 | 824.0 | 243.4 | 249.3 | 273.7 | 766.4 | | 7.52% |
| San Diego, CA | North County TD | CRP | 4.2 | 92.2 | 91.9 | 107.1 | 291.2 | 103.2 | 97.0 | 113.2 | 313.4 | | -7.08% |
| San Diego, CA | North County TD | DRP | 0.4 | 14.7 | 15.1 | 17.3 | 47.1 | 14.7 | 14.6 | 16.7 | 46.0 | | 2.39% |
| San Diego, CA | North County TD | MB | 34.4 | 867.9 | 874.5 | 977.1 | 2,719.5 | 859.9 | 867.0 | 987.4 | 2,714.3 | | 0.19% |
| San Diego, CA | North County TD | TOTAL | 39.0 | 974.8 | 981.5 | 1,101.5 | 3,057.8 | 977.8 | 978.6 | 1,117.3 | 3,073.7 | | -0.52% |
| San Diego, CA | San Diego Metrop Tr Dev Bd | DRP | 1.2 | 25.5 | 25.6 | 27.1 | 78.2 | 27.3 | 25.6 | 30.4 | 83.3 | | -6.12% |
| San Diego, CA | San Diego Metrop Tr Dev Bd | MBP | 35.0 | 859.7 | 835.0 | 931.1 | 2,625.8 | 785.3 | 783.0 | 875.2 | 2,443.5 | | 7.46% |
| San Diego, CA | San Diego Metrop Tr Dev Bd | TOTAL | 36.2 | 885.2 | 860.6 | 958.2 | 2,704.0 | 812.6 | 808.6 | 905.6 | 2,526.8 | | 7.01% |
| San Diego, CA | San Diego Transit Corp | DRP | 0.6 | 12.1 | 12.0 | 16.1 | 40.2 | 13.4 | 13.9 | 17.8 | 45.1 | | -10.86% |
| San Diego, CA | San Diego Transit Corp | MB | 117.6 | 2,977.2 | 2,961.5 | 3,314.3 | 9,253.0 | 2,962.7 | 2,915.2 | 3,290.1 | 9,168.0 | | 0.93% |
| San Diego, CA | San Diego Transit Corp | TOTAL | 118.3 | 2,989.3 | 2,973.5 | 3,330.4 | 9,293.2 | 2,976.1 | 2,929.1 | 3,307.9 | 9,213.1 | | 0.87% |
| San Diego, CA | San Diego Trolley | LR | 85.6 | 2,350.1 | 2,275.2 | 2,584.2 | 7,209.5 | 1,754.5 | 1,678.6 | 1,968.8 | 5,401.9 | | 33.46% |
| San Diego, CA | San Diego Trolley | TOTAL | 85.6 | 2,350.1 | 2,275.2 | 2,584.2 | 7,209.5 | 1,754.5 | 1,678.6 | 1,968.8 | 5,401.9 | | 33.46% |
| San Francisco, CA | Alameda-Contra Costa TD | DRP | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| San Francisco, CA | Alameda-Contra Costa TD | MB | NA | 4,498.6 | 4,329.6 | 4,195.3 | 13,023.5 | 4,271.5 | 4,132.1 | 4,872.3 | 13,275.9 | | -1.90% |
| San Francisco, CA | Alameda-Contra Costa TD | MBP | NA | 13.1 | 14.8 | 19.6 | 47.5 | 16.3 | 16.7 | 17.3 | 50.3 | | -5.57% |
| San Francisco, CA | Alameda-Contra Costa TD | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | | NA |
| San Francisco, CA | Central Contra Costa TA | DRP | 0.3 | 9.6 | 10.0 | 11.9 | 31.5 | 8.7 | 8.7 | 10.0 | 27.4 | | 14.96% |
| San Francisco, CA | Central Contra Costa TA | MB | 17.2 | 358.5 | 371.0 | 437.4 | 1,166.9 | 348.4 | 344.6 | 421.2 | 1,114.2 | | 4.73% |
| San Francisco, CA | Central Contra Costa TA | TOTAL | 17.5 | 368.1 | 381.0 | 449.3 | 1,198.4 | 357.1 | 353.3 | 431.2 | 1,141.6 | | 4.98% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | DRP | 0.3 | 5.4 | 5.8 | 6.8 | 18.0 | 5.5 | 5.8 | 6.8 | 18.1 | | -0.55% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | FB | 5.3 | 115.6 | 112.8 | 153.6 | 382.0 | 106.1 | 101.6 | 132.3 | 340.0 | | 12.35% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | MB | 32.3 | 767.8 | 734.7 | 846.8 | 2,349.3 | 735.0 | 696.8 | 835.9 | 2,267.7 | | 3.60% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | MBP | 0.6 | 11.6 | 11.2 | 12.6 | 35.4 | 10.9 | 10.7 | 12.5 | 34.1 | | 3.81% |
| San Francisco, CA | Golden Gate Bridge, Hwy & TD | TOTAL | 38.5 | 900.4 | 864.5 | 1,019.8 | 2,784.7 | 857.5 | 814.9 | 987.5 | 2,659.9 | | 4.69% |
| San Francisco, CA | Peninsula Corridor JPB | CRP | 30.6 | 790.6 | 766.8 | 904.1 | 2,461.5 | 696.5 | 645.9 | 742.0 | 2,084.4 | | 18.09% |
| San Francisco, CA | Peninsula Corridor JPB | TOTAL | 30.6 | 790.6 | 766.8 | 904.1 | 2,461.5 | 696.5 | 645.9 | 742.0 | 2,084.4 | | 18.09% |
| San Francisco, CA | San Francisco Bay Area RTD | HR | 328.3 | 7,563.3 | 7,739.1 | 8,873.3 | 24,175.7 | 6,567.8 | 6,597.4 | 7,752.7 | 20,917.9 | | 15.57% |
| San Francisco, CA | San Francisco Bay Area RTD | TOTAL | 328.3 | 7,563.3 | 7,739.1 | 8,873.3 | 24,175.7 | 6,567.8 | 6,597.4 | 7,752.7 | 20,917.9 | | 15.57% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|--------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| San Francisco, CA | San Mateo County Tran Dist | DRP | 0.7 | 14.8 | 15.3 | 17.1 | 47.2 | 14.5 | 14.4 | 16.1 | 45.0 | | 4.89% |
