

TRANSIT RIDERSHIP REPORT Second Quarter 2005

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

| Period | Percent Change | | |
|----------------|----------------|-----------|-----------|
| | 2005 | 2004 | 2004-2005 |
| APRIL | 816,425 | 803,337 | 1.63% |
| MAY | 806,149 | 781,133 | 3.20% |
| JUNE | 795,101 | 784,558 | 1.34% |
| Second Quarter | 2,417,675 | 2,369,028 | 2.05% |

CALENDAR COMPARISON

| | APRIL | | MAY | | JUNE | |
|-----------|-------|------|------|------|------|------|
| | 2005 | 2004 | 2005 | 2004 | 2005 | 2004 |
| Weekdays | 21 | 22 | 21 | 20 | 22 | 22 |
| Saturdays | 5 | 4 | 4 | 5 | 4 | 4 |
| Sundays | 4 | 4 | 5 | 5 | 4 | 4 |
| Holidays | 0 | 0 | 1 | 1 | 0 | 0 |

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| MODE | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | |
|-----------------------------|----------------------|--------------------|--------------------|--------------------------------|--------------------------------|-----------------------|--------------------|--------------------|--------------------------------|--------------------------------|------------------------------|-----------------------------|
| | APRIL '05 (000's) | MAY '05 (000's) | JUN '05 (000's) | APR '05- JUN '05 (000's) | JAN '05- JUN '05 (000's) | APRIL '04 (000's) | MAY '04 (000's) | JUN '04 (000's) | APR '04- JUN '04 (000's) | JAN '04- JUN '04 (000's) | Second Quarter (000's) | Year -to-Date (000's) |
| Heavy Rail | 232,281 | 236,476 | 241,254 | 710,012 | 1,375,509 | 225,182 | 225,919 | 232,705 | 683,805 | 1,331,357 | 3.83% | 3.32% |
| Light Rail | 31,172 | 30,299 | 31,952 | 93,424 | 177,213 | 28,247 | 27,683 | 29,112 | 85,042 | 164,170 | 9.86% | 7.94% |
| Commuter Rail | 34,058 | 35,470 | 35,424 | 104,952 | 205,292 | 33,900 | 33,802 | 35,395 | 103,096 | 202,905 | 1.80% | 1.18% |
| Trolleybus | 8,746 | 8,176 | 8,864 | 25,786 | 51,101 | 8,965 | 8,292 | 9,070 | 26,326 | 53,372 | -2.05% | -4.25% |
| Bus Population Group | | | | | | | | | | | | |
| 2,000,000+ | 302,765 | 310,949 | 302,891 | 916,605 | 1,791,851 | 297,831 | 305,766 | 304,124 | 907,721 | 1,782,539 | 0.98% | 0.52% |
| 500,000 to 1,999,999 | 106,928 | 104,009 | 99,647 | 310,584 | 619,858 | 106,914 | 102,101 | 100,144 | 309,158 | 622,112 | 0.46% | -0.36% |
| 100,000 to 499,999 | 38,449 | 33,293 | 31,408 | 103,150 | 214,296 | 38,591 | 32,138 | 30,740 | 101,469 | 214,971 | 1.66% | -0.31% |
| Below 100,000 | 42,891 | 28,197 | 23,966 | 95,054 | 219,465 | 44,622 | 26,811 | 23,675 | 95,108 | 221,557 | -0.06% | -0.94% |
| Bus Total | 491,034 | 476,447 | 457,912 | 1,425,393 | 2,845,470 | 487,958 | 466,815 | 458,682 | 1,413,455 | 2,841,180 | 0.84% | 0.15% |
| Demand Response | 10,254 | 10,201 | 10,126 | 30,581 | 60,158 | 9,951 | 9,572 | 9,981 | 29,504 | 58,091 | 3.65% | 3.56% |
| Other (c) | 8,879 | 9,080 | 9,568 | 27,527 | 52,796 | 9,134 | 9,052 | 9,613 | 27,799 | 52,323 | -0.98% | 0.90% |
| United States Total | 816,425 | 806,149 | 795,101 | 2,417,675 | 4,767,539 | 803,337 | 781,133 | 784,558 | 2,369,028 | 4,703,398 | 2.05% | 1.36% |
| Canada | 170,715 | 169,294 | 168,385 | 508,394 | 1,026,078 | 169,389 | 168,010 | 167,623 | 505,022 | 1,023,632 | 0.67% | 0.24% |

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

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

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

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

HEAVY RAIL TRANSIT RIDERSHIP REPORT Second Quarter 2005

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|-----------------------------------|-----------------------------|--------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------|---------------------|
| | | <u>AVG WKDY</u> (000's) | <u>APR '05</u> (000's) | <u>MAY '05</u> (000's) | <u>JUN '05</u> (000's) | <u>APR '05- JUN '05</u> (000's) | <u>JAN '05- JUN '05</u> (000's) | <u>APR '04</u> (000's) | <u>MAY '04</u> (000's) | <u>JUN '04</u> (000's) | <u>APR '04- JUN '04</u> (000's) | <u>JAN '04- JUN '04</u> (000's) | <u>2nd Qtr Chng</u> | <u>YTD Chng</u> |
| CA Los Angeles | Los Angeles County MTA | 116.9 | 3,129.4 | 3,238.2 | 3,220.6 | 9,588.2 | 18,453.3 | 2,673.4 | 2,801.1 | 2,819.4 | 8,293.9 | 16,225.3 | 15.61% | 13.73% |
| CA San Francisco | San Francisco Bay Area RT | 331.8 | 8,368.5 | 8,565.8 | 8,556.3 | 25,490.6 | 49,269.0 | 8,332.1 | 8,224.9 | 8,416.2 | 24,973.2 | 48,603.5 | 2.07% | 1.37% |
| DC Washington | Washington Metro Area TA | 956.5 | 23,959.8 | 22,842.3 | 24,889.2 | 71,691.3 | 134,490.9 | 23,101.6 | 21,522.9 | 23,673.4 | 68,297.9 | 129,553.2 | 4.97% | 3.81% |
| FL Miami | Miami-Dade Transit Agency | 60.3 | 1,562.9 | 1,488.9 | 1,397.7 | 4,449.5 | 8,727.7 | 1,362.7 | 1,337.3 | 1,340.3 | 4,040.3 | 8,011.6 | 10.13% | 8.94% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 217.1 | 5,728.6 | 5,614.3 | 5,806.1 | 17,149.0 | 34,664.0 | 5,659.8 | 5,532.7 | 6,057.4 | 17,249.9 | 33,919.9 | -0.58% | 2.19% |
| IL Chicago | Chicago Transit Authority | 509.8 | 12,755.7 | 12,964.0 | 13,498.3 | 39,218.0 | 74,860.7 | 12,334.0 | 12,067.3 | 12,968.6 | 37,369.9 | 72,799.8 | 4.95% | 2.83% |
| NJ Jersey City | Port Authority of NY & NJ | 208.8 | 5,080.1 | 5,127.1 | 5,319.9 | 15,527.1 | 29,561.4 | 4,830.3 | 4,740.4 | 5,059.1 | 14,629.8 | 28,256.6 | 6.13% | 4.62% |
| NJ Lindenwold | Port Authority Transit Corp | 32.7 | 773.6 | 764.4 | 793.7 | 2,331.7 | 4,648.1 | 771.2 | 735.5 | 781.0 | 2,287.7 | 4,543.9 | 1.92% | 2.29% |
| NY New York | MTA New York City Transit | 5,977.2 | 151,201.0 | 155,478.0 | 156,073.4 | 462,752.4 | 901,516.0 | 146,889.8 | 148,887.1 | 151,419.4 | 447,196.3 | 872,576.3 | 3.48% | 3.32% |
| NY New York | MTA Staten Island Railway | 12.8 | 276.5 | 293.7 | 302.2 | 872.4 | 1,696.1 | 271.5 | 286.2 | 295.2 | 852.9 | 1,681.2 | 2.29% | 0.89% |
| OH Cleveland | Greater Cleveland Reg TA | 18.4 | 455.1 | 438.5 | 446.4 | 1,340.0 | 2,650.3 | 424.1 | 402.0 | 407.4 | 1,233.5 | 2,420.3 | 8.63% | 9.50% |
| PA Philadelphia | Southeastern Penns TA | 303.4 | 6,963.6 | 8,418.9 | 8,334.4 | 23,716.9 | 45,936.2 | 6,872.6 | 8,641.0 | 7,298.3 | 22,811.9 | 44,832.6 | 3.97% | 2.46% |
| REPORTED TOTAL | | 8,745.5 | 220,254.8 | 225,234.1 | 228,638.2 | 674,127.1 | 1,306,473.7 | 213,523.1 | 215,178.4 | 220,535.7 | 649,237.2 | 1,263,424.2 | 3.83% | 3.41% |
| PROJECTED TOTAL (c) | | 8,745.5 | 232,281.5 | 236,476.3 | 241,254.2 | 710,012.0 | 1,375,508.6 | 225,182.2 | 225,918.7 | 232,704.6 | 683,805.5 | 1,331,356.7 | 3.83% | 3.32% |

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

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

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

(c) Includes missing agencies (Baltimore MTA and MBTA).

LIGHT RAIL TRANSIT RIDERSHIP REPORT Second Quarter 2005

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|-----------------------------------|------------------------------|--------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------|---------------------|
| | | <u>AVG WKDY</u> (000's) | <u>APR '05</u> (000's) | <u>MAY '05</u> (000's) | <u>JUN '05</u> (000's) | <u>APR '05- JUN '05</u> (000's) | <u>JAN '05- JUN '05</u> (000's) | <u>APR '04</u> (000's) | <u>MAY '04</u> (000's) | <u>JUN '04</u> (000's) | <u>APR '04- JUN '04</u> (000's) | <u>JAN '04- JUN '04</u> (000's) | <u>2nd Qtr Chng</u> | <u>YTD Chng</u> |
| CA Los Angeles | Los Angeles County MTA | 123.4 | 3,220.0 | 3,351.3 | 3,415.8 | 9,987.1 | 19,294.9 | 2,928.8 | 2,958.3 | 2,966.3 | 8,853.4 | 17,867.9 | 12.81% | 7.99% |
| CA Sacramento | Sacramento Regional Tr Dist | 42.5 | 1,048.5 | 1,023.8 | 1,108.7 | 3,181.0 | 6,361.6 | 953.0 | 981.5 | 1,077.2 | 3,011.7 | 5,879.6 | 5.62% | 8.20% |
| CA San Diego | San Diego Trolley | 94.2 | 2,526.1 | 2,420.8 | 2,781.5 | 7,728.4 | 14,286.3 | 2,708.5 | 2,398.4 | 2,477.5 | 7,584.4 | 13,724.4 | 1.90% | 4.09% |
| CA San Francisco | San Francisco Muni Rwy | 135.5 | 3,640.0 | 3,305.8 | 3,688.6 | 10,634.4 | 21,084.1 | 3,834.4 | 3,482.3 | 3,885.6 | 11,202.3 | 23,010.9 | -5.07% | -8.37% |
| CA San Jose | Santa Clara Valley Trp Auth | 21.9 | 577.5 | 581.3 | 581.7 | 1,740.5 | 3,332.4 | 479.4 | 469.0 | 521.6 | 1,470.0 | 2,762.8 | 18.40% | 20.62% |
| CO Denver | Regional Transportation Dist | 1.0 | 854.9 | 859.9 | 798.6 | 2,513.4 | 4,973.2 | 924.4 | 804.0 | 767.5 | 2,495.9 | 4,978.7 | 0.70% | -0.11% |
| FL Tampa | Hillsborough Area Reg TA | 0.9 | 36.2 | 35.5 | 30.4 | 102.1 | 224.3 | 37.7 | 33.3 | 33.6 | 104.6 | 230.2 | -2.39% | -2.56% |
| LA New Orleans | Regional Transit Auth | 28.9 | 929.3 | 893.1 | 823.4 | 2,645.8 | 4,885.6 | 606.1 | 736.1 | 743.1 | 2,085.3 | 3,177.3 | 26.88% | 53.77% |
| MN Minneapolis | Metro Transit | 23.3 | 614.8 | 651.3 | 699.2 | 1,965.3 | 3,407.6 | 0.0 | 0.0 | 138.2 | 138.2 | 138.2 | >100% | >100% |
| MO Saint Louis | METRO | 54.5 | 1,586.7 | 1,357.9 | 1,538.7 | 4,483.3 | 7,676.4 | 1,265.6 | 1,162.8 | 1,397.9 | 3,826.3 | 6,988.2 | 17.17% | 9.85% |
| NJ Newark | New Jersey Transit Corp | NA | 1,187.4 | 1,184.6 | 1,257.4 | 3,629.4 | 6,929.7 | 966.0 | 978.6 | 1,052.3 | 2,996.9 | 5,438.1 | 21.11% | 27.43% |
| NY Buffalo | Niagara Frontier Trp Auth | 18.1 | 411.7 | 396.5 | 457.3 | 1,265.5 | 2,594.6 | 433.8 | 416.6 | 464.2 | 1,314.6 | 2,755.8 | -3.73% | -5.85% |
| OH Cleveland | Greater Cleveland Reg TA | 9.4 | 220.6 | 227.3 | 231.4 | 679.3 | 1,307.8 | 214.8 | 212.6 | 230.6 | 658.0 | 1,255.2 | 3.24% | 4.19% |
| OR Portland | Tri-County Metro Trp Dist | 99.4 | 2,631.7 | 2,662.4 | 2,884.6 | 8,178.7 | 15,835.0 | 2,364.4 | 2,659.4 | 2,668.6 | 7,692.4 | 14,150.2 | 6.32% | 11.91% |
| PA Philadelphia | Southeastern Penns TA | 61.8 | 1,493.0 | 1,825.6 | 1,508.8 | 4,827.4 | 9,652.3 | 1,429.6 | 1,810.5 | 1,451.7 | 4,691.8 | 9,322.9 | 2.89% | 3.53% |
| PA Pittsburgh | Port Auth of Allegheny Co | 24.9 | 592.0 | 564.0 | 666.2 | 1,822.2 | 3,512.8 | 562.0 | 541.0 | 610.1 | 1,713.1 | 3,234.7 | 6.37% | 8.60% |
| TN Memphis | Memphis Area Transit Auth | 2.9 | 97.7 | 100.5 | 86.3 | 284.5 | 463.7 | 108.0 | 150.8 | 148.6 | 407.4 | 604.6 | -30.17% | -23.30% |
| TX Dallas | Dallas Area Rapid Transit | 58.3 | 1,396.2 | 1,424.9 | 1,487.4 | 4,308.5 | 8,612.2 | 1,486.2 | 1,472.3 | 1,400.2 | 4,358.7 | 8,262.2 | -1.15% | 4.24% |
| TX Galveston | City of Galveston/Island Tr | 0.8 | 5.7 | 4.3 | 6.2 | 16.2 | 28.3 | 1.9 | 4.9 | 6.0 | 12.8 | 23.0 | 26.56% | 23.04% |
| TX Houston | Metro Tr Auth of Harris Co | 34.2 | 865.1 | 826.3 | 886.7 | 2,578.1 | 5,206.5 | 379.5 | 375.3 | 678.7 | 1,433.5 | 3,014.2 | 79.85% | 72.73% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '05-</u> | <u>JAN '05-</u> | | | | <u>APR '04-</u> | <u>JAN '04-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
|----------------------------|-------------------------|--------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|-----------------|------------------|----------------|---------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '05</u> | <u>MAY '05</u> | <u>JUN '05</u> | <u>JUN '05</u> | <u>JUN '05</u> | <u>APR '04</u> | <u>MAY '04</u> | <u>JUN '04</u> | <u>JUN '04</u> | <u>JUN '04</u> | <u>Chng</u> | <u>Chng</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| WA Seattle | King County Dept of Trp | 1.0 | 26.5 | 33.5 | 45.8 | 105.8 | 165.4 | 28.0 | 33.4 | 44.9 | 106.3 | 164.9 | -0.47% | 0.30% |
| WI Kenosha | Kenosha Transit | 0.2 | 3.7 | 4.8 | 7.5 | 16.0 | 20.3 | 4.0 | 5.1 | 6.3 | 15.4 | 20.7 | 3.90% | -1.93% |
| REPORTED TOTAL | | 837.3 | 23,965.3 | 23,735.4 | 24,992.2 | 72,692.9 | 139,855.0 | 21,716.1 | 21,686.2 | 22,770.7 | 66,173.0 | 127,004.7 | 9.85% | 10.12% |
| PROJECTED TOTAL (c) | | 837.3 | 31,172.3 | 30,299.0 | 31,952.5 | 93,423.7 | 177,212.5 | 28,246.7 | 27,683.1 | 29,112.3 | 85,042.1 | 164,170.1 | 9.86% | 7.94% |

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

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

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

(c) Includes missing agencies (Baltimore MTA, MBTA, Sound Transit and Utah Transit Auth).

COMMUTER RAIL TRANSIT RIDERSHIP REPORT Second Quarter 2005

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|-----------------------------------|-------------------------------|--------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------|---------------------|
| | | <u>AVG WKDY</u> (000's) | <u>APR '05</u> (000's) | <u>MAY '05</u> (000's) | <u>JUN '05</u> (000's) | <u>APR '05- JUN '05</u> (000's) | <u>JAN '05- JUN '05</u> (000's) | <u>APR '04</u> (000's) | <u>MAY '04</u> (000's) | <u>JUN '04</u> (000's) | <u>APR '04- JUN '04</u> (000's) | <u>JAN '04- JUN '04</u> (000's) | <u>2nd Qtr Chng</u> | <u>YTD Chng</u> |
| CA Los Angeles | Southern California RRA | 39.3 | 862.3 | 857.5 | 884.0 | 2,603.8 | 5,073.5 | 858.1 | 797.7 | 848.2 | 2,504.0 | 4,913.5 | 3.99% | 3.26% |
| CA Oceanside | North County Transit District | 5.7 | 125.4 | 124.4 | 132.0 | 381.8 | 707.0 | 130.6 | 119.1 | 134.0 | 383.7 | 749.0 | -0.50% | -5.61% |
| CA San Carlos | Caltrain | 31.9 | 836.3 | 857.4 | 848.4 | 2,542.1 | 4,787.8 | 715.1 | 681.7 | 789.9 | 2,186.7 | 4,101.3 | 16.25% | 16.74% |
| CT New Haven | Connecticut DOT | 1.6 | 32.5 | 34.0 | 36.0 | 102.5 | 203.7 | 34.0 | 32.3 | 35.8 | 102.1 | 202.0 | 0.39% | 0.84% |
| FL Miami | South Florida RTA | 9.5 | 261.9 | 249.6 | 200.5 | 712.0 | 1,451.5 | 254.5 | 249.3 | 220.6 | 724.4 | 1,465.9 | -1.71% | -0.98% |
| IL Chicago | Metra | 289.1 | 5,600.6 | 5,664.0 | 6,098.7 | 17,363.3 | 34,016.9 | 5,516.0 | 5,405.5 | 5,949.2 | 16,870.7 | 33,268.9 | 2.92% | 2.25% |
| IN Chesterton | Northern IN Commuter TD | 13.0 | 299.6 | 301.2 | 339.1 | 939.9 | 1,792.4 | 293.8 | 273.0 | 324.4 | 891.2 | 1,713.8 | 5.46% | 4.59% |
| MA Boston | Massachusetts Bay Trp Auth | 137.5 | 3,165.4 | 3,150.3 | 3,259.7 | 9,575.4 | 18,888.9 | 3,391.6 | 3,112.0 | 3,302.9 | 9,806.5 | 19,568.5 | -2.36% | -3.47% |
| NJ Newark | New Jersey Transit Corp | NA | 5,458.5 | 5,543.4 | 5,805.8 | 16,807.7 | 32,488.6 | 5,251.3 | 5,267.2 | 5,489.0 | 16,007.5 | 31,125.0 | 5.00% | 4.38% |
| NY New York | MTA Long Island Rail Road | 326.7 | 7,856.0 | 8,329.0 | 7,779.0 | 23,964.0 | 47,627.0 | 7,907.0 | 8,124.0 | 8,405.0 | 24,436.0 | 48,524.0 | -1.93% | -1.85% |
| PA Harrisburg | Pennsylvania DOT | 0.9 | 20.9 | 20.9 | 21.4 | 63.2 | 126.3 | 21.0 | 19.3 | 20.4 | 60.7 | 120.0 | 4.12% | 5.25% |
| PA Philadelphia | Southeastern Penns TA | 100.4 | 2,242.3 | 2,948.6 | 2,453.1 | 7,644.0 | 14,782.8 | 2,262.9 | 2,687.4 | 2,326.2 | 7,276.5 | 14,471.5 | 5.05% | 2.15% |
| TX Dallas | Trinity Railway Express | 7.5 | 185.6 | 165.5 | 179.4 | 530.5 | 1,054.1 | 178.3 | 158.7 | 182.2 | 519.2 | 1,084.8 | 2.18% | -2.83% |
| VA Alexandria | Virginia Railway Express | 15.4 | 318.0 | 325.0 | 339.9 | 982.9 | 1,913.5 | 324.4 | 299.5 | 325.7 | 949.6 | 1,862.3 | 3.51% | 2.75% |
| REPORTED TOTAL | | 978.4 | 27,265.3 | 28,570.8 | 28,377.0 | 84,213.1 | 164,914.0 | 27,138.6 | 27,226.7 | 28,353.5 | 82,718.8 | 163,170.5 | 1.81% | 1.07% |
| PROJECTED TOTAL (c) | | 978.4 | 34,058.1 | 35,470.1 | 35,424.1 | 104,952.3 | 205,292.1 | 33,899.8 | 33,801.5 | 35,394.8 | 103,096.1 | 202,905.2 | 1.80% | 1.18% |

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

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

(c) Includes missing agencies (Alaska Railroad, Altamont Commuter, Baltimore MTA, Metro-North RR, ON TRACK and Sound Transit).

LARGEST BUS AGENCIES TRANSIT RIDERSHIP REPORT

(Transit Agencies in Urbanized Areas of 1,000,000 or more population that operate 400 or more peak-hour buses)

