

## TRANSIT RIDERSHIP REPORT

### First Quarter 2014

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

| Period        |           |           | % Change  |
|---------------|-----------|-----------|-----------|
|               | 2014      | 2013      | 2013-2014 |
| JANUARY       | 840,262   | 867,852   | -3.18%    |
| FEBRUARY      | 817,675   | 823,130   | -0.66%    |
| MARCH         | 919,218   | 903,468   | 1.74%     |
| First Quarter | 2,577,155 | 2,594,449 | -0.67%    |

CALENDAR COMPARISON

|           | JANUARY |      | FEBRUARY |      | MARCH |      |
|-----------|---------|------|----------|------|-------|------|
|           | 2014    | 2013 | 2014     | 2013 | 2014  | 2013 |
| Weekdays  | 21      | 21   | 19       | 19   | 21    | 21   |
| Saturdays | 4       | 4    | 4        | 4    | 5     | 5    |
| Sundays   | 4       | 4    | 4        | 4    | 5     | 5    |
| Holidays  | 2       | 2    | 1        | 1    | 0     | 0    |

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS \*

| MODE                        | CURRENT YEAR (a)(b) |                    |                    |                                | PRECEDING YEAR (a)(b) |                    |                    |                               | % CHANGE (b)      |
|-----------------------------|---------------------|--------------------|--------------------|--------------------------------|-----------------------|--------------------|--------------------|-------------------------------|-------------------|
|                             | JAN '14<br>(000's)  | FEB '14<br>(000's) | MAR '14<br>(000's) | JAN '14-<br>MAR '14<br>(000's) | JAN '13<br>(000's)    | FEB '13<br>(000's) | MAR '13<br>(000's) | JAN '13<br>MAR '13<br>(000's) | 1st Qtr<br>Change |
| <b>Heavy Rail</b>           | 302,004             | 288,961            | 331,796            | 922,761                        | 305,960               | 280,540            | 320,118            | 906,618                       | 1.78%             |
| <b>Light Rail</b>           | 41,937              | 39,563             | 45,433             | 126,932                        | 40,313                | 38,853             | 43,855             | 123,020                       | 3.18%             |
| <b>Commuter Rail</b>        | 37,878              | 36,262             | 40,624             | 114,764                        | 37,937                | 35,543             | 40,013             | 113,492                       | 1.12%             |
| <b>Trolleybus</b>           | 7,445               | 6,858              | 7,782              | 22,085                         | 7,434                 | 7,034              | 7,865              | 22,332                        | -1.11%            |
| <b>Bus Population Group</b> |                     |                    |                    |                                |                       |                    |                    |                               |                   |
| 2,000,000+                  | 283,113             | 275,193            | 315,561            | 873,867                        | 301,625               | 288,855            | 315,616            | 906,096                       | -3.56%            |
| 500,000 to 1,999,999        | 80,910              | 79,773             | 86,195             | 246,878                        | 85,138                | 81,895             | 86,014             | 253,046                       | -2.44%            |
| 100,000 to 499,999          | 39,484              | 41,664             | 40,424             | 121,572                        | 40,609                | 41,790             | 40,039             | 122,439                       | -0.71%            |
| Below 100,000               | 17,019              | 20,303             | 17,686             | 55,007                         | 17,284                | 19,717             | 16,903             | 53,904                        | 2.05%             |
| <b>Bus Total</b>            | 420,526             | 416,933            | 459,866            | 1,297,325                      | 444,656               | 432,257            | 458,572            | 1,335,485                     | -2.86%            |
| <b>Demand Response</b>      | 16,657              | 16,260             | 18,333             | 51,250                         | 17,454                | 16,396             | 17,899             | 51,750                        | -0.97%            |
| <b>Other (c)</b>            | 13,816              | 12,838             | 15,384             | 42,039                         | 14,098                | 12,507             | 15,146             | 41,751                        | 0.69%             |
| <b>United States Total</b>  | 840,262             | 817,675            | 919,218            | 2,577,155                      | 867,852               | 823,130            | 903,468            | 2,594,449                     | -0.67%            |
| <b>Canada</b>               | 191,655             | 182,499            | 193,071            | 567,224                        | 188,619               | 182,241            | 192,662            | 563,522                       | 0.66%             |

\* Preliminary information based on data from reporting systems.

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

(a) Transit agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2010 U.S. Census Population.