| San Francisco, CA | San Mateo County Tran Dist | MB | 43.7 | 968.8 | 993.9 | 1,154.8 | 3,117.5 | 966.1 | 958.8 | 1,133.7 | 3,058.6 | | 1.93% |
| San Francisco, CA | San Mateo County Tran Dist | MBP | 15.8 | 422.8 | 410.7 | 471.5 | 1,305.0 | 441.5 | 408.8 | 471.7 | 1,322.0 | | -1.29% |
| San Francisco, CA | San Mateo County Tran Dist | TOTAL | 60.2 | 1,406.4 | 1,419.9 | 1,643.4 | 4,469.7 | 1,422.1 | 1,382.0 | 1,621.5 | 4,425.6 | | 1.00% |
| San Jose, CA | Altamont Commuter Express | CRP | 2.3 | 44.9 | 46.2 | 56.8 | 147.9 | 31.1 | 30.2 | 37.3 | 98.6 | | 50.00% |
| San Jose, CA | Altamont Commuter Express | TOTAL | 2.3 | 44.9 | 46.2 | 56.8 | 147.9 | 31.1 | 30.2 | 37.3 | 98.6 | | 50.00% |
| San Jose, CA | Santa Clara Valley Trp Auth | DRP | 2.8 | 61.6 | 64.4 | 73.1 | 199.1 | 50.9 | 51.5 | 61.6 | 164.0 | | 21.40% |
| San Jose, CA | Santa Clara Valley Trp Auth | LR | 27.0 | 676.1 | 645.4 | 764.3 | 2,085.8 | 540.8 | 521.5 | 621.5 | 1,683.8 | | 23.87% |
| San Jose, CA | Santa Clara Valley Trp Auth | MB | 146.4 | 3,587.9 | 3,549.6 | 4,161.6 | 11,299.1 | 3,779.4 | 3,599.9 | 4,287.9 | 11,667.2 | | -3.15% |
| San Jose, CA | Santa Clara Valley Trp Auth | MBP | 2.4 | 45.1 | 51.9 | 60.5 | 157.5 | 38.8 | 40.2 | 53.4 | 132.4 | | 18.96% |
| San Jose, CA | Santa Clara Valley Trp Auth | TOTAL | 178.6 | 4,370.7 | 4,311.3 | 5,059.5 | 13,741.5 | 4,409.9 | 4,213.1 | 5,024.4 | 13,647.4 | | 0.69% |
| San Juan, PR | Metropolitan Bus Authority | DR | 0.4 | 5.9 | 7.7 | 9.2 | 22.8 | 5.5 | 6.9 | 7.1 | 19.5 | | 16.92% |
| San Juan, PR | Metropolitan Bus Authority | MB | 91.8 | 2,057.2 | 2,362.2 | 2,553.8 | 6,973.2 | 1,922.3 | 2,063.5 | 2,350.2 | 6,336.0 | | 10.06% |
| San Juan, PR | Metropolitan Bus Authority | TOTAL | 92.1 | 2,063.1 | 2,369.9 | 2,563.0 | 6,996.0 | 1,927.8 | 2,070.4 | 2,357.3 | 6,355.5 | | 10.08% |
| San Juan, PR | Puerto Rico DOT & Public Works | MB | 10.4 | 225.2 | 262.8 | 312.0 | 800.0 | 271.3 | 279.9 | 317.1 | 868.3 | | -7.87% |
| San Juan, PR | Puerto Rico DOT & Public Works | TOTAL | 10.4 | 225.2 | 262.8 | 312.0 | 800.0 | 271.3 | 279.9 | 317.1 | 868.3 | | -7.87% |
| San Luis Obispo, CA | San Luis Transit | MB | 6.0 | 119.0 | 114.0 | 99.9 | 332.9 | 94.3 | 89.7 | 84.2 | 268.2 | | 24.12% |
| San Luis Obispo, CA | San Luis Transit | TOTAL | 6.0 | 119.0 | 114.0 | 99.9 | 332.9 | 94.3 | 89.7 | 84.2 | 268.2 | | 24.12% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | DRP | 0.3 | 8.0 | 8.3 | 9.9 | 26.2 | 8.6 | 6.6 | 7.8 | 23.0 | | 13.91% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | MB | 24.0 | 702.1 | 726.5 | 706.6 | 2,135.2 | 671.9 | 652.1 | 652.1 | 1,976.1 | | 8.05% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | MBP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.9 | 15.5 | 17.8 | 46.2 | | -100.00% |
| Santa Cruz, CA | Santa Cruz Metro Transit Dist | TOTAL | 24.3 | 710.1 | 734.8 | 716.5 | 2,161.4 | 693.4 | 674.2 | 677.7 | 2,045.3 | | 5.68% |
| Sarasota, FL | Manatee County Area Transit | DR | 0.4 | 6.7 | 7.4 | 8.2 | 22.3 | 8.3 | 8.6 | 8.4 | 25.3 | | -11.86% |
| Sarasota, FL | Manatee County Area Transit | MB | 1.8 | 51.0 | 53.4 | 58.5 | 162.9 | 52.5 | 53.2 | 61.5 | 167.2 | | -2.57% |
| Sarasota, FL | Manatee County Area Transit | TOTAL | 2.2 | 57.7 | 60.8 | 66.7 | 185.2 | 60.8 | 61.8 | 69.9 | 192.5 | | -3.79% |
| Savannah, GA | Chatham Area Transit Auth | DRP | 0.2 | 4.3 | 4.6 | 5.0 | 13.9 | 3.9 | 3.8 | 4.5 | 12.2 | | 13.93% |
| Savannah, GA | Chatham Area Transit Auth | MB | 12.9 | 297.8 | 313.6 | 352.7 | 964.1 | 310.4 | 304.6 | 337.5 | 952.5 | | 1.22% |
| Savannah, GA | Chatham Area Transit Auth | TOTAL | 13.1 | 302.1 | 318.2 | 357.7 | 978.0 | 314.3 | 308.4 | 342.0 | 964.7 | | 1.38% |
| Scranton, PA | Luzerne County Transp Auth | DR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | NA |
| Scranton, PA | Luzerne County Transp Auth | MB | 5.1 | 103.7 | 117.1 | 138.0 | 358.8 | 106.7 | 119.3 | 136.5 | 362.5 | | -1.02% |
| Scranton, PA | Luzerne County Transp Auth | TOTAL | 5.1 | 103.7 | 117.1 | 138.0 | 358.8 | 106.7 | 119.3 | 136.5 | 362.5 | | -1.02% |