Second Quarter 2005

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|-----------------------------------|------------------------------|------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-------------|-------------|
| | | AVG | APR '05 | MAY '05 | JUN '05 | APR '05- | JAN '05- | APR '04 | MAY '04 | JUN '04 | APR '04- | JAN '04- | 2nd Qtr | YTD |
| | | <u>WKDY</u> (000's) | <u>APR '05</u> (000's) | <u>MAY '05</u> (000's) | <u>JUN '05</u> (000's) | <u>JUN '05</u> (000's) | <u>JUN '05</u> (000's) | <u>APR '04</u> (000's) | <u>MAY '04</u> (000's) | <u>JUN '04</u> (000's) | <u>JUN '04</u> (000's) | <u>JUN '04</u> (000's) | <u>Chng</u> | <u>Chng</u> |
| AZ Phoenix | City of Phoenix PTD | 147.0 | 3,751.7 | 3,650.9 | 3,438.5 | 10,841.1 | 21,669.1 | 3,830.7 | 3,474.4 | 3,325.5 | 10,630.6 | 21,137.5 | 1.98% | 2.51% |
| CA Los Angeles | Los Angeles County MTA | 1,232.8 | 32,299.8 | 33,105.4 | 32,327.9 | 97,733.1 | 187,606.2 | 30,201.9 | 31,049.9 | 31,011.8 | 92,263.6 | 181,384.7 | 5.93% | 3.43% |
| CA Oakland | Alameda-Contra Costa TD | NA | 5,293.5 | 5,098.8 | 4,834.3 | 15,226.6 | 31,526.2 | 5,969.3 | 5,391.4 | 5,221.7 | 16,582.4 | 32,052.1 | -8.18% | -1.64% |
| CA Orange | Orange County Transp Auth | 217.4 | 5,692.7 | 5,740.3 | 5,669.4 | 17,102.4 | 32,520.1 | 5,807.9 | 5,854.5 | 5,657.0 | 17,319.4 | 34,007.4 | -1.25% | -4.37% |
| CA San Diego | San Diego Transit Corp | 82.0 | 2,168.8 | 2,177.1 | 2,133.5 | 6,479.4 | 12,353.6 | 2,112.6 | 2,190.4 | 2,051.3 | 6,354.3 | 12,641.9 | 1.97% | -2.28% |
| CA San Francisco | San Francisco Muni Rwy | 280.1 | 7,711.8 | 7,003.7 | 7,814.9 | 22,530.4 | 44,669.3 | 7,422.5 | 6,741.0 | 7,521.7 | 21,685.2 | 45,600.6 | 3.90% | -2.04% |
| CA San Jose | Santa Clara Valley Trp Auth | 116.8 | 2,567.2 | 2,724.9 | 2,472.0 | 7,764.1 | 15,066.3 | 2,775.3 | 2,823.1 | 2,715.7 | 8,314.1 | 16,334.7 | -6.62% | -7.77% |
| CO Denver | Regional Transportation Dist | 217.9 | 3,793.3 | 3,720.3 | 3,529.0 | 11,042.6 | 22,078.1 | 3,686.5 | 3,591.1 | 3,422.1 | 10,699.7 | 21,663.5 | 3.20% | 1.91% |
| FL Miami | Miami-Dade Transit Agency | 240.0 | 6,594.5 | 6,388.5 | 6,036.4 | 19,019.4 | 39,022.0 | 6,060.2 | 6,440.0 | 6,285.0 | 18,785.2 | 37,327.0 | 1.25% | 4.54% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 239.3 | 6,294.5 | 5,920.5 | 6,023.6 | 18,238.6 | 36,096.1 | 5,737.2 | 5,092.6 | 5,556.9 | 16,386.7 | 32,454.0 | 11.30% | 11.22% |
| IL Chicago | Chicago Transit Authority | 980.4 | 25,747.4 | 25,948.6 | 25,158.7 | 76,854.7 | 149,983.9 | 24,348.1 | 24,699.1 | 24,849.5 | 73,896.7 | 145,228.9 | 4.00% | 3.27% |
| LA New Orleans | Regional Transit Auth | 102.1 | 3,005.1 | 2,698.2 | 2,271.8 | 7,975.1 | 16,685.1 | 2,999.4 | 2,586.9 | 2,317.5 | 7,903.8 | 17,472.5 | 0.90% | -4.51% |
| MA Boston | Massachusetts Bay Trp Auth | 4.5 | 107.5 | 108.0 | 114.5 | 330.0 | 638.8 | 111.2 | 109.4 | 107.3 | 327.9 | 639.6 | 0.64% | -0.13% |
| MI Detroit | City of Detroit Dept of Trp | 117.3 | 3,017.8 | 2,999.3 | 2,729.5 | 8,746.6 | 17,063.9 | 3,368.4 | 3,437.4 | 3,434.3 | 10,240.1 | 20,318.2 | -14.58% | -16.02% |
| MN Minneapolis | Metro Transit | 200.7 | 5,202.1 | 4,992.6 | 4,954.7 | 15,149.4 | 30,250.6 | 1,896.9 | 4,611.5 | 5,006.0 | 11,514.4 | 22,395.9 | 31.57% | 35.07% |
| MO Saint Louis | METRO | 103.1 | 2,622.8 | 2,626.4 | 2,505.9 | 7,755.1 | 15,195.3 | 2,586.5 | 2,544.5 | 2,580.7 | 7,711.7 | 15,045.0 | 0.56% | 1.00% |
| NJ Newark | New Jersey Transit Corp | NA | 13,081.3 | 13,263.3 | 13,521.2 | 39,865.8 | 76,470.2 | 12,512.7 | 12,481.2 | 13,015.5 | 38,009.4 | 73,612.0 | 4.88% | 3.88% |
| NY New York | MTA New York City Transit | 2,443.4 | 62,638.3 | 65,113.5 | 63,223.8 | 190,975.6 | 371,690.4 | 61,984.7 | 64,847.8 | 63,546.4 | 190,378.9 | 369,653.7 | 0.31% | 0.55% |
| NY New York | New York City DOT | 281.5 | 5,908.9 | 6,336.1 | 6,053.3 | 18,298.3 | 38,291.1 | 8,764.9 | 8,986.8 | 8,741.9 | 26,493.6 | 51,332.6 | -30.93% | -25.41% |
| OH Cincinnati | Southwest Ohio RTA | 80.2 | 1,952.9 | 1,988.0 | 1,864.3 | 5,805.2 | 11,751.0 | 2,153.2 | 2,097.9 | 2,019.2 | 6,270.3 | 12,615.5 | -7.42% | -6.85% |
| OH Cleveland | Greater Cleveland Reg TA | 164.7 | 4,164.2 | 4,236.8 | 3,877.1 | 12,278.1 | 24,325.8 | 3,984.4 | 3,980.3 | 3,817.8 | 11,782.5 | 23,361.8 | 4.21% | 4.13% |
| OR Portland | Tri-County Metro Trp Dist | 213.1 | 5,472.0 | 5,480.6 | 5,333.6 | 16,286.2 | 32,230.9 | 5,637.4 | 5,414.4 | 5,329.0 | 16,380.8 | 32,651.5 | -0.58% | -1.29% |
| PA Philadelphia | Southeastern Penns TA | 541.1 | 13,034.0 | 16,040.8 | 13,216.9 | 42,291.7 | 83,292.1 | 12,850.1 | 16,585.6 | 13,712.5 | 43,148.2 | 84,503.7 | -1.99% | -1.43% |
| PA Pittsburgh | Port Auth of Allegheny Co | 203.8 | 5,061.0 | 4,872.0 | 4,965.0 | 14,898.0 | 29,520.3 | 4,924.0 | 4,697.4 | 4,843.1 | 14,464.5 | 28,905.7 | 3.00% | 2.13% |
| TX Dallas | Dallas Area Rapid Transit | 136.6 | 3,388.8 | 3,351.4 | 3,297.6 | 10,037.8 | 19,448.0 | 3,249.7 | 3,157.4 | 3,068.0 | 9,475.1 | 18,704.8 | 5.94% | 3.97% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '05-</u> | <u>JAN '05-</u> | | | | <u>APR '04-</u> | <u>JAN '04-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
|-----------------------|----------------------------|----------------|------------------|------------------|------------------|------------------|--------------------|------------------|------------------|------------------|------------------|--------------------|----------------|--------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '05</u> | <u>MAY '05</u> | <u>JUN '05</u> | <u>JUN '05</u> | <u>JUN '05</u> | <u>APR '04</u> | <u>MAY '04</u> | <u>JUN '04</u> | <u>JUN '04</u> | <u>JUN '04</u> | <u>Chng</u> | <u>Chng</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| TX Houston | Metro Tr Auth of Harris Co | 276.5 | 6,631.5 | 6,845.3 | 6,901.5 | 20,378.3 | 41,160.3 | 7,338.0 | 7,075.2 | 7,023.1 | 21,436.3 | 44,161.1 | -4.94% | -6.80% |
| TX San Antonio | VIA Metropolitan Transit | 120.9 | 3,333.6 | 3,188.5 | 3,061.4 | 9,583.5 | 18,701.8 | 3,178.4 | 3,054.3 | 2,822.6 | 9,055.3 | 18,105.6 | 5.83% | 3.29% |
| WA Seattle | King County Dept of Trp | 238.1 | 6,055.7 | 6,116.0 | 5,991.1 | 18,162.8 | 35,946.2 | 5,983.5 | 5,815.2 | 5,797.8 | 17,596.5 | 35,067.0 | 3.22% | 2.51% |
| WI Milwaukee | Milwaukee County Tr Sys | 179.9 | 4,812.0 | 4,642.6 | 3,924.0 | 13,378.6 | 27,389.0 | 4,622.1 | 4,444.0 | 4,130.8 | 13,196.9 | 27,439.4 | 1.38% | -0.18% |
| REPORTED TOTAL | | 9,161.4 | 251,404.7 | 256,378.4 | 247,245.4 | 755,028.5 | 1,482,641.7 | 246,097.7 | 253,274.7 | 248,931.7 | 748,304.1 | 1,475,817.9 | 0.90% | 0.46% |

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

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

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

TROLLEYBUS TRANSIT RIDERSHIP REPORT Second Quarter 2005

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and</u> <u>Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|---|----------------------------|--------------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------------|---------------------------|
| | | <u>AVG</u> <u>WKDY</u> (000's) | <u>APR '05</u> (000's) | <u>MAY '05</u> (000's) | <u>JUN '05</u> (000's) | <u>APR '05-</u> <u>JUN '05</u> (000's) | <u>JAN '05-</u> <u>JUN '05</u> (000's) | <u>APR '04</u> (000's) | <u>MAY '04</u> (000's) | <u>JUN '04</u> (000's) | <u>APR '04-</u> <u>JUN '04</u> (000's) | <u>JAN '04-</u> <u>JUN '04</u> (000's) | <u>2nd Qtr</u> <u>Chng</u> | <u>YTD</u> <u>Chng</u> |
| CA San Francisco | San Francisco Muni Rwy | 227.0 | 6,313.2 | 5,733.6 | 6,397.6 | 18,444.4 | 36,568.3 | 6,382.5 | 5,796.5 | 6,467.8 | 18,646.8 | 38,200.0 | -1.09% | -4.27% |
| OH Dayton | Greater Dayton Regional TA | 13.8 | 345.7 | 355.4 | 327.5 | 1,028.6 | 2,047.7 | 341.1 | 351.8 | 332.8 | 1,025.7 | 2,030.3 | 0.28% | 0.86% |
| WA Seattle | King County Dept of Trp | 72.6 | 1,789.8 | 1,806.4 | 1,795.8 | 5,392.0 | 10,698.4 | 1,919.9 | 1,843.1 | 1,901.6 | 5,664.6 | 11,220.7 | -4.81% | -4.65% |
| WA Seattle | Sound Transit | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 15.8 | 16.6 | 48.5 | 93.2 | -100% | -100% |
| REPORTED TOTAL | | 313.4 | 8,448.7 | 7,895.4 | 8,520.9 | 24,865.0 | 49,314.4 | 8,659.6 | 8,007.2 | 8,718.8 | 25,385.6 | 51,544.2 | -2.05% | -4.33% |
| PROJECTED TOTAL (c) | | 313.4 | 8,746.2 | 8,175.9 | 8,864.1 | 25,786.2 | 51,101.1 | 8,964.5 | 8,291.7 | 9,070.0 | 26,326.2 | 53,371.6 | -2.05% | -4.25% |

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

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

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

(c) Includes missing agencies (MBTA).

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '05 (000's) | Trips for May '05 (000's) | Trips for Jun '05 (000's) | Trips Thru Jun '05 (000's) | Trips for Apr '04 (000's) | Trips for May '04 (000's) | Trips for Jun '04 (000's) | Trips Thru Jun '04 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| AL Birmingham | Birmingham-Jefferson Co TA | DRP | 0.5 | 10.6 | 10.3 | 10.3 | 61.0 | 10.4 | 7.5 | 7.8 | 57.7 | 21.40% | 5.72% |
| AL Birmingham | Birmingham-Jefferson Co TA | MBP | 13.7 | 299.0 | 303.1 | 285.4 | 1,812.7 | 333.8 | 311.4 | 328.9 | 1,945.6 | -8.89% | -6.83% |
| AL Birmingham | Birmingham-Jefferson Co TA | VPP | NA | NA | NA | NA | NA | 3.8 | 3.5 | 3.3 | 20.9 | NA | NA |
| AL Birmingham | Birmingham-Jefferson Co TA | TOTAL | NA | NA | NA | NA | NA | 348.0 | 322.4 | 340.0 | 2,024.2 | NA | NA |
| AZ Bullhead City | Bullhead Area Transit System | DR | 0.1 | 2.8 | 2.6 | 2.8 | 15.4 | 4.2 | 3.5 | 3.2 | 20.4 | -24.77% | -24.51% |
| AZ Bullhead City | Bullhead Area Transit System | MB | 0.3 | 6.1 | 6.8 | 6.7 | 34.7 | 4.6 | 3.7 | 3.9 | 24.6 | 60.66% | 41.06% |
| AZ Bullhead City | Bullhead Area Transit System | TOTAL | 0.4 | 8.9 | 9.4 | 9.5 | 50.1 | 8.8 | 7.2 | 7.1 | 45.0 | 20.35% | 11.33% |
| AZ Glendale | Glendale Transit | DR | NA | 7.3 | 7.4 | 7.6 | 43.9 | 7.4 | 7.1 | 7.2 | 43.0 | 2.76% | 2.09% |
| AZ Glendale | Glendale Transit | MB | NA | 16.4 | 14.7 | 14.8 | 91.7 | 12.3 | 12.6 | 12.2 | 71.8 | 23.72% | 27.72% |
| AZ Glendale | Glendale Transit | TOTAL | NA | 23.7 | 22.1 | 22.4 | 135.6 | 19.7 | 19.7 | 19.4 | 114.8 | 15.99% | 18.12% |
| AZ Phoenix | City of Phoenix PTD | DRP | 2.2 | 53.0 | 53.7 | 54.8 | 321.9 | 54.7 | 52.6 | 55.7 | 317.4 | -0.92% | 1.42% |
| AZ Phoenix | City of Phoenix PTD | MB | 120.8 | 3,075.4 | 2,985.2 | 2,814.7 | 17,836.9 | 3,195.4 | 2,867.0 | 2,749.8 | 17,503.4 | 0.72% | 1.91% |
| AZ Phoenix | City of Phoenix PTD | MBP | 26.2 | 676.3 | 665.7 | 623.8 | 3,832.2 | 635.3 | 607.4 | 575.7 | 3,634.1 | 8.11% | 5.45% |
| AZ Phoenix | City of Phoenix PTD | TOTAL | 149.2 | 3,804.7 | 3,704.6 | 3,493.3 | 21,991.0 | 3,885.4 | 3,527.0 | 3,381.2 | 21,454.9 | 1.94% | 2.50% |
| AZ Tucson | City of Tucson MTS | MB | 49.2 | 1,393.9 | 1,298.5 | 1,215.0 | 7,948.0 | 1,342.8 | 1,251.6 | 1,180.5 | 7,744.3 | 3.51% | 2.63% |
| AZ Tucson | City of Tucson MTS | TOTAL | 49.2 | 1,393.9 | 1,298.5 | 1,215.0 | 7,948.0 | 1,342.8 | 1,251.6 | 1,180.5 | 7,744.3 | 3.51% | 2.63% |
| CA Antioch | Eastern Contra Costa Tr Auth | DRP | 0.4 | 8.8 | 8.7 | 9.3 | 52.5 | 6.5 | 6.6 | 7.0 | 40.0 | 33.33% | 31.25% |
| CA Antioch | Eastern Contra Costa Tr Auth | MBP | 8.8 | 206.2 | 204.8 | 197.4 | 1,168.8 | 174.3 | 175.7 | 169.3 | 1,032.5 | 17.16% | 13.20% |
| CA Antioch | Eastern Contra Costa Tr Auth | TOTAL | 9.2 | 215.0 | 213.5 | 206.7 | 1,221.3 | 180.8 | 182.3 | 176.3 | 1,072.5 | 17.76% | 13.87% |
| CA Bakersfield | Golden Empire Transit District | DR | 0.2 | 5.3 | 5.5 | 5.7 | 31.6 | 5.1 | 4.9 | 4.9 | 29.8 | 10.74% | 6.04% |
| CA Bakersfield | Golden Empire Transit District | MB | 22.3 | 583.4 | 558.3 | 575.2 | 3,371.7 | 579.8 | 590.5 | 591.5 | 3,488.8 | -2.55% | -3.36% |
| CA Bakersfield | Golden Empire Transit District | TOTAL | 22.5 | 588.7 | 563.8 | 580.9 | 3,403.3 | 584.9 | 595.4 | 596.4 | 3,518.6 | -2.44% | -3.28% |
| CA Big Bear Lake | Mountain Area Reg Transit Auth | DR | NA | 2.8 | 2.6 | 2.7 | 16.4 | 2.9 | 2.9 | 3.3 | 18.7 | -10.99% | -12.30% |
| CA Big Bear Lake | Mountain Area Reg Transit Auth | MB | NA | 9.4 | 10.1 | 10.7 | 58.3 | 9.5 | 9.4 | 9.7 | 59.6 | 5.59% | -2.18% |
| CA Big Bear Lake | Mountain Area Reg Transit Auth | TOTAL | NA | 12.2 | 12.7 | 13.4 | 74.7 | 12.4 | 12.3 | 13.0 | 78.3 | 1.59% | -4.60% |
| CA Concord | Central Contra Costa TA | DRP | NA | 13.8 | 13.3 | 11.9 | 78.1 | 12.1 | 11.7 | 12.1 | 71.2 | 8.64% | 9.69% |
| CA Concord | Central Contra Costa TA | MB | 16.0 | 353.1 | 352.7 | 334.8 | 2,076.6 | 380.2 | 373.1 | 352.9 | 2,218.4 | -5.93% | -6.39% |
| CA Concord | Central Contra Costa TA | TOTAL | NA | 366.9 | 366.0 | 346.7 | 2,154.7 | 392.3 | 384.8 | 365.0 | 2,289.6 | -5.47% | -5.89% |
| CA Davis | University Transport System | MB | 14.4 | 396.5 | 363.4 | 189.4 | 2,031.4 | 426.8 | 352.5 | 221.8 | 2,121.2 | -5.17% | -4.23% |
| CA Davis | University Transport System | TOTAL | 14.4 | 396.5 | 363.4 | 189.4 | 2,031.4 | 426.8 | 352.5 | 221.8 | 2,121.2 | -5.17% | -4.23% |
| CA Fairfield | Fairfield/Suisun Transit Sys | DRP | 0.1 | 1.6 | 1.7 | 1.7 | 9.8 | 1.7 | 1.6 | 1.6 | 9.8 | 2.04% | 0.00% |
| CA Fairfield | Fairfield/Suisun Transit Sys | MBP | 2.7 | 65.7 | 62.9 | 62.9 | 382.8 | 63.0 | 61.8 | 60.9 | 370.8 | 3.12% | 3.24% |
| CA Fairfield | Fairfield/Suisun Transit Sys | TOTAL | 2.8 | 67.3 | 64.6 | 64.6 | 392.6 | 64.7 | 63.4 | 62.5 | 380.6 | 3.10% | 3.15% |

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '05 (000's) | Trips for May '05 (000's) | Trips for Jun '05 (000's) | Trips Thru Jun '05 (000's) | Trips for Apr '04 (000's) | Trips for May '04 (000's) | Trips for Jun '04 (000's) | Trips Thru Jun '04 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|----------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Fresno | Fresno Area Express | DRP | 0.6 | 14.3 | 14.1 | 13.9 | 84.9 | 13.4 | 12.7 | 13.4 | 78.1 | 7.09% | 8.71% |
| CA Fresno | Fresno Area Express | MB | 37.0 | 959.0 | 936.7 | 889.5 | 5,495.4 | 922.1 | 932.8 | 877.6 | 5,481.5 | 1.93% | 0.25% |
| CA Fresno | Fresno Area Express | TOTAL | 37.6 | 973.3 | 950.8 | 903.4 | 5,580.3 | 935.5 | 945.5 | 891.0 | 5,559.6 | 2.00% | 0.37% |
| CA Livermore | Livermore/Amador Valley TA | DRP | NA | 4.8 | 5.0 | 5.2 | 28.6 | 4.4 | 4.4 | 4.3 | 25.7 | 14.50% | 11.28% |
| CA Livermore | Livermore/Amador Valley TA | MBP | 7.0 | 166.0 | 174.3 | 165.8 | 973.2 | 157.5 | 165.9 | 156.7 | 957.2 | 5.42% | 1.67% |
| CA Livermore | Livermore/Amador Valley TA | TOTAL | NA | 170.8 | 179.3 | 171.0 | 1,001.8 | 161.9 | 170.3 | 161.0 | 982.9 | 5.66% | 1.92% |
| CA Long Beach | Long Beach Transit | DRP | 0.2 | 6.8 | 6.5 | 5.8 | 37.2 | 6.7 | 6.0 | 6.5 | 39.3 | -0.52% | -5.34% |
| CA Long Beach | Long Beach Transit | FBP | 0.0 | 3.0 | 3.2 | 3.6 | 12.8 | 2.5 | 5.3 | 5.7 | 20.9 | -27.41% | -38.76% |
| CA Long Beach | Long Beach Transit | MB | 93.1 | 2,490.4 | 2,473.7 | 2,483.8 | 14,410.8 | 2,471.6 | 2,439.6 | 2,451.6 | 14,311.1 | 1.16% | 0.70% |
| CA Long Beach | Long Beach Transit | TOTAL | 93.3 | 2,500.2 | 2,483.4 | 2,493.2 | 14,460.8 | 2,480.8 | 2,450.9 | 2,463.8 | 14,371.3 | 1.10% | 0.62% |
| CA Los Angeles | Los Angeles County MTA | HR | 116.9 | 3,129.4 | 3,238.2 | 3,220.6 | 18,453.3 | 2,673.4 | 2,801.1 | 2,819.4 | 16,225.3 | 15.61% | 13.73% |
| CA Los Angeles | Los Angeles County MTA | LR | 123.4 | 3,220.0 | 3,351.3 | 3,415.8 | 19,294.9 | 2,928.8 | 2,958.3 | 2,966.3 | 17,867.9 | 12.81% | 7.99% |
| CA Los Angeles | Los Angeles County MTA | MB | 1,188.3 | 31,156.3 | 31,976.5 | 31,217.6 | 181,041.1 | 29,202.6 | 30,040.2 | 30,020.2 | 175,500.9 | 5.70% | 3.16% |
| CA Los Angeles | Los Angeles County MTA | MBP | 44.5 | 1,143.5 | 1,128.9 | 1,110.3 | 6,565.1 | 999.3 | 1,009.7 | 991.6 | 5,883.8 | 12.73% | 11.58% |
| CA Los Angeles | Los Angeles County MTA | TOTAL | 1,473.1 | 38,649.2 | 39,694.9 | 38,964.3 | 225,354.4 | 35,804.1 | 36,809.3 | 36,797.5 | 215,477.9 | 7.22% | 4.58% |
| CA Los Angeles | Southern California RRA | CRP | 39.3 | 862.3 | 857.5 | 884.0 | 5,073.5 | 858.1 | 797.7 | 848.2 | 4,913.5 | 3.99% | 3.26% |
| CA Los Angeles | Southern California RRA | TOTAL | 39.3 | 862.3 | 857.5 | 884.0 | 5,073.5 | 858.1 | 797.7 | 848.2 | 4,913.5 | 3.99% | 3.26% |
| CA Modesto | Modesto Area Express | DRP | 0.4 | 9.2 | 8.7 | 8.6 | 53.2 | 9.1 | 8.7 | 8.9 | 54.5 | -0.75% | -2.39% |
| CA Modesto | Modesto Area Express | MBP | 10.0 | 241.7 | 231.5 | 173.6 | 1,402.8 | 257.6 | 243.7 | 244.1 | 1,509.7 | -13.23% | -7.08% |
| CA Modesto | Modesto Area Express | TOTAL | 10.4 | 250.9 | 240.2 | 182.2 | 1,456.0 | 266.7 | 252.4 | 253.0 | 1,564.2 | -12.80% | -6.92% |
| CA Montebello | Montebello Bus Lines | DR | 0.1 | 1.4 | 1.5 | 1.5 | 8.7 | 1.5 | 1.6 | 1.6 | 9.2 | -6.38% | -5.43% |
| CA Montebello | Montebello Bus Lines | MB | 39.2 | 804.9 | 812.1 | 850.5 | 4,715.2 | 879.8 | 894.4 | 879.3 | 5,250.6 | -7.01% | -10.20% |
| CA Montebello | Montebello Bus Lines | MBP | 0.4 | 7.4 | 7.6 | 7.8 | 45.4 | 8.8 | 8.4 | 8.4 | 48.7 | -10.94% | -6.78% |
| CA Montebello | Montebello Bus Lines | TOTAL | 39.7 | 813.7 | 821.2 | 859.8 | 4,769.3 | 890.1 | 904.4 | 889.3 | 5,308.5 | -7.05% | -10.16% |
| CA Monterey | Monterey-Salinas Transit | DRP | 0.3 | 5.8 | 6.2 | 5.6 | 33.3 | 6.1 | 5.6 | 4.3 | 33.1 | 10.00% | 0.60% |
| CA Monterey | Monterey-Salinas Transit | MB | 14.9 | 390.0 | 412.4 | 391.7 | 2,233.4 | 374.1 | 391.4 | 407.4 | 2,192.3 | 1.81% | 1.87% |
| CA Monterey | Monterey-Salinas Transit | MBP | 0.5 | 4.5 | 10.6 | 37.8 | 65.8 | 6.0 | 5.9 | 5.8 | 33.9 | 198.87% | 94.10% |
| CA Monterey | Monterey-Salinas Transit | TOTAL | 15.7 | 400.3 | 429.2 | 435.1 | 2,332.5 | 386.2 | 402.9 | 417.5 | 2,259.3 | 4.81% | 3.24% |
| CA Norwalk | Norwalk Transit System | DR | 0.8 | 2.0 | 2.1 | 2.1 | 13.2 | 2.2 | 2.3 | 2.1 | 12.6 | -6.06% | 4.76% |
| CA Norwalk | Norwalk Transit System | MB | 7.3 | 173.3 | 172.8 | 171.4 | 1,003.5 | 177.0 | 172.1 | 177.6 | 1,040.2 | -1.75% | -3.53% |
| CA Norwalk | Norwalk Transit System | TOTAL | 8.1 | 175.3 | 174.9 | 173.5 | 1,016.7 | 179.2 | 174.4 | 179.7 | 1,052.8 | -1.80% | -3.43% |
| CA Oakland | Alameda-Contra Costa TD | DRP | NA | 56.9 | 56.5 | 55.7 | 336.4 | 61.2 | 59.6 | 60.7 | 357.6 | -6.83% | -5.93% |
| CA Oakland | Alameda-Contra Costa TD | MB | NA | 5,283.1 | 5,079.1 | 4,822.8 | 31,439.3 | 5,957.5 | 5,371.2 | 5,207.1 | 31,967.7 | -8.17% | -1.65% |
| CA Oakland | Alameda-Contra Costa TD | MBP | NA | 10.4 | 19.7 | 11.5 | 86.9 | 11.8 | 20.2 | 14.6 | 84.4 | -10.73% | 2.96% |
| CA Oakland | Alameda-Contra Costa TD | TOTAL | NA | 5,350.4 | 5,155.3 | 4,890.0 | 31,862.6 | 6,030.5 | 5,451.0 | 5,282.4 | 32,409.7 | -8.16% | -1.69% |