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

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

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

## HEAVY RAIL TRANSIT RIDERSHIP REPORT First Quarter 2014

### ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

|                        |                             | CURRENT YEAR (a)(b) |                  |                  |                  | PRECEDING YEAR (a)(b) |                  |                  |                  | % CHANGE (b)     |                |
|------------------------|-----------------------------|---------------------|------------------|------------------|------------------|-----------------------|------------------|------------------|------------------|------------------|----------------|
| <u>State and</u>       |                             | <u>AVG</u>          |                  |                  |                  | <u>JAN '14-</u>       |                  |                  |                  | <u>JAN '13-</u>  | <u>1st Qtr</u> |
| <u>Primary City</u>    | <u>Transit Agency</u>       | <u>WKDY</u>         | <u>JAN '14</u>   | <u>FEB '14</u>   | <u>MAR '14</u>   | <u>MAR '14</u>        | <u>JAN '13</u>   | <u>FEB '13</u>   | <u>MAR '13</u>   | <u>MAR '13</u>   | <u>Change</u>  |
|                        |                             | (000's)             | (000's)          | (000's)          | (000's)          | (000's)               | (000's)          | (000's)          | (000's)          | (000's)          |                |
| CA Los Angeles         | Los Angeles County MTA      | 156.5               | 4,349.1          | 3,869.5          | 4,013.4          | 12,232.0              | 4,248.7          | 3,838.8          | 4,198.7          | 12,286.2         | -0.44%         |
| CA San Francisco       | San Francisco Bay Area RTD  | 418.1               | 10,275.3         | 9,708.5          | 10,834.1         | 30,817.9              | 10,044.6         | 9,720.8          | 10,677.8         | 30,443.2         | 1.23%          |
| DC Washington          | Washington Metro Area TA    | 850.2               | 19,954.7         | 18,890.9         | 21,971.9         | 60,817.5              | 22,644.1         | 20,535.4         | 23,377.9         | 66,557.4         | -8.62%         |
| FL Miami               | Miami-Dade Transit Agency   | 75.9                | 1,820.3          | 1,784.1          | 1,932.8          | 5,537.2               | 1,760.8          | 1,683.4          | 1,903.4          | 5,347.6          | 3.55%          |
| GA Atlanta             | Metro Atlanta Rapid Tr Auth | 213.6               | 5,110.3          | 4,932.4          | 5,775.3          | 15,818.0              | 5,945.8          | 5,300.1          | 5,627.3          | 16,873.2         | -6.25%         |
| IL Chicago             | Chicago Transit Authority   | 778.8               | 17,461.0         | 17,800.3         | 20,074.2         | 55,335.5              | 17,892.6         | 17,070.4         | 18,528.8         | 53,491.8         | 3.45%          |
| MA Boston              | Massachusetts Bay Tr Auth   | 540.3               | 13,179.5         | 12,826.7         | 14,615.5         | 40,621.7              | 13,268.1         | 12,046.1         | 14,369.5         | 39,683.7         | 2.36%          |
| MD Baltimore           | Maryland Transit Admin      | 42.3                | 1,110.4          | 1,077.7          | 1,201.4          | 3,389.5               | 1,253.7          | 1,217.3          | 1,252.6          | 3,723.6          | -8.97%         |
| NJ Jersey City         | Port Authority of NY & NJ   | 237.5               | 5,724.3          | 5,291.7          | 6,134.2          | 17,150.2              | 5,316.3          | 5,153.2          | 5,938.6          | 16,408.1         | 4.52%          |
| NJ Lindenwold          | Port Authority Transit Corp | 35.3                | 819.5            | 761.2            | 852.3            | 2,433.0               | 903.7            | 813.9            | 895.6            | 2,613.2          | -6.90%         |
| NY New York            | MTA New York City Transit   | 8,471.8             | 213,159.4        | 202,466.1        | 232,268.8        | 647,894.3             | 213,146.2        | 193,035.8        | 221,264.8        | 627,446.8        | 3.26%          |
| NY New York            | MTA Staten Island Railway   | 25.3                | 591.2            | 522.3            | 618.9            | 1,732.4               | 605.8            | 522.6            | 567.4            | 1,695.8          | 2.16%          |
| OH Cleveland           | Greater Cleveland Reg TA    | NA                  | 516.6            | 474.5            | 550.9            | 1,542.0               | 532.8            | 528.1            | 554.4            | 1,615.3          | -4.54%         |
| PA Philadelphia        | Southeastern Penn TA        | 326.3               | 7,004.1          | 7,616.6          | 9,928.6          | 24,549.3              | 7,357.2          | 8,102.2          | 10,071.0         | 25,530.4         | -3.84%         |
| PR San Juan            | Puerto Rico DOT             | 45.3                | 928.3            | 938.8            | 1,023.4          | 2,890.5               | 1,040.0          | 972.3            | 889.7            | 2,902.0          | -0.40%         |
| <b>REPORTED TOTAL</b>  |                             | <b>12,217.2</b>     | <b>302,004.0</b> | <b>288,961.3</b> | <b>331,795.7</b> | <b>922,761.0</b>      | <b>305,960.4</b> | <b>280,540.4</b> | <b>320,117.5</b> | <b>906,618.3</b> | <b>1.78%</b>   |
| <b>PROJECTED TOTAL</b> |                             |                     | <b>302,004.0</b> | <b>288,961.3</b> | <b>331,795.7</b> | <b>922,761.0</b>      | <b>305,960.4</b> | <b>280,540.4</b> | <b>320,117.5</b> | <b>906,618.3</b> | <b>1.78%</b>   |

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

(a) Transit agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2010 U.S. Census Population.

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

**LIGHT RAIL**  
**TRANSIT RIDERSHIP REPORT**  
**First Quarter 2014**

**ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS**

|                     |                                | CURRENT YEAR (a)(b) |                |                |                | PRECEDING YEAR (a)(b) |                |                |                | % CHANGE (b)    |                |
|---------------------|--------------------------------|---------------------|----------------|----------------|----------------|-----------------------|----------------|----------------|----------------|-----------------|----------------|
| <u>State and</u>    |                                | <u>AVG</u>          |                |                |                | <u>JAN '14-</u>       |                |                |                | <u>JAN '13-</u> | <u>1st Qtr</u> |
| <u>Primary City</u> | <u>Transit Agency</u>          | <u>WKDY</u>         | <u>JAN '14</u> | <u>FEB '14</u> | <u>MAR '14</u> | <u>MAR '14</u>        | <u>JAN '13</u> | <u>FEB '13</u> | <u>MAR '13</u> | <u>MAR '13</u>  | <u>Change</u>  |
|                     |                                | (000's)             | (000's)        | (000's)        | (000's)        | (000's)               | (000's)        | (000's)        | (000's)        | (000's)         |                |
| AZ Phoenix          | Valley Metro Rail, Inc.        | 47.6                | 1,274.0        | 1,214.0        | 1,322.2        | 3,810.2               | 1,218.8        | 1,190.1        | 1,256.7        | 3,665.6         | 3.94%          |
| CA Los Angeles      | Los Angeles County MTA         | 194.9               | 5,357.0        | 4,852.2        | 5,284.7        | 15,493.9              | 5,430.0        | 4,919.5        | 5,347.6        | 15,697.1        | -1.29%         |
| CA Oceanside        | North County Transit District  | 8.7                 | 213.6          | 211.9          | 224.4          | 649.9                 | 195.5          | 213.7          | 62.5           | 471.7           | 37.78%         |
| CA Sacramento       | Sacramento Reg Tr Dist         | 47.3                | 1,138.8        | 1,042.4        | 1,225.7        | 3,406.9               | 1,199.3        | 1,120.4        | 1,177.4        | 3,497.1         | -2.58%         |
| CA San Diego        | San Diego Metrop Transit Syste | 120.6               | 3,268.9        | 3,019.9        | 3,367.6        | 9,656.4               | 2,089.2        | 2,240.9        | 2,326.3        | 6,656.4         | 45.07%         |
| CA San Francisco    | San Francisco Muni Rwy         | 214.3               | 4,486.9        | 4,143.3        | 4,859.2        | 13,489.4              | 4,217.4        | 4,031.6        | 4,690.4        | 12,939.4        | 4.25%          |
| CA San Jose         | Santa Clara Valley Trp Auth    | 34.7                | 862.9          | 844.3          | 940.9          | 2,648.1               | 837.8          | 841.0          | 915.0          | 2,593.8         | 2.09%          |
| CO Denver           | Regional Trp District          | 81.8                | 2,276.8        | 1,946.0        | 1,959.3        | 6,182.1               | 1,574.8        | 1,630.6        | 1,675.8        | 4,881.2         | 26.65%         |
| FL Tampa            | Hillsborough Area Reg TA       | 0.7                 | 28.4           | 24.4           | 29.4           | 82.2                  | 32.4           | 26.5           | 32.8           | 91.7            | -10.36%        |
| LA New Orleans      | Regional Transit Auth          | 19.1                | 489.8          | 475.4          | 669.9          | 1,635.1               | 307.5          | 516.8          | 691.3          | 1,515.6         | 7.88%          |
| MA Boston           | Massachusetts Bay Tr Auth      | 210.0               | 5,357.3        | 5,315.1        | 5,860.4        | 16,532.8              | 5,724.2        | 5,291.6        | 6,270.6        | 17,286.4        | -4.36%         |
| MD Baltimore        | Maryland Transit Admin         | 23.1                | 618.8          | 502.5          | 696.8          | 1,818.1               | 634.8          | 603.1          | 669.7          | 1,907.6         | -4.69%         |
| MN Minneapolis      | Metro Transit                  | 24.6                | 680.1          | 602.9          | 698.5          | 1,981.5               | 777.0          | 684.4          | 772.4          | 2,233.8         | -11.29%        |
| MO Saint Louis      | Bi-State Dev Agency            | 49.0                | 1,234.9        | 1,201.4        | 1,425.0        | 3,861.3               | 1,292.1        | 1,269.6        | 1,365.4        | 3,927.1         | -1.68%         |
| NC Charlotte        | Charlotte Area Transit         | 14.0                | 390.2          | 376.8          | 429.3          | 1,196.3               | 397.3          | 373.1          | 423.4          | 1,193.8         | 0.21%          |
| NJ Newark           | New Jersey Transit Corp        | NA                  | 1,564.1        | 1,550.8        | 1,810.4        | 4,925.3               | 1,589.2        | 1,576.6        | 1,714.7        | 4,880.5         | 0.92%          |
| NY Buffalo          | Niagara Frontier Trp Auth      | 15.7                | 396.6          | 368.5          | 397.1          | 1,162.2               | 510.2          | 512.0          | 535.3          | 1,557.5         | -25.38%        |
| OH Cleveland        | Greater Cleveland Reg TA       | NA                  | 215.0          | 189.8          | 220.0          | 624.8                 | 239.9          | 218.3          | 223.9          | 682.1           | -8.40%         |
| OR Portland         | Tri-County Metro Trp Dist      | 114.6               | 3,030.4        | 2,830.4        | 3,180.4        | 9,041.2               | 3,018.9        | 2,839.2        | 3,221.9        | 9,080.0         | -0.43%         |
| PA Philadelphia     | Southeastern Penn TA           | 107.3               | 2,303.4        | 2,465.3        | 3,317.1        | 8,085.8               | 2,504.4        | 2,732.2        | 3,404.4        | 8,641.0         | -6.43%         |
| PA Pittsburgh       | Port Auth of Allegheny Co      | 26.7                | 615.5          | 581.4          | 665.5          | 1,862.4               | 664.9          | 614.5          | 661.5          | 1,940.9         | -4.04%         |
| TN Memphis          | Memphis Area Transit Auth      | 2.4                 | 62.8           | 65.3           | 93.5           | 221.6                 | 80.8           | 84.8           | 119.7          | 285.3           | -22.33%        |
| TX Dallas           | Dallas Area Rapid Transit      | 92.8                | 2,355.4        | 2,199.2        | 2,496.3        | 7,050.9               | 2,411.5        | 2,152.0        | 2,478.0        | 7,041.5         | 0.13%          |
| TX Houston          | Metro Tr Auth of Harris Co     | 42.6                | 1,029.5        | 1,026.1        | 1,513.4        | 3,569.0               | 928.0          | 922.4          | 1,296.5        | 3,146.9         | 13.41%         |
| UT Salt Lake City   | Utah Transit Authority         | 65.8                | 1,657.3        | 1,523.0        | 1,664.5        | 4,844.8               | 1,486.8        | 1,338.9        | 1,511.2        | 4,336.9         | 11.71%         |