| Seaside, CA | Monterey-Salinas Transit | DRP | 0.5 | 8.4 | 9.2 | 10.7 | 28.3 | 7.2 | 7.3 | 9.2 | 23.7 | | 19.41% |
| Seaside, CA | Monterey-Salinas Transit | MB | 15.2 | 281.8 | 305.0 | 360.7 | 947.5 | 258.6 | 268.4 | 314.6 | 841.6 | | 12.58% |
| Seaside, CA | Monterey-Salinas Transit | TOTAL | 15.7 | 290.2 | 314.2 | 371.4 | 975.8 | 265.8 | 275.7 | 323.8 | 865.3 | | 12.77% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|-------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Seattle, WA | Everett Transit System | DR | 0.2 | 4.0 | 4.7 | 4.2 | 12.9 | 4.7 | 4.4 | 4.8 | 13.9 | -7.19% | |
| Seattle, WA | Everett Transit System | MB | 5.0 | 122.7 | 114.2 | 134.6 | 371.5 | 122.8 | 103.2 | 123.9 | 349.9 | 6.17% | |
| Seattle, WA | Everett Transit System | TOTAL | 5.2 | 126.7 | 118.9 | 138.8 | 384.4 | 127.5 | 107.6 | 128.7 | 363.8 | 5.66% | |
| Seattle, WA | King County Dept of Transp | DRP | 5.2 | 137.3 | 136.9 | 153.3 | 427.5 | 136.7 | 130.0 | 151.0 | 417.7 | 2.35% | |
| Seattle, WA | King County Dept of Transp | LR | 0.7 | 17.2 | 20.3 | 24.7 | 62.2 | 14.8 | 15.5 | 24.8 | 55.1 | 12.89% | |
| Seattle, WA | King County Dept of Transp | MB | 239.4 | 5,664.8 | 5,716.2 | 6,433.7 | 17,814.7 | 5,512.7 | 5,237.6 | 6,145.2 | 16,895.5 | 5.44% | |
| Seattle, WA | King County Dept of Transp | TB | 84.1 | 2,099.0 | 2,030.8 | 2,272.8 | 6,402.6 | 2,080.7 | 1,975.9 | 2,293.1 | 6,349.7 | 0.83% | |
| Seattle, WA | King County Dept of Transp | VP | 7.8 | 162.7 | 153.4 | 181.2 | 497.3 | 154.2 | 151.1 | 176.3 | 481.6 | 3.26% | |
| Seattle, WA | King County Dept of Transp | TOTAL | 337.1 | 8,081.0 | 8,057.6 | 9,065.7 | 25,204.3 | 7,899.1 | 7,510.1 | 8,790.4 | 24,199.6 | 4.15% | |
| Seattle, WA | Snohomish County PTBA | DRP | 0.6 | 14.5 | 13.7 | 15.1 | 43.3 | 14.8 | 14.0 | 16.5 | 45.3 | -4.42% | |
| Seattle, WA | Snohomish County PTBA | MB | 18.5 | 457.6 | 398.5 | 403.7 | 1,259.8 | 461.7 | 429.6 | 490.2 | 1,381.5 | -8.81% | |
| Seattle, WA | Snohomish County PTBA | MBP | 6.7 | 149.7 | 136.0 | 151.7 | 437.4 | 172.1 | 167.2 | 197.0 | 536.3 | -18.44% | |
| Seattle, WA | Snohomish County PTBA | VP | 2.7 | 55.9 | 54.9 | 63.3 | 174.1 | 57.2 | 55.4 | 64.9 | 177.5 | -1.92% | |
| Seattle, WA | Snohomish County PTBA | TOTAL | 28.5 | 677.7 | 603.1 | 633.8 | 1,914.6 | 705.8 | 666.2 | 768.6 | 2,140.6 | -10.56% | |
| Seattle, WA | Washington State Ferries | FB | 62.3 | 1,800.3 | 1,824.6 | 2,047.3 | 5,672.2 | 1,848.3 | 1,732.3 | 2,024.0 | 5,604.6 | 1.21% | |
| Seattle, WA | Washington State Ferries | TOTAL | 62.3 | 1,800.3 | 1,824.6 | 2,047.3 | 5,672.2 | 1,848.3 | 1,732.3 | 2,024.0 | 5,604.6 | 1.21% | |
| Sioux Falls, SD | Sioux Falls Transit | DR | 0.4 | 9.6 | 9.8 | 10.4 | 29.8 | 8.3 | 9.0 | 9.9 | 27.2 | 9.56% | |
| Sioux Falls, SD | Sioux Falls Transit | DRP | 0.0 | 1.1 | 1.1 | 1.3 | 3.5 | 1.7 | 1.2 | 1.4 | 4.3 | -18.60% | |
| Sioux Falls, SD | Sioux Falls Transit | MB | 2.2 | 49.0 | 45.8 | 57.7 | 152.5 | 46.7 | 46.3 | 54.2 | 147.2 | 3.60% | |
| Sioux Falls, SD | Sioux Falls Transit | TOTAL | 2.6 | 59.7 | 56.7 | 69.4 | 185.8 | 56.7 | 56.5 | 65.5 | 178.7 | 3.97% | |
| South Bend, IN | South Bend Public Transp | DR | 0.1 | 2.0 | 2.2 | 2.5 | 6.7 | 1.4 | 1.7 | 2.1 | 5.2 | 28.85% | |
| South Bend, IN | South Bend Public Transp | MB | 9.4 | 211.8 | 219.8 | 231.0 | 662.6 | 167.7 | 187.7 | 206.2 | 561.6 | 17.98% | |
| South Bend, IN | South Bend Public Transp | TOTAL | 9.5 | 213.8 | 222.0 | 233.5 | 669.3 | 169.1 | 189.4 | 208.3 | 566.8 | 18.08% | |
| Spokane, WA | Spokane Transit Authority | DR | 1.1 | 21.0 | 22.6 | 25.2 | 68.8 | 21.8 | 21.0 | 24.2 | 67.0 | 2.69% | |
| Spokane, WA | Spokane Transit Authority | DRP | 0.7 | 14.8 | 14.2 | 14.8 | 43.8 | 14.6 | 14.0 | 15.3 | 43.9 | -0.23% | |
| Spokane, WA | Spokane Transit Authority | MB | 30.8 | 741.6 | 745.8 | 797.6 | 2,285.0 | 697.4 | 665.9 | 746.2 | 2,109.5 | 8.32% | |
| Spokane, WA | Spokane Transit Authority | VP | 0.2 | 5.4 | 5.0 | 5.4 | 15.8 | 7.3 | 6.4 | 7.3 | 21.0 | -24.76% | |