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '05 (000's) | Trips for May '05 (000's) | Trips for Jun '05 (000's) | Trips Thru Jun '05 (000's) | Trips for Apr '04 (000's) | Trips for May '04 (000's) | Trips for Jun '04 (000's) | Trips Thru Jun '04 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Oceanside | North County Transit District | CRP | 5.7 | 125.4 | 124.4 | 132.0 | 707.0 | 130.6 | 119.1 | 134.0 | 749.0 | -0.50% | -5.61% |
| CA Oceanside | North County Transit District | DRP | 0.8 | 17.0 | 16.8 | 16.9 | 99.6 | 20.1 | 19.1 | 18.7 | 113.2 | -12.44% | -12.01% |
| CA Oceanside | North County Transit District | MB | 33.7 | 883.9 | 898.6 | 843.5 | 5,055.0 | 874.6 | 880.7 | 834.0 | 5,153.2 | 1.42% | -1.91% |
| CA Oceanside | North County Transit District | TOTAL | 40.1 | 1,026.3 | 1,039.8 | 992.4 | 5,861.6 | 1,025.3 | 1,018.9 | 986.7 | 6,015.4 | 0.91% | -2.56% |
| CA Orange | Orange County Transp Auth | DRP | NA | 100.0 | 103.8 | 104.3 | 596.7 | 96.8 | 95.0 | 97.9 | 566.7 | 6.35% | 5.29% |
| CA Orange | Orange County Transp Auth | MB | 213.5 | 5,604.4 | 5,650.2 | 5,577.9 | 31,996.3 | 5,723.4 | 5,765.7 | 5,567.3 | 33,504.2 | -1.31% | -4.50% |
| CA Orange | Orange County Transp Auth | MBP | 3.9 | 88.3 | 90.1 | 91.5 | 523.8 | 84.5 | 88.8 | 89.7 | 503.2 | 2.62% | 4.09% |
| CA Orange | Orange County Transp Auth | TOTAL | NA | 5,792.7 | 5,844.1 | 5,773.7 | 33,116.8 | 5,904.7 | 5,949.5 | 5,754.9 | 34,574.1 | -1.13% | -4.22% |
| CA Oxnard | South Coast Area Transit | DRP | 0.3 | 6.8 | 6.7 | 6.9 | 39.1 | 9.5 | 9.5 | 10.0 | 54.9 | -29.66% | -28.78% |
| CA Oxnard | South Coast Area Transit | MB | 9.7 | 253.2 | 254.9 | 264.3 | 1,451.3 | 271.6 | 271.9 | 258.8 | 1,589.3 | -3.73% | -8.68% |
| CA Oxnard | South Coast Area Transit | TOTAL | 9.9 | 260.0 | 261.6 | 271.2 | 1,490.4 | 281.1 | 281.4 | 268.8 | 1,644.2 | -4.63% | -9.35% |
| CA Redding | Redding Area Bus Authority | DRP | 0.2 | 5.6 | 5.6 | 5.7 | 34.3 | 6.0 | 5.5 | 5.6 | 33.1 | -1.17% | 3.63% |
| CA Redding | Redding Area Bus Authority | MBP | 2.4 | 65.9 | 56.7 | 55.4 | 354.3 | 64.5 | 56.7 | 56.9 | 358.5 | -0.06% | -1.17% |
| CA Redding | Redding Area Bus Authority | TOTAL | 2.6 | 71.5 | 62.3 | 61.1 | 388.6 | 70.5 | 62.2 | 62.5 | 391.6 | -0.15% | -0.77% |
| CA Riverside | Riverside Transit Agency | DRP | 0.7 | 16.9 | 18.5 | 18.3 | 111.2 | 19.1 | 18.5 | 17.7 | 112.4 | -2.89% | -1.07% |
| CA Riverside | Riverside Transit Agency | MB | 19.1 | 501.9 | 499.2 | 478.5 | 3,014.0 | 552.7 | 548.5 | 515.0 | 3,242.3 | -8.45% | -7.04% |
| CA Riverside | Riverside Transit Agency | MBP | 3.3 | 79.4 | 77.4 | 76.9 | 466.7 | 88.1 | 86.3 | 83.7 | 513.2 | -9.45% | -9.06% |
| CA Riverside | Riverside Transit Agency | TOTAL | 23.1 | 598.2 | 595.1 | 573.7 | 3,591.9 | 659.9 | 653.3 | 616.4 | 3,867.9 | -8.43% | -7.14% |
| CA Sacramento | Sacramento Regional Tr Dist | DRP | NA | 63.6 | 65.8 | 59.0 | 367.6 | 59.7 | 57.1 | 57.3 | 336.1 | 8.21% | 9.37% |
| CA Sacramento | Sacramento Regional Tr Dist | LR | 42.5 | 1,048.5 | 1,023.8 | 1,108.7 | 6,361.6 | 953.0 | 981.5 | 1,077.2 | 5,879.6 | 5.62% | 8.20% |
| CA Sacramento | Sacramento Regional Tr Dist | MB | 58.8 | 1,521.9 | 1,471.4 | 1,364.0 | 9,181.4 | 1,683.2 | 1,706.9 | 1,601.0 | 9,699.3 | -12.70% | -5.34% |
| CA Sacramento | Sacramento Regional Tr Dist | TOTAL | NA | 2,634.0 | 2,561.0 | 2,531.7 | 15,910.6 | 2,695.9 | 2,745.5 | 2,735.5 | 15,915.0 | -5.51% | -0.03% |
| CA San Bernardino | OMNITRANS | DRP | 1.7 | 46.2 | 45.7 | 45.6 | 272.3 | 43.2 | 41.8 | 43.5 | 241.8 | 7.00% | 12.61% |
| CA San Bernardino | OMNITRANS | MB | 46.2 | 1,183.7 | 1,165.1 | 1,153.2 | 6,842.6 | 1,197.0 | 1,176.6 | 1,127.0 | 7,059.5 | 0.04% | -3.07% |
| CA San Bernardino | OMNITRANS | MBP | 3.5 | 93.3 | 88.8 | 79.0 | 546.3 | 111.3 | 105.6 | 105.4 | 643.7 | -18.99% | -15.13% |
| CA San Bernardino | OMNITRANS | TOTAL | 51.4 | 1,323.2 | 1,299.6 | 1,277.8 | 7,661.2 | 1,351.5 | 1,324.0 | 1,275.9 | 7,945.0 | -1.29% | -3.57% |
| CA San Carlos | Caltrain | CRP | 31.9 | 836.3 | 857.4 | 848.4 | 4,787.8 | 715.1 | 681.7 | 789.9 | 4,101.3 | 16.25% | 16.74% |
| CA San Carlos | Caltrain | TOTAL | 31.9 | 836.3 | 857.4 | 848.4 | 4,787.8 | 715.1 | 681.7 | 789.9 | 4,101.3 | 16.25% | 16.74% |
| CA San Diego | San Diego Metrop Transit System | DRP | 2.1 | 53.5 | 53.1 | 55.2 | 314.1 | 55.0 | 53.1 | 56.0 | 326.5 | -1.40% | -3.80% |
| CA San Diego | San Diego Metrop Transit System | MBP | 62.3 | 1,553.9 | 1,579.0 | 1,540.3 | 8,923.3 | 1,503.9 | 1,528.1 | 1,492.7 | 8,978.9 | 3.28% | -0.62% |
| CA San Diego | San Diego Metrop Transit System | TOTAL | 64.5 | 1,607.4 | 1,632.1 | 1,595.5 | 9,237.4 | 1,558.9 | 1,581.2 | 1,548.7 | 9,305.4 | 3.12% | -0.73% |
| CA San Diego | San Diego Transit Corp | MB | 82.0 | 2,168.8 | 2,177.1 | 2,133.5 | 12,353.6 | 2,112.6 | 2,190.4 | 2,051.3 | 12,641.9 | 1.97% | -2.28% |
| CA San Diego | San Diego Transit Corp | TOTAL | 82.0 | 2,168.8 | 2,177.1 | 2,133.5 | 12,353.6 | 2,112.6 | 2,190.4 | 2,051.3 | 12,641.9 | 1.97% | -2.28% |
| CA San Diego | San Diego Trolley | LR | 94.2 | 2,526.1 | 2,420.8 | 2,781.5 | 14,286.3 | 2,708.5 | 2,398.4 | 2,477.5 | 13,724.4 | 1.90% | 4.09% |
| CA San Diego | San Diego Trolley | TOTAL | 94.2 | 2,526.1 | 2,420.8 | 2,781.5 | 14,286.3 | 2,708.5 | 2,398.4 | 2,477.5 | 13,724.4 | 1.90% | 4.09% |

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA San Francisco | Golden Gate Bridge, Hwy & TD | DRP | 0.3 | 8.1 | 8.4 | 8.3 | 47.4 | 8.1 | 8.1 | 7.8 | 47.0 | 3.33% | 0.85% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | FB | 5.8 | 147.4 | 161.1 | 165.9 | 826.4 | 151.8 | 157.7 | 164.2 | 815.4 | 0.15% | 1.35% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | MB | 26.1 | 632.4 | 663.1 | 643.6 | 3,778.6 | 672.1 | 666.2 | 651.4 | 3,895.6 | -2.54% | -3.00% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | MBP | 0.3 | 5.7 | 5.6 | 6.1 | 35.6 | 8.2 | 7.0 | 7.4 | 46.6 | -23.01% | -23.61% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | TOTAL | 32.4 | 793.6 | 838.2 | 823.9 | 4,688.0 | 840.2 | 839.0 | 830.8 | 4,804.6 | -2.16% | -2.43% |
| CA San Francisco | San Francisco Bay Area RTD | HR | 331.8 | 8,368.5 | 8,565.8 | 8,556.3 | 49,269.0 | 8,332.1 | 8,224.9 | 8,416.2 | 48,603.5 | 2.07% | 1.37% |
| CA San Francisco | San Francisco Bay Area RTD | TOTAL | 331.8 | 8,368.5 | 8,565.8 | 8,556.3 | 49,269.0 | 8,332.1 | 8,224.9 | 8,416.2 | 48,603.5 | 2.07% | 1.37% |
| CA San Francisco | San Francisco Muni Rwy | CC | 20.4 | 629.5 | 571.7 | 637.9 | 3,646.4 | 667.7 | 606.4 | 676.7 | 3,945.9 | -5.73% | -7.59% |
| CA San Francisco | San Francisco Muni Rwy | LR | 135.5 | 3,640.0 | 3,305.8 | 3,688.6 | 21,084.1 | 3,834.4 | 3,482.3 | 3,885.6 | 23,010.9 | -5.07% | -8.37% |
| CA San Francisco | San Francisco Muni Rwy | MB | 280.1 | 7,711.8 | 7,003.7 | 7,814.9 | 44,669.3 | 7,422.5 | 6,741.0 | 7,521.7 | 45,600.6 | 3.90% | -2.04% |
| CA San Francisco | San Francisco Muni Rwy | TB | 227.0 | 6,313.2 | 5,733.6 | 6,397.6 | 36,568.3 | 6,382.5 | 5,796.5 | 6,467.8 | 38,200.0 | -1.09% | -4.27% |
| CA San Francisco | San Francisco Muni Rwy | TOTAL | 663.0 | 18,294.5 | 16,614.8 | 18,539.0 | 105,968.1 | 18,307.1 | 16,626.2 | 18,551.8 | 110,757.4 | -0.07% | -4.32% |
| CA San Jose | Santa Clara Valley Trp Auth | DRP | 3.2 | 78.5 | 79.0 | 75.2 | 460.2 | 78.7 | 76.8 | 75.9 | 458.7 | 0.56% | 0.33% |
| CA San Jose | Santa Clara Valley Trp Auth | LR | 21.9 | 577.5 | 581.3 | 581.7 | 3,332.4 | 479.4 | 469.0 | 521.6 | 2,762.8 | 18.40% | 20.62% |
| CA San Jose | Santa Clara Valley Trp Auth | MB | 97.8 | 2,525.4 | 2,683.8 | 2,425.6 | 14,821.9 | 2,733.7 | 2,784.9 | 2,673.8 | 16,101.9 | -6.81% | -7.95% |
| CA San Jose | Santa Clara Valley Trp Auth | MBP | 19.1 | 41.8 | 41.1 | 46.4 | 244.4 | 41.6 | 38.2 | 41.9 | 232.8 | 6.24% | 4.98% |
| CA San Jose | Santa Clara Valley Trp Auth | TOTAL | 141.9 | 3,223.2 | 3,385.2 | 3,128.9 | 18,858.9 | 3,333.4 | 3,368.9 | 3,313.2 | 19,556.2 | -2.78% | -3.57% |
| CA Santa Clarita | Santa Clarita Transit | DRP | 0.3 | 7.1 | 7.0 | 7.3 | 41.3 | 7.2 | 6.8 | 7.0 | 42.1 | 1.90% | -1.90% |
| CA Santa Clarita | Santa Clarita Transit | MBP | 13.5 | 324.4 | 319.0 | 281.8 | 1,738.9 | 293.5 | 301.3 | 264.0 | 1,684.6 | 7.73% | 3.22% |
| CA Santa Clarita | Santa Clarita Transit | TOTAL | 13.8 | 331.5 | 326.0 | 289.1 | 1,780.2 | 300.7 | 308.1 | 271.0 | 1,726.7 | 7.59% | 3.10% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | DRP | 0.3 | 7.4 | 7.8 | 7.2 | 43.9 | 7.9 | 7.6 | 7.3 | 44.9 | -1.75% | -2.23% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | MB | 18.9 | 543.1 | 533.5 | 382.3 | 2,975.2 | 566.6 | 553.9 | 407.9 | 3,110.2 | -4.55% | -4.34% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | TOTAL | 19.2 | 550.5 | 541.3 | 389.5 | 3,019.1 | 574.5 | 561.5 | 415.2 | 3,155.1 | -4.51% | -4.31% |
| CA Stockton | San Joaquin Reg Trans Dist | DR | 0.3 | 7.3 | 7.9 | 7.2 | 45.3 | 10.0 | 9.0 | 10.0 | 61.0 | -22.76% | -25.74% |
| CA Stockton | San Joaquin Reg Trans Dist | DRP | NA | 0.5 | 0.4 | 0.4 | 2.7 | 0.8 | 0.9 | 0.8 | 5.3 | -48.00% | -49.06% |
| CA Stockton | San Joaquin Reg Trans Dist | MB | 13.8 | 343.0 | 318.9 | 312.9 | 1,906.9 | 407.3 | 414.6 | 380.2 | 2,466.2 | -18.91% | -22.68% |
| CA Stockton | San Joaquin Reg Trans Dist | TOTAL | NA | 350.8 | 327.2 | 320.5 | 1,954.9 | 418.1 | 424.5 | 391.0 | 2,532.5 | -19.06% | -22.81% |
| CA Thousand Palms | SunLine Transit Agency | DR | 0.3 | 7.0 | 7.0 | 7.0 | 42.2 | 8.5 | 8.1 | 8.6 | 50.8 | -16.67% | -16.93% |
| CA Thousand Palms | SunLine Transit Agency | MB | 10.7 | 299.4 | 296.2 | 271.0 | 1,675.8 | 293.0 | 293.2 | 266.0 | 1,755.0 | 1.69% | -4.51% |
| CA Thousand Palms | SunLine Transit Agency | TOTAL | 11.0 | 306.4 | 303.2 | 278.0 | 1,718.0 | 301.5 | 301.3 | 274.6 | 1,805.8 | 1.16% | -4.86% |
| CA Torrance | Torrance Transit System | DRP | 0.4 | 9.6 | 9.6 | 9.7 | 59.3 | 9.6 | 9.6 | 9.2 | 54.6 | 1.76% | 8.61% |
| CA Torrance | Torrance Transit System | MB | 14.3 | 305.2 | 316.5 | 322.7 | 1,942.5 | 373.6 | 360.6 | 368.3 | 2,171.8 | -14.34% | -10.56% |
| CA Torrance | Torrance Transit System | MBP | 0.3 | 6.1 | 6.6 | 6.5 | 35.8 | 6.3 | 6.1 | 6.5 | 36.3 | 1.59% | -1.38% |
| CA Torrance | Torrance Transit System | TOTAL | 15.0 | 320.9 | 332.7 | 338.9 | 2,037.6 | 389.5 | 376.3 | 384.0 | 2,262.7 | -13.68% | -9.95% |

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Ventura | Ventura County Transp Comm | DRP | 0.7 | 16.5 | 16.8 | 15.4 | 94.1 | 14.4 | 14.9 | 14.8 | 91.5 | 10.43% | 2.84% |
| CA Ventura | Ventura County Transp Comm | MBP | 1.6 | 40.2 | 40.2 | 38.1 | 223.5 | 37.9 | 33.9 | 33.5 | 213.9 | 12.54% | 4.49% |
| CA Ventura | Ventura County Transp Comm | TOTAL | 2.2 | 56.7 | 57.0 | 53.5 | 317.6 | 52.3 | 48.8 | 48.3 | 305.4 | 11.91% | 3.99% |
| CA Visalia | Visalia City Coach | DRP | 0.1 | 3.2 | 3.0 | 2.9 | 17.6 | 2.9 | 2.8 | 3.0 | 16.6 | 4.60% | 6.02% |
| CA Visalia | Visalia City Coach | MBP | 4.3 | 109.6 | 105.4 | 105.7 | 617.3 | 85.8 | 84.7 | 81.7 | 518.8 | 27.16% | 18.99% |
| CA Visalia | Visalia City Coach | TOTAL | 4.4 | 112.8 | 108.4 | 108.6 | 634.9 | 88.7 | 87.5 | 84.7 | 535.4 | 26.41% | 18.58% |
| CA West Covina | Foothill Transit | MBP | 50.2 | 1,327.3 | 1,266.8 | 1,272.3 | 7,504.7 | 1,270.7 | 1,251.8 | 1,244.9 | 7,488.9 | 2.63% | 0.21% |
| CA West Covina | Foothill Transit | TOTAL | 50.2 | 1,327.3 | 1,266.8 | 1,272.3 | 7,504.7 | 1,270.7 | 1,251.8 | 1,244.9 | 7,488.9 | 2.63% | 0.21% |
| CO Colorado Springs | Springs Transit | DRP | 0.5 | 9.6 | 9.5 | 9.6 | 57.0 | 9.4 | 8.1 | 8.3 | 52.2 | 11.24% | 9.20% |
| CO Colorado Springs | Springs Transit | MB | 10.8 | 233.9 | 231.3 | 227.4 | 1,361.5 | 225.4 | 204.3 | 205.3 | 1,282.3 | 9.07% | 6.18% |
| CO Colorado Springs | Springs Transit | TOTAL | 11.3 | 243.5 | 240.8 | 237.0 | 1,418.5 | 234.8 | 212.4 | 213.6 | 1,334.5 | 9.16% | 6.29% |
| CO Denver | Regional Transportation Dist | DR | 0.3 | 5.6 | 6.8 | 6.5 | 41.6 | 6.5 | 7.8 | 7.2 | 44.0 | -12.09% | -5.45% |
| CO Denver | Regional Transportation Dist | DRP | 2.8 | 67.9 | 68.5 | 64.9 | 400.3 | 60.0 | 56.1 | 57.2 | 344.1 | 16.16% | 16.33% |
| CO Denver | Regional Transportation Dist | LR | 1.0 | 854.9 | 859.9 | 798.6 | 4,973.2 | 924.4 | 804.0 | 767.5 | 4,978.7 | 0.70% | -0.11% |
| CO Denver | Regional Transportation Dist | MB | 153.3 | 2,092.2 | 2,005.5 | 1,825.9 | 11,862.1 | 2,075.8 | 1,972.3 | 1,928.0 | 12,030.7 | -0.88% | -1.40% |
| CO Denver | Regional Transportation Dist | MBP | 64.6 | 1,701.1 | 1,714.8 | 1,703.1 | 10,216.0 | 1,610.7 | 1,618.8 | 1,494.1 | 9,632.8 | 8.37% | 6.05% |
| CO Denver | Regional Transportation Dist | TOTAL | 222.0 | 4,721.7 | 4,655.5 | 4,399.0 | 27,493.2 | 4,677.4 | 4,459.0 | 4,254.0 | 27,030.3 | 2.88% | 1.71% |
| CO Fort Collins | Transfort | DR | 0.3 | 7.4 | 6.9 | 7.5 | 43.0 | 7.4 | 6.7 | 6.9 | 40.8 | 3.81% | 5.39% |
| CO Fort Collins | Transfort | MB | 4.7 | 140.1 | 102.6 | 85.7 | 715.8 | 136.9 | 98.5 | 80.8 | 709.1 | 3.86% | 0.94% |
| CO Fort Collins | Transfort | TOTAL | 4.9 | 147.5 | 109.5 | 93.2 | 758.8 | 144.3 | 105.2 | 87.7 | 749.9 | 3.86% | 1.19% |
| CT Bridgeport | Greater Bridgeport Tr Auth | DRP | 0.3 | 6.7 | 6.7 | 7.1 | 39.3 | 6.5 | 6.5 | 6.6 | 37.9 | 4.59% | 3.69% |
| CT Bridgeport | Greater Bridgeport Tr Auth | MB | 16.5 | 404.6 | 405.6 | 407.7 | 2,348.1 | 383.2 | 377.5 | 404.0 | 2,233.6 | 4.57% | 5.13% |
| CT Bridgeport | Greater Bridgeport Tr Auth | TOTAL | 16.8 | 411.3 | 412.3 | 414.8 | 2,387.4 | 389.7 | 384.0 | 410.6 | 2,271.5 | 4.57% | 5.10% |
| CT Hartford | Connecticut DOT | MBP | 0.8 | 16.3 | 16.5 | 17.2 | 101.0 | 16.9 | 15.2 | 17.0 | 100.9 | 1.83% | 0.10% |
| CT Hartford | Connecticut DOT | TOTAL | 0.8 | 16.3 | 16.5 | 17.2 | 101.0 | 16.9 | 15.2 | 17.0 | 100.9 | 1.83% | 0.10% |
| CT Hartford | Connecticut Transit | MB | 82.3 | 1,964.5 | 1,962.9 | 1,960.9 | 11,437.4 | 1,967.1 | 1,910.2 | 1,988.7 | 11,505.0 | 0.38% | -0.59% |
| CT Hartford | Connecticut Transit | TOTAL | 82.3 | 1,964.5 | 1,962.9 | 1,960.9 | 11,437.4 | 1,967.1 | 1,910.2 | 1,988.7 | 11,505.0 | 0.38% | -0.59% |
| CT Hartford | Greater Hartford Tran Dist | DRP | 6.5 | 24.7 | 25.0 | 24.6 | 142.1 | 21.1 | 20.4 | 17.2 | 115.4 | 26.58% | 23.14% |
| CT Hartford | Greater Hartford Tran Dist | TOTAL | 6.5 | 24.7 | 25.0 | 24.6 | 142.1 | 21.1 | 20.4 | 17.2 | 115.4 | 26.58% | 23.14% |
| CT New Haven | Connecticut DOT | CRP | 1.6 | 32.5 | 34.0 | 36.0 | 203.7 | 34.0 | 32.3 | 35.8 | 202.0 | 0.39% | 0.84% |
| CT New Haven | Connecticut DOT | TOTAL | 1.6 | 32.5 | 34.0 | 36.0 | 203.7 | 34.0 | 32.3 | 35.8 | 202.0 | 0.39% | 0.84% |

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '05 (000's) | Trips for May '05 (000's) | Trips for Jun '05 (000's) | Trips Thru Jun '05 (000's) | Trips for Apr '04 (000's) | Trips for May '04 (000's) | Trips for Jun '04 (000's) | Trips Thru Jun '04 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-----------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CT Norwalk | Norwalk Transit District | DR | 0.2 | 3.4 | 3.8 | 3.7 | 20.5 | 3.8 | 3.5 | 3.8 | 21.6 | -1.80% | -5.09% |
| CT Norwalk | Norwalk Transit District | DRP | 0.2 | 3.7 | 3.3 | 3.3 | 20.0 | 3.8 | 3.6 | 3.8 | 21.6 | -8.04% | -7.41% |
| CT Norwalk | Norwalk Transit District | MB | 5.7 | 144.6 | 144.4 | 149.8 | 826.4 | 138.9 | 137.4 | 142.8 | 806.1 | 4.70% | 2.52% |
| CT Norwalk | Norwalk Transit District | MBP | 0.2 | 3.9 | 4.0 | 4.5 | 25.1 | 4.0 | 3.8 | 4.1 | 25.3 | 4.20% | -0.79% |
| CT Norwalk | Norwalk Transit District | TOTAL | 6.3 | 155.6 | 155.5 | 161.3 | 892.0 | 150.5 | 148.3 | 154.5 | 874.6 | 4.21% | 1.99% |
| CT Storrs | UCONN Transp Services | MB | 4.6 | 170.0 | 28.6 | 6.0 | 619.4 | 176.4 | 30.4 | 5.1 | 649.2 | -3.45% | -4.59% |
| CT Storrs | UCONN Transp Services | TOTAL | 4.6 | 170.0 | 28.6 | 6.0 | 619.4 | 176.4 | 30.4 | 5.1 | 649.2 | -3.45% | -4.59% |
| DC Washington | Washington Metro Area TA | DRP | NA | NA | NA | NA | NA | 100.9 | 95.8 | NA | NA | NA | NA |
| DC Washington | Washington Metro Area TA | HR | 956.5 | 23,959.8 | 22,842.3 | 24,889.2 | 134,490.9 | 23,101.6 | 21,522.9 | 23,673.4 | 129,553.2 | 4.97% | 3.81% |
| DC Washington | Washington Metro Area TA | MB | NA | NA | NA | NA | NA | 12,269.2 | 12,103.3 | 11,929.6 | 71,250.5 | NA | NA |
| DC Washington | Washington Metro Area TA | TOTAL | NA | NA | NA | NA | NA | 35,471.7 | 33,722.0 | NA | NA | NA | NA |
| DE Wilmington | Delaware Transit Corp | DR | 2.6 | 57.3 | 56.9 | 56.8 | 330.8 | 55.8 | 51.2 | 54.1 | 319.9 | 6.15% | 3.41% |
| DE Wilmington | Delaware Transit Corp | DRP | 0.3 | 5.3 | 5.6 | 6.7 | 32.7 | 2.6 | 3.7 | 4.4 | 17.7 | 64.49% | 84.75% |
| DE Wilmington | Delaware Transit Corp | MB | 28.7 | 611.8 | 593.7 | 633.0 | 3,533.7 | 609.9 | 589.2 | 644.7 | 3,604.5 | -0.29% | -1.96% |
| DE Wilmington | Delaware Transit Corp | MBP | 0.6 | 11.5 | 10.9 | 14.9 | 67.6 | 17.1 | 15.4 | 19.4 | 99.8 | -28.13% | -32.26% |
| DE Wilmington | Delaware Transit Corp | TOTAL | 32.1 | 685.9 | 667.1 | 711.4 | 3,964.8 | 685.4 | 659.5 | 722.6 | 4,041.9 | -0.15% | -1.91% |
| FL Bradenton | Manatee County Area Transit | DR | 0.3 | 8.4 | 8.2 | 8.2 | 49.8 | 7.8 | 7.6 | 7.9 | 46.3 | 6.44% | 7.56% |
| FL Bradenton | Manatee County Area Transit | DRP | 0.1 | 3.2 | 3.8 | 3.5 | 20.0 | 2.8 | 2.9 | 3.0 | 16.8 | 20.69% | 19.05% |
| FL Bradenton | Manatee County Area Transit | MB | 3.9 | 122.0 | 101.0 | 105.0 | 682.0 | 117.0 | 101.0 | 115.0 | 665.0 | -1.50% | 2.56% |
| FL Bradenton | Manatee County Area Transit | VP | 0.0 | 0.1 | 0.1 | 0.1 | 0.6 | 0.1 | 0.1 | 0.1 | 0.6 | 0.00% | 0.00% |
| FL Bradenton | Manatee County Area Transit | TOTAL | 4.3 | 133.7 | 113.1 | 116.8 | 752.4 | 127.7 | 111.6 | 126.0 | 728.7 | -0.47% | 3.25% |
| FL Clearwater | Pinellas Suncoast Tran Auth | DRP | 0.9 | 22.0 | 21.7 | 21.6 | 129.7 | 22.1 | 21.5 | 21.7 | 130.6 | 0.00% | -0.69% |
| FL Clearwater | Pinellas Suncoast Tran Auth | MB | 33.3 | 853.0 | 833.4 | 826.7 | 5,025.5 | 844.1 | 808.3 | 808.8 | 4,968.6 | 2.11% | 1.15% |
| FL Clearwater | Pinellas Suncoast Tran Auth | TOTAL | 34.1 | 875.0 | 855.1 | 848.3 | 5,155.2 | 866.2 | 829.8 | 830.5 | 5,099.2 | 2.05% | 1.10% |
| FL Cocoa | Space Coast Area Transit | DR | 0.6 | 13.3 | 12.9 | 12.6 | 77.3 | 20.5 | 12.6 | 13.4 | 102.6 | -16.56% | -24.66% |
| FL Cocoa | Space Coast Area Transit | DRP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 3.2 | 3.3 | 21.2 | -100.00% | -100.00% |
| FL Cocoa | Space Coast Area Transit | MB | 2.9 | 71.8 | 71.0 | 73.5 | 419.7 | 63.2 | 61.0 | 72.0 | 378.6 | 10.24% | 10.86% |
| FL Cocoa | Space Coast Area Transit | VPP | 1.3 | 29.1 | 26.4 | 29.1 | 179.3 | 31.5 | 30.9 | 35.0 | 186.5 | -13.14% | -3.86% |
| FL Cocoa | Space Coast Area Transit | TOTAL | 4.8 | 114.2 | 110.3 | 115.2 | 676.3 | 118.8 | 107.7 | 123.7 | 688.9 | -3.00% | -1.83% |
| FL Daytona Beach | Votran | DR | 0.6 | 15.8 | 14.5 | 14.1 | 92.7 | 16.1 | 15.8 | 16.5 | 96.4 | -8.26% | -3.84% |
| FL Daytona Beach | Votran | DRP | 0.5 | 11.8 | 12.4 | 13.2 | 70.6 | 10.2 | 9.4 | 10.2 | 59.9 | 25.50% | 17.86% |
| FL Daytona Beach | Votran | MB | 9.2 | 257.9 | 238.3 | 225.5 | 1,436.0 | 231.9 | 230.1 | 229.6 | 1,414.6 | 4.35% | 1.51% |
| FL Daytona Beach | Votran | MBP | 0.5 | 1.1 | 1.2 | 1.2 | 7.2 | 1.2 | 1.2 | 1.5 | 7.8 | -10.26% | -7.69% |
| FL Daytona Beach | Votran | VP | 0.4 | 8.7 | 7.8 | 10.1 | 50.5 | 6.5 | 6.6 | 8.5 | 40.3 | 23.15% | 25.31% |
| FL Daytona Beach | Votran | TOTAL | 11.2 | 295.3 | 274.2 | 264.1 | 1,657.0 | 265.9 | 263.1 | 266.3 | 1,619.0 | 4.82% | 2.35% |