| <u>State and</u>           |                         | <u>AVG</u>     |                 |                 |                 | <u>JAN '14-</u>  |                 |                 |                 | <u>JAN '13-</u>  | <u>1st Qtr</u> |
|----------------------------|-------------------------|----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|----------------|
| <u>Primary City</u>        | <u>Transit Agency</u>   | <u>WKDY</u>    | <u>JAN '14</u>  | <u>FEB '14</u>  | <u>MAR '14</u>  | <u>MAR '14</u>   | <u>JAN '13</u>  | <u>FEB '13</u>  | <u>MAR '13</u>  | <u>MAR '13</u>   | <u>Change</u>  |
|                            |                         | (000's)        | (000's)         | (000's)         | (000's)         | (000's)          | (000's)         | (000's)         | (000's)         | (000's)          |                |
| VA Hampton                 | Hampton Roads Transit   | 4.3            | 104.2           | 119.6           | 121.4           | 345.2            | 124.2           | 134.8           | 128.2           | 387.2            | -10.85%        |
| WA Seattle                 | King County Dept of Trp | 2.3            | 55.1            | 54.4            | 56.4            | 165.9            | 63.2            | 57.6            | 61.6            | 182.4            | -9.05%         |
| WA Seattle                 | Sound Transit           | 32.8           | 869.0           | 816.9           | 903.2           | 2,589.1          | 762.5           | 716.5           | 820.8           | 2,299.8          | 12.58%         |
| <b>REPORTED TOTAL</b>      |                         | <b>1,597.7</b> | <b>41,936.7</b> | <b>39,563.2</b> | <b>45,432.5</b> | <b>126,932.4</b> | <b>40,312.6</b> | <b>38,852.7</b> | <b>43,855.0</b> | <b>123,020.3</b> | <b>3.18%</b>   |
| <b>PROJECTED TOTAL (c)</b> |                         |                | <b>41,936.7</b> | <b>39,563.2</b> | <b>45,432.5</b> | <b>126,932.4</b> | <b>40,312.6</b> | <b>38,852.7</b> | <b>43,855.0</b> | <b>123,020.3</b> | <b>3.18%</b>   |

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

(c) Includes missing agencies (Central Arkansas TA).

(e) City of Galveston light rail service suspended starting in September 2008 due to hurricane damage.