| Spokane, WA | Spokane Transit Authority | TOTAL | 32.7 | 782.8 | 787.6 | 843.0 | 2,413.4 | 741.1 | 707.3 | 793.0 | 2,241.4 | 7.67% | |
| Springfield, IL | Springfield Mass Transit Dist | DR | 0.3 | 6.4 | 6.7 | 7.4 | 20.5 | 3.9 | 4.3 | 4.9 | 13.1 | 56.49% | |
| Springfield, IL | Springfield Mass Transit Dist | MB | 4.6 | 111.9 | 116.6 | 125.9 | 354.4 | 105.5 | 111.6 | 124.0 | 341.1 | 3.90% | |
| Springfield, IL | Springfield Mass Transit Dist | TOTAL | 4.9 | 118.3 | 123.3 | 133.3 | 374.9 | 109.4 | 115.9 | 128.9 | 354.2 | 5.84% | |
| Springfield, MA | UMass Transit Service | MB | 10.8 | 124.9 | 331.8 | 284.8 | 741.5 | 124.0 | 303.3 | 266.8 | 694.1 | 6.83% | |
| Springfield, MA | UMass Transit Service | TOTAL | 10.8 | 124.9 | 331.8 | 284.8 | 741.5 | 124.0 | 303.3 | 266.8 | 694.1 | 6.83% | |
| Springfield, MO | City Utilities of Springfield | DR | 0.1 | 1.6 | 1.8 | 1.8 | 5.2 | 1.4 | 1.5 | 1.7 | 4.6 | 13.04% | |
| Springfield, MO | City Utilities of Springfield | MB | 4.9 | 110.1 | 120.3 | 132.3 | 362.7 | 99.4 | 109.1 | 119.2 | 327.7 | 10.68% | |
| Springfield, MO | City Utilities of Springfield | TOTAL | 5.0 | 111.7 | 122.1 | 134.1 | 367.9 | 100.8 | 110.6 | 120.9 | 332.3 | 10.71% | |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|-----------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Stamford, CT | Connecticut Transit | MB | 10.5 | 230.7 | 246.1 | 286.5 | 763.3 | 207.2 | 216.0 | 250.6 | 673.8 | | 13.28% |
| Stamford, CT | Connecticut Transit | TOTAL | 10.5 | 230.7 | 246.1 | 286.5 | 763.3 | 207.2 | 216.0 | 250.6 | 673.8 | | 13.28% |
| State College, PA | Centre Area Transp Auth | DRP | NA | 2.3 | 2.6 | 2.8 | 7.7 | 2.2 | 2.3 | 2.6 | 7.1 | | 8.45% |
| State College, PA | Centre Area Transp Auth | MB | NA | 582.9 | 705.9 | 540.9 | 1,829.7 | 228.4 | 291.2 | 243.4 | 763.0 | | 139.80% |
| State College, PA | Centre Area Transp Auth | MBP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55.7 | 82.7 | 62.8 | 201.2 | | -100.00% |
| State College, PA | Centre Area Transp Auth | TOTAL | NA | 585.2 | 708.5 | 543.7 | 1,837.4 | 286.3 | 376.2 | 308.8 | 971.3 | | 89.17% |
| Stockton, CA | San Joaquin Reg Trans Dist | DR | 0.3 | 5.7 | 5.6 | 6.8 | 18.1 | 6.0 | 6.1 | 7.2 | 19.3 | | -6.22% |
| Stockton, CA | San Joaquin Reg Trans Dist | DRP | 0.3 | 5.1 | 5.4 | 6.1 | 16.6 | 3.8 | 3.8 | 4.6 | 12.2 | | 36.07% |
| Stockton, CA | San Joaquin Reg Trans Dist | MB | 13.2 | 290.2 | 291.1 | 342.5 | 923.8 | 248.3 | 247.2 | 306.8 | 802.3 | | 15.14% |
| Stockton, CA | San Joaquin Reg Trans Dist | MBP | 0.2 | 3.0 | 3.4 | 3.9 | 10.3 | 0.8 | 0.7 | 0.9 | 2.4 | | 329.17% |
| Stockton, CA | San Joaquin Reg Trans Dist | TOTAL | 14.0 | 304.0 | 305.5 | 359.3 | 968.8 | 258.9 | 257.8 | 319.5 | 836.2 | | 15.86% |
| Storrs, CT | UCONN Transp Services | MB | 5.6 | 56.1 | 171.0 | 134.3 | 361.4 | 48.3 | 116.1 | 107.2 | 271.6 | | 33.06% |
| Storrs, CT | UCONN Transp Services | MBP | 0.5 | 3.8 | 16.1 | 14.0 | 33.9 | 4.3 | 13.5 | 10.6 | 28.4 | | 19.37% |
| Storrs, CT | UCONN Transp Services | TOTAL | 6.2 | 59.9 | 187.1 | 148.3 | 395.3 | 52.6 | 129.6 | 117.8 | 300.0 | | 31.77% |
| Syracuse, NY | Centro Call-A-Bus | DR | 0.5 | 8.9 | 12.3 | 13.3 | 34.5 | 7.0 | 9.5 | 10.7 | 27.2 | | 26.84% |
| Syracuse, NY | Centro Call-A-Bus | TOTAL | 0.5 | 8.9 | 12.3 | 13.3 | 34.5 | 7.0 | 9.5 | 10.7 | 27.2 | | 26.84% |
| Syracuse, NY | CNY Centro | MB | 28.8 | 599.6 | 690.1 | 763.4 | 2,053.1 | 620.2 | 685.6 | 704.6 | 2,010.4 | | 2.12% |
| Syracuse, NY | CNY Centro | TOTAL | 28.8 | 599.6 | 690.1 | 763.4 | 2,053.1 | 620.2 | 685.6 | 704.6 | 2,010.4 | | 2.12% |
| Tacoma, WA | Pierce County PTBA | DR | 0.5 | 10.6 | 11.1 | 12.9 | 34.6 | 11.3 | 11.0 | 13.0 | 35.3 | | -1.98% |
| Tacoma, WA | Pierce County PTBA | DRP | 1.1 | 30.4 | 29.7 | 32.3 | 92.4 | 30.3 | 28.6 | 32.6 | 91.5 | | 0.98% |
| Tacoma, WA | Pierce County PTBA | MB | 46.1 | 1,148.0 | 1,106.0 | 1,198.0 | 3,452.0 | 1,103.0 | 1,017.0 | 1,134.3 | 3,254.3 | | 6.08% |
| Tacoma, WA | Pierce County PTBA | VP | 2.1 | 41.0 | 46.6 | 49.0 | 136.6 | 36.9 | 34.8 | 36.5 | 108.2 | | 26.25% |