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| FL Tampa | Hillsborough Area Reg TA | DR | 0.1 | 4.3 | 4.3 | 4.3 | 24.4 | 3.4 | 3.6 | 3.4 | 20.4 | 24.04% | 19.61% |
| FL Tampa | Hillsborough Area Reg TA | LR | 0.9 | 36.2 | 35.5 | 30.4 | 224.3 | 37.7 | 33.3 | 33.6 | 230.2 | -2.39% | -2.56% |
| FL Tampa | Hillsborough Area Reg TA | MB | 33.8 | 862.9 | 821.9 | 813.6 | 5,027.4 | 748.4 | 708.9 | 738.2 | 4,454.6 | 13.80% | 12.86% |
| FL Tampa | Hillsborough Area Reg TA | VPP | 0.1 | 4.1 | 3.9 | 3.6 | 22.4 | 2.8 | 2.8 | 2.8 | 15.4 | 38.10% | 45.45% |
| FL Tampa | Hillsborough Area Reg TA | TOTAL | 34.9 | 907.5 | 865.6 | 851.9 | 5,298.5 | 792.3 | 748.6 | 778.0 | 4,720.6 | 13.20% | 12.24% |
| FL Tampa | University of South Florida | MB | 2.8 | 84.8 | 38.5 | 46.1 | 431.5 | 92.9 | 39.1 | 46.8 | 497.9 | -5.26% | -13.34% |
| FL Tampa | University of South Florida | TOTAL | 2.8 | 84.8 | 38.5 | 46.1 | 431.5 | 92.9 | 39.1 | 46.8 | 497.9 | -5.26% | -13.34% |
| FL West Palm Beach | Palm Beach County STD | DRP | 2.6 | 61.0 | 60.4 | 61.3 | 359.8 | 62.2 | 59.7 | 62.1 | 368.8 | -0.71% | -2.44% |
| FL West Palm Beach | Palm Beach County STD | MB | 27.2 | 730.2 | 685.3 | 642.5 | 4,145.5 | 662.2 | 636.8 | 626.5 | 3,923.6 | 6.88% | 5.66% |
| FL West Palm Beach | Palm Beach County STD | MBP | 0.3 | 8.8 | 8.3 | 7.9 | 53.6 | 9.2 | 8.4 | 8.3 | 56.9 | -3.47% | -5.80% |
| FL West Palm Beach | Palm Beach County STD | TOTAL | 30.1 | 800.0 | 754.0 | 711.7 | 4,558.9 | 733.6 | 704.9 | 696.9 | 4,349.3 | 6.10% | 4.82% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | DR | 1.2 | 31.5 | 31.0 | 30.4 | 179.8 | 27.5 | 26.4 | 27.5 | 158.8 | 14.13% | 13.22% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | HR | 217.1 | 5,728.6 | 5,614.3 | 5,806.1 | 34,664.0 | 5,659.8 | 5,532.7 | 6,057.4 | 33,919.9 | -0.58% | 2.19% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | MB | 239.3 | 6,294.5 | 5,920.5 | 6,023.6 | 36,096.1 | 5,737.2 | 5,092.6 | 5,556.9 | 32,454.0 | 11.30% | 11.22% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | TOTAL | 457.6 | 12,054.6 | 11,565.8 | 11,860.1 | 70,939.9 | 11,424.5 | 10,651.7 | 11,641.8 | 66,532.7 | 5.23% | 6.62% |
| GA Lawrenceville | Gwinnett County DOT | MB | 6.0 | 150.6 | 156.2 | 157.5 | 894.9 | 131.5 | 125.4 | 138.4 | 734.9 | 17.46% | 21.77% |
| GA Lawrenceville | Gwinnett County DOT | TOTAL | 6.0 | 150.6 | 156.2 | 157.5 | 894.9 | 131.5 | 125.4 | 138.4 | 734.9 | 17.46% | 21.77% |
| GA Savannah | Chatham Area Transit Auth | DRP | 0.2 | 4.8 | 4.9 | 5.0 | 28.5 | 5.5 | 5.6 | 5.6 | 32.8 | -11.98% | -13.11% |
| GA Savannah | Chatham Area Transit Auth | MB | 11.4 | 289.2 | 289.5 | 280.7 | 1,712.9 | 280.8 | 279.5 | 277.3 | 1,666.3 | 2.60% | 2.80% |
| GA Savannah | Chatham Area Transit Auth | TOTAL | 11.6 | 294.0 | 294.4 | 285.7 | 1,741.4 | 286.3 | 285.1 | 282.9 | 1,699.1 | 2.32% | 2.49% |
| HI Honolulu | City & Cnty of Honolulu DOTS | DR | 2.6 | 61.1 | 61.5 | 62.2 | 363.2 | 63.1 | 60.9 | 61.7 | 366.8 | -0.48% | -0.98% |
| HI Honolulu | City & Cnty of Honolulu DOTS | DRP | NA | 1.9 | 2.0 | NA | NA | 1.3 | 1.2 | 1.1 | 7.5 | NA | NA |
| HI Honolulu | City & Cnty of Honolulu DOTS | MB | 204.9 | 5,134.1 | 5,185.6 | 5,034.2 | 31,221.0 | 5,047.8 | 4,999.1 | 5,011.6 | 30,546.8 | 1.96% | 2.21% |
| HI Honolulu | City & Cnty of Honolulu DOTS | TOTAL | NA | 5,197.1 | 5,249.1 | NA | NA | 5,112.2 | 5,061.2 | 5,074.4 | 30,921.1 | NA | NA |
| IA Ames | Ames Transit Agency | DR | 0.0 | 0.9 | 0.8 | 0.8 | 5.0 | 1.1 | 1.0 | 1.0 | 6.9 | -19.35% | -27.54% |
| IA Ames | Ames Transit Agency | MB | 7.6 | 442.1 | 150.5 | 129.1 | 2,086.2 | 502.1 | 160.2 | 140.0 | 2,328.0 | -10.05% | -10.39% |
| IA Ames | Ames Transit Agency | TOTAL | 7.6 | 443.0 | 151.3 | 129.9 | 2,091.2 | 503.2 | 161.2 | 141.0 | 2,334.9 | -10.08% | -10.44% |
| IA Des Moines | Des Moines Metro TA | DR | 0.7 | 15.7 | 15.1 | 15.3 | 86.8 | 16.4 | 15.0 | 15.0 | 92.5 | -0.65% | -6.16% |
| IA Des Moines | Des Moines Metro TA | MB | 13.1 | 312.2 | 305.6 | 292.8 | 1,823.1 | 333.7 | 301.4 | 259.4 | 1,837.0 | 1.80% | -0.76% |
| IA Des Moines | Des Moines Metro TA | VP | 0.4 | 8.5 | 8.3 | 9.1 | 52.0 | 8.0 | 7.0 | 7.9 | 46.6 | 13.10% | 11.59% |
| IA Des Moines | Des Moines Metro TA | TOTAL | 14.2 | 336.4 | 329.0 | 317.2 | 1,961.9 | 358.1 | 323.4 | 282.3 | 1,976.1 | 1.95% | -0.72% |
| IA Iowa City | Iowa City Transit | DRP | 0.2 | 5.1 | 5.3 | 5.1 | 38.6 | 5.1 | 5.0 | 5.1 | 30.2 | 1.97% | 27.81% |
| IA Iowa City | Iowa City Transit | MB | 4.4 | 142.6 | 106.8 | 90.6 | 794.3 | 145.3 | 103.5 | 91.7 | 771.6 | -0.15% | 2.94% |
| IA Iowa City | Iowa City Transit | TOTAL | 4.6 | 147.7 | 112.1 | 95.7 | 832.9 | 150.4 | 108.5 | 96.8 | 801.8 | -0.06% | 3.88% |

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| IL Chicago | Chicago Transit Authority | DRP | 7.6 | 211.0 | 196.0 | 183.5 | 1,186.5 | 187.1 | 189.6 | 186.8 | 1,087.5 | 4.79% | 9.10% |
| IL Chicago | Chicago Transit Authority | HR | 509.8 | 12,755.7 | 12,964.0 | 13,498.3 | 74,860.7 | 12,334.0 | 12,067.3 | 12,968.6 | 72,799.8 | 4.95% | 2.83% |
| IL Chicago | Chicago Transit Authority | MB | 980.4 | 25,747.4 | 25,948.6 | 25,158.7 | 149,983.9 | 24,348.1 | 24,699.1 | 24,849.5 | 145,228.9 | 4.00% | 3.27% |
| IL Chicago | Chicago Transit Authority | TOTAL | 1,497.8 | 38,714.1 | 39,108.6 | 38,840.5 | 226,031.1 | 36,869.2 | 36,956.0 | 38,004.9 | 219,116.2 | 4.32% | 3.16% |
| IL Chicago | Metra | CR | 289.1 | 5,600.6 | 5,664.0 | 6,098.7 | 34,016.9 | 5,516.0 | 5,405.5 | 5,949.2 | 33,268.9 | 2.92% | 2.25% |
| IL Chicago | Metra | TOTAL | 289.1 | 5,600.6 | 5,664.0 | 6,098.7 | 34,016.9 | 5,516.0 | 5,405.5 | 5,949.2 | 33,268.9 | 2.92% | 2.25% |
| IL Peoria | Greater Peoria Mass Tr Dist | DRP | 0.5 | 10.6 | 10.4 | 10.7 | 63.1 | 10.8 | 10.0 | 10.9 | 62.9 | 0.00% | 0.32% |
| IL Peoria | Greater Peoria Mass Tr Dist | MB | 7.1 | 184.0 | 184.5 | 221.8 | 1,130.8 | 169.0 | 172.7 | 202.5 | 1,044.4 | 8.47% | 8.27% |
| IL Peoria | Greater Peoria Mass Tr Dist | TOTAL | 7.6 | 194.6 | 194.9 | 232.5 | 1,193.9 | 179.8 | 182.7 | 213.4 | 1,107.3 | 8.00% | 7.82% |
| IL Rock Island | Rock Island County MMTD | DR | 0.0 | 0.1 | 0.1 | 0.1 | 0.6 | 0.1 | 0.1 | 0.1 | 0.9 | 0.00% | -33.33% |
| IL Rock Island | Rock Island County MMTD | DRP | 0.0 | 0.9 | 0.9 | 0.9 | 5.7 | 0.9 | 0.7 | 0.7 | 4.9 | 17.39% | 16.33% |
| IL Rock Island | Rock Island County MMTD | MB | 5.6 | 171.9 | 145.4 | 171.8 | 973.3 | 149.9 | 157.5 | 157.3 | 938.2 | 5.25% | 3.74% |
| IL Rock Island | Rock Island County MMTD | MBP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.4 | -100.00% | -100.00% |
| IL Rock Island | Rock Island County MMTD | VP | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.3 | 0.3 | 0.3 | 1.6 | -100.00% | -93.75% |
| IL Rock Island | Rock Island County MMTD | TOTAL | 5.6 | 172.9 | 146.4 | 172.8 | 979.7 | 151.3 | 158.6 | 158.4 | 946.0 | 5.08% | 3.56% |
| IL Rockford | Rockford Mass Transit Dist | DR | 0.3 | 8.1 | 6.7 | 6.9 | 46.6 | 8.5 | 8.1 | 8.6 | 51.2 | -13.89% | -8.98% |
| IL Rockford | Rockford Mass Transit Dist | MB | 3.9 | 82.0 | 98.4 | 109.0 | 606.7 | 95.8 | 92.9 | 111.6 | 630.8 | -3.63% | -3.82% |
| IL Rockford | Rockford Mass Transit Dist | TOTAL | 4.3 | 90.1 | 105.1 | 115.9 | 653.3 | 104.3 | 101.0 | 120.2 | 682.0 | -4.42% | -4.21% |
| IL Springfield | Springfield Mass Transit Dist | DR | 0.2 | 4.9 | 4.4 | 4.9 | 28.1 | 5.0 | 4.8 | 4.3 | 28.0 | 0.71% | 0.36% |
| IL Springfield | Springfield Mass Transit Dist | MB | 4.1 | 113.8 | 110.9 | 91.5 | 649.6 | 106.9 | 104.0 | 87.0 | 620.4 | 6.14% | 4.71% |
| IL Springfield | Springfield Mass Transit Dist | TOTAL | 4.3 | 118.7 | 115.3 | 96.4 | 677.7 | 111.9 | 108.8 | 91.3 | 648.4 | 5.90% | 4.52% |
| IL Urbana | Champaign-Urbana MTD | DR | 0.2 | 9.8 | 6.5 | 3.7 | 41.5 | 9.3 | 6.0 | 2.8 | 42.8 | 10.50% | -3.04% |
| IL Urbana | Champaign-Urbana MTD | DRP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 2.5 | 2.6 | 16.6 | -100.00% | -100.00% |
| IL Urbana | Champaign-Urbana MTD | MB | 29.4 | 1,054.0 | 543.0 | 372.5 | 5,048.5 | 1,108.7 | 512.8 | 314.9 | 4,891.3 | 1.71% | 3.21% |
| IL Urbana | Champaign-Urbana MTD | MBP | 0.1 | 2.0 | 2.9 | 2.6 | 14.1 | 0.0 | 0.0 | 0.0 | 0.0 | NA | NA |
| IL Urbana | Champaign-Urbana MTD | TOTAL | 29.7 | 1,065.8 | 552.4 | 378.8 | 5,104.1 | 1,120.7 | 521.3 | 320.3 | 4,950.7 | 1.77% | 3.10% |
| IN Bloomington | Bloomington Public Trp Corp | DRP | 0.1 | 3.0 | 2.8 | 3.0 | 17.2 | 2.9 | 2.5 | 2.4 | 15.9 | 12.82% | 8.18% |
| IN Bloomington | Bloomington Public Trp Corp | MB | 5.8 | 209.3 | 99.9 | 87.2 | 1,009.7 | 217.9 | 95.2 | 82.4 | 1,005.1 | 0.23% | 0.46% |
| IN Bloomington | Bloomington Public Trp Corp | TOTAL | 5.9 | 212.3 | 102.7 | 90.2 | 1,026.9 | 220.8 | 97.7 | 84.8 | 1,021.0 | 0.47% | 0.58% |
| IN Chesterton | Northern IN Commuter TD | CR | 13.0 | 299.6 | 301.2 | 339.1 | 1,792.4 | 293.8 | 273.0 | 324.4 | 1,713.8 | 5.46% | 4.59% |
| IN Chesterton | Northern IN Commuter TD | TOTAL | 13.0 | 299.6 | 301.2 | 339.1 | 1,792.4 | 293.8 | 273.0 | 324.4 | 1,713.8 | 5.46% | 4.59% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | DR | 0.1 | 3.7 | 3.9 | 4.0 | 22.5 | 4.1 | 3.6 | 3.6 | 22.4 | 2.65% | 0.45% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | MB | 6.0 | 137.6 | 136.5 | 143.5 | 814.0 | 137.2 | 127.2 | 138.2 | 800.2 | 3.73% | 1.72% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | TOTAL | 6.1 | 141.3 | 140.4 | 147.5 | 836.5 | 141.3 | 130.8 | 141.8 | 822.6 | 3.70% | 1.69% |

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| IN Indianapolis | Indianapolis Public Trp Corp | DR | 0.7 | 15.2 | 14.8 | 15.2 | 83.7 | 14.5 | 12.7 | 12.1 | 78.0 | 15.01% | 7.31% |
| IN Indianapolis | Indianapolis Public Trp Corp | DRP | 0.4 | 11.4 | 10.9 | 10.7 | 69.1 | 10.2 | 9.0 | 11.1 | 66.0 | 8.91% | 4.70% |
| IN Indianapolis | Indianapolis Public Trp Corp | MB | 26.4 | 662.4 | 678.4 | 680.9 | 3,887.6 | 682.9 | 685.1 | 725.4 | 4,140.1 | -3.43% | -6.10% |
| IN Indianapolis | Indianapolis Public Trp Corp | TOTAL | 27.5 | 689.0 | 704.1 | 706.8 | 4,040.4 | 707.6 | 706.8 | 748.6 | 4,284.1 | -2.92% | -5.69% |
| IN Muncie | Muncie Indiana Transit Sys | DR | 0.3 | 6.4 | 6.3 | 6.0 | 37.1 | 6.3 | 5.7 | 6.0 | 37.0 | 3.89% | 0.27% |
| IN Muncie | Muncie Indiana Transit Sys | MB | 5.8 | 145.3 | 128.6 | 124.4 | 807.2 | 132.2 | 118.5 | 111.6 | 729.6 | 9.94% | 10.64% |
| IN Muncie | Muncie Indiana Transit Sys | TOTAL | 6.1 | 151.7 | 134.9 | 130.4 | 844.3 | 138.5 | 124.2 | 117.6 | 766.6 | 9.65% | 10.14% |
| IN South Bend | South Bend Public Transp | DR | 0.1 | 3.0 | 2.9 | 2.8 | 17.2 | 2.7 | 2.3 | 2.5 | 15.4 | 16.00% | 11.69% |
| IN South Bend | South Bend Public Transp | MB | 10.2 | 230.7 | 228.5 | 241.2 | 1,401.9 | 193.1 | 179.5 | 192.1 | 1,135.9 | 24.03% | 23.42% |
| IN South Bend | South Bend Public Transp | TOTAL | 10.3 | 233.7 | 231.4 | 244.0 | 1,419.1 | 195.8 | 181.8 | 194.6 | 1,151.3 | 23.93% | 23.26% |
| KS Olathe | Johnson County Transit | DRP | 0.3 | 5.9 | 6.0 | 6.0 | 35.8 | 6.3 | 5.5 | 6.1 | 35.8 | 0.00% | 0.00% |
| KS Olathe | Johnson County Transit | MBP | 1.0 | 21.0 | 20.5 | 20.4 | 123.4 | 19.5 | 17.5 | 19.0 | 112.9 | 10.54% | 9.30% |
| KS Olathe | Johnson County Transit | TOTAL | 1.3 | 26.9 | 26.5 | 26.4 | 159.2 | 25.8 | 23.0 | 25.1 | 148.7 | 7.98% | 7.06% |
| KS Topeka | Topeka Metropolitan TA | DR | 0.3 | 5.1 | 4.8 | 4.8 | 29.6 | 5.9 | 5.6 | 5.8 | 31.8 | -15.03% | -6.92% |
| KS Topeka | Topeka Metropolitan TA | DRP | NA | 2.3 | 2.0 | NA | NA | 2.0 | 1.7 | 1.6 | 11.4 | NA | NA |
| KS Topeka | Topeka Metropolitan TA | MB | 4.3 | 122.4 | 107.4 | 101.3 | 658.7 | 110.7 | 98.0 | 96.5 | 623.5 | 8.49% | 5.65% |
| KS Topeka | Topeka Metropolitan TA | TOTAL | NA | 129.8 | 114.2 | NA | NA | 118.6 | 105.3 | 103.9 | 666.7 | NA | NA |
| KY Bowling Green | Community Action of Southern KY | MB | 0.2 | 3.3 | 3.5 | 3.8 | 19.3 | 2.9 | 2.6 | 3.0 | 16.8 | 24.71% | 14.88% |
| KY Bowling Green | Community Action of Southern KY | TOTAL | 0.2 | 3.3 | 3.5 | 3.8 | 19.3 | 2.9 | 2.6 | 3.0 | 16.8 | 24.71% | 14.88% |
| KY Fort Wright | Tr Auth of Northern Kentucky | DR | 0.3 | 7.6 | 7.8 | 7.7 | 45.4 | 7.8 | 6.7 | 7.7 | 44.4 | 4.05% | 2.25% |
| KY Fort Wright | Tr Auth of Northern Kentucky | MB | 10.6 | 286.7 | 299.8 | 283.0 | 1,678.6 | 301.3 | 281.5 | 285.7 | 1,688.2 | 0.12% | -0.57% |
| KY Fort Wright | Tr Auth of Northern Kentucky | TOTAL | 10.9 | 294.3 | 307.6 | 290.7 | 1,724.0 | 309.1 | 288.2 | 293.4 | 1,732.6 | 0.21% | -0.50% |
| KY Lexington | Transit Auth Lexington-Fayette | DRP | 0.3 | 8.8 | 8.9 | 9.5 | 51.4 | 8.8 | 8.2 | 8.6 | 50.3 | 6.25% | 2.19% |
| KY Lexington | Transit Auth Lexington-Fayette | MB | 8.3 | 223.6 | 225.1 | 219.9 | 1,274.3 | 295.8 | 271.1 | 263.0 | 1,694.2 | -19.44% | -24.78% |
| KY Lexington | Transit Auth Lexington-Fayette | TOTAL | 8.6 | 232.4 | 234.0 | 229.4 | 1,325.7 | 304.6 | 279.3 | 271.6 | 1,744.5 | -18.67% | -24.01% |
| KY Louisville | Transit Auth of River City | DR | 0.0 | 1.7 | 1.5 | 1.5 | 8.7 | 1.8 | 1.5 | 1.6 | 9.9 | -4.08% | -12.12% |
| KY Louisville | Transit Auth of River City | DRP | 1.1 | 27.3 | 26.0 | 27.3 | 154.4 | 27.3 | 26.2 | 27.0 | 159.5 | 0.12% | -3.20% |
| KY Louisville | Transit Auth of River City | MB | 51.1 | 1,198.1 | 1,224.9 | 1,138.7 | 7,065.8 | 1,290.1 | 1,176.2 | 1,206.5 | 7,355.8 | -3.02% | -3.94% |
| KY Louisville | Transit Auth of River City | MBP | 0.3 | 7.2 | 7.2 | 7.3 | 43.0 | 5.8 | 5.5 | 6.2 | 34.4 | 24.00% | 25.00% |
| KY Louisville | Transit Auth of River City | TOTAL | 52.5 | 1,234.3 | 1,259.6 | 1,174.8 | 7,271.9 | 1,325.0 | 1,209.4 | 1,241.3 | 7,559.6 | -2.83% | -3.81% |
| LA Harahan | Jefferson Transit, East | MB | 8.7 | 223.3 | 222.4 | 213.7 | 1,300.2 | 217.2 | 213.5 | 207.8 | 1,265.2 | 3.27% | 2.77% |
| LA Harahan | Jefferson Transit, East | TOTAL | 8.7 | 223.3 | 222.4 | 213.7 | 1,300.2 | 217.2 | 213.5 | 207.8 | 1,265.2 | 3.27% | 2.77% |