**COMMUTER RAIL**  
**TRANSIT RIDERSHIP REPORT**  
**First Quarter 2014**

**ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS**

| <u>State and</u><br><u>Primary City</u> | <u>Transit Agency</u>              | CURRENT YEAR (a)(b)                  |                           |                           |                           | PRECEDING YEAR (a)(b)                        |                           |                           |                           | <u>% CHANGE (b)</u> |         |
|---|------------------------------------|--------------------------------------|---------------------------|---------------------------|---------------------------|--|---------------------------|---------------------------|---------------------------|---------------------|---------|
|   |                                    | <u>AVG</u><br><u>WKDY</u><br>(000's) | <u>JAN '14</u><br>(000's) | <u>FEB '14</u><br>(000's) | <u>MAR '14</u><br>(000's) | <u>JAN '14-</u><br><u>MAR '14</u><br>(000's) | <u>JAN '13</u><br>(000's) | <u>FEB '13</u><br>(000's) | <u>MAR '13</u><br>(000's) |                     |         |
| AK Anchorage                            | Alaska Railroad Corporation        | 0.2                                  | 0.5                       | 1.3                       | 2.3                       | 4.1  | 0.5                       | 1.1                       | 2.1                       | 3.7                 | 10.81%  |
| CA Los Angeles                          | Southern California RRA            | 41.3                                 | 953.0                     | 888.5                     | 960.3                     | 2,801.8                                      | 973.1                     | 910.3                     | 999.2                     | 2,882.6             | -2.80%  |
| CA Oakland                              | Capitol Corridor Joint Powers Auth | 4.2                                  | 108.8                     | 102.8                     | 116.9                     | 328.5  | 134.5                     | 125.4                     | 143.8                     | 403.7               | -18.63% |
| CA Oceanside                            | North County Transit District      | 5.4                                  | 130.4                     | 120.7                     | 130.7                     | 381.8  | 118.1                     | 118.5                     | 130.2                     | 366.8               | 4.09%   |
| CA San Carlos                           | Caltrain                           | 51.3                                 | 1,349.9                   | 1,247.3                   | 1,431.7                   | 4,028.9                                      | 1,232.3                   | 1,167.0                   | 1,311.0                   | 3,710.3             | 8.59%   |
| CA Stockton                             | San Joaquin Reg Rail Comm          | 4.4                                  | 94.2                      | 88.6                      | 96.1                      | 278.9  | 81.6                      | 75.2                      | 81.0                      | 237.8               | 17.28%  |
| CT New Haven                            | Connecticut DOT                    | 2.2                                  | 52.8                      | 46.8                      | 53.3                      | 152.9  | 52.4                      | 43.9                      | 55.1                      | 151.4               | 0.99%   |
| FL Pompano Beac                         | South Florida RTA (Tri-Rail)       | 15.3                                 | 384.1                     | 364.3                     | 386.1                     | 1,134.5                                      | 363.3                     | 353.0                     | 380.7                     | 1,097.0             | 3.42%   |
| IL Chicago                              | Metra                              | 281.2                                | 5,733.4                   | 5,700.6                   | 6,062.4                   | 17,496.4                                     | 5,747.2                   | 5,643.8                   | 5,985.5                   | 17,376.5            | 0.69%   |
| IN Chesterton                           | Northern IN Commuter TD            | 11.2                                 | 243.4                     | 263.6                     | 289.4                     | 796.4  | 269.6                     | 272.8                     | 290.6                     | 833.0               | -4.39%  |
| MA Boston                               | Massachusetts Bay Tr Auth          | 131.0                                | 2,996.1                   | 2,795.7                   | 3,180.6                   | 8,972.4                                      | 3,041.4                   | 2,557.1                   | 2,981.9                   | 8,580.4             | 4.57%   |
| MD Baltimore                            | Maryland Transit Admin             | 33.4                                 | 719.0                     | 652.3                     | 732.3                     | 2,103.6                                      | 746.6                     | 703.6                     | 746.3                     | 2,196.5             | -4.23%  |
| ME Portland                             | Northern NE Passenger RA           | 1.2                                  | 35.2                      | 35.3                      | 44.2                      | 114.7  | 38.9                      | 36.1                      | 45.8                      | 120.8               | -5.05%  |
| MN Minneapolis                          | Metro Transit                      | 2.4                                  | 54.5                      | 47.5                      | 54.1                      | 156.1  | 55.7                      | 52.9                      | 56.0                      | 164.6               | -5.16%  |
| NJ Newark                               | New Jersey Transit Corp            | NA                                   | 6,540.4                   | 6,307.8                   | 6,927.8                   | 19,776.0                                     | 6,211.6                   | 5,930.4                   | 6,712.0                   | 18,854.0            | 4.89%   |
| NM Albuquerque                          | New Mexico Dept of Trp             | 3.6                                  | 83.6                      | 85.2                      | 89.6                      | 258.4  | 82.1                      | 81.3                      | 91.1                      | 254.5               | 1.53%   |
| NY New York                             | MTA Long Island Rail Road          | 337.8                                | 7,731.5                   | 7,366.4                   | 8,169.1                   | 23,267.0                                     | 8,068.7                   | 7,305.0                   | 8,095.6                   | 23,469.3            | -0.86%  |
| NY New York                             | MTA Metro-North Railroad           | 274.9                                | 6,522.6                   | 5,959.2                   | 6,808.6                   | 19,290.4                                     | 6,684.0                   | 5,996.3                   | 6,997.2                   | 19,677.5            | -1.97%  |
| OR Portland                             | Tri-County Metro Trp Dist          | 2.0                                  | 44.2                      | 39.6                      | 42.0                      | 125.8  | 37.2                      | 34.0                      | 35.1                      | 106.3               | 18.34%  |
| PA Harris-Phil                          | Penn DOT (Keystone)                | 3.6                                  | 95.8                      | 85.5                      | 115.7                     | 297.0  | 47.9                      | 45.8                      | 55.8                      | 149.5               | 98.66%  |
| PA Philadelphia                         | Southeastern Penn TA               | 127.1                                | 2,733.9                   | 2,861.2                   | 3,577.9                   | 9,173.0                                      | 2,750.2                   | 2,931.8                   | 3,530.9                   | 9,212.9             | -0.43%  |
| TN Nashville                            | Regional Transp Auth               | 1.0                                  | 20.4                      | 19.4                      | 20.3                      | 60.1   | 20.2                      | 19.5                      | 21.1                      | 60.8                | -1.15%  |
| TX Austin                               | Capital Metropolitan Trp Auth      | 2.9                                  | 43.5                      | 63.9                      | 109.5                     | 216.9  | 43.8                      | 60.6                      | 113.9                     | 218.3               | -0.64%  |
| TX Dallas-Ft Worth                      | Trinity Railway Express            | 8.1                                  | 184.3                     | 167.6                     | 207.0                     | 558.9  | 165.6                     | 164.1                     | 189.4                     | 519.1               | 7.67%   |
| TX Lewisville                           | Denton County Transportation Aut   | 2.1                                  | 47.2                      | 46.7                      | 49.5                      | 143.4  | 40.8                      | 43.3                      | 44.0                      | 128.1               | 11.94%  |