| Tacoma, WA | Pierce County PTBA | TOTAL | 49.8 | 1,230.0 | 1,193.4 | 1,292.2 | 3,715.6 | 1,181.5 | 1,091.4 | 1,216.4 | 3,489.3 | | 6.49% |
| Tallahassee, FL | TALTRAN | DR | 0.2 | 3.7 | 3.7 | 3.9 | 11.3 | 3.6 | 3.8 | 4.2 | 11.6 | | -2.59% |
| Tallahassee, FL | TALTRAN | DRP | 0.0 | 0.1 | 0.1 | 0.1 | 0.3 | 0.1 | 0.1 | 0.1 | 0.3 | | 0.00% |
| Tallahassee, FL | TALTRAN | MB | 11.8 | 251.3 | 261.5 | 264.4 | 777.2 | 252.3 | 261.0 | 265.7 | 779.0 | | -0.23% |
| Tallahassee, FL | TALTRAN | TOTAL | 12.0 | 255.1 | 265.3 | 268.4 | 788.8 | 256.0 | 264.9 | 270.0 | 790.9 | | -0.27% |
| Tampa, FL | Hillsborough Area Reg TA | DRP | 0.1 | 2.1 | 2.1 | 2.1 | 6.3 | 1.9 | 2.1 | 2.2 | 6.2 | | 1.61% |
| Tampa, FL | Hillsborough Area Reg TA | MB | 28.5 | 658.9 | 695.0 | 732.6 | 2,086.5 | 621.8 | 621.6 | 672.5 | 1,915.9 | | 8.90% |
| Tampa, FL | Hillsborough Area Reg TA | VPP | 0.1 | 1.2 | 1.2 | 1.6 | 4.0 | 3.0 | 2.4 | 2.9 | 8.3 | | -51.81% |
| Tampa, FL | Hillsborough Area Reg TA | TOTAL | 28.7 | 662.2 | 698.3 | 736.3 | 2,096.8 | 626.7 | 626.1 | 677.6 | 1,930.4 | | 8.62% |
| Tampa, FL | Pinellas Suncoast Tran Auth | DRP | 0.1 | 18.2 | 18.3 | 20.1 | 56.6 | 18.6 | 19.0 | 21.9 | 59.5 | | -4.87% |
| Tampa, FL | Pinellas Suncoast Tran Auth | MB | 32.2 | 794.2 | 828.8 | 886.3 | 2,509.3 | 787.1 | 787.6 | 858.5 | 2,433.2 | | 3.13% |
| Tampa, FL | Pinellas Suncoast Tran Auth | TOTAL | 32.3 | 812.4 | 847.1 | 906.4 | 2,565.9 | 805.7 | 806.6 | 880.4 | 2,492.7 | | 2.94% |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|-------------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Temple, TX | Temple Transit | DR | 0.8 | 1.7 | 2.1 | 2.1 | 5.9 | 2.0 | 1.9 | 2.4 | 6.3 | -6.35% | |
| Temple, TX | Temple Transit | TOTAL | 0.8 | 1.7 | 2.1 | 2.1 | 5.9 | 2.0 | 1.9 | 2.4 | 6.3 | -6.35% | |
| Topeka, KS | Topeka Metropolitan TA | DR | 0.2 | 3.8 | 3.8 | 4.0 | 11.6 | 3.0 | 3.2 | 3.8 | 10.0 | 16.00% | |
| Topeka, KS | Topeka Metropolitan TA | DRP | 0.0 | 1.4 | 1.5 | 1.6 | 4.5 | 1.3 | 1.4 | 1.4 | 4.1 | 9.76% | |
| Topeka, KS | Topeka Metropolitan TA | MB | 4.6 | 103.9 | 107.3 | 112.5 | 323.7 | 98.4 | 102.9 | 115.6 | 316.9 | 2.15% | |
| Topeka, KS | Topeka Metropolitan TA | TOTAL | 4.8 | 109.1 | 112.6 | 118.1 | 339.8 | 102.7 | 107.5 | 120.8 | 331.0 | 2.66% | |
| Tucson, AZ | City of Tucson MTS | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Tucson, AZ | City of Tucson MTS | MB | 55.1 | 1,290.8 | 1,314.4 | 1,383.0 | 3,988.2 | 1,266.9 | 1,273.3 | 1,410.0 | 3,950.2 | 0.96% | |
| Tucson, AZ | City of Tucson MTS | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| Tulsa, OK | Metro Tulsa Transit Auth | DRP | 0.7 | 15.4 | 17.3 | 18.1 | 50.8 | 15.9 | 13.9 | 17.1 | 46.9 | 8.32% | |
| Tulsa, OK | Metro Tulsa Transit Auth | MB | 10.7 | 240.9 | 256.9 | 262.7 | 760.5 | 220.4 | 230.8 | 245.3 | 696.5 | 9.19% | |
| Tulsa, OK | Metro Tulsa Transit Auth | MBP | 0.1 | 2.5 | 2.6 | 2.5 | 7.6 | 1.7 | 1.8 | 2.0 | 5.5 | 38.18% | |
| Tulsa, OK | Metro Tulsa Transit Auth | TOTAL | 11.5 | 258.8 | 276.8 | 283.3 | 818.9 | 238.0 | 246.5 | 264.4 | 748.9 | 9.35% | |
| Tyler, TX | Tyler Transit | DR | 36.0 | 849.0 | 941.0 | 947.0 | 2,737.0 | 1,135.0 | 1,133.0 | 925.0 | 3,193.0 | -14.28% | |
| Tyler, TX | Tyler Transit | TOTAL | 36.0 | 849.0 | 941.0 | 947.0 | 2,737.0 | 1,135.0 | 1,133.0 | 925.0 | 3,193.0 | -14.28% | |
| Visalia, CA | Visalia City Coach | DRP | 0.1 | 2.7 | 2.9 | 3.1 | 8.7 | 2.8 | 2.7 | 3.1 | 8.6 | 1.16% | |
| Visalia, CA | Visalia City Coach | MBP | 4.5 | 99.3 | 103.0 | 118.0 | 320.3 | 109.3 | 110.2 | 124.9 | 344.4 | -7.00% | |
| Visalia, CA | Visalia City Coach | TOTAL | 4.6 | 102.0 | 105.9 | 121.1 | 329.0 | 112.1 | 112.9 | 128.0 | 353.0 | -6.80% | |
| Waco, TX | Waco Transit System | DR | 0.1 | 1.9 | 2.0 | 2.0 | 5.9 | 2.0 | 2.1 | 2.4 | 6.5 | -9.23% | |
| Waco, TX | Waco Transit System | MB | 2.3 | 51.7 | 66.1 | 54.9 | 172.7 | 66.6 | 79.4 | 70.1 | 216.1 | -20.08% | |
| Waco, TX | Waco Transit System | TOTAL | 2.4 | 53.6 | 68.1 | 56.9 | 178.6 | 68.6 | 81.5 | 72.5 | 222.6 | -19.77% | |