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '05 (000's) | Trips for May '05 (000's) | Trips for Jun '05 (000's) | Trips Thru Jun '05 (000's) | Trips for Apr '04 (000's) | Trips for May '04 (000's) | Trips for Jun '04 (000's) | Trips Thru Jun '04 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| LA New Orleans | Regional Transit Auth | DR | 0.6 | 14.8 | 15.2 | 15.3 | 89.7 | 14.7 | 14.8 | 15.6 | 87.5 | 0.44% | 2.51% |
| LA New Orleans | Regional Transit Auth | DRP | 0.9 | 21.3 | 21.9 | 21.5 | 124.1 | 20.5 | 21.0 | 21.4 | 121.2 | 2.86% | 2.39% |
| LA New Orleans | Regional Transit Auth | LR | 28.9 | 929.3 | 893.1 | 823.4 | 4,885.6 | 606.1 | 736.1 | 743.1 | 3,177.3 | 26.88% | 53.77% |
| LA New Orleans | Regional Transit Auth | MB | 102.1 | 3,005.1 | 2,698.2 | 2,271.8 | 16,685.1 | 2,999.4 | 2,586.9 | 2,317.5 | 17,472.5 | 0.90% | -4.51% |
| LA New Orleans | Regional Transit Auth | TOTAL | 132.5 | 3,970.5 | 3,628.4 | 3,132.0 | 21,784.5 | 3,640.7 | 3,358.8 | 3,097.6 | 20,858.5 | 6.28% | 4.44% |
| MA Amherst | UMass Transit Service | MB | 7.6 | 275.9 | 186.8 | 66.8 | 1,187.5 | 284.9 | 183.2 | 66.5 | 1,182.8 | -0.95% | 0.40% |
| MA Amherst | UMass Transit Service | TOTAL | 7.6 | 275.9 | 186.8 | 66.8 | 1,187.5 | 284.9 | 183.2 | 66.5 | 1,182.8 | -0.95% | 0.40% |
| MA Boston | Massachusetts Bay Trp Auth | CR | 137.5 | 3,165.4 | 3,150.3 | 3,259.7 | 18,888.9 | 3,391.6 | 3,112.0 | 3,302.9 | 19,568.5 | -2.36% | -3.47% |
| MA Boston | Massachusetts Bay Trp Auth | DRP | 4.6 | 113.8 | 118.5 | 120.3 | 666.1 | 105.3 | 110.5 | 114.2 | 657.8 | 6.85% | 1.26% |
| MA Boston | Massachusetts Bay Trp Auth | FBP | NA | NA | NA | NA | NA | 102.7 | 107.2 | 133.6 | 578.0 | NA | NA |
| MA Boston | Massachusetts Bay Trp Auth | HR | NA | NA | NA | NA | NA | 10,559.9 | 9,624.0 | 11,026.9 | 61,531.3 | NA | NA |
| MA Boston | Massachusetts Bay Trp Auth | LR | NA | NA | NA | NA | NA | 4,986.1 | 4,856.8 | 5,135.2 | 29,415.7 | NA | NA |
| MA Boston | Massachusetts Bay Trp Auth | MB | NA | NA | NA | NA | NA | 9,109.2 | 8,504.3 | 9,031.5 | 53,036.3 | NA | NA |
| MA Boston | Massachusetts Bay Trp Auth | MBP | 4.5 | 107.5 | 108.0 | 114.5 | 638.8 | 111.2 | 109.4 | 107.3 | 639.6 | 0.64% | -0.13% |
| MA Boston | Massachusetts Bay Trp Auth | TB | NA | NA | NA | NA | NA | 304.9 | 284.5 | 351.2 | 1,827.4 | NA | NA |
| MA Boston | Massachusetts Bay Trp Auth | TOTAL | NA | NA | NA | NA | NA | 28,670.9 | 26,708.7 | 29,202.8 | 167,254.6 | NA | NA |
| MD Largo | Prince Georges County Transp | DR | 0.6 | 11.7 | 11.5 | 12.4 | 68.7 | 12.5 | 11.2 | 12.0 | 69.7 | -0.28% | -1.43% |
| MD Largo | Prince Georges County Transp | DRP | 0.1 | 2.8 | 0.9 | 1.6 | 9.7 | 1.3 | 1.1 | 1.4 | 7.9 | 39.47% | 22.78% |
| MD Largo | Prince Georges County Transp | MB | 9.9 | 214.5 | 209.1 | 211.6 | 1,225.8 | 205.0 | 186.0 | 204.5 | 1,232.2 | 6.67% | -0.52% |
| MD Largo | Prince Georges County Transp | TOTAL | 10.6 | 229.0 | 221.5 | 225.6 | 1,304.2 | 218.8 | 198.3 | 217.9 | 1,309.8 | 6.47% | -0.43% |
| MD Laurel | Corridor Transportation Corp | MBP | 5.1 | 123.0 | 125.0 | 127.1 | 698.9 | 112.9 | 111.7 | 118.2 | 690.5 | 9.42% | 1.22% |
| MD Laurel | Corridor Transportation Corp | TOTAL | 5.1 | 123.0 | 125.0 | 127.1 | 698.9 | 112.9 | 111.7 | 118.2 | 690.5 | 9.42% | 1.22% |
| MD Rockville | Montgomery County Ride-On | MB | 72.5 | 1,854.7 | 1,912.4 | 1,900.5 | 10,601.0 | 1,653.4 | 1,742.1 | 1,802.5 | 9,748.5 | 9.03% | 8.74% |
| MD Rockville | Montgomery County Ride-On | MBP | 12.9 | 318.6 | 340.6 | 354.2 | 1,918.5 | 311.8 | 315.7 | 331.0 | 1,861.2 | 5.73% | 3.08% |
| MD Rockville | Montgomery County Ride-On | TOTAL | 85.5 | 2,173.3 | 2,253.0 | 2,254.7 | 12,519.5 | 1,965.2 | 2,057.8 | 2,133.5 | 11,609.7 | 8.52% | 7.84% |
| MI Ann Arbor | Ann Arbor Transportation Auth | DR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 1.5 | 1.6 | 9.8 | -100.00% | -100.00% |
| MI Ann Arbor | Ann Arbor Transportation Auth | DRP | NA | 14.2 | 14.8 | 14.0 | 93.8 | 15.5 | 15.1 | 14.5 | 92.4 | -4.66% | 1.52% |
| MI Ann Arbor | Ann Arbor Transportation Auth | MB | 15.5 | 402.7 | 335.1 | 334.9 | 2,268.3 | 352.6 | 300.0 | 305.4 | 2,008.5 | 11.97% | 12.94% |
| MI Ann Arbor | Ann Arbor Transportation Auth | TOTAL | NA | 416.9 | 349.9 | 348.9 | 2,362.1 | 369.8 | 316.6 | 321.5 | 2,110.7 | 10.70% | 11.91% |
| MI Battle Creek | City of Battle Creek | DR | 0.1 | 2.6 | 2.4 | 2.5 | 15.5 | 2.6 | 2.4 | 2.5 | 15.6 | 0.00% | -0.64% |
| MI Battle Creek | City of Battle Creek | MB | 1.8 | 38.5 | 43.0 | 38.7 | 250.0 | 48.6 | 43.0 | 38.7 | 260.2 | -7.75% | -3.92% |
| MI Battle Creek | City of Battle Creek | TOTAL | 1.9 | 41.1 | 45.4 | 41.2 | 265.5 | 51.2 | 45.4 | 41.2 | 275.8 | -7.33% | -3.73% |
| MI Detroit | City of Detroit Dept of Trp | DRP | 0.7 | 17.6 | 18.0 | 15.5 | 97.4 | 18.5 | 17.5 | 17.7 | 104.1 | -4.84% | -6.44% |
| MI Detroit | City of Detroit Dept of Trp | MB | 117.3 | 3,017.8 | 2,999.3 | 2,729.5 | 17,063.9 | 3,368.4 | 3,437.4 | 3,434.3 | 20,318.2 | -14.58% | -16.02% |
| MI Detroit | City of Detroit Dept of Trp | TOTAL | 118.0 | 3,035.4 | 3,017.3 | 2,745.0 | 17,161.3 | 3,386.9 | 3,454.9 | 3,452.0 | 20,422.3 | -14.53% | -15.97% |

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '05 (000's) | Trips for May '05 (000's) | Trips for Jun '05 (000's) | Trips Thru Jun '05 (000's) | Trips for Apr '04 (000's) | Trips for May '04 (000's) | Trips for Jun '04 (000's) | Trips Thru Jun '04 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MI Detroit | Suburban Mobility Auth for RT | DR | 1.6 | 33.4 | 33.1 | 34.3 | 196.4 | 33.2 | 30.7 | 33.8 | 193.0 | 3.17% | 1.76% |
| MI Detroit | Suburban Mobility Auth for RT | DRP | 1.4 | 32.5 | 30.7 | 30.8 | 185.2 | 30.8 | 30.6 | 30.9 | 184.2 | 1.84% | 0.54% |
| MI Detroit | Suburban Mobility Auth for RT | MB | 34.2 | 842.3 | 835.9 | 839.8 | 4,813.8 | 758.7 | 748.4 | 804.1 | 4,360.9 | 8.95% | 10.39% |
| MI Detroit | Suburban Mobility Auth for RT | MBP | 0.8 | 19.4 | 18.2 | 18.6 | 113.5 | 21.2 | 19.7 | 21.0 | 123.5 | -9.21% | -8.10% |
| MI Detroit | Suburban Mobility Auth for RT | TOTAL | 38.0 | 927.6 | 917.9 | 923.5 | 5,308.9 | 843.9 | 829.4 | 889.8 | 4,861.6 | 8.03% | 9.20% |
| MI Flint | Mass Transportation Authority | DR | 2.7 | 65.8 | 67.5 | 53.8 | 356.8 | 46.7 | 47.4 | 38.1 | 280.5 | 41.53% | 27.20% |
| MI Flint | Mass Transportation Authority | MB | 13.6 | 361.5 | 341.8 | 326.3 | 2,052.8 | 306.0 | 300.0 | 290.4 | 1,811.1 | 14.86% | 13.35% |
| MI Flint | Mass Transportation Authority | TOTAL | 16.3 | 427.3 | 409.3 | 380.1 | 2,409.6 | 352.7 | 347.4 | 328.5 | 2,091.6 | 18.29% | 15.20% |
| MI Grand Rapids | Interurban Transit Partnership | DRP | 1.1 | 32.7 | 33.3 | 34.0 | 201.2 | 37.1 | 34.9 | 35.7 | 212.1 | -7.15% | -5.14% |
| MI Grand Rapids | Interurban Transit Partnership | MB | 19.3 | 519.4 | 438.4 | 392.1 | 3,008.1 | 450.9 | 395.7 | 354.7 | 2,699.9 | 12.37% | 11.42% |
| MI Grand Rapids | Interurban Transit Partnership | TOTAL | 20.4 | 552.1 | 471.7 | 426.1 | 3,209.3 | 488.0 | 430.6 | 390.4 | 2,912.0 | 10.76% | 10.21% |
| MI Lansing | Capital Area Transp Authority | DR | 0.4 | 9.8 | 10.0 | 10.2 | 58.5 | 8.6 | 8.5 | 9.7 | 53.5 | 11.94% | 9.35% |
| MI Lansing | Capital Area Transp Authority | DRP | 1.1 | 27.6 | 24.7 | 23.2 | 156.6 | 27.9 | 24.1 | 23.7 | 156.8 | -0.26% | -0.13% |
| MI Lansing | Capital Area Transp Authority | MB | 21.6 | 822.9 | 387.5 | 320.3 | 4,037.5 | 809.4 | 358.5 | 325.5 | 3,866.9 | 2.50% | 4.41% |
| MI Lansing | Capital Area Transp Authority | TOTAL | 23.0 | 860.3 | 422.2 | 353.7 | 4,252.6 | 845.9 | 391.1 | 358.9 | 4,077.2 | 2.53% | 4.30% |
| MI Monroe | Lake Erie Transp Commission | DR | 0.5 | 10.0 | 9.6 | 9.9 | 58.9 | 10.7 | 10.2 | 11.5 | 65.4 | -8.95% | -9.94% |
| MI Monroe | Lake Erie Transp Commission | MB | 1.0 | 21.4 | 20.2 | 20.5 | 124.7 | 22.5 | 20.9 | 22.3 | 131.0 | -5.48% | -4.81% |
| MI Monroe | Lake Erie Transp Commission | TOTAL | 1.5 | 31.4 | 29.8 | 30.4 | 183.6 | 33.2 | 31.1 | 33.8 | 196.4 | -6.63% | -6.52% |
| MI Muskegon Heights | Muskegon Area Transit Sys | DR | 0.0 | 1.1 | 1.0 | 1.1 | 6.9 | 1.2 | 1.1 | 1.2 | 6.8 | -8.57% | 1.47% |
| MI Muskegon Heights | Muskegon Area Transit Sys | MB | 1.4 | 38.0 | 36.6 | 33.7 | 219.8 | 36.4 | 34.4 | 34.5 | 209.6 | 2.85% | 4.87% |
| MI Muskegon Heights | Muskegon Area Transit Sys | TOTAL | 1.4 | 39.1 | 37.6 | 34.8 | 226.7 | 37.6 | 35.5 | 35.7 | 216.4 | 2.48% | 4.76% |
| MI Port Huron | Blue Water Area Transp Comm | DR | 0.8 | 17.3 | 17.1 | 18.3 | 100.8 | 17.4 | 17.5 | 20.7 | 107.6 | -5.22% | -6.32% |
| MI Port Huron | Blue Water Area Transp Comm | DRP | NA | 17.9 | 17.9 | 17.9 | 104.7 | 16.4 | 16.4 | 16.4 | 106.2 | 9.15% | -1.41% |
| MI Port Huron | Blue Water Area Transp Comm | MB | 1.6 | 34.8 | 33.6 | 34.2 | 207.6 | 36.3 | 34.1 | 35.2 | 223.3 | -2.84% | -7.03% |
| MI Port Huron | Blue Water Area Transp Comm | TOTAL | NA | 70.0 | 68.6 | 70.4 | 413.1 | 70.1 | 68.0 | 72.3 | 437.1 | -0.67% | -5.49% |
| MI Saginaw | Saginaw Transit Auth Reg Svce | DR | 0.1 | 2.1 | 2.1 | 2.1 | 13.1 | 4.2 | 2.3 | 1.7 | 21.2 | -23.17% | -38.21% |
| MI Saginaw | Saginaw Transit Auth Reg Svce | MB | 2.1 | 58.0 | 54.2 | 31.5 | 310.2 | 65.1 | 55.7 | 40.6 | 374.8 | -10.97% | -17.24% |
| MI Saginaw | Saginaw Transit Auth Reg Svce | TOTAL | 2.2 | 60.1 | 56.3 | 33.6 | 323.3 | 69.3 | 58.0 | 42.3 | 396.0 | -11.56% | -18.36% |
| MN Anoka | Anoka County Office of Transit | DRP | 0.2 | 5.2 | 4.9 | 5.2 | 30.6 | 6.2 | 5.1 | 5.8 | 34.8 | -10.53% | -12.07% |
| MN Anoka | Anoka County Office of Transit | MBP | 1.2 | 29.3 | 28.3 | 29.0 | 172.5 | 28.9 | 24.0 | 26.1 | 161.4 | 9.62% | 6.88% |
| MN Anoka | Anoka County Office of Transit | TOTAL | 1.4 | 34.5 | 33.2 | 34.2 | 203.1 | 35.1 | 29.1 | 31.9 | 196.2 | 6.04% | 3.52% |
| MN Burnsville | Minnesota Valley Transit Auth | DRP | 0.1 | 1.4 | 1.4 | 1.4 | 8.3 | 1.2 | 1.3 | 1.3 | 7.7 | 10.53% | 7.79% |
| MN Burnsville | Minnesota Valley Transit Auth | MBP | 7.8 | 170.6 | 166.6 | 174.5 | 1,019.5 | 154.0 | 150.3 | 165.5 | 941.6 | 8.92% | 8.27% |
| MN Burnsville | Minnesota Valley Transit Auth | TOTAL | 7.9 | 172.0 | 168.0 | 175.9 | 1,027.8 | 155.2 | 151.6 | 166.8 | 949.3 | 8.93% | 8.27% |

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MN Duluth | Duluth Transit Authority | DRP | NA | 2.1 | 2.2 | 2.1 | 12.8 | 2.3 | 2.3 | 2.3 | 13.6 | -7.25% | -5.88% |
| MN Duluth | Duluth Transit Authority | MB | NA | 240.0 | 211.2 | 214.0 | 1,364.6 | 233.9 | 214.1 | 217.3 | 1,336.3 | -0.02% | 2.12% |
| MN Duluth | Duluth Transit Authority | TOTAL | NA | 242.1 | 213.4 | 216.1 | 1,377.4 | 236.2 | 216.4 | 219.6 | 1,349.9 | -0.09% | 2.04% |
| MN Eden Prairie | Southwest Metro Transit | MB | 2.8 | 61.1 | 56.7 | 60.7 | 361.9 | 65.8 | 50.9 | 55.7 | 339.4 | 3.54% | 6.63% |
| MN Eden Prairie | Southwest Metro Transit | TOTAL | 2.8 | 61.1 | 56.7 | 60.7 | 361.9 | 65.8 | 50.9 | 55.7 | 339.4 | 3.54% | 6.63% |
| MN Minneapolis | Metro Transit | LR | 23.3 | 614.8 | 651.3 | 699.2 | 3,407.6 | 0.0 | 0.0 | 138.2 | 138.2 | 1322.07% | 2365.70% |
| MN Minneapolis | Metro Transit | MB | 200.7 | 5,202.1 | 4,992.6 | 4,954.7 | 30,250.6 | 1,896.9 | 4,611.5 | 5,006.0 | 22,395.9 | 31.57% | 35.07% |
| MN Minneapolis | Metro Transit | TOTAL | 224.0 | 5,816.9 | 5,643.9 | 5,653.9 | 33,658.2 | 1,896.9 | 4,611.5 | 5,144.2 | 22,534.1 | 46.87% | 49.37% |
| MN Plymouth | Plymouth Metrolink & DAR | DR | 0.2 | 5.6 | 5.4 | 4.9 | 31.4 | 5.0 | 4.7 | 4.9 | 29.5 | 8.90% | 6.44% |
| MN Plymouth | Plymouth Metrolink & DAR | MB | 1.6 | 34.3 | 33.6 | 35.3 | 203.4 | 31.1 | 29.5 | 31.7 | 185.0 | 11.81% | 9.95% |
| MN Plymouth | Plymouth Metrolink & DAR | TOTAL | 1.8 | 39.9 | 39.0 | 40.2 | 234.8 | 36.1 | 34.2 | 36.6 | 214.5 | 11.41% | 9.46% |
| MO Kansas City | Kansas City Area Trp Auth | DR | 0.5 | 12.9 | 13.0 | 13.7 | 76.7 | 11.2 | 10.8 | 10.9 | 64.6 | 20.36% | 18.73% |
| MO Kansas City | Kansas City Area Trp Auth | DRP | 0.8 | 19.2 | 18.7 | 19.2 | 112.7 | 20.0 | 19.0 | 19.9 | 116.0 | -3.06% | -2.84% |
| MO Kansas City | Kansas City Area Trp Auth | MB | 44.9 | 1,105.3 | 1,111.5 | 1,139.6 | 6,504.6 | 1,121.7 | 1,074.2 | 1,092.0 | 6,411.0 | 2.08% | 1.46% |
| MO Kansas City | Kansas City Area Trp Auth | VP | 0.2 | 5.6 | 5.4 | 5.7 | 33.2 | 6.2 | 5.4 | 5.8 | 35.2 | -4.02% | -5.68% |
| MO Kansas City | Kansas City Area Trp Auth | TOTAL | 46.4 | 1,143.0 | 1,148.6 | 1,178.2 | 6,727.2 | 1,159.1 | 1,109.4 | 1,128.6 | 6,626.8 | 2.14% | 1.52% |
| MO Saint Louis | METRO | DR | 2.4 | 57.5 | 58.2 | 57.2 | 342.1 | 59.9 | 56.7 | 57.5 | 344.6 | -0.69% | -0.73% |
| MO Saint Louis | METRO | LR | 54.5 | 1,586.7 | 1,357.9 | 1,538.7 | 7,676.4 | 1,265.6 | 1,162.8 | 1,397.9 | 6,988.2 | 17.17% | 9.85% |
| MO Saint Louis | METRO | MB | 103.1 | 2,622.8 | 2,626.4 | 2,505.9 | 15,195.3 | 2,586.5 | 2,544.5 | 2,580.7 | 15,045.0 | 0.56% | 1.00% |
| MO Saint Louis | METRO | TOTAL | 160.0 | 4,267.0 | 4,042.5 | 4,101.8 | 23,213.8 | 3,912.0 | 3,764.0 | 4,036.1 | 22,377.8 | 5.97% | 3.74% |
| MO Springfield | City Utilities of Springfield | DR | 0.1 | 1.6 | 1.7 | 1.7 | 10.1 | 1.5 | 1.5 | 1.3 | 8.8 | 16.28% | 14.77% |
| MO Springfield | City Utilities of Springfield | MB | 5.7 | 141.4 | 137.5 | 139.0 | 813.4 | 131.2 | 125.9 | 129.6 | 763.4 | 8.07% | 6.55% |
| MO Springfield | City Utilities of Springfield | TOTAL | 5.8 | 143.0 | 139.2 | 140.7 | 823.5 | 132.7 | 127.4 | 130.9 | 772.2 | 8.16% | 6.64% |
| NC Charlotte | Charlotte Area Transit System | DR | 1.2 | 25.2 | 22.0 | 25.0 | 145.2 | 23.4 | 22.7 | 25.1 | 139.2 | 1.40% | 4.31% |
| NC Charlotte | Charlotte Area Transit System | DRP | 5.5 | 11.0 | 11.2 | 11.0 | 67.1 | 17.0 | 11.2 | 12.4 | 86.0 | -18.23% | -21.98% |
| NC Charlotte | Charlotte Area Transit System | MB | 67.9 | 1,350.6 | 1,361.2 | 1,364.3 | 7,994.0 | 1,280.2 | 1,261.0 | 1,314.9 | 7,502.9 | 5.71% | 6.55% |
| NC Charlotte | Charlotte Area Transit System | MBP | 3.5 | 65.4 | 69.4 | 69.5 | 379.9 | 44.1 | 43.5 | 48.5 | 256.2 | 50.11% | 48.28% |
| NC Charlotte | Charlotte Area Transit System | VP | 7.7 | 15.6 | 13.9 | 16.6 | 94.0 | 15.6 | 13.9 | 15.8 | 90.0 | 1.77% | 4.44% |
| NC Charlotte | Charlotte Area Transit System | TOTAL | 85.9 | 1,467.8 | 1,477.7 | 1,486.4 | 8,680.2 | 1,380.3 | 1,352.3 | 1,416.7 | 8,074.3 | 6.81% | 7.50% |
| NC Durham | Durham Area Transit Auth | DRP | NA | 7.0 | 7.0 | 7.0 | 40.0 | 6.6 | 6.4 | 6.5 | 36.6 | 7.69% | 9.29% |
| NC Durham | Durham Area Transit Auth | MB | NA | 362.0 | 352.0 | 344.1 | 2,067.4 | 342.3 | 297.7 | 287.4 | 1,872.8 | 14.09% | 10.39% |
| NC Durham | Durham Area Transit Auth | TOTAL | NA | 369.0 | 359.0 | 351.1 | 2,107.4 | 348.9 | 304.1 | 293.9 | 1,909.4 | 13.96% | 10.37% |
| NC Greensboro | Greensboro Transit Auth | DRP | 0.5 | 12.3 | 11.8 | 12.0 | 71.5 | 12.4 | 11.9 | 11.7 | 69.4 | 0.28% | 3.03% |
| NC Greensboro | Greensboro Transit Auth | MBP | 9.1 | 233.0 | 226.8 | 223.2 | 1,355.6 | 205.9 | 202.5 | 208.0 | 1,195.0 | 10.80% | 13.44% |
| NC Greensboro | Greensboro Transit Auth | TOTAL | 9.6 | 245.3 | 238.6 | 235.2 | 1,427.1 | 218.3 | 214.4 | 219.7 | 1,264.4 | 10.22% | 12.87% |

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|--------------------|------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|---------|
| NC | Resrch Triangle Pk | Triangle Transit Authority | MB | 2.6 | 67.4 | 52.0 | 55.5 | 363.2 | 60.8 | 59.8 | 66.1 | 352.2 | -6.32% | 3.12% |
| NC | Resrch Triangle Pk | Triangle Transit Authority | VP | NA | NA | NA | NA | NA | 0.7 | 0.7 | 0.7 | 4.2 | NA | NA |
| NC | Resrch Triangle Pk | Triangle Transit Authority | TOTAL | NA | NA | NA | NA | NA | 61.5 | 60.5 | 66.8 | 356.4 | NA | NA |
| NJ | Jersey City | Port Authority of NY & NJ | AG | 4.1 | 108.6 | 127.4 | 126.1 | 671.9 | 104.6 | 119.0 | 124.5 | 627.0 | 4.02% | 7.16% |
| NJ | Jersey City | Port Authority of NY & NJ | FBP | 8.4 | 173.2 | 174.9 | 192.1 | 1,038.7 | 229.3 | 213.6 | 214.5 | 1,264.3 | -17.83% | -17.84% |
| NJ | Jersey City | Port Authority of NY & NJ | HR | 208.8 | 5,080.1 | 5,127.1 | 5,319.9 | 29,561.4 | 4,830.3 | 4,740.4 | 5,059.1 | 28,256.6 | 6.13% | 4.62% |
| NJ | Jersey City | Port Authority of NY & NJ | TOTAL | 221.3 | 5,361.9 | 5,429.4 | 5,638.1 | 31,272.0 | 5,164.2 | 5,073.0 | 5,398.1 | 30,147.9 | 5.08% | 3.73% |
| NJ | Lindenwold | Port Authority Transit Corp | HR | 32.7 | 773.6 | 764.4 | 793.7 | 4,648.1 | 771.2 | 735.5 | 781.0 | 4,543.9 | 1.92% | 2.29% |
| NJ | Lindenwold | Port Authority Transit Corp | TOTAL | 32.7 | 773.6 | 764.4 | 793.7 | 4,648.1 | 771.2 | 735.5 | 781.0 | 4,543.9 | 1.92% | 2.29% |
| NJ | Newark | New Jersey Transit Corp | CR | NA | 5,330.4 | 5,415.3 | 5,671.6 | 31,720.0 | 5,117.1 | 5,145.2 | 5,354.8 | 30,356.4 | 5.12% | 4.49% |
| NJ | Newark | New Jersey Transit Corp | CRP | NA | 128.1 | 128.1 | 134.2 | 768.6 | 134.2 | 122.0 | 134.2 | 768.6 | 0.00% | 0.00% |
| NJ | Newark | New Jersey Transit Corp | LR | NA | 453.4 | 443.1 | 453.2 | 2,630.0 | 473.3 | 431.1 | 451.4 | 2,590.9 | -0.45% | 1.51% |
| NJ | Newark | New Jersey Transit Corp | LRP | NA | 734.0 | 741.5 | 804.2 | 4,299.7 | 492.7 | 547.5 | 600.9 | 2,847.2 | 38.91% | 51.02% |
| NJ | Newark | New Jersey Transit Corp | MB | NA | 12,268.6 | 12,454.8 | 12,702.3 | 71,732.9 | 11,683.4 | 11,731.4 | 12,183.1 | 68,868.9 | 5.13% | 4.16% |
| NJ | Newark | New Jersey Transit Corp | MBP | NA | 812.7 | 808.5 | 818.9 | 4,737.3 | 829.3 | 749.8 | 832.4 | 4,743.1 | 1.19% | -0.12% |
| NJ | Newark | New Jersey Transit Corp | TOTAL | NA | 19,727.2 | 19,991.3 | 20,584.4 | 115,888.5 | 18,730.0 | 18,727.0 | 19,556.8 | 110,175.1 | 5.77% | 5.19% |
| NM | Albuquerque | City of Albuquerque T & PD | DR | 0.7 | 14.5 | 14.5 | 14.7 | 86.8 | 14.9 | 13.3 | 14.1 | 85.0 | 3.31% | 2.12% |
| NM | Albuquerque | City of Albuquerque T & PD | MB | 30.4 | 667.0 | 644.2 | 658.7 | 3,731.9 | 570.3 | 534.9 | 574.2 | 3,313.5 | 17.30% | 12.63% |
| NM | Albuquerque | City of Albuquerque T & PD | TOTAL | 31.1 | 681.5 | 658.7 | 673.4 | 3,818.7 | 585.2 | 548.2 | 588.3 | 3,398.5 | 16.95% | 12.36% |
| NY | Albany | Capital District Transp Auth | DR | 0.5 | 12.7 | 12.6 | 12.9 | 74.8 | 11.9 | 11.4 | 11.8 | 68.4 | 8.83% | 9.36% |
| NY | Albany | Capital District Transp Auth | MB | 41.4 | 1,051.9 | 998.5 | 972.6 | 5,871.0 | 983.2 | 935.7 | 986.7 | 5,884.0 | 4.04% | -0.22% |
| NY | Albany | Capital District Transp Auth | MBP | 0.3 | 22.3 | 22.5 | 21.8 | 137.0 | 28.2 | 25.7 | 27.1 | 122.5 | -17.78% | 11.84% |
| NY | Albany | Capital District Transp Auth | TOTAL | 42.3 | 1,086.9 | 1,033.6 | 1,007.3 | 6,082.8 | 1,023.3 | 972.8 | 1,025.6 | 6,074.9 | 3.51% | 0.13% |
| NY | Batavia | Batavia Bus Service | DR | NA | 7.1 | 6.6 | 5.4 | 40.6 | 6.9 | 6.4 | 6.1 | 41.2 | -1.55% | -1.46% |
| NY | Batavia | Batavia Bus Service | TOTAL | NA | 7.1 | 6.6 | 5.4 | 40.6 | 6.9 | 6.4 | 6.1 | 41.2 | -1.55% | -1.46% |
| NY | Buffalo | Niagara Frontier Trp Auth | DR | 0.3 | 6.6 | 6.7 | 6.6 | 40.0 | 5.7 | 5.6 | 5.8 | 33.9 | 16.37% | 17.99% |
| NY | Buffalo | Niagara Frontier Trp Auth | LR | 18.1 | 411.7 | 396.5 | 457.3 | 2,594.6 | 433.8 | 416.6 | 464.2 | 2,755.8 | -3.73% | -5.85% |
| NY | Buffalo | Niagara Frontier Trp Auth | MB | 66.1 | 1,580.6 | 1,495.8 | 1,457.1 | 9,000.0 | 1,451.9 | 1,428.2 | 1,397.8 | 8,567.2 | 5.97% | 5.05% |
| NY | Buffalo | Niagara Frontier Trp Auth | TOTAL | 84.6 | 1,998.9 | 1,899.0 | 1,921.0 | 11,634.6 | 1,891.4 | 1,850.4 | 1,867.8 | 11,356.9 | 3.73% | 2.45% |
| NY | Dansville | Livingston Area Transp Svce | DR | NA | 22.9 | 15.3 | 11.5 | 107.4 | 16.2 | 11.5 | 11.5 | 85.6 | 26.79% | 25.47% |
| NY | Dansville | Livingston Area Transp Svce | TOTAL | NA | 22.9 | 15.3 | 11.5 | 107.4 | 16.2 | 11.5 | 11.5 | 85.6 | 26.79% | 25.47% |
| NY | Garden City | MTA Long Island Bus | DR | 1.2 | 25.9 | 27.6 | 28.4 | 157.7 | 27.0 | 26.6 | 27.8 | 157.8 | 0.61% | -0.06% |
| NY | Garden City | MTA Long Island Bus | MB | 106.0 | 2,593.6 | 2,640.1 | 2,695.1 | 14,946.0 | 2,504.2 | 2,507.7 | 2,635.6 | 14,648.7 | 3.68% | 2.03% |
| NY | Garden City | MTA Long Island Bus | TOTAL | 107.1 | 2,619.5 | 2,667.7 | 2,723.5 | 15,103.7 | 2,531.2 | 2,534.3 | 2,663.4 | 14,806.5 | 3.65% | 2.01% |