| <u>State and</u>           |                          | <u>AVG</u>     |                 |                 |                 | <u>JAN '14-</u>  |                 |                 |                 | <u>JAN '13-</u>  | <u>1st Qtr</u> |
|----------------------------|--------------------------|----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|------------------|----------------|
| <u>Primary City</u>        | <u>Transit Agency</u>    | <u>WKDY</u>    | <u>JAN '14</u>  | <u>FEB '14</u>  | <u>MAR '14</u>  | <u>MAR '14</u>   | <u>JAN '13</u>  | <u>FEB '13</u>  | <u>MAR '13</u>  | <u>MAR '13</u>   | <u>Change</u>  |
|                            |                          | (000's)        | (000's)         | (000's)         | (000's)         | (000's)          | (000's)         | (000's)         | (000's)         | (000's)          |                |
| UT Salt Lake City          | Utah Transit Authority   | 15.2           | 363.4           | 324.9           | 356.7           | 1,045.0          | 292.0           | 282.1           | 309.3           | 883.4            | 18.29%         |
| VA Alexandria              | Virginia Railway Express | 17.4           | 354.9           | 327.9           | 358.0           | 1,040.8          | 392.5           | 361.5           | 369.5           | 1,123.5          | -7.36%         |
| WA Seattle                 | Sound Transit            | 11.8           | 256.8           | 251.4           | 251.8           | 760.0            | 245.1           | 226.1           | 238.8           | 710.0            | 7.04%          |
| <b>REPORTED TOTAL</b>      |                          | <b>1,392.3</b> | <b>37,877.8</b> | <b>36,262.0</b> | <b>40,623.9</b> | <b>114,763.7</b> | <b>37,936.9</b> | <b>35,542.5</b> | <b>40,012.9</b> | <b>113,492.3</b> | <b>1.12%</b>   |
| <b>PROJECTED TOTAL (c)</b> |                          |                | <b>37,877.8</b> | <b>36,262.0</b> | <b>40,623.9</b> | <b>114,763.7</b> | <b>37,936.9</b> | <b>35,542.5</b> | <b>40,012.9</b> | <b>113,492.3</b> | <b>1.12%</b>   |

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

(a) Transit agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2010 U.S. Census Population.

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

**TROLLEY BUS**  
**TRANSIT RIDERSHIP REPORT**  
**First Quarter 2014**

**ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS**

| <u>State and</u><br><u>Primary City</u> | <u>Transit Agency</u>     | CURRENT YEAR (a)(b)                  |                           |                           |                           | PRECEDING YEAR (a)(b)                        |                           |                           |                           | % CHANGE (b)                                 |                                 |
|---|---------------------------|--------------------------------------|---------------------------|---------------------------|---------------------------|--|---------------------------|---------------------------|---------------------------|--|---------------------------------|
|   |                           | <u>AVG</u><br><u>WKDY</u><br>(000's) | <u>JAN '14</u><br>(000's) | <u>FEB '14</u><br>(000's) | <u>MAR '14</u><br>(000's) | <u>JAN '14-</u><br><u>MAR '14</u><br>(000's) | <u>JAN '13</u><br>(000's) | <u>FEB '13</u><br>(000's) | <u>MAR '13</u><br>(000's) | <u>JAN '13-</u><br><u>MAR '13</u><br>(000's) | <u>1st Qtr</u><br><u>Change</u> |
| CA San Francisco                        | San Francisco Muni Rwy    | 192.9                                | 5,293.3                   | 4,799.1                   | 5,492.0                   | 15,584.4                                     | 5,141.3                   | 4,876.8                   | 5,452.4                   | 15,470.5                                     | 0.74%                           |
| MA Boston                               | Massachusetts Bay Tr Auth | 5.1                                  | 122.0                     | 106.3                     | 120.2                     | 348.5  | 261.3                     | 254.0                     | 274.9                     | 790.2  | -55.90%                         |
| PA Philadelphia                         | Southeastern Penn TA      | 18.0                                 | 389.1                     | 412.0                     | 555.8                     | 1,356.9                                      | 426.5                     | 456.2                     | 570.3                     | 1,453.0                                      | -6.61%                          |
| WA Seattle                              | King County Dept of Trp   | 75.6                                 | 1,640.4                   | 1,540.8                   | 1,614.3                   | 4,795.5                                      | 1,604.4                   | 1,447.4                   | 1,566.9                   | 4,618.7                                      | 3.83%                           |
| <b>REPORTED TOTAL</b>                   |                           | <b>291.6</b>                         | <b>7,444.8</b>            | <b>6,858.2</b>            | <b>7,782.3</b>            | <b>22,085.3</b>                              | <b>7,433.5</b>            | <b>7,034.4</b>            | <b>7,864.5</b>            | <b>22,332.4</b>                              | <b>-1.11%</b>                   |
| <b>PROJECTED TOTAL (c)</b>              |                           |                                      | <b>7,444.8</b>            | <b>6,858.2</b>            | <b>7,782.3</b>            | <b>22,085.3</b>                              | <b>7,433.5</b>            | <b>7,034.4</b>            | <b>7,864.5</b>            | <b>22,332.4</b>                              | <b>-1.11%</b>                   |

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

(a) Transit agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2010 U.S. Census Population.