| Washington, DC | Alexandria Transit Company | MB | 8.5 | 181.6 | 204.1 | 228.0 | 613.7 | 182.6 | 185.9 | 213.2 | 581.7 | 5.50% | |
| Washington, DC | Alexandria Transit Company | TOTAL | 8.5 | 181.6 | 204.1 | 228.0 | 613.7 | 182.6 | 185.9 | 213.2 | 581.7 | 5.50% | |
| Washington, DC | Corridor Transportation Corporation | MBP | 1.7 | 30.1 | 38.0 | 43.8 | 111.9 | 35.4 | 37.9 | 43.5 | 116.8 | -4.20% | |
| Washington, DC | Corridor Transportation Corporation | TOTAL | 1.7 | 30.1 | 38.0 | 43.8 | 111.9 | 35.4 | 37.9 | 43.5 | 116.8 | -4.20% | |
| Washington, DC | Montgomery County Ride-On | DRP | 1.7 | 30.5 | 35.7 | 38.2 | 104.4 | 25.4 | 28.6 | 31.0 | 85.0 | 22.82% | |
| Washington, DC | Montgomery County Ride-On | MB | 56.9 | 1,282.6 | 1,390.3 | 1,498.2 | 4,171.1 | 1,282.7 | 1,328.0 | 1,521.5 | 4,132.2 | 0.94% | |
| Washington, DC | Montgomery County Ride-On | MBP | 7.7 | 185.1 | 212.6 | 238.2 | 635.9 | 185.1 | 180.7 | 195.1 | 560.9 | 13.37% | |
| Washington, DC | Montgomery County Ride-On | TOTAL | 66.3 | 1,498.2 | 1,638.6 | 1,774.6 | 4,911.4 | 1,493.2 | 1,537.3 | 1,747.6 | 4,778.1 | 2.79% | |
| Washington, DC | PG County Call-A-Bus | DR | 0.0 | 0.7 | 0.9 | 1.3 | 2.9 | 1.1 | 1.1 | 1.5 | 3.7 | -21.62% | |
| Washington, DC | PG County Call-A-Bus | DRP | NA | NA | NA | NA | NA | 0.1 | 1.5 | 3.0 | 4.6 | NA | |
| Washington, DC | PG County Call-A-Bus | MB | 6.1 | 107.6 | 132.1 | 152.7 | 392.4 | 100.4 | 107.1 | 123.3 | 330.8 | 18.62% | |
| Washington, DC | PG County Call-A-Bus | TOTAL | NA | NA | NA | NA | NA | 101.6 | 109.7 | 127.8 | 339.1 | NA | |
| Washington, DC | PRTC Omni-Ride | MBP | 4.1 | 67.7 | 79.3 | 92.7 | 239.7 | 74.4 | 77.8 | 87.5 | 239.7 | 0.00% | |
| Washington, DC | PRTC Omni-Ride | TOTAL | 4.1 | 67.7 | 79.3 | 92.7 | 239.7 | 74.4 | 77.8 | 87.5 | 239.7 | 0.00% | |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|------------------------------------|-------|-----------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------|-------------------|
| Washington, DC | Virginia Railway Express | CRP | 8.8 | 154.4 | 176.5 | 205.1 | 536.0 | 139.8 | 135.4 | 170.0 | 445.2 | 20.40% | |
| Washington, DC | Virginia Railway Express | TOTAL | 8.8 | 154.4 | 176.5 | 205.1 | 536.0 | 139.8 | 135.4 | 170.0 | 445.2 | 20.40% | |
| Washington, DC | Washington Metro Area TA | DRP | 2.4 | 49.1 | 51.0 | 56.4 | 156.5 | 47.6 | 48.4 | 58.0 | 154.0 | 1.62% | |
| Washington, DC | Washington Metro Area TA | HR | 734.8 | 15,698.1 | 17,259.2 | 20,412.2 | 53,369.5 | 15,193.0 | 15,336.0 | 18,641.0 | 49,170.0 | 8.54% | |
| Washington, DC | Washington Metro Area TA | MB | 460.7 | 9,725.8 | 11,205.4 | 12,610.8 | 33,542.0 | 9,480.3 | 9,521.8 | 10,695.0 | 29,697.1 | 12.95% | |
| Washington, DC | Washington Metro Area TA | TOTAL | 1,197.9 | 25,473.0 | 28,515.6 | 33,079.4 | 87,068.0 | 24,720.9 | 24,906.2 | 29,394.0 | 79,021.1 | 10.18% | |
| Waterbury, CT | Greater Waterbury Transit District | DRP | 0.3 | 6.4 | 7.1 | 7.8 | 21.3 | 4.9 | 5.1 | 5.9 | 15.8 | 34.84% | |
| Waterbury, CT | Greater Waterbury Transit District | TOTAL | 0.3 | 6.4 | 7.1 | 7.8 | 21.3 | 4.9 | 5.1 | 5.9 | 15.8 | 34.84% | |
| Wenatchee, WA | Chelan-Douglas PTBA | DR | 0.4 | 10.6 | 9.1 | 9.8 | 29.5 | 9.6 | 9.0 | 10.0 | 28.6 | 3.15% | |
| Wenatchee, WA | Chelan-Douglas PTBA | MB | 3.6 | 120.0 | 74.3 | 64.6 | 258.9 | 121.3 | 117.5 | 136.6 | 375.4 | -31.03% | |
| Wenatchee, WA | Chelan-Douglas PTBA | TOTAL | 4.0 | 130.6 | 83.4 | 74.4 | 288.4 | 130.9 | 126.5 | 146.6 | 404.0 | -28.61% | |
| West Palm Beach, FL | Palm Beach County STD | DRP | NA | NA | NA | NA | NA | 22.8 | 23.0 | 26.2 | 72.0 | NA | |
| West Palm Beach, FL | Palm Beach County STD | MB | 22.6 | 541.0 | 547.1 | 584.6 | 1,672.7 | 439.6 | 451.5 | 488.2 | 1,379.3 | 21.27% | |
| West Palm Beach, FL | Palm Beach County STD | MBP | 0.5 | 10.4 | 12.4 | 13.3 | 36.1 | NA | NA | NA | NA | NA | |
| West Palm Beach, FL | Palm Beach County STD | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | |
| Williamsport, PA | Williamsport Bureau of Tr | DRP | 0.0 | 0.2 | 0.2 | 0.3 | 0.7 | 0.1 | 0.2 | 0.2 | 0.5 | 40.00% | |