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NY Ithaca | Tompkins Consol Area Transit | MB | NA | 290.8 | 210.0 | 156.2 | 1,417.3 | 292.8 | 173.4 | 141.5 | 1,353.2 | 8.11% | 4.74% |
| NY Ithaca | Tompkins Consol Area Transit | MBP | NA | 7.4 | 6.1 | 6.5 | 41.5 | 7.8 | 6.0 | 5.8 | 42.0 | 2.04% | -1.19% |
| NY Ithaca | Tompkins Consol Area Transit | TOTAL | NA | 298.2 | 216.1 | 162.7 | 1,458.8 | 300.6 | 179.4 | 147.3 | 1,395.2 | 7.92% | 4.56% |
| NY Lyons | Wayne Area Transp Service | MB | NA | 10.8 | 11.4 | 11.0 | 63.9 | 10.8 | 11.4 | 11.0 | 64.4 | 0.00% | -0.78% |
| NY Lyons | Wayne Area Transp Service | TOTAL | NA | 10.8 | 11.4 | 11.0 | 63.9 | 10.8 | 11.4 | 11.0 | 64.4 | 0.00% | -0.78% |
| NY Mount Vernon | Westchester County DOT | DRP | 0.6 | 17.0 | 18.0 | 17.2 | 98.4 | 16.2 | 15.2 | 16.4 | 92.3 | 9.21% | 6.61% |
| NY Mount Vernon | Westchester County DOT | MBP | 118.1 | 758.5 | 3,446.3 | 2,353.8 | 10,930.0 | 2,401.5 | 2,409.3 | 2,409.8 | 13,780.6 | -9.17% | -20.69% |
| NY Mount Vernon | Westchester County DOT | TOTAL | 118.7 | 775.5 | 3,464.3 | 2,371.0 | 11,028.4 | 2,417.7 | 2,424.5 | 2,426.2 | 13,872.9 | -9.05% | -20.50% |
| NY New York | MTA Long Island Rail Road | CR | 326.7 | 7,856.0 | 8,329.0 | 7,779.0 | 47,627.0 | 7,907.0 | 8,124.0 | 8,405.0 | 48,524.0 | -1.93% | -1.85% |
| NY New York | MTA Long Island Rail Road | TOTAL | 326.7 | 7,856.0 | 8,329.0 | 7,779.0 | 47,627.0 | 7,907.0 | 8,124.0 | 8,405.0 | 48,524.0 | -1.93% | -1.85% |
| NY New York | MTA New York City Transit | DRP | 15.5 | 389.4 | 406.5 | 406.0 | 2,282.8 | 297.8 | 303.3 | 349.4 | 1,882.9 | 26.45% | 21.24% |
| NY New York | MTA New York City Transit | HR | 5,977.2 | 151,201.0 | 155,478.0 | 156,073.4 | 901,516.0 | 146,889.8 | 148,887.1 | 151,419.4 | 872,576.3 | 3.48% | 3.32% |
| NY New York | MTA New York City Transit | MB | 2,443.4 | 62,638.3 | 65,113.5 | 63,223.8 | 371,690.4 | 61,984.7 | 64,847.8 | 63,546.4 | 369,653.7 | 0.31% | 0.55% |
| NY New York | MTA New York City Transit | TOTAL | 8,436.1 | 214,228.7 | 220,998.0 | 219,703.2 | 1,275,489.2 | 209,172.3 | 214,038.2 | 215,315.2 | 1,244,112.9 | 2.57% | 2.52% |
| NY New York | MTA Staten Island Railway | HR | 12.8 | 276.5 | 293.7 | 302.2 | 1,696.1 | 271.5 | 286.2 | 295.2 | 1,681.2 | 2.29% | 0.89% |
| NY New York | MTA Staten Island Railway | TOTAL | 12.8 | 276.5 | 293.7 | 302.2 | 1,696.1 | 271.5 | 286.2 | 295.2 | 1,681.2 | 2.29% | 0.89% |
| NY New York | New York City DOT | FB | NA | NA | NA | NA | NA | 1,703.2 | 1,725.9 | 1,851.3 | 9,842.4 | NA | NA |
| NY New York | New York City DOT | MBP | 281.5 | 5,908.9 | 6,336.1 | 6,053.3 | 38,291.1 | 8,764.9 | 8,986.8 | 8,741.9 | 51,332.6 | -30.93% | -25.41% |
| NY New York | New York City DOT | TOTAL | NA | NA | NA | NA | NA | 10,468.1 | 10,712.7 | 10,593.2 | 61,175.0 | NA | NA |
| NY Rochester | Lift Line | DR | NA | 15.3 | 15.7 | 15.6 | 91.6 | 13.7 | 13.5 | 14.2 | 81.7 | 12.56% | 12.12% |
| NY Rochester | Lift Line | TOTAL | NA | 15.3 | 15.7 | 15.6 | 91.6 | 13.7 | 13.5 | 14.2 | 81.7 | 12.56% | 12.12% |
| NY Rochester | Regional Transit Service | MB | NA | 1,125.7 | 1,232.2 | 1,236.0 | 7,157.8 | 1,203.6 | 1,267.6 | 1,259.3 | 7,381.9 | -3.66% | -3.04% |
| NY Rochester | Regional Transit Service | TOTAL | NA | 1,125.7 | 1,232.2 | 1,236.0 | 7,157.8 | 1,203.6 | 1,267.6 | 1,259.3 | 7,381.9 | -3.66% | -3.04% |
| NY Rock Glen | Wyoming Transit Service | DR | NA | 6.2 | 7.1 | 6.5 | 38.2 | 6.2 | 6.0 | 6.2 | 36.9 | 7.61% | 3.52% |
| NY Rock Glen | Wyoming Transit Service | TOTAL | NA | 6.2 | 7.1 | 6.5 | 38.2 | 6.2 | 6.0 | 6.2 | 36.9 | 7.61% | 3.52% |
| NY Syracuse | Centro of Cayuga | MB | 1.0 | 22.5 | 21.8 | 20.4 | 131.3 | 20.8 | 18.7 | 17.3 | 118.4 | 13.91% | 10.90% |
| NY Syracuse | Centro of Cayuga | TOTAL | 1.0 | 22.5 | 21.8 | 20.4 | 131.3 | 20.8 | 18.7 | 17.3 | 118.4 | 13.91% | 10.90% |
| NY Syracuse | Centro of Oswego | MB | 1.3 | 45.5 | 24.5 | 14.0 | 206.3 | 45.1 | 20.4 | 10.8 | 196.3 | 10.09% | 5.09% |
| NY Syracuse | Centro of Oswego | TOTAL | 1.3 | 45.5 | 24.5 | 14.0 | 206.3 | 45.1 | 20.4 | 10.8 | 196.3 | 10.09% | 5.09% |
| NY Syracuse | CNY Centro | DR | 0.3 | 6.4 | 6.7 | 6.9 | 45.2 | 6.3 | 6.2 | 6.4 | 42.3 | 5.82% | 6.86% |
| NY Syracuse | CNY Centro | MB | 28.5 | 675.4 | 608.2 | 548.0 | 3,915.6 | 667.2 | 540.1 | 548.0 | 3,840.0 | 4.35% | 1.97% |
| NY Syracuse | CNY Centro | TOTAL | 28.8 | 681.8 | 614.9 | 554.9 | 3,960.8 | 673.5 | 546.3 | 554.4 | 3,882.3 | 4.36% | 2.02% |

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|------------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| OH Canton | Stark Area RTA | DR | 0.6 | 11.3 | 12.9 | 12.3 | 73.2 | 11.3 | 10.9 | 10.6 | 65.5 | 11.28% | 11.76% |
| OH Canton | Stark Area RTA | MB | 5.7 | 128.4 | 139.7 | 170.6 | 776.2 | 111.1 | 106.4 | 113.2 | 641.8 | 32.66% | 20.94% |
| OH Canton | Stark Area RTA | TOTAL | 6.3 | 139.7 | 152.6 | 182.9 | 849.4 | 122.4 | 117.3 | 123.8 | 707.3 | 30.73% | 20.09% |
| OH Cincinnati | Southwest Ohio RTA | DRP | 0.9 | 19.4 | 18.9 | 19.7 | 123.5 | 22.5 | 21.9 | 23.1 | 133.8 | -14.07% | -7.70% |
| OH Cincinnati | Southwest Ohio RTA | MB | 80.2 | 1,952.9 | 1,988.0 | 1,864.3 | 11,751.0 | 2,153.2 | 2,097.9 | 2,019.2 | 12,615.5 | -7.42% | -6.85% |
| OH Cincinnati | Southwest Ohio RTA | TOTAL | 81.1 | 1,972.3 | 2,006.9 | 1,884.0 | 11,874.5 | 2,175.7 | 2,119.8 | 2,042.3 | 12,749.3 | -7.49% | -6.86% |
| OH Cleveland | Greater Cleveland Reg TA | DR | 1.1 | 28.5 | 27.3 | 27.8 | 169.0 | 22.3 | 21.7 | 21.2 | 126.4 | 28.22% | 33.70% |
| OH Cleveland | Greater Cleveland Reg TA | DRP | 0.4 | 9.0 | 9.8 | 9.2 | 54.7 | 5.8 | 5.7 | 5.5 | 33.0 | 64.71% | 65.76% |
| OH Cleveland | Greater Cleveland Reg TA | HR | 18.4 | 455.1 | 438.5 | 446.4 | 2,650.3 | 424.1 | 402.0 | 407.4 | 2,420.3 | 8.63% | 9.50% |
| OH Cleveland | Greater Cleveland Reg TA | LR | 9.4 | 220.6 | 227.3 | 231.4 | 1,307.8 | 214.8 | 212.6 | 230.6 | 1,255.2 | 3.24% | 4.19% |
| OH Cleveland | Greater Cleveland Reg TA | MB | 164.7 | 4,164.2 | 4,236.8 | 3,877.1 | 24,325.8 | 3,984.4 | 3,980.3 | 3,817.8 | 23,361.8 | 4.21% | 4.13% |
| OH Cleveland | Greater Cleveland Reg TA | TOTAL | 194.0 | 4,877.4 | 4,939.7 | 4,591.9 | 28,507.6 | 4,651.4 | 4,622.3 | 4,482.5 | 27,196.7 | 4.75% | 4.82% |
| OH Columbus | Central Ohio Transit Auth | DRP | 0.5 | 13.6 | 13.1 | 13.0 | 78.7 | 13.2 | 13.4 | 13.8 | 77.1 | -1.73% | 2.08% |
| OH Columbus | Central Ohio Transit Auth | MB | 50.5 | 1,269.5 | 1,246.5 | 1,215.5 | 7,400.0 | 1,328.5 | 1,261.2 | 1,249.4 | 7,630.8 | -2.80% | -3.02% |
| OH Columbus | Central Ohio Transit Auth | TOTAL | 51.0 | 1,283.1 | 1,259.6 | 1,228.5 | 7,478.7 | 1,341.7 | 1,274.6 | 1,263.2 | 7,707.9 | -2.79% | -2.97% |
| OH Dayton | Greater Dayton Regional TA | DR | 0.9 | 23.2 | 22.6 | 22.3 | 132.9 | 19.6 | 18.6 | 20.2 | 111.3 | 16.61% | 19.41% |
| OH Dayton | Greater Dayton Regional TA | MB | 23.5 | 593.7 | 610.4 | 562.4 | 3,516.6 | 585.7 | 604.2 | 571.6 | 3,486.9 | 0.28% | 0.85% |
| OH Dayton | Greater Dayton Regional TA | TB | 13.8 | 345.7 | 355.4 | 327.5 | 2,047.7 | 341.1 | 351.8 | 332.8 | 2,030.3 | 0.28% | 0.86% |
| OH Dayton | Greater Dayton Regional TA | TOTAL | 38.2 | 962.6 | 988.4 | 912.2 | 5,697.2 | 946.4 | 974.6 | 924.6 | 5,628.5 | 0.62% | 1.22% |
| OH Grand River | LAKETRAN | DR | 1.3 | 27.6 | 26.5 | 28.1 | 164.1 | 28.8 | 25.4 | 26.6 | 162.3 | 1.73% | 1.11% |
| OH Grand River | LAKETRAN | DRP | 0.1 | 2.9 | 3.1 | 4.2 | 19.3 | 3.0 | 3.9 | 4.9 | 21.5 | -13.56% | -10.23% |
| OH Grand River | LAKETRAN | MB | 2.5 | 46.0 | 49.7 | 64.6 | 288.2 | 47.7 | 46.3 | 65.6 | 286.7 | 0.44% | 0.52% |
| OH Grand River | LAKETRAN | TOTAL | 3.9 | 76.5 | 79.3 | 96.9 | 471.6 | 79.5 | 75.6 | 97.1 | 470.5 | 0.20% | 0.23% |
| OH Toledo | Toledo Area Reg Transit Auth | DRP | 0.7 | 7.6 | 7.6 | 7.4 | 44.6 | 7.2 | 7.1 | 6.8 | 41.8 | 7.11% | 6.70% |
| OH Toledo | Toledo Area Reg Transit Auth | MB | 16.6 | 431.6 | 422.9 | 282.1 | 2,341.9 | 391.0 | 395.6 | 273.6 | 2,283.0 | 7.21% | 2.58% |
| OH Toledo | Toledo Area Reg Transit Auth | TOTAL | 17.2 | 439.2 | 430.5 | 289.5 | 2,386.5 | 398.2 | 402.7 | 280.4 | 2,324.8 | 7.20% | 2.65% |
| OH Youngstown | Western Reserve Trans Auth | DR | NA | 1.9 | 2.0 | 2.1 | 11.6 | 1.8 | 1.7 | 1.8 | 10.3 | 13.21% | 12.62% |
| OH Youngstown | Western Reserve Trans Auth | MB | NA | 133.8 | 125.3 | 123.7 | 770.1 | 126.9 | 121.1 | 121.4 | 722.7 | 3.63% | 6.56% |
| OH Youngstown | Western Reserve Trans Auth | TOTAL | NA | 135.7 | 127.3 | 125.8 | 781.7 | 128.7 | 122.8 | 123.2 | 733.0 | 3.76% | 6.64% |
| OH Zanesville | South East Area Transit | DR | 0.1 | 2.1 | 2.0 | 1.6 | 10.4 | 1.6 | 1.4 | 1.3 | 8.9 | 32.56% | 16.85% |
| OH Zanesville | South East Area Transit | MB | 0.4 | 9.8 | 9.3 | 10.4 | 59.0 | 11.2 | 9.2 | 10.5 | 64.8 | -4.53% | -8.95% |
| OH Zanesville | South East Area Transit | TOTAL | 0.5 | 11.9 | 11.3 | 12.0 | 69.4 | 12.8 | 10.6 | 11.8 | 73.7 | 0.00% | -5.83% |

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '05 (000's) | Trips for May '05 (000's) | Trips for Jun '05 (000's) | Trips Thru Jun '05 (000's) | Trips for Apr '04 (000's) | Trips for May '04 (000's) | Trips for Jun '04 (000's) | Trips Thru Jun '04 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| OK Oklahoma City | Central Oklahoma TA | DR | 0.1 | 2.1 | 2.1 | 2.2 | 12.7 | 2.3 | 2.0 | 2.2 | 12.9 | -1.54% | -1.55% |
| OK Oklahoma City | Central Oklahoma TA | DRP | 0.6 | 12.6 | 12.6 | 15.4 | 78.4 | 13.2 | 12.0 | 13.2 | 76.8 | 5.73% | 2.08% |
| OK Oklahoma City | Central Oklahoma TA | MB | 9.6 | 205.8 | 205.8 | 202.4 | 1,175.1 | 191.4 | 198.0 | 202.4 | 1,138.2 | 3.75% | 3.24% |
| OK Oklahoma City | Central Oklahoma TA | MBP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 120.1 | 47.8 | 39.3 | 572.8 | -100.00% | -100.00% |
| OK Oklahoma City | Central Oklahoma TA | TOTAL | 10.3 | 220.5 | 220.5 | 220.0 | 1,266.2 | 327.0 | 259.8 | 257.1 | 1,800.7 | -21.67% | -29.68% |
| OK Tulsa | Metro Tulsa Transit Auth | MB | 7.1 | 144.9 | 147.8 | 163.4 | 888.8 | 142.9 | 137.4 | 137.4 | 833.8 | 9.19% | 6.60% |
| OK Tulsa | Metro Tulsa Transit Auth | MBP | 0.0 | 1.6 | 1.7 | 1.7 | 9.7 | 1.6 | 1.6 | 1.9 | 10.3 | -1.96% | -5.83% |
| OK Tulsa | Metro Tulsa Transit Auth | TOTAL | 7.1 | 146.5 | 149.5 | 165.1 | 898.5 | 144.5 | 139.0 | 139.3 | 844.1 | 9.06% | 6.44% |
| OR Eugene | Lane Transit District | DRP | NA | 11.1 | 11.0 | 11.5 | 63.9 | 11.1 | 10.5 | 10.0 | 61.6 | 6.33% | 3.73% |
| OR Eugene | Lane Transit District | MB | 30.7 | 789.1 | 783.2 | 680.2 | 4,359.4 | 782.0 | 730.0 | 638.1 | 4,418.2 | 4.76% | -1.33% |
| OR Eugene | Lane Transit District | TOTAL | NA | 800.2 | 794.2 | 691.7 | 4,423.3 | 793.1 | 740.5 | 648.1 | 4,479.8 | 4.79% | -1.26% |
| OR Portland | Tri-County Metro Trp Dist | DRP | 3.6 | 86.7 | 87.0 | 86.4 | 513.8 | 86.4 | 83.4 | 83.4 | 486.5 | 2.73% | 5.61% |
| OR Portland | Tri-County Metro Trp Dist | LR | 99.4 | 2,631.7 | 2,662.4 | 2,884.6 | 15,835.0 | 2,364.4 | 2,659.4 | 2,668.6 | 14,150.2 | 6.32% | 11.91% |
| OR Portland | Tri-County Metro Trp Dist | MB | 213.1 | 5,472.0 | 5,480.6 | 5,333.6 | 32,230.9 | 5,637.4 | 5,414.4 | 5,329.0 | 32,651.5 | -0.58% | -1.29% |
| OR Portland | Tri-County Metro Trp Dist | TOTAL | 316.0 | 8,190.4 | 8,230.0 | 8,304.6 | 48,579.7 | 8,088.2 | 8,157.2 | 8,081.0 | 47,288.2 | 1.64% | 2.73% |
| OR Salem | Salem-Keizer Transit | DRP | 0.4 | 8.9 | 9.4 | 9.6 | 54.1 | 8.5 | 8.0 | 8.9 | 48.1 | 9.84% | 12.47% |
| OR Salem | Salem-Keizer Transit | MB | 19.2 | 475.4 | 467.5 | 445.9 | 2,738.8 | 496.0 | 464.6 | 453.5 | 2,804.0 | -1.79% | -2.33% |
| OR Salem | Salem-Keizer Transit | TOTAL | 19.6 | 484.3 | 476.9 | 455.5 | 2,792.9 | 504.5 | 472.6 | 462.4 | 2,852.1 | -1.58% | -2.08% |
| PA Butler | Butler Township-City Jt MTA | MB | 0.4 | 14.2 | 14.0 | 15.2 | 82.9 | 13.1 | 13.2 | 13.3 | 75.6 | 9.60% | 9.66% |
| PA Butler | Butler Township-City Jt MTA | TOTAL | 0.4 | 14.2 | 14.0 | 15.2 | 82.9 | 13.1 | 13.2 | 13.3 | 75.6 | 9.60% | 9.66% |
| PA Charleroi | Mid Mon Valley Transit Auth | MBP | 1.3 | 31.1 | 26.0 | 25.3 | 173.9 | 35.1 | 33.1 | 32.4 | 194.6 | -18.09% | -10.64% |
| PA Charleroi | Mid Mon Valley Transit Auth | TOTAL | 1.3 | 31.1 | 26.0 | 25.3 | 173.9 | 35.1 | 33.1 | 32.4 | 194.6 | -18.09% | -10.64% |
| PA Greensburg | Westmoreland County TA | DRP | 0.0 | 0.5 | 0.5 | 0.4 | 2.7 | 0.4 | 0.4 | 0.4 | 2.5 | 16.67% | 8.00% |
| PA Greensburg | Westmoreland County TA | MBP | 1.1 | 23.2 | 22.4 | 24.4 | 137.4 | 22.1 | 20.6 | 22.8 | 127.2 | 6.87% | 8.02% |
| PA Greensburg | Westmoreland County TA | TOTAL | 1.1 | 23.7 | 22.9 | 24.8 | 140.1 | 22.5 | 21.0 | 23.2 | 129.7 | 7.05% | 8.02% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | DR | 0.6 | 11.9 | 11.6 | 13.0 | 72.1 | 12.6 | 12.2 | 13.0 | 74.4 | -3.52% | -3.13% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | DRP | 0.3 | 5.7 | 5.8 | 5.9 | 33.3 | 6.3 | 6.3 | 6.2 | 34.1 | -7.45% | -2.35% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | MB | 7.3 | 170.6 | 164.4 | 169.5 | 993.2 | 158.9 | 148.6 | 161.0 | 920.7 | 7.68% | 7.87% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | MBP | 0.1 | 3.4 | 0.6 | 0.3 | 13.2 | 2.6 | 0.5 | 0.2 | 9.3 | 30.30% | 41.94% |
| PA Harrisburg | Cumberland-Dauphin-Harrisburg TA | TOTAL | 8.3 | 191.6 | 182.4 | 188.7 | 1,111.8 | 180.4 | 167.6 | 180.4 | 1,038.5 | 6.49% | 7.06% |
| PA Harrisburg | Pennsylvania DOT | CRP | 0.9 | 20.9 | 20.9 | 21.4 | 126.3 | 21.0 | 19.3 | 20.4 | 120.0 | 4.12% | 5.25% |
| PA Harrisburg | Pennsylvania DOT | TOTAL | 0.9 | 20.9 | 20.9 | 21.4 | 126.3 | 21.0 | 19.3 | 20.4 | 120.0 | 4.12% | 5.25% |