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

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

## LARGEST BUS AGENCIES TRANSIT RIDERSHIP REPORT

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

### First Quarter 2014

#### ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

|                      |                              | CURRENT YEAR (a)(b) |                |                |                | PRECEDING YEAR (a)(b) |                |                |                | % CHANGE (b)    |                |
|----------------------|------------------------------|---------------------|----------------|----------------|----------------|-----------------------|----------------|----------------|----------------|-----------------|----------------|
| <u>State and</u>     |                              | <u>AVG</u>          |                |                |                | <u>JAN '14-</u>       |                |                |                | <u>JAN '13-</u> | <u>1st Qtr</u> |
| <u>Primary City</u>  | <u>Transit Agency</u>        | <u>WKDY</u>         | <u>JAN '14</u> | <u>FEB '14</u> | <u>MAR '14</u> | <u>MAR '14</u>        | <u>JAN '13</u> | <u>FEB '13</u> | <u>MAR '13</u> | <u>MAR '13</u>  | <u>Change</u>  |
|                      |                              | (000's)             | (000's)        | (000's)        | (000's)        | (000's)               | (000's)        | (000's)        | (000's)        | (000's)         |                |
| AZ Phoenix           | City of Phoenix PTD          | 137.3               | 3,399.2        | 3,230.9        | 3,314.9        | 9,945.0               | 3,364.2        | 3,290.6        | 3,350.3        | 10,005.1        | -0.60%         |
| CA Long Beach        | Long Beach Transit           | 93.1                | 2,441.6        | 2,351.3        | 2,562.8        | 7,355.7               | 2,323.9        | 2,285.4        | 2,500.4        | 7,109.7         | 3.46%          |
| CA Los Angeles       | Los Angeles County MTA       | 1,140.3             | 29,749.5       | 28,303.8       | 31,150.4       | 89,203.7              | 29,386.2       | 28,514.1       | 31,025.8       | 88,926.1        | 0.31%          |
| CA Oakland           | Alameda-Contra Costa TD      | NA                  | 4,586.5        | 4,370.0        | 4,773.1        | 13,729.6              | 4,500.3        | 4,070.6        | 4,507.6        | 13,078.5        | 4.98%          |
| CA San Diego         | San Diego Metrop Transit Sys | 172.7               | 4,254.0        | 4,092.2        | 4,483.6        | 12,829.8              | 4,135.9        | 4,064.2        | 4,380.9        | 12,581.0        | 1.98%          |
| CA San Francisco     | San Francisco Muni Rwy       | 312.4               | 7,527.8        | 7,497.8        | 8,573.2        | 23,598.8              | 7,261.3        | 7,234.9        | 8,042.6        | 22,538.8        | 4.70%          |
| CA San Jose          | Santa Clara Valley Trp Auth  | 108.9               | 2,735.9        | 2,558.7        | 2,872.1        | 8,166.7               | 2,717.8        | 2,579.1        | 2,857.2        | 8,154.1         | 0.15%          |
| CA Santa Monica      | Santa Monica's Big Blue Bus  | 68.0                | 1,425.9        | 1,351.6        | 1,505.8        | 4,283.3               | 1,411.8        | 1,799.5        | 1,734.1        | 4,945.4         | -13.39%        |
| CO Denver            | Regional Trp District        | 202.3               | 5,240.7        | 4,948.3        | 5,334.4        | 15,523.4              | 5,235.4        | 4,958.0        | 5,347.7        | 15,541.1        | -0.11%         |
| DC Washington        | Washington Metro Area TA     | 441.5               | 10,454.9       | 9,958.7        | 10,768.1       | 31,181.7              | 10,653.1       | 10,219.1       | 11,109.7       | 31,981.9        | -2.50%         |
| FL Fort Lauderdale   | Broward County Transit       | 138.1               | 3,473.0        | 3,430.4        | 3,490.6        | 10,394.0              | 3,653.0        | 3,445.6        | 3,506.6        | 10,605.2        | -1.99%         |
| FL Miami             | Miami-Dade Transit Agency    | 250.5               | 6,480.7        | 6,285.0        | 6,634.3        | 19,400.0              | 6,622.8        | 6,410.0        | 6,808.0        | 19,840.8        | -2.22%         |
| FL Orlando           | Central Florida RTA          | 90.0                | 2,376.3        | 2,299.4        | 2,365.4        | 7,041.1               | 2,463.3        | 2,339.6        | 2,372.8        | 7,175.7         | -1.88%         |
| GA Atlanta           | Metro Atlanta Rapid Tr Auth  | 185.9               | 4,344.3        | 4,267.1        | 5,084.6        | 13,696.0              | 5,162.4        | 4,602.2        | 4,941.4        | 14,706.0        | -6.87%         |
| IL Arlington Heights | PACE Suburban Bus            | 99.9                | 2,200.6        | 2,327.4        | 2,612.1        | 7,140.1               | 2,571.5        | 2,465.0        | 2,626.8        | 7,663.3         | -6.83%         |
| IL Chicago           | Chicago Transit Authority    | 870.8               | 20,556.4       | 21,760.0       | 24,607.1       | 66,923.5              | 24,676.6       | 23,653.9       | 25,632.6       | 73,963.1        | -9.52%         |
| MA Boston            | Massachusetts Bay Tr Auth    | 386.1               | 9,223.5        | 8,963.0        | 10,139.5       | 28,326.0              | 9,529.2        | 8,312.2        | 9,962.9        | 27,804.3        | 1.88%          |
| MD Baltimore         | Maryland Transit Admin       | 215.5               | 5,071.1        | 4,959.2        | 5,551.2        | 15,581.5              | 5,919.4        | 5,713.3        | 5,900.0        | 17,532.7        | -11.13%        |
| MD Rockville         | Montgomery County Ride-On    | 80.8                | 1,977.7        | 1,864.5        | 2,043.4        | 5,885.6               | 2,005.8        | 1,997.7        | 2,164.4        | 6,167.9         | -4.58%         |
| MI Detroit           | City of Detroit Dept of Trp  | 68.7                | 1,600.0        | 1,670.2        | 1,955.2        | 5,225.4               | 2,475.1        | 2,222.0        | 2,509.0        | 7,206.1         | -27.49%        |
| MN Minneapolis       | Metro Transit                | 226.3               | 5,243.6        | 5,489.7        | 6,093.7        | 16,827.0              | 5,568.4        | 5,527.2        | 5,931.8        | 17,027.4        | -1.18%         |
| MO Saint Louis       | Bi-State Dev Agency          | 90.7                | 2,243.0        | 2,248.9        | 2,466.2        | 6,958.1               | 2,366.8        | 2,233.5        | 2,336.5        | 6,936.8         | 0.31%          |
| NJ Newark            | New Jersey Transit Corp      | NA                  | 12,217.0       | 11,431.6       | 13,511.3       | 37,159.9              | 13,194.2       | 12,164.0       | 13,518.8       | 38,877.0        | -4.42%         |
| NY New York          | MTA New York City Transit    | 2,455.3             | 60,745.9       | 57,435.1       | 70,475.0       | 188,656.0             | 67,412.4       | 63,142.3       | 68,867.8       | 199,422.5       | -5.40%         |
| OH Cincinnati        | Southwest Ohio RTA           | 54.6                | 1,245.9        | 1,300.3        | 1,406.8        | 3,953.0               | 1,414.8        | 1,339.1        | 1,407.3        | 4,161.2         | -5.00%         |



| <u>State and</u>      |                            | <u>AVG</u>     |                  |                  |                  | <u>JAN '14-</u>  |                  |                  |                  | <u>JAN '13-</u>  | <u>1st Qtr</u> |
|-----------------------|----------------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------------|
| <u>Primary City</u>   | <u>Transit Agency</u>      | <u>WKDY</u>    | <u>JAN '14</u>   | <u>FEB '14</u>   | <u>MAR '14</u>   | <u>MAR '14</u>   | <u>JAN '13</u>   | <u>FEB '13</u>   | <u>MAR '13</u>   | <u>MAR '13</u>   | <u>Change</u>  |
|                       |                            | (000's)        | (000's)          | (000's)          | (000's)          | (000's)          | (000's)          | (000's)          | (000's)          | (000's)          |                |
| OH Cleveland          | Greater Cleveland Reg TA   | NA             | 2,857.9          | 2,956.0          | 3,239.7          | 9,053.6          | 3,139.2          | 3,152.9          | 3,320.4          | 9,612.5          | -5.81%         |
| OH Columbus           | Central Ohio Transit Auth  | 59.6           | 1,414.1          | 1,418.5          | 1,550.4          | 4,383.0          | 1,552.9          | 1,485.0          | 1,534.4          | 4,572.3          | -4.14%         |
| OR Portland           | Tri-County Metro Trp Dist  | 200.3          | 5,235.3          | 4,700.4          | 5,196.3          | 15,132.0         | 5,095.6          | 4,834.0          | 5,065.9          | 14,995.5         | 0.91%          |
| PA Philadelphia       | Southeastern Penn TA       | 522.5          | 11,291.0         | 11,896.7         | 16,173.7         | 39,361.4         | 12,190.1         | 13,104.8         | 16,463.2         | 41,758.1         | -5.74%         |
| PA Pittsburgh         | Port Auth of Allegheny Co  | 167.1          | 3,953.4          | 3,993.6          | 4,327.5          | 12,274.5         | 4,404.9          | 4,227.5          | 4,332.4          | 12,964.8         | -5.32%         |
| RI Providence         | Rhode Island Public TA     | NA             | 1,491.4          | 1,491.7          | 1,681.9          | 4,665.0          | 1,564.5          | 1,412.6          | 1,685.3          | 4,662.4          | 0.06%          |
| TX Dallas             | Dallas Area Rapid Transit  | 122.8          | 3,133.9          | 2,867.5          | 2,989.5          | 8,990.9          | 2,996.0          | 2,987.1          | 3,083.0          | 9,066.1          | -0.83%         |
| TX Houston            | Metro Tr Auth of Harris Co | 229.5          | 5,429.9          | 5,367.6          | 5,544.3          | 16,341.8         | 5,674.5          | 5,523.0          | 5,629.4          | 16,826.9         | -2.88%         |
| TX San Antonio        | VIA Metropolitan Transit   | 128.7          | 3,520.7          | 3,213.7          | 3,563.2          | 10,297.6         | 3,678.1          | 3,656.8          | 3,772.1          | 11,107.0         | -7.29%         |
| VA Hampton            | Hampton Roads Transit      | 46.7           | 997.5            | 1,174.7          | 1,165.7          | 3,337.9          | 1,334.2          | 1,255.7          | 1,312.7          | 3,902.6          | -14.47%        |
| WA Seattle            | King County Dept of Trp    | 319.0          | 8,394.6          | 7,711.0          | 8,477.6          | 24,583.2         | 8,195.1          | 7,597.1          | 8,280.7          | 24,072.9         | 2.12%          |
| WI Milwaukee          | Milwaukee County Tr Sys    | 134.8          | 3,260.5          | 3,400.1          | 3,492.3          | 10,152.9         | 3,529.9          | 3,554.9          | 3,770.0          | 10,854.8         | -6.47%         |
| <b>REPORTED TOTAL</b> |                            | <b>9,820.7</b> | <b>261,795.2</b> | <b>254,586.6</b> | <b>291,176.9</b> | <b>807,558.7</b> | <b>279,380.6</b> | <b>267,374.5</b> | <b>291,592.5</b> | <b>838,347.6</b> | <b>-3.67%</b>  |