| Williamsport, PA | Williamsport Bureau of Tr | MB | 4.0 | 86.5 | 97.2 | 109.8 | 293.5 | 85.7 | 98.4 | 107.0 | 291.1 | 0.82% | |
| Williamsport, PA | Williamsport Bureau of Tr | TOTAL | 4.0 | 86.7 | 97.4 | 110.1 | 294.2 | 85.8 | 98.6 | 107.2 | 291.6 | 0.89% | |
| Wilmington, DE | Delaware Transit Corp | DR | 1.5 | 32.9 | 39.1 | 43.9 | 115.9 | 32.5 | 32.5 | 38.7 | 103.7 | 11.76% | |
| Wilmington, DE | Delaware Transit Corp | DRP | 0.1 | 2.2 | 2.4 | 2.7 | 7.3 | 1.6 | 1.7 | 2.0 | 5.3 | 37.74% | |
| Wilmington, DE | Delaware Transit Corp | MB | NA | 561.0 | 574.1 | 624.6 | 1,759.7 | 541.9 | 569.1 | 644.6 | 1,755.6 | 0.23% | |
| Wilmington, DE | Delaware Transit Corp | MBP | 0.7 | 14.3 | 14.8 | 16.1 | 45.2 | 15.5 | 15.1 | 17.4 | 48.0 | -5.83% | |
| Wilmington, DE | Delaware Transit Corp | TOTAL | NA | 610.4 | 630.4 | 687.3 | 1,928.1 | 591.5 | 618.4 | 702.7 | 1,912.6 | 0.81% | |
| Winston-Salem, NC | Winston-Salem Transit Auth | DR | 0.3 | 6.7 | 8.2 | 8.2 | 23.1 | 7.1 | 7.2 | 8.0 | 22.3 | 3.59% | |
| Winston-Salem, NC | Winston-Salem Transit Auth | MB | 9.3 | 184.5 | 224.4 | 245.7 | 654.6 | 212.9 | 220.0 | 238.9 | 671.8 | -2.56% | |
| Winston-Salem, NC | Winston-Salem Transit Auth | VP | 1.7 | 39.0 | 43.5 | 38.4 | 120.9 | 33.8 | 32.6 | 34.2 | 100.6 | 20.18% | |
| Winston-Salem, NC | Winston-Salem Transit Auth | TOTAL | 11.3 | 230.2 | 276.1 | 292.3 | 798.6 | 253.8 | 259.8 | 281.1 | 794.7 | 0.49% | |
| Worcester, MA | Worcester Regional TA | DR | 0.3 | 5.2 | 6.3 | 6.7 | 18.2 | 5.2 | 5.2 | 6.9 | 17.3 | 5.20% | |
| Worcester, MA | Worcester Regional TA | DRP | 1.0 | 20.8 | 22.5 | 26.1 | 69.4 | 17.0 | 17.2 | 20.7 | 54.9 | 26.41% | |
| Worcester, MA | Worcester Regional TA | MB | 16.1 | 355.0 | 361.2 | 402.8 | 1,119.0 | 381.3 | 369.9 | 428.9 | 1,180.1 | -5.18% | |
| Worcester, MA | Worcester Regional TA | TOTAL | 17.4 | 381.0 | 390.0 | 435.6 | 1,206.6 | 403.5 | 392.3 | 456.5 | 1,252.3 | -3.65% | |
| York, PA | York County Transp Auth | DRP | 0.6 | 10.6 | 12.8 | 15.9 | 39.3 | 11.5 | 12.3 | 13.8 | 37.6 | 4.52% | |
| York, PA | York County Transp Auth | MB | 4.1 | 78.7 | 90.4 | 100.7 | 269.8 | 77.7 | 80.8 | 88.9 | 247.4 | 9.05% | |
| York, PA | York County Transp Auth | TOTAL | 4.7 | 89.3 | 103.2 | 116.6 | 309.1 | 89.2 | 93.1 | 102.7 | 285.0 | 8.46% | |

APTA TRANSIT RIDERSHIP REPORT

| Urbanized Area/ Location | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '00 (000's) | Trips for Feb '00 (000's) | Trips for Mar '00 (000's) | Trips Thru Mar '00 (000's) | Trips for Jan '99 (000's) | Trips for Feb '99 (000's) | Trips for Mar '99 (000's) | Trips Thru Mar '99 (000's) | Year- Quarterly = Change | to-Date Change |
|-----------------------------|----------------------------|-------|-------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|--------------------------------|-------------------|
| Youngstown, OH | Western Reserve Trans Auth | DR | 0.1 | 1.9 | 1.8 | 2.2 | 5.9 | 1.5 | 2.0 | 2.5 | 6.0 | -1.67% | |
| Youngstown, OH | Western Reserve Trans Auth | MB | 4.1 | 94.4 | 99.3 | 105.3 | 299.0 | 80.6 | 92.0 | 101.6 | 274.2 | 9.04% | |
| Youngstown, OH | Western Reserve Trans Auth | TOTAL | 4.2 | 96.3 | 101.1 | 107.5 | 304.9 | 82.1 | 94.0 | 104.1 | 280.2 | 8.82% | |
| Zanesville, OH | Muskingum Auth of Pub Tr | DR | 0.1 | 1.3 | 1.5 | 1.5 | 4.3 | 1.1 | 1.3 | 1.4 | 3.8 | 13.16% | |
| Zanesville, OH | Muskingum Auth of Pub Tr | MB | 0.5 | 9.9 | 11.3 | 13.0 | 34.2 | 8.0 | 10.6 | 11.3 | 29.9 | 14.38% | |
| Zanesville, OH | Muskingum Auth of Pub Tr | TOTAL | 0.6 | 11.2 | 12.8 | 14.5 | 38.5 | 9.1 | 11.9 | 12.7 | 33.7 | 14.24% | |

APTA TRANSIT RIDERSHIP REPORT

| Metropolitan Area | Transit Agency | Mode | Average Weekday | Trips for Jan '00 | Trips for Feb '00 | Trips for Mar '00 | Trips Thru Mar '00 | Trips for Jan '99 | Trips for Feb '99 | Trips for Mar '99 | Trips Thru Mar '99 | First Quarter Change | Year-to-Date Change |