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| PA Johnstown | Cambria County Transit Auth | DR | 0.0 | 0.3 | 0.3 | 0.4 | 2.1 | 0.3 | 0.3 | 0.3 | 1.9 | 11.11% | 10.53% |
| PA Johnstown | Cambria County Transit Auth | IP | 0.3 | 5.7 | 9.0 | 15.5 | 30.3 | 4.5 | 7.6 | 10.6 | 23.0 | 33.04% | 31.74% |
| PA Johnstown | Cambria County Transit Auth | MB | 3.4 | 103.6 | 96.3 | 106.4 | 600.2 | 85.6 | 79.9 | 87.3 | 532.8 | 21.16% | 12.65% |
| PA Johnstown | Cambria County Transit Auth | TOTAL | 3.7 | 109.6 | 105.6 | 122.3 | 632.6 | 90.4 | 87.8 | 98.2 | 557.7 | 22.11% | 13.43% |
| PA Kittanning | Town & Country Transit | DRP | 0.2 | 4.9 | 4.7 | 4.8 | 27.3 | 5.1 | 4.8 | 5.2 | 29.1 | -4.64% | -6.19% |
| PA Kittanning | Town & Country Transit | MB | 0.2 | 4.6 | 4.6 | 4.2 | 26.2 | 4.6 | 4.5 | 4.8 | 25.7 | -3.60% | 1.95% |
| PA Kittanning | Town & Country Transit | TOTAL | 0.4 | 9.5 | 9.3 | 9.0 | 53.5 | 9.7 | 9.3 | 10.0 | 54.8 | -4.14% | -2.37% |
| PA Lancaster | Red Rose Transit Authority | DRP | 1.3 | 30.0 | 30.2 | 31.2 | 177.7 | 31.2 | 30.3 | 32.5 | 179.4 | -2.77% | -0.95% |
| PA Lancaster | Red Rose Transit Authority | MB | 6.4 | 168.1 | 157.9 | 150.2 | 953.2 | 164.9 | 153.4 | 148.9 | 933.6 | 1.93% | 2.10% |
| PA Lancaster | Red Rose Transit Authority | TOTAL | 7.7 | 198.1 | 188.1 | 181.4 | 1,130.9 | 196.1 | 183.7 | 181.4 | 1,113.0 | 1.14% | 1.61% |
| PA Philadelphia | Southeastern Penns TA | CR | 100.4 | 2,242.3 | 2,948.6 | 2,453.1 | 14,782.8 | 2,262.9 | 2,687.4 | 2,326.2 | 14,471.5 | 5.05% | 2.15% |
| PA Philadelphia | Southeastern Penns TA | DRP | 3.0 | 68.1 | 83.9 | 81.8 | 477.1 | 68.0 | 76.3 | 147.1 | 469.0 | -19.77% | 1.73% |
| PA Philadelphia | Southeastern Penns TA | HR | 303.4 | 6,963.6 | 8,418.9 | 8,334.4 | 45,936.2 | 6,872.6 | 8,641.0 | 7,298.3 | 44,832.6 | 3.97% | 2.46% |
| PA Philadelphia | Southeastern Penns TA | LR | 61.8 | 1,493.0 | 1,825.6 | 1,508.8 | 9,652.3 | 1,429.6 | 1,810.5 | 1,451.7 | 9,322.9 | 2.89% | 3.53% |
| PA Philadelphia | Southeastern Penns TA | MB | 540.9 | 13,028.3 | 16,033.9 | 13,210.8 | 83,258.8 | 12,843.1 | 16,579.4 | 13,706.1 | 84,472.2 | -1.98% | -1.44% |
| PA Philadelphia | Southeastern Penns TA | MBP | 0.2 | 5.7 | 6.9 | 6.1 | 33.3 | 7.0 | 6.2 | 6.4 | 31.5 | -4.59% | 5.71% |
| PA Philadelphia | Southeastern Penns TA | TOTAL | 1,009.6 | 23,801.0 | 29,317.8 | 25,595.0 | 154,140.5 | 23,483.2 | 29,800.8 | 24,935.8 | 153,599.7 | 0.63% | 0.35% |
| PA Pittsburgh | Port Auth of Allegheny Co | DRP | 6.1 | 152.0 | 147.4 | 147.0 | 868.2 | 159.2 | 154.0 | 156.4 | 911.7 | -4.94% | -4.77% |
| PA Pittsburgh | Port Auth of Allegheny Co | IP | 1.9 | 55.0 | 59.3 | 73.0 | 296.9 | 56.1 | 65.1 | 71.1 | 303.8 | -2.60% | -2.27% |
| PA Pittsburgh | Port Auth of Allegheny Co | IPP | 0.9 | 23.4 | 33.0 | 36.0 | 141.2 | 28.2 | 36.6 | 36.9 | 149.1 | -9.14% | -5.30% |
| PA Pittsburgh | Port Auth of Allegheny Co | LR | 24.9 | 592.0 | 564.0 | 666.2 | 3,512.8 | 562.0 | 541.0 | 610.1 | 3,234.7 | 6.37% | 8.60% |
| PA Pittsburgh | Port Auth of Allegheny Co | MB | 203.8 | 5,061.0 | 4,872.0 | 4,965.0 | 29,520.3 | 4,924.0 | 4,697.4 | 4,843.1 | 28,905.7 | 3.00% | 2.13% |
| PA Pittsburgh | Port Auth of Allegheny Co | TOTAL | 237.6 | 5,883.4 | 5,675.7 | 5,887.2 | 34,339.4 | 5,729.5 | 5,494.1 | 5,717.6 | 33,505.0 | 2.98% | 2.49% |
| PA Reading | Berks Area Reading Trp Auth | DR | 0.5 | 11.5 | 11.9 | 11.7 | 67.1 | 11.5 | 10.5 | 11.5 | 66.6 | 4.78% | 0.75% |
| PA Reading | Berks Area Reading Trp Auth | DRP | 0.3 | 6.1 | 5.6 | 6.5 | 36.3 | 7.4 | 7.0 | 7.4 | 43.2 | -16.51% | -15.97% |
| PA Reading | Berks Area Reading Trp Auth | MB | 9.2 | 229.0 | 218.3 | 215.0 | 1,315.9 | 222.7 | 211.0 | 212.1 | 1,286.3 | 2.55% | 2.30% |
| PA Reading | Berks Area Reading Trp Auth | TOTAL | 10.1 | 246.6 | 235.8 | 233.2 | 1,419.3 | 241.6 | 228.5 | 231.0 | 1,396.1 | 2.07% | 1.66% |
| PA State College | Centre Area Transp Auth | DRP | NA | 3.4 | 3.4 | 3.2 | 20.0 | 3.3 | 2.9 | 2.9 | 18.9 | 9.89% | 5.82% |
| PA State College | Centre Area Transp Auth | MB | 17.6 | 674.7 | 203.2 | 160.3 | 2,962.0 | 719.9 | 207.1 | 165.1 | 3,050.8 | -4.94% | -2.91% |
| PA State College | Centre Area Transp Auth | TOTAL | NA | 678.1 | 206.6 | 163.5 | 2,982.0 | 723.2 | 210.0 | 168.0 | 3,069.7 | -4.81% | -2.86% |
| PA Wilkes-Barre | Luzerne County Transp Auth | DRP | 0.1 | 1.9 | 1.7 | 1.8 | 10.6 | 2.0 | 2.3 | 2.2 | 13.3 | -16.92% | -20.30% |
| PA Wilkes-Barre | Luzerne County Transp Auth | MB | 4.8 | 118.0 | 115.3 | 112.5 | 663.0 | 125.4 | 116.9 | 121.0 | 713.3 | -4.82% | -7.05% |
| PA Wilkes-Barre | Luzerne County Transp Auth | TOTAL | 4.9 | 119.9 | 117.0 | 114.3 | 673.6 | 127.4 | 119.2 | 123.2 | 726.6 | -5.03% | -7.29% |

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| PA York | York County Transp Auth | DR | 0.7 | 15.9 | 16.3 | 16.3 | 89.3 | 15.3 | 15.4 | 18.1 | 88.0 | -0.61% | 1.48% |
| PA York | York County Transp Auth | DRP | 0.0 | 0.1 | 0.1 | 0.2 | 0.4 | 0.6 | 0.2 | 0.0 | 2.8 | -50.00% | -85.71% |
| PA York | York County Transp Auth | MB | 3.9 | 117.5 | 113.3 | 122.1 | 703.0 | 122.4 | 119.8 | 121.7 | 719.4 | -3.02% | -2.28% |
| PA York | York County Transp Auth | TOTAL | 4.7 | 133.5 | 129.7 | 138.6 | 792.7 | 138.3 | 135.4 | 139.8 | 810.2 | -2.83% | -2.16% |
| PR Santurce | Puerto Rico DOT & Public Works | MB | 11.7 | 257.7 | 234.7 | 254.7 | 1,475.4 | 222.2 | 257.4 | 255.4 | 1,523.8 | 1.65% | -3.18% |
| PR Santurce | Puerto Rico DOT & Public Works | TOTAL | 11.7 | 257.7 | 234.7 | 254.7 | 1,475.4 | 222.2 | 257.4 | 255.4 | 1,523.8 | 1.65% | -3.18% |
| SC Charleston | Charleston Area RTA | DRP | 0.2 | 4.3 | 4.1 | 4.4 | 24.9 | 3.7 | 3.4 | 3.8 | 22.7 | 17.43% | 9.69% |
| SC Charleston | Charleston Area RTA | MBP | 3.0 | 60.2 | 65.4 | 69.1 | 382.5 | 72.5 | 77.9 | 70.0 | 481.2 | -11.66% | -20.51% |
| SC Charleston | Charleston Area RTA | TOTAL | 3.2 | 64.5 | 69.5 | 73.5 | 407.4 | 76.2 | 81.3 | 73.8 | 503.9 | -10.29% | -19.15% |
| TN Clarksville | Clarksville Transit System | DR | 1.1 | 2.8 | 2.6 | 2.7 | 16.9 | 3.3 | 3.0 | 3.1 | 18.9 | -13.83% | -10.58% |
| TN Clarksville | Clarksville Transit System | MB | 2.2 | 54.3 | 52.8 | 54.5 | 313.1 | 49.7 | 47.8 | 50.6 | 292.6 | 9.12% | 7.01% |
| TN Clarksville | Clarksville Transit System | TOTAL | 3.3 | 57.1 | 55.4 | 57.2 | 330.0 | 53.0 | 50.8 | 53.7 | 311.5 | 7.75% | 5.94% |
| TN Knoxville | Knoxville Area Transit | DR | 0.2 | 4.5 | 4.5 | 4.5 | 25.3 | 4.2 | 4.1 | 4.2 | 23.9 | 8.00% | 5.86% |
| TN Knoxville | Knoxville Area Transit | MB | 11.4 | 299.2 | 249.1 | 213.7 | 1,575.4 | 297.7 | 205.0 | 180.8 | 1,532.4 | 11.49% | 2.81% |
| TN Knoxville | Knoxville Area Transit | TOTAL | 11.6 | 303.7 | 253.6 | 218.2 | 1,600.7 | 301.9 | 209.1 | 185.0 | 1,556.3 | 11.42% | 2.85% |
| TN Memphis | Memphis Area Transit Auth | DR | 0.9 | 21.7 | 20.1 | 20.2 | 123.5 | 21.4 | 21.0 | 22.0 | 123.6 | -3.73% | -0.08% |
| TN Memphis | Memphis Area Transit Auth | LR | 2.9 | 97.7 | 100.5 | 86.3 | 463.7 | 108.0 | 150.8 | 148.6 | 604.6 | -30.17% | -23.30% |
| TN Memphis | Memphis Area Transit Auth | MB | 36.1 | 848.9 | 872.7 | 838.8 | 5,100.7 | 1,086.6 | 916.4 | 962.5 | 5,674.8 | -13.66% | -10.12% |
| TN Memphis | Memphis Area Transit Auth | TOTAL | 39.9 | 968.3 | 993.3 | 945.3 | 5,687.9 | 1,216.0 | 1,088.2 | 1,133.1 | 6,403.0 | -15.43% | -11.17% |
| TN Nashville | Metropolitan Transit Auth | DR | NA | 15.2 | 16.2 | 17.3 | 102.9 | 12.6 | 12.0 | 12.8 | 79.8 | 30.21% | 28.95% |
| TN Nashville | Metropolitan Transit Auth | MB | NA | 576.3 | 588.4 | 571.8 | 3,384.7 | 544.6 | 514.5 | 529.1 | 3,192.1 | 9.34% | 6.03% |
| TN Nashville | Metropolitan Transit Auth | TOTAL | NA | 591.5 | 604.6 | 589.1 | 3,487.6 | 557.2 | 526.5 | 541.9 | 3,271.9 | 9.82% | 6.59% |
| TX Abilene | CityLink - Abilene Transit System | DR | 0.4 | 9.4 | 9.2 | 9.8 | 55.4 | 9.9 | 9.4 | 9.8 | 58.1 | -2.41% | -4.65% |
| TX Abilene | CityLink - Abilene Transit System | MB | 1.8 | 46.2 | 42.2 | 38.7 | 252.1 | 40.0 | 38.2 | 36.2 | 230.1 | 11.10% | 9.56% |
| TX Abilene | CityLink - Abilene Transit System | TOTAL | 2.2 | 55.6 | 51.4 | 48.5 | 307.5 | 49.9 | 47.6 | 46.0 | 288.2 | 8.36% | 6.70% |
| TX Austin | Capital Metropolitan Trp Auth | DR | 1.5 | 38.0 | 33.9 | 38.0 | 211.8 | 35.4 | 32.1 | 35.3 | 204.4 | 6.91% | 3.62% |
| TX Austin | Capital Metropolitan Trp Auth | DRP | 0.0 | 0.1 | 0.1 | 0.3 | 0.8 | 0.2 | 0.1 | 0.1 | 1.0 | 25.00% | -20.00% |
| TX Austin | Capital Metropolitan Trp Auth | MB | 80.1 | 2,116.0 | 2,073.9 | 1,972.0 | 12,166.8 | 2,028.0 | 1,980.7 | 1,873.6 | 11,619.2 | 4.75% | 4.71% |
| TX Austin | Capital Metropolitan Trp Auth | MBP | 29.5 | 1,107.1 | 273.2 | 494.1 | 3,658.9 | 1,292.3 | 484.0 | 423.5 | 4,782.4 | -14.79% | -23.49% |
| TX Austin | Capital Metropolitan Trp Auth | VP | 1.1 | 23.8 | 23.7 | 25.0 | 141.6 | 20.6 | 18.9 | 21.8 | 120.0 | 18.27% | 18.00% |
| TX Austin | Capital Metropolitan Trp Auth | TOTAL | 112.2 | 3,285.0 | 2,404.8 | 2,529.4 | 16,179.9 | 3,376.5 | 2,515.8 | 2,354.3 | 16,727.0 | -0.33% | -3.27% |

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| TX Corpus Christi | Corpus Christi Regional TA | DRP | 0.7 | 17.1 | 16.6 | 17.6 | 100.0 | 15.7 | 14.8 | 15.3 | 92.8 | 12.01% | 7.76% |
| TX Corpus Christi | Corpus Christi Regional TA | FBP | 0.2 | 0.0 | 1.6 | 9.8 | 11.4 | 0.0 | 2.3 | 7.4 | 9.7 | 17.53% | 17.53% |
| TX Corpus Christi | Corpus Christi Regional TA | MB | 16.5 | 446.1 | 418.9 | 404.7 | 2,455.2 | 376.5 | 384.1 | 381.2 | 2,333.9 | 11.20% | 5.20% |
| TX Corpus Christi | Corpus Christi Regional TA | MBP | 1.9 | 46.8 | 46.0 | 52.8 | 274.5 | 41.1 | 40.4 | 46.1 | 254.9 | 14.11% | 7.69% |
| TX Corpus Christi | Corpus Christi Regional TA | TOTAL | 19.3 | 510.0 | 483.1 | 484.9 | 2,841.1 | 433.3 | 441.6 | 450.0 | 2,691.3 | 11.56% | 5.57% |
| TX Dallas | Dallas Area Rapid Transit | DRP | 2.1 | 54.7 | 53.0 | 53.0 | 317.2 | 50.6 | 48.4 | 50.2 | 294.5 | 7.71% | 7.71% |
| TX Dallas | Dallas Area Rapid Transit | LR | 58.3 | 1,396.2 | 1,424.9 | 1,487.4 | 8,612.2 | 1,486.2 | 1,472.3 | 1,400.2 | 8,262.2 | -1.15% | 4.24% |
| TX Dallas | Dallas Area Rapid Transit | MB | 134.0 | 3,319.1 | 3,284.7 | 3,225.9 | 19,042.5 | 3,185.6 | 3,099.7 | 3,000.7 | 18,338.4 | 5.86% | 3.84% |
| TX Dallas | Dallas Area Rapid Transit | MBP | 2.6 | 69.7 | 66.7 | 71.7 | 405.5 | 64.1 | 57.7 | 67.3 | 366.4 | 10.05% | 10.67% |
| TX Dallas | Dallas Area Rapid Transit | TOTAL | 197.0 | 4,839.7 | 4,829.3 | 4,838.0 | 28,377.4 | 4,786.5 | 4,678.1 | 4,518.4 | 27,261.5 | 3.75% | 4.09% |
| TX Dallas | Trinity Railway Express | CRP | 7.5 | 185.6 | 165.5 | 179.4 | 1,054.1 | 178.3 | 158.7 | 182.2 | 1,084.8 | 2.18% | -2.83% |
| TX Dallas | Trinity Railway Express | TOTAL | 7.5 | 185.6 | 165.5 | 179.4 | 1,054.1 | 178.3 | 158.7 | 182.2 | 1,084.8 | 2.18% | -2.83% |
| TX Fort Worth | Fort Worth Transp Auth | DR | 0.6 | 13.8 | 14.5 | 14.6 | 84.8 | 15.0 | 14.1 | 14.6 | 86.8 | -1.83% | -2.30% |
| TX Fort Worth | Fort Worth Transp Auth | DRP | 0.4 | 9.8 | 9.3 | 9.8 | 58.4 | 9.4 | 9.0 | 8.8 | 54.2 | 6.25% | 7.75% |
| TX Fort Worth | Fort Worth Transp Auth | MB | 19.0 | 474.3 | 457.8 | 456.4 | 2,739.1 | 432.8 | 412.9 | 410.6 | 2,507.8 | 10.52% | 9.22% |
| TX Fort Worth | Fort Worth Transp Auth | VPP | 0.8 | 34.9 | 35.0 | 36.4 | 221.2 | 38.0 | 34.3 | 38.5 | 223.6 | -4.06% | -1.07% |
| TX Fort Worth | Fort Worth Transp Auth | TOTAL | 20.8 | 532.8 | 516.6 | 517.2 | 3,103.5 | 495.2 | 470.3 | 472.5 | 2,872.4 | 8.94% | 8.05% |
| TX Galveston | City of Galveston/Island Tr | DR | 0.4 | 2.4 | 2.6 | 2.6 | 14.1 | 2.4 | 2.2 | 2.4 | 14.0 | 8.57% | 0.71% |
| TX Galveston | City of Galveston/Island Tr | LR | 0.8 | 5.7 | 4.3 | 6.2 | 28.3 | 1.9 | 4.9 | 6.0 | 23.0 | 26.56% | 23.04% |
| TX Galveston | City of Galveston/Island Tr | MB | 3.1 | 78.6 | 82.7 | 85.7 | 494.4 | 82.6 | 79.3 | 77.6 | 482.3 | 3.13% | 2.51% |
| TX Galveston | City of Galveston/Island Tr | TOTAL | 4.3 | 86.7 | 89.6 | 94.5 | 536.8 | 86.9 | 86.4 | 86.0 | 519.3 | 4.44% | 3.37% |
| TX Houston | Metro Tr Auth of Harris Co | DRP | 6.0 | 128.8 | 127.5 | 131.0 | 761.3 | 127.8 | 123.3 | 126.6 | 745.9 | 2.54% | 2.06% |
| TX Houston | Metro Tr Auth of Harris Co | LR | 34.2 | 865.1 | 826.3 | 886.7 | 5,206.5 | 379.5 | 375.3 | 678.7 | 3,014.2 | 79.85% | 72.73% |
| TX Houston | Metro Tr Auth of Harris Co | MB | 231.5 | 5,385.8 | 5,518.9 | 5,564.9 | 33,453.9 | 6,174.4 | 5,900.5 | 5,691.0 | 36,971.7 | -7.30% | -9.51% |
| TX Houston | Metro Tr Auth of Harris Co | MBP | 45.0 | 1,245.7 | 1,326.4 | 1,336.6 | 7,706.4 | 1,163.6 | 1,174.7 | 1,332.1 | 7,189.4 | 6.49% | 7.19% |
| TX Houston | Metro Tr Auth of Harris Co | VPP | 6.3 | 133.2 | 132.5 | 143.2 | 822.0 | 132.0 | 125.8 | 134.6 | 759.9 | 4.20% | 8.17% |
| TX Houston | Metro Tr Auth of Harris Co | TOTAL | 323.0 | 7,758.6 | 7,931.6 | 8,062.4 | 47,950.1 | 7,977.3 | 7,699.6 | 7,963.0 | 48,681.1 | 0.48% | -1.50% |
| TX Laredo | El Metro | DR | 0.2 | 4.7 | 4.6 | 4.4 | 26.5 | 4.3 | 4.2 | 4.4 | 25.3 | 6.20% | 4.74% |
| TX Laredo | El Metro | MB | 12.2 | 331.0 | 328.1 | 319.8 | 1,905.5 | 300.5 | 317.9 | 304.5 | 1,789.9 | 6.07% | 6.46% |
| TX Laredo | El Metro | TOTAL | 12.4 | 335.7 | 332.7 | 324.2 | 1,932.0 | 304.8 | 322.1 | 308.9 | 1,815.2 | 6.07% | 6.43% |
| TX Lubbock | Citibus | DR | 0.2 | 6.5 | 4.7 | 5.8 | 35.2 | 5.9 | 5.5 | 6.1 | 36.1 | -2.86% | -2.49% |
| TX Lubbock | Citibus | MB | 11.6 | 416.4 | 131.1 | 196.5 | 1,807.4 | 713.1 | 170.4 | 258.1 | 2,887.2 | -34.83% | -37.40% |
| TX Lubbock | Citibus | TOTAL | 11.9 | 422.9 | 135.8 | 202.3 | 1,842.6 | 719.0 | 175.9 | 264.2 | 2,923.3 | -34.35% | -36.97% |

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '05 (000's) | Trips for May '05 (000's) | Trips for Jun '05 (000's) | Trips Thru Jun '05 (000's) | Trips for Apr '04 (000's) | Trips for May '04 (000's) | Trips for Jun '04 (000's) | Trips Thru Jun '04 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-----------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| TX San Antonio | VIA Metropolitan Transit | DR | 1.8 | 43.7 | 43.7 | 44.0 | 261.4 | 45.3 | 42.5 | 43.3 | 261.9 | 0.23% | -0.19% |
| TX San Antonio | VIA Metropolitan Transit | DRP | 1.8 | 38.4 | 40.4 | 41.8 | 237.8 | 39.3 | 39.3 | 41.6 | 236.5 | 0.33% | 0.55% |
| TX San Antonio | VIA Metropolitan Transit | MB | 120.9 | 3,333.6 | 3,188.5 | 3,061.4 | 18,701.8 | 3,178.4 | 3,054.3 | 2,822.6 | 18,105.6 | 5.83% | 3.29% |
| TX San Antonio | VIA Metropolitan Transit | TOTAL | 124.5 | 3,415.7 | 3,272.6 | 3,147.2 | 19,201.0 | 3,263.0 | 3,136.1 | 2,907.5 | 18,604.0 | 5.68% | 3.21% |
| TX Tyler | Tyler Transit | DR | 0.1 | 2.8 | 2.5 | 2.4 | 14.6 | 2.0 | 2.5 | 1.8 | 11.5 | 22.22% | 26.96% |
| TX Tyler | Tyler Transit | MB | NA | 10.7 | 12.7 | NA | NA | 10.3 | 13.4 | 9.3 | 65.5 | NA | NA |
| TX Tyler | Tyler Transit | TOTAL | NA | 13.5 | 15.2 | NA | NA | 12.3 | 15.9 | 11.1 | 77.0 | NA | NA |
| TX Waco | Waco Transit System | DR | NA | 2.4 | 2.1 | 2.1 | 12.4 | 1.7 | 1.6 | 1.7 | 10.1 | 32.00% | 22.77% |
| TX Waco | Waco Transit System | MB | NA | 50.8 | 40.7 | 37.0 | 277.1 | 51.3 | 46.9 | 45.4 | 296.5 | -10.52% | -6.54% |
| TX Waco | Waco Transit System | TOTAL | NA | 53.2 | 42.8 | 39.1 | 289.5 | 53.0 | 48.5 | 47.1 | 306.6 | -9.08% | -5.58% |
| VA Alexandria | Alexandria Transit Company | MB | 12.0 | 291.7 | 293.3 | 306.8 | 1,672.0 | 270.9 | 269.6 | 286.0 | 1,576.9 | 7.90% | 6.03% |
| VA Alexandria | Alexandria Transit Company | TOTAL | 12.0 | 291.7 | 293.3 | 306.8 | 1,672.0 | 270.9 | 269.6 | 286.0 | 1,576.9 | 7.90% | 6.03% |
| VA Alexandria | Virginia Railway Express | CRP | 15.4 | 318.0 | 325.0 | 339.9 | 1,913.5 | 324.4 | 299.5 | 325.7 | 1,862.3 | 3.51% | 2.75% |
| VA Alexandria | Virginia Railway Express | TOTAL | 15.4 | 318.0 | 325.0 | 339.9 | 1,913.5 | 324.4 | 299.5 | 325.7 | 1,862.3 | 3.51% | 2.75% |
| VA Fairfax | City of Fairfax CUE Bus | MB | 2.6 | 52.3 | 49.7 | 65.2 | 395.9 | 104.4 | 52.5 | 65.0 | 403.9 | -24.65% | -1.98% |
| VA Fairfax | City of Fairfax CUE Bus | TOTAL | 2.6 | 52.3 | 49.7 | 65.2 | 395.9 | 104.4 | 52.5 | 65.0 | 403.9 | -24.65% | -1.98% |
| VA Hampton | Hampton Roads Transit | DRP | 0.7 | 20.6 | 20.3 | 20.6 | 121.0 | 20.4 | 19.2 | 19.5 | 117.4 | 4.06% | 3.07% |
| VA Hampton | Hampton Roads Transit | FBP | 1.3 | 23.0 | 41.7 | 54.5 | 160.9 | 25.4 | 44.0 | 55.9 | 169.2 | -4.87% | -4.91% |
| VA Hampton | Hampton Roads Transit | MB | NA | NA | NA | NA | NA | 1,192.0 | 1,205.0 | 1,251.0 | 7,214.1 | NA | NA |
| VA Hampton | Hampton Roads Transit | VP | 0.6 | 18.0 | 18.0 | 18.6 | 109.8 | 19.1 | 19.1 | 19.7 | 115.2 | -5.70% | -4.69% |
| VA Hampton | Hampton Roads Transit | TOTAL | NA | NA | NA | NA | NA | 1,256.9 | 1,287.3 | 1,346.1 | 7,615.9 | NA | NA |
| VA Richmond | Greater Richmond Transit Co | DRP | 0.8 | 17.5 | 17.1 | 17.8 | 99.6 | 18.1 | 16.8 | 17.3 | 103.4 | 0.38% | -3.68% |
| VA Richmond | Greater Richmond Transit Co | MB | 34.0 | 805.3 | 761.5 | 780.5 | 4,659.8 | 774.4 | 747.4 | 780.0 | 4,585.0 | 1.98% | 1.63% |
| VA Richmond | Greater Richmond Transit Co | VPP | 1.0 | 19.9 | 20.4 | 21.7 | 122.5 | 17.5 | 15.8 | 20.0 | 101.7 | 16.32% | 20.45% |
| VA Richmond | Greater Richmond Transit Co | TOTAL | 35.8 | 842.7 | 799.0 | 820.0 | 4,881.9 | 810.0 | 780.0 | 817.3 | 4,790.1 | 2.26% | 1.92% |
| VA Williamsburg | Williamsburg Area Transport | DR | NA | 0.6 | 0.6 | 0.6 | 3.4 | 0.6 | 0.6 | 0.6 | 3.4 | 0.00% | 0.00% |
| VA Williamsburg | Williamsburg Area Transport | MB | 1.8 | 48.7 | 40.2 | 42.1 | 251.0 | 49.1 | 38.4 | 39.9 | 243.7 | 2.83% | 3.00% |
| VA Williamsburg | Williamsburg Area Transport | TOTAL | NA | 49.3 | 40.8 | 42.7 | 254.4 | 49.7 | 39.0 | 40.5 | 247.1 | 2.79% | 2.95% |
| VA Woodbridge | PRTC Omni-Ride | MBP | 9.0 | 183.8 | 187.1 | 194.1 | 1,067.2 | 161.3 | 156.0 | 161.0 | 925.7 | 18.13% | 15.29% |
| VA Woodbridge | PRTC Omni-Ride | TOTAL | 9.0 | 183.8 | 187.1 | 194.1 | 1,067.2 | 161.3 | 156.0 | 161.0 | 925.7 | 18.13% | 15.29% |
| WA Bremerton | Kitsap Transit | DR | 1.7 | 37.1 | 37.4 | 36.8 | 226.8 | 40.5 | 38.9 | 40.3 | 235.5 | -7.02% | -3.69% |
| WA Bremerton | Kitsap Transit | FBP | 1.6 | 35.5 | 38.2 | 38.0 | 217.6 | 31.9 | 30.9 | 32.9 | 181.2 | 16.72% | 20.09% |
| WA Bremerton | Kitsap Transit | MB | 14.3 | 333.1 | 334.1 | 343.8 | 2,028.6 | 359.8 | 329.1 | 336.2 | 2,071.1 | -1.38% | -2.05% |
| WA Bremerton | Kitsap Transit | VP | 1.2 | 24.4 | 25.3 | 24.8 | 144.3 | 19.3 | 18.3 | 19.6 | 117.2 | 30.24% | 23.12% |
| WA Bremerton | Kitsap Transit | TOTAL | 18.8 | 430.1 | 435.0 | 443.4 | 2,617.3 | 451.5 | 417.2 | 429.0 | 2,605.0 | 0.83% | 0.47% |