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

(a) Transit agencies assigned by urbanized areas or urban places of less than 50,000 population outside urbanized areas based on 2010 U.S. Census Population.

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

## APTA TRANSIT RIDERSHIP REPORT

| State and City | Transit Agency | Mode                              | Average Weekday (000's) | Trips for Jan '14 (000's) | Trips for Feb '14 (000's) | Trips for Mar '14 (000's) | Trips Thru Mar '14 (000's) | Trips for Jan '13 (000's) | Trips for Feb '13 (000's) | Trips for Mar '13 (000's) | Trips Thru Mar '13 (000's) | Quarterly Change |          |
|----------------|----------------|-----------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|----------|
| AK             | Anchorage      | Alaska Railroad Corporation       | CR                      | 0.2                       | 0.5                       | 1.3                       | 2.3                        | 4.1                       | 0.5                       | 1.1                       | 2.1                        | 3.7              | 10.81%   |
| AK             | Anchorage      | Alaska Railroad Corporation       | TOTAL                   | 0.2                       | 0.5                       | 1.3                       | 2.3                        | 4.1                       | 0.5                       | 1.1                       | 2.1                        | 3.7              | 10.81%   |
| AL             | Birmingham     | Birmingham-Jefferson Co TA        | DR                      | 0.4                       | 8.3                       | 8.2                       | 9.6                        | 26.1                      | 9.9                       | 10.1                      | 10.4                       | 30.4             | -14.14%  |
| AL             | Birmingham     | Birmingham-Jefferson Co TA        | MB                      | 10.9                      | 234.8                     | 250.7                     | 258.7                      | 744.2                     | 241.4                     | 238.0                     | 235.6                      | 715.0            | 4.08%    |
| AL             | Birmingham     | Birmingham-Jefferson Co TA        | TOTAL                   | 11.3                      | 243.1                     | 258.9                     | 268.3                      | 770.3                     | 251.3                     | 248.1                     | 246.0                      | 745.4            | 3.34%    |
| AR             | Little Rock    | Central Arkansas Transit Auth     | DR                      | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               | NA       |
| AR             | Little Rock    | Central Arkansas Transit Auth     | LR                      | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               | NA       |
| AR             | Little Rock    | Central Arkansas Transit Auth     | MB                      | 8.9                       | 225.4                     | 210.7                     | 211.4                      | 647.5                     | 239.7                     | 226.4                     | 230.5                      | 696.6            | -7.05%   |
| AR             | Little Rock    | Central Arkansas Transit Auth     | TOTAL                   | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               | NA       |
| AZ             | Flagstaff      | N. AZ Intergovernmental Public TA | DR                      | 0.0                       | 2.1                       | 1.9                       | 2.1                        | 6.1                       | 2.1                       | 1.8                       | 2.0                        | 5.9              | 3.39%    |
| AZ             | Flagstaff      | N. AZ Intergovernmental Public TA | MB                      | 6.9                       | 157.4                     | 173.4                     | 159.5                      | 490.3                     | 163.9                     | 173.3                     | 164.1                      | 501.3            | -2.19%   |
| AZ             | Flagstaff      | N. AZ Intergovernmental Public TA | TOTAL                   | 6.9                       | 159.5                     | 175.3                     | 161.6                      | 496.4                     | 166.0                     | 175.1                     | 166.1                      | 507.2            | -2.13%   |
| AZ             | Phoenix        | City of Phoenix PTD               | DR                      | 1.1                       | 28.3                      | 26.1                      | 29.7                       | 84.1                      | 37.7                      | 35.9                      | 40.0                       | 113.6            | -25.97%  |
| AZ             | Phoenix        | City of Phoenix PTD               | MB                      | 137.3                     | 3,399.2                   | 3,230.9                   | 3,314.9                    | 9,945.0                   | 3,364.2                   | 3,290.6                   | 3,350.3                    | 10,005.1         | -0.60%   |
| AZ             | Phoenix        | City of Phoenix PTD               | TOTAL                   | 138.4                     | 3,427.5                   | 3,257.0                   | 3,344.6                    | 10,029.1                  | 3,401.9                   | 3,326.5                   | 3,390.3                    | 10,118.7         | -0.89%   |
| AZ             | Phoenix        | Valley Metro                      | DR                      | 1.5                       | 33.7                      | 31.1                      | 32.9                       | 97.7                      | 27.4                      | 26.8                      | 29.2                       | 83.4             | 17.15%   |
| AZ             | Phoenix        | Valley Metro                      | MB                      | 64.1                      | 1,550.7                   | 1,493.0                   | 1,596.7                    | 4,640.4                   | 832.8                     | 801.5                     | 825.1                      | 2,459.4          | 88.68%   |
| AZ             | Phoenix        | Valley Metro                      | VP                      | 3.1                       | 64.2                      | 57.9                      | 65.5                       | 187.6                     | 72.3                      | 66.0                      | 76.0                       | 214.3            | -12.46%  |
| AZ             | Phoenix        | Valley Metro                      | TOTAL                   | 68.6                      | 1,648.6                   | 1,582.0                   | 1,695.1                    | 4,925.7                   | 932.5                     | 894.3                     | 930.3                      | 2,757.1          | 78.66%   |
| AZ             | Phoenix        | Valley Metro Rail, Inc.           | LR                      | 47.6                      | 1,274.0                   | 1,214.0                   | 1,322.2                    | 3,810.2                   | 1,218.8                   | 1,190.1                   | 1,256.7                    | 3,665.6          | 3.94%    |
| AZ             | Phoenix        | Valley Metro Rail, Inc.           | TOTAL                   | 47.6                      | 1,274.0                   | 1,214.0                   | 1,322.2                    | 3,810.2                   | 1,218.8                   | 1,190.1                   | 1,256.7                    | 3,665.6          | 3.94%    |
| AZ             | Tempe          | City of Tempe, Arizona            | MB                      | NA                        | 0.0                       | 0.0                       | 0.0                        | 0.0                       | 757.7                     | 740.7                     | 748.0                      | 2,246.4          | -100.00% |
| AZ             | Tempe          | City of Tempe, Arizona            | TOTAL                   | NA                        | 0.0                       | 0.0                       | 0.0                        | 0.0                       | 757.7                     | 740.7                     | 748.0                      | 2,246.4          | -100.00% |
| AZ             | Tucson         | City of Tucson MTS                | MB                      | 67.1                      | 1,669.7                   | 1,613.0                   | 1,655.8                    | 4,938.5                   | 1,699.3                   | 1,634.5                   | 1,724.1                    | 5,057.9          | -2.36%   |
| AZ             | Tucson         | City of Tucson MTS                | TOTAL                   | 67.1                      | 1,669.7                   | 1,613.0                   | 1,655.8                    | 4,938.5                   | 1,699.3                   | 1,634.5                   | 1,724.1                    | 5,057.9          | -2.36%   |
| AZ             | Yuma           | Yuma County Intergovernmental PT  | DR                      | 0.0                       | 0.6                       | 0.7                       | 0.7                        | 2.0                       | 0.1                       | 0.2                       | 0.2                        | 0.5              | >100%    |
| AZ             | Yuma           | Yuma County Intergovernmental PT  | MB                      | 2.0                       | 42.3                      | 40.3                      | 45.2                       | 127.8                     | 31.2                      | 30.8                      | 34.3                       | 96.3             | 32.71%   |
| AZ             | Yuma           | Yuma County Intergovernmental PT  | TOTAL                   | 2.0                       | 42.9                      | 41.0                      | 45.9                       | 129.8                     | 31.3                      | 31.0                      | 34.5                       | 96.8             | 34.09%   |
| CA             | Antioch        | Eastern Contra Costa Tr Auth      | DR                      | 0.5                       | 11.0                      | 9.9                       | 11.0                       | 31.9                      | 11.6                      | 9.8                       | 11.6                       | 33.0             | -3.33%   |
| CA             | Antioch        | Eastern Contra Costa Tr Auth      | MB                      | 10.2                      | 250.2                     | 222.8                     | 235.9                      | 708.9                     | 221.4                     | 211.6                     | 230.4                      | 663.4            | 6.86%    |
| CA             | Antioch        | Eastern Contra Costa Tr Auth      | TOTAL                   | 10.7                      | 261.2                     | 232.7                     | 246.9                      | 740.8                     | 233.0                     | 221.4                     | 242.0                      | 696.4            | 6.38%    |