|-------------------|----------------------------|-------|-----------------|-------------------|-------------------|-------------------|--------------------|-------------------|-------------------|-------------------|--------------------|----------------------|---------------------|
| CANADA | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| Calgary, AB | Calgary Transit | LR | 158.1 | 3,548.6 | 3,640.6 | 3,793.8 | 10,983.0 | 3,535.5 | 3,503.7 | 3,590.4 | 10,629.6 | | 3.32% |
| Calgary, AB | Calgary Transit | MB | 237.2 | 5,323.0 | 5,460.8 | 5,690.7 | 16,474.5 | 5,303.3 | 5,255.5 | 5,385.5 | 15,944.3 | | 3.33% |
| Calgary, AB | Calgary Transit | TOTAL | 395.3 | 8,871.6 | 9,101.4 | 9,484.5 | 27,457.5 | 8,838.8 | 8,759.2 | 8,975.9 | 26,573.9 | | 3.33% |
| Mississauga, ON | Mississauga Transit | MB | 82.2 | 2,259.6 | 2,418.7 | 2,633.4 | 7,311.7 | 2,186.2 | 2,348.5 | 2,630.9 | 7,165.6 | | 2.04% |
| Mississauga, ON | Mississauga Transit | TOTAL | 82.2 | 2,259.6 | 2,418.7 | 2,633.4 | 7,311.7 | 2,186.2 | 2,348.5 | 2,630.9 | 7,165.6 | | 2.04% |
| Ottawa, ON | Ottawa-Carleton Reg TC | DRP | 2.6 | 62.9 | 67.2 | 72.0 | 202.1 | 62.4 | 62.1 | 66.9 | 191.4 | | 5.59% |
| Ottawa, ON | Ottawa-Carleton Reg TC | MB | 403.6 | 9,343.7 | 9,668.0 | 10,412.9 | 29,424.6 | 9,037.7 | 8,679.3 | 9,903.1 | 27,620.1 | | 6.53% |
| Ottawa, ON | Ottawa-Carleton Reg TC | TOTAL | 406.3 | 9,406.6 | 9,735.2 | 10,484.9 | 29,626.7 | 9,100.1 | 8,741.4 | 9,970.0 | 27,811.5 | | 6.53% |
| Toronto, ON | GO Transit | CRP | 117.9 | 2,415.3 | 2,636.4 | 2,846.3 | 7,898.0 | 2,306.7 | 2,351.5 | 2,671.7 | 7,329.9 | | 7.75% |
| Toronto, ON | GO Transit | MB | 33.0 | 762.1 | 808.8 | 906.9 | 2,477.8 | 700.8 | 722.6 | 826.2 | 2,249.6 | | 10.14% |
| Toronto, ON | GO Transit | TOTAL | 150.9 | 3,177.4 | 3,445.2 | 3,753.2 | 10,375.8 | 3,007.5 | 3,074.1 | 3,497.9 | 9,579.5 | | 8.31% |
| Toronto, ON | Toronto Transit Commission | DR | 2.9 | 55.1 | 55.8 | 72.3 | 183.2 | 55.9 | 66.5 | 79.8 | 202.2 | | -9.40% |
| Toronto, ON | Toronto Transit Commission | DRP | 1.9 | 34.6 | 36.7 | 48.8 | 120.1 | 31.8 | 45.6 | 55.2 | 132.6 | | -9.43% |
| Toronto, ON | Toronto Transit Commission | HR | 829.9 | 20,428.1 | 20,771.2 | 22,519.7 | 63,719.0 | 20,042.6 | 20,048.7 | 22,398.1 | 62,489.4 | | 1.97% |
| Toronto, ON | Toronto Transit Commission | IR | 22.5 | 652.6 | 650.3 | 747.1 | 2,050.0 | 521.9 | 490.4 | 530.0 | 1,542.3 | | 32.92% |
| Toronto, ON | Toronto Transit Commission | LR | 208.9 | 5,135.8 | 5,438.2 | 6,367.7 | 16,941.7 | 4,668.5 | 4,906.8 | 5,502.3 | 15,077.6 | | 12.36% |
| Toronto, ON | Toronto Transit Commission | MB | 1,199.2 | 27,970.7 | 29,807.4 | 33,010.4 | 90,788.5 | 27,722.8 | 29,009.8 | 32,265.9 | 88,998.5 | | 2.01% |
| Toronto, ON | Toronto Transit Commission | TOTAL | 2,265.4 | 54,276.9 | 56,759.6 | 62,766.0 | 173,802.5 | 53,043.5 | 54,567.8 | 60,831.3 | 168,442.6 | | 3.18% |
| Vancouver, BC | TransLink | AG | 150.1 | 3,451.0 | 4,189.1 | 4,050.5 | 11,690.6 | 3,083.2 | 3,750.1 | 3,728.2 | 10,561.5 | | 10.69% |
| Vancouver, BC | TransLink | CRP | 7.8 | 161.9 | 165.4 | 180.6 | 507.9 | 147.6 | 152.6 | 166.6 | 466.8 | | 8.80% |
| Vancouver, BC | TransLink | DRP | 3.8 | 93.6 | 97.2 | 106.5 | 297.3 | 97.5 | 96.3 | 109.9 | 303.7 | | -2.11% |
| Vancouver, BC | TransLink | FB | 15.4 | 374.9 | 387.8 | 443.8 | 1,206.5 | 353.8 | 348.9 | 420.9 | 1,123.6 | | 7.38% |
| Vancouver, BC | TransLink | MB | 402.3 | 9,290.1 | 11,298.3 | 10,735.9 | 31,324.3 | 8,973.7 | 10,447.7 | 10,519.7 | 29,941.1 | | 4.62% |
| Vancouver, BC | TransLink | TB | 188.5 | 4,374.5 | 5,303.1 | 5,000.6 | 14,678.2 | 4,365.9 | 4,992.1 | 5,013.1 | 14,371.1 | | 2.14% |
| Vancouver, BC | TransLink | TOTAL | 768.0 | 17,746.0 | 21,440.9 | 20,517.9 | 59,704.8 | 17,021.7 | 19,787.7 | 19,958.4 | 56,767.8 | | 5.17% |
| Victoria, BC | BC Transit | DRP | 0.8 | 21.5 | 21.9 | 23.1 | 66.5 | 21.0 | 20.9 | 23.3 | 65.2 | | 1.99% |
| Victoria, BC | BC Transit | MB | 73.5 | 1,896.0 | 1,848.6 | 1,999.7 | 5,744.3 | 1,737.1 | 1,744.4 | 1,093.0 | 4,574.5 | | 25.57% |
| Victoria, BC | BC Transit | TOTAL | 74.4 | 1,917.5 | 1,870.5 | 2,022.8 | 5,810.8 | 1,758.1 | 1,765.3 | 1,116.3 | 4,639.7 | | 25.24% |