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '05 (000's) | Trips for May '05 (000's) | Trips for Jun '05 (000's) | Trips Thru Jun '05 (000's) | Trips for Apr '04 (000's) | Trips for May '04 (000's) | Trips for Jun '04 (000's) | Trips Thru Jun '04 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| WA Everett | Everett Transit System | DR | 0.3 | 7.9 | 7.8 | 7.6 | 45.7 | 7.9 | 7.5 | 7.4 | 44.3 | 2.19% | 3.16% |
| WA Everett | Everett Transit System | MB | 6.6 | 163.3 | 164.5 | 164.9 | 968.1 | 171.7 | 163.4 | 167.0 | 984.0 | -1.87% | -1.62% |
| WA Everett | Everett Transit System | TOTAL | 6.9 | 171.2 | 172.3 | 172.5 | 1,013.8 | 179.6 | 170.9 | 174.4 | 1,028.3 | -1.70% | -1.41% |
| WA Everett | Snohomish County PTBA | DRP | 0.7 | 17.3 | 17.9 | 17.6 | 100.2 | 16.7 | 16.3 | 16.7 | 96.6 | 6.24% | 3.73% |
| WA Everett | Snohomish County PTBA | MB | 21.1 | 516.1 | 528.7 | 545.3 | 3,069.8 | 523.5 | 501.9 | 512.3 | 2,937.8 | 3.41% | 4.49% |
| WA Everett | Snohomish County PTBA | MBP | 6.0 | 131.0 | 132.1 | 139.8 | 795.0 | 129.9 | 121.5 | 134.9 | 766.6 | 4.30% | 3.70% |
| WA Everett | Snohomish County PTBA | VP | 2.3 | 52.7 | 55.3 | 58.3 | 322.5 | 50.0 | 46.1 | 51.8 | 298.6 | 12.44% | 8.00% |
| WA Everett | Snohomish County PTBA | TOTAL | 30.2 | 717.1 | 734.0 | 761.0 | 4,287.5 | 720.1 | 685.8 | 715.7 | 4,099.6 | 4.27% | 4.58% |
| WA Port Angeles | Clallam Transit System | DR | NA | 5.0 | 5.1 | 5.1 | 29.8 | 5.0 | 5.0 | 4.9 | 27.7 | 2.01% | 7.58% |
| WA Port Angeles | Clallam Transit System | MB | 2.7 | 62.0 | 62.8 | 65.2 | 373.8 | 66.4 | 63.4 | 67.7 | 374.6 | -3.80% | -0.21% |
| WA Port Angeles | Clallam Transit System | TOTAL | NA | 67.0 | 67.9 | 70.3 | 403.6 | 71.4 | 68.4 | 72.6 | 402.3 | -3.39% | 0.32% |
| WA Seattle | King County Dept of Trp | DRP | 6.1 | 152.1 | 163.1 | 160.4 | 915.7 | 152.0 | 147.5 | 150.2 | 875.9 | 5.76% | 4.54% |
| WA Seattle | King County Dept of Trp | LR | 1.0 | 26.5 | 33.5 | 45.8 | 165.4 | 28.0 | 33.4 | 44.9 | 164.9 | -0.47% | 0.30% |
| WA Seattle | King County Dept of Trp | MB | 238.1 | 6,055.7 | 6,116.0 | 5,991.1 | 35,946.2 | 5,983.5 | 5,815.2 | 5,797.8 | 35,067.0 | 3.22% | 2.51% |
| WA Seattle | King County Dept of Trp | TB | 72.6 | 1,789.8 | 1,806.4 | 1,795.8 | 10,698.4 | 1,919.9 | 1,843.1 | 1,901.6 | 11,220.7 | -4.81% | -4.65% |
| WA Seattle | King County Dept of Trp | VP | 7.0 | 152.7 | 143.2 | 154.0 | 881.0 | 145.6 | 139.0 | 134.9 | 854.1 | 7.25% | 3.15% |
| WA Seattle | King County Dept of Trp | TOTAL | 324.9 | 8,176.8 | 8,262.2 | 8,147.1 | 48,606.7 | 8,229.0 | 7,978.2 | 8,029.4 | 48,182.6 | 1.44% | 0.88% |
| WA Seattle | Sound Transit | CRP | NA | NA | NA | NA | NA | 73.5 | 67.6 | 74.8 | 426.7 | NA | NA |
| WA Seattle | Sound Transit | LR | NA | NA | NA | NA | NA | 63.1 | 60.0 | 63.6 | 370.6 | NA | NA |
| WA Seattle | Sound Transit | MBP | NA | NA | NA | NA | NA | 700.6 | 687.5 | 724.0 | 4,063.1 | NA | NA |
| WA Seattle | Sound Transit | TBP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.1 | 15.8 | 16.6 | 93.2 | -100.00% | -100.00% |
| WA Seattle | Sound Transit | TOTAL | NA | NA | NA | NA | NA | 853.3 | 830.9 | 879.0 | 4,953.6 | NA | NA |
| WA Seattle | Washington State Ferries | FB | 66.5 | 1,881.5 | 2,031.3 | 2,141.4 | 11,145.3 | 1,997.3 | 2,038.6 | 2,182.2 | 11,355.1 | -2.64% | -1.85% |
| WA Seattle | Washington State Ferries | TOTAL | 66.5 | 1,881.5 | 2,031.3 | 2,141.4 | 11,145.3 | 1,997.3 | 2,038.6 | 2,182.2 | 11,355.1 | -2.64% | -1.85% |
| WA Spokane | Spokane Transit Authority | DR | 1.2 | 24.8 | 25.7 | 24.2 | 149.3 | 25.1 | 21.9 | 23.3 | 142.3 | 6.26% | 4.92% |
| WA Spokane | Spokane Transit Authority | DRP | 0.7 | 14.6 | 14.4 | 13.9 | 85.2 | 14.6 | 15.3 | 13.6 | 87.2 | -1.38% | -2.29% |
| WA Spokane | Spokane Transit Authority | MB | 26.8 | 658.5 | 676.1 | 603.9 | 3,924.7 | 689.5 | 666.6 | 618.4 | 4,027.3 | -1.82% | -2.55% |
| WA Spokane | Spokane Transit Authority | VP | 0.5 | 10.6 | 10.1 | 11.2 | 64.9 | 8.7 | 8.3 | 10.0 | 54.8 | 18.15% | 18.43% |
| WA Spokane | Spokane Transit Authority | TOTAL | 29.1 | 708.5 | 726.3 | 653.2 | 4,224.1 | 737.9 | 712.1 | 665.3 | 4,311.6 | -1.29% | -2.03% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | DR | 0.7 | 16.6 | 16.8 | 16.4 | 98.6 | 17.6 | 17.2 | 17.3 | 101.9 | -4.41% | -3.24% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | MB | 19.6 | 524.7 | 453.1 | 436.4 | 3,010.3 | 557.3 | 543.9 | 561.1 | 3,244.3 | -14.93% | -7.21% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | VP | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 3.4 | 3.2 | 3.2 | 18.9 | -100.00% | -94.71% |
| WA Vancouver | Clark Co Pub Trp Benefit Area | TOTAL | 20.3 | 541.3 | 469.9 | 452.8 | 3,109.9 | 578.3 | 564.3 | 581.6 | 3,365.1 | -15.09% | -7.58% |

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '05 (000's) | Trips for May '05 (000's) | Trips for Jun '05 (000's) | Trips Thru Jun '05 (000's) | Trips for Apr '04 (000's) | Trips for May '04 (000's) | Trips for Jun '04 (000's) | Trips Thru Jun '04 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| WA Wenatchee | Chelan-Douglas PTBA | DR | 0.3 | 7.5 | 7.3 | 7.7 | 45.9 | 8.5 | 7.9 | 8.3 | 51.8 | -8.91% | -11.39% |
| WA Wenatchee | Chelan-Douglas PTBA | MB | 2.3 | 59.5 | 56.5 | 56.5 | 334.7 | 54.6 | 50.7 | 51.0 | 295.0 | 10.36% | 13.46% |
| WA Wenatchee | Chelan-Douglas PTBA | TOTAL | 2.6 | 67.0 | 63.8 | 64.2 | 380.6 | 63.1 | 58.6 | 59.3 | 346.8 | 7.73% | 9.75% |
| WI Kenosha | Kenosha Transit | DRP | 0.1 | 1.2 | 1.2 | 1.2 | 7.1 | 1.6 | 1.5 | 1.5 | 8.8 | -21.74% | -19.32% |
| WI Kenosha | Kenosha Transit | LR | 0.2 | 3.7 | 4.8 | 7.5 | 20.3 | 4.0 | 5.1 | 6.3 | 20.7 | 3.90% | -1.93% |
| WI Kenosha | Kenosha Transit | MB | 6.2 | 162.0 | 158.0 | 83.4 | 850.5 | 139.0 | 154.0 | 92.0 | 866.1 | 4.78% | -1.80% |
| WI Kenosha | Kenosha Transit | TOTAL | 6.6 | 166.9 | 164.0 | 92.1 | 877.9 | 144.6 | 160.6 | 99.8 | 895.6 | 4.44% | -1.98% |
| WI La Crosse | La Crosse Municipal Tran Util | DRP | NA | 5.9 | 5.6 | NA | NA | 6.4 | 6.0 | 6.3 | 37.5 | NA | NA |
| WI La Crosse | La Crosse Municipal Tran Util | MB | 3.3 | 81.2 | 69.9 | 61.7 | 449.6 | 79.0 | 67.8 | 64.2 | 433.2 | 0.85% | 3.79% |
| WI La Crosse | La Crosse Municipal Tran Util | TOTAL | NA | 87.1 | 75.5 | NA | NA | 85.4 | 73.8 | 70.5 | 470.7 | NA | NA |
| WI Madison | Madison Metro Transit System | DR | NA | 5.9 | 5.6 | NA | NA | 5.5 | 5.3 | 5.5 | 31.4 | NA | NA |
| WI Madison | Madison Metro Transit System | DRP | NA | 16.4 | 16.3 | NA | NA | 14.7 | 13.4 | 13.5 | 87.7 | NA | NA |
| WI Madison | Madison Metro Transit System | MB | NA | 1,081.8 | 841.3 | NA | NA | 1,039.9 | 824.6 | 674.1 | 5,691.7 | NA | NA |
| WI Madison | Madison Metro Transit System | TOTAL | NA | 1,104.1 | 863.2 | NA | NA | 1,060.1 | 843.3 | 693.1 | 5,810.8 | NA | NA |
| WI Milwaukee | Milwaukee County Tr Sys | DRP | 3.7 | 86.1 | 85.3 | 86.3 | 508.9 | 87.7 | 82.5 | 85.5 | 508.8 | 0.78% | 0.02% |
| WI Milwaukee | Milwaukee County Tr Sys | MB | 179.9 | 4,812.0 | 4,642.6 | 3,924.0 | 27,389.0 | 4,622.1 | 4,444.0 | 4,130.8 | 27,439.4 | 1.38% | -0.18% |
| WI Milwaukee | Milwaukee County Tr Sys | VP | 0.1 | 2.8 | 2.5 | 2.3 | 16.0 | 3.0 | 2.8 | 2.9 | 16.8 | -12.64% | -4.76% |
| WI Milwaukee | Milwaukee County Tr Sys | TOTAL | 183.7 | 4,900.9 | 4,730.4 | 4,012.6 | 27,913.9 | 4,712.8 | 4,529.3 | 4,219.2 | 27,965.0 | 1.36% | -0.18% |
| WI Racine | Belle Urban System | DRP | 0.1 | 1.5 | 1.4 | 1.5 | 9.0 | 1.8 | 1.7 | 1.7 | 10.1 | -15.38% | -10.89% |
| WI Racine | Belle Urban System | MB | 5.4 | 135.4 | 133.5 | 112.6 | 782.4 | 125.6 | 123.9 | 111.7 | 767.2 | 5.62% | 1.98% |
| WI Racine | Belle Urban System | TOTAL | 5.5 | 136.9 | 134.9 | 114.1 | 791.4 | 127.4 | 125.6 | 113.4 | 777.3 | 5.32% | 1.81% |
| WI Waukesha | Waukesha Metro Transit | DR | 0.1 | 3.0 | 2.8 | 2.6 | 16.7 | 2.6 | 2.5 | 2.3 | 14.5 | 13.51% | 15.17% |
| WI Waukesha | Waukesha Metro Transit | MB | 4.5 | 108.9 | 105.6 | 98.1 | 621.8 | 107.1 | 99.8 | 97.8 | 617.5 | 2.59% | 0.70% |
| WI Waukesha | Waukesha Metro Transit | TOTAL | 4.6 | 111.9 | 108.4 | 100.7 | 638.5 | 109.7 | 102.3 | 100.1 | 632.0 | 2.85% | 1.03% |
| WV Parkersburg | Mid-Ohio Valley Transit Auth | DR | 0.0 | 0.5 | 0.5 | 0.5 | 2.9 | 0.7 | 0.7 | 0.7 | 4.2 | -28.57% | -30.95% |
| WV Parkersburg | Mid-Ohio Valley Transit Auth | MB | 0.9 | 21.7 | 20.7 | 21.4 | 124.6 | 20.5 | 19.5 | 19.9 | 118.9 | 6.51% | 4.79% |
| WV Parkersburg | Mid-Ohio Valley Transit Auth | TOTAL | 0.9 | 22.2 | 21.2 | 21.9 | 127.5 | 21.2 | 20.2 | 20.6 | 123.1 | 5.32% | 3.57% |

APTA TRANSIT RIDERSHIP REPORT

| CANADA | | | Average | Trips for | Trips for | Trips for | Trips Thru | Trips for | Trips for | Trips for | Trips Thru | Quarterly | Year- | |
|-------------------|----------------|------------------------------------|---------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|---------|--------|
| Province and City | Transit Agency | Mode | Weekday | Apr '05 | May '05 | Jun '05 | Jun '05 | Apr '04 | May '04 | Jun '04 | Jun '04 | Change | to-Date | |
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | Change | |
| AB | Calgary | Calgary Transit | LR | 178.2 | 4,387.1 | 4,312.7 | 4,238.7 | 26,205.0 | 3,810.4 | 3,822.9 | 3,912.6 | 23,635.7 | 12.06% | 10.87% |
| AB | Calgary | Calgary Transit | MB | 226.8 | 5,583.6 | 5,488.9 | 5,394.7 | 33,351.8 | 5,715.6 | 5,734.3 | 5,868.8 | 35,453.4 | -4.92% | -5.93% |
| AB | Calgary | Calgary Transit | TOTAL | NA | 9,970.7 | 9,801.6 | 9,633.4 | 59,556.8 | 9,526.0 | 9,557.2 | 9,781.4 | 59,089.1 | 1.87% | 0.79% |
| AB | Edmonton | Edmonton Transit System | LR | NA | 559.1 | 501.7 | 501.1 | 3,340.2 | 537.1 | 485.9 | 522.6 | 3,300.9 | 1.05% | 1.19% |
| AB | Edmonton | Edmonton Transit System | MB | NA | 3,551.9 | 3,187.6 | 3,183.4 | 21,220.2 | 3,412.4 | 3,087.1 | 3,320.1 | 20,970.3 | 1.05% | 1.19% |
| AB | Edmonton | Edmonton Transit System | TOTAL | NA | 4,111.0 | 3,689.3 | 3,684.5 | 24,560.4 | 3,949.5 | 3,573.0 | 3,842.7 | 24,271.2 | 1.05% | 1.19% |
| BC | Burnaby | Greater Vancouver Transp Auth | AG | NA | 5,163.9 | 5,423.3 | 5,626.5 | 32,048.7 | 5,065.5 | 5,401.6 | 5,555.7 | 32,135.3 | 1.19% | -0.27% |
| BC | Burnaby | Greater Vancouver Transp Auth | CRP | NA | 172.8 | 177.9 | 185.1 | 1,062.2 | 154.0 | 163.4 | 182.0 | 1,029.3 | 7.29% | 3.20% |
| BC | Burnaby | Greater Vancouver Transp Auth | DRP | NA | 114.7 | 114.1 | 90.7 | 644.5 | 111.9 | 108.6 | 118.4 | 676.9 | -5.72% | -4.79% |
| BC | Burnaby | Greater Vancouver Transp Auth | FB | NA | 383.6 | 407.5 | 426.3 | 2,309.4 | 380.0 | 392.8 | 425.3 | 2,298.1 | 1.61% | 0.49% |
| BC | Burnaby | Greater Vancouver Transp Auth | MB | NA | 10,076.4 | 11,035.0 | 11,489.1 | 64,695.0 | 9,984.7 | 11,255.6 | 11,963.0 | 65,314.4 | -1.82% | -0.95% |
| BC | Burnaby | Greater Vancouver Transp Auth | TB | NA | 5,370.1 | 5,881.2 | 6,172.0 | 34,556.8 | 5,476.2 | 6,166.5 | 6,619.1 | 35,966.1 | -4.59% | -3.92% |
| BC | Burnaby | Greater Vancouver Transp Auth | TOTAL | NA | 21,281.5 | 23,039.0 | 23,989.7 | 135,316.6 | 21,172.3 | 23,488.5 | 24,863.5 | 137,420.1 | -1.75% | -1.53% |
| BC | Victoria | BC Transit | DRP | 1.5 | 32.8 | 32.0 | 33.7 | 189.9 | 29.5 | 29.2 | 33.1 | 180.9 | 7.30% | 4.98% |
| BC | Victoria | BC Transit | MB | 73.0 | 2,010.4 | 1,840.6 | 1,851.1 | 11,879.3 | 1,862.3 | 1,755.3 | 1,814.8 | 11,453.1 | 4.96% | 3.72% |
| BC | Victoria | BC Transit | TOTAL | NA | 2,043.2 | 1,872.6 | 1,884.8 | 12,069.2 | 1,891.8 | 1,784.5 | 1,847.9 | 11,634.0 | 5.00% | 3.74% |
| ON | Brampton | Brampton Transit | MB | NA | 741.9 | 741.7 | 748.9 | 4,320.3 | 678.7 | 696.9 | 713.7 | 4,092.1 | 6.85% | 5.58% |
| ON | Brampton | Brampton Transit | TOTAL | NA | 741.9 | 741.7 | 748.9 | 4,320.3 | 678.7 | 696.9 | 713.7 | 4,092.1 | 6.85% | 5.58% |
| ON | Ottawa | OC Transpo/Para Transpo | DRP | 2.6 | 67.7 | 66.7 | 65.1 | 398.2 | 63.9 | 64.7 | 63.4 | 393.9 | 3.91% | 1.09% |
| ON | Ottawa | OC Transpo/Para Transpo | LR | 7.2 | 204.9 | 157.3 | 159.2 | 1,269.5 | 180.7 | 141.6 | 158.1 | 1,152.0 | 8.53% | 10.20% |
| ON | Ottawa | OC Transpo/Para Transpo | MB | 423.8 | 10,653.7 | 10,157.1 | 10,073.8 | 63,929.9 | 10,507.0 | 9,966.6 | 10,014.1 | 64,085.2 | 1.30% | -0.24% |
| ON | Ottawa | OC Transpo/Para Transpo | TOTAL | NA | 10,926.3 | 10,381.1 | 10,298.1 | 65,597.6 | 10,751.6 | 10,172.9 | 10,235.6 | 65,631.1 | 1.43% | -0.05% |
| ON | Toronto | GO Transit | CRP | 138.8 | 3,072.3 | 3,028.8 | 3,185.6 | 18,625.9 | 2,999.6 | 2,859.1 | 3,069.6 | 18,238.7 | 4.01% | 2.12% |
| ON | Toronto | GO Transit | MB | 29.9 | 770.0 | 720.8 | 776.5 | 4,832.4 | 722.1 | 723.1 | 747.2 | 4,584.7 | 3.42% | 5.40% |
| ON | Toronto | GO Transit | TOTAL | NA | 3,842.3 | 3,749.6 | 3,962.1 | 23,458.3 | 3,721.7 | 3,582.2 | 3,816.8 | 22,823.4 | 3.90% | 2.78% |
| ON | Toronto | Toronto Transit Commission | DR | 3.1 | 77.2 | 74.7 | 93.9 | 486.7 | 71.0 | 73.3 | 91.2 | 476.4 | 4.37% | 2.16% |
| ON | Toronto | Toronto Transit Commission | DRP | 3.1 | 71.1 | 72.9 | 89.6 | 452.3 | 65.7 | 72.3 | 82.4 | 423.2 | 5.99% | 6.88% |
| ON | Toronto | Toronto Transit Commission | HR | 830.4 | 21,377.2 | 21,454.3 | 21,520.3 | 130,060.2 | 20,823.7 | 21,088.5 | 20,866.3 | 127,090.9 | 2.51% | 2.34% |
| ON | Toronto | Toronto Transit Commission | IR | 43.7 | 1,232.7 | 1,247.0 | 1,230.0 | 7,510.8 | 1,302.8 | 1,336.4 | 1,282.3 | 7,232.0 | -5.40% | 3.86% |
| ON | Toronto | Toronto Transit Commission | LR | 245.5 | 6,921.8 | 7,011.2 | 6,768.3 | 41,167.9 | 7,457.8 | 7,720.1 | 6,949.3 | 43,666.5 | -6.44% | -5.72% |
| ON | Toronto | Toronto Transit Commission | MB | 1,194.8 | 30,657.3 | 30,838.7 | 30,295.7 | 182,390.1 | 29,989.0 | 30,527.7 | 30,019.5 | 178,477.8 | 1.39% | 2.19% |
| ON | Toronto | Toronto Transit Commission | TOTAL | NA | 60,337.3 | 60,698.8 | 59,997.8 | 362,068.0 | 59,710.0 | 60,818.3 | 59,291.0 | 357,366.8 | 0.68% | 1.32% |
| QC | Montreal | Agence Metropolitaine de Transport | CRP | 55.0 | 1,231.2 | 1,191.9 | 1,112.9 | 7,373.7 | 1,200.0 | 1,118.9 | 1,115.9 | 7,209.6 | 2.95% | 2.28% |
| QC | Montreal | Agence Metropolitaine de Transport | TOTAL | NA | 1,231.2 | 1,191.9 | 1,112.9 | 7,373.7 | 1,200.0 | 1,118.9 | 1,115.9 | 7,209.6 | 2.95% | 2.28% |

APTA TRANSIT RIDERSHIP REPORT

| CANADA | | | Average | Trips for | Trips for | Trips for | Trips Thru | Trips for | Trips for | Trips for | Trips Thru | Year- | | |
|-------------------|----------------|----------------------------------|---------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|---------|---------|
| Province and City | Transit Agency | Mode | Weekday | Apr '05 | May '05 | Jun '05 | Jun '05 | Apr '04 | May '04 | Jun '04 | Jun '04 | Quarterly | | |
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | Change | | |
| | | | | | | | | | | | | to-Date | | |
| | | | | | | | | | | | | Change | | |
| QC | Montreal | Societe de transport de Montreal | DR | 1.5 | 35.7 | 37.4 | 34.3 | 210.5 | 41.9 | 40.8 | 38.8 | 238.8 | -11.60% | -11.85% |
| QC | Montreal | Societe de transport de Montreal | DRP | 4.7 | 110.4 | 111.3 | 108.2 | 639.6 | 88.9 | 92.0 | 86.7 | 532.6 | 23.28% | 20.09% |
| QC | Montreal | Societe de transport de Montreal | HR | 902.8 | 23,564.7 | 22,749.5 | 22,325.9 | 139,008.4 | 23,824.2 | 22,353.3 | 21,917.8 | 140,038.2 | 0.80% | -0.74% |
| QC | Montreal | Societe de transport de Montreal | MB | 1,181.8 | 31,751.4 | 30,653.0 | 30,082.3 | 187,302.1 | 32,101.2 | 30,119.3 | 29,532.5 | 188,690.2 | 0.80% | -0.74% |
| QC | Montreal | Societe de transport de Montreal | TOTAL | NA | 55,462.2 | 53,551.2 | 52,550.7 | 327,160.6 | 56,056.2 | 52,605.4 | 51,575.8 | 329,499.8 | 0.83% | -0.71% |
| SK | Saskatoon | City of Saskatoon | MB | NA | 767.4 | 577.5 | 521.6 | 4,596.2 | 730.9 | 612.5 | 538.6 | 4,595.3 | -0.82% | 0.02% |
| SK | Saskatoon | City of Saskatoon | TOTAL | NA | 767.4 | 577.5 | 521.6 | 4,596.2 | 730.9 | 612.5 | 538.6 | 4,595.3 | -0.82% | 0.02% |