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

## APTA TRANSIT RIDERSHIP REPORT

| State and City | Transit Agency                  | Mode  | Average Weekday (000's) | Trips for Jan '14 (000's) | Trips for Feb '14 (000's) | Trips for Mar '14 (000's) | Trips Thru Mar '14 (000's) | Trips for Jan '13 (000's) | Trips for Feb '13 (000's) | Trips for Mar '13 (000's) | Trips Thru Mar '13 (000's) | Quarterly Change |
|----------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CA Bakersfield | Golden Empire Transit District  | DR    | 0.2                     | 4.8                       | 4.5                       | 4.7                       | 14.0                       | 4.4                       | 4.2                       | 4.6                       | 13.2                       | 6.06%            |
| CA Bakersfield | Golden Empire Transit District  | MB    | 20.4                    | 521.7                     | 499.4                     | 524.1                     | 1,545.2                    | 491.2                     | 485.6                     | 499.0                     | 1,475.8                    | 4.70%            |
| CA Bakersfield | Golden Empire Transit District  | TOTAL | 20.6                    | 526.5                     | 503.9                     | 528.8                     | 1,559.2                    | 495.6                     | 489.8                     | 503.6                     | 1,489.0                    | 4.71%            |
| CA Chula Vista | Chula Vista Transit             | MB    | 12.8                    | 250.4                     | 260.4                     | 279.9                     | 790.7                      | 251.5                     | 260.1                     | 255.2                     | 766.8                      | 3.12%            |
| CA Chula Vista | Chula Vista Transit             | TOTAL | 12.8                    | 250.4                     | 260.4                     | 279.9                     | 790.7                      | 251.5                     | 260.1                     | 255.2                     | 766.8                      | 3.12%            |
| CA Concord     | Central Contra Costa TA         | DR    | 0.6                     | 13.6                      | 12.7                      | 13.6                      | 39.9                       | 12.8                      | 12.0                      | 13.2                      | 38.0                       | 5.00%            |
| CA Concord     | Central Contra Costa TA         | MB    | 12.3                    | 284.7                     | 270.3                     | 286.2                     | 841.2                      | 275.5                     | 268.7                     | 286.6                     | 830.8                      | 1.25%            |
| CA Concord     | Central Contra Costa TA         | TOTAL | 12.9                    | 298.3                     | 283.0                     | 299.8                     | 881.1                      | 288.3                     | 280.7                     | 299.8                     | 868.8                      | 1.42%            |
| CA Davis       | Unitrans                        | MB    | 19.7                    | 442.7                     | 446.0                     | 353.9                     | 1,242.6                    | 444.1                     | 436.4                     | 336.2                     | 1,216.7                    | 2.13%            |
| CA Davis       | Unitrans                        | TOTAL | 19.7                    | 442.7                     | 446.0                     | 353.9                     | 1,242.6                    | 444.1                     | 436.4                     | 336.2                     | 1,216.7                    | 2.13%            |
| CA Fresno      | Fresno Area Express             | DR    | 6.8                     | 16.9                      | 16.2                      | 18.0                      | 51.1                       | 17.0                      | 15.9                      | 17.0                      | 49.9                       | 2.40%            |
| CA Fresno      | Fresno Area Express             | MB    | 36.2                    | 883.8                     | 838.1                     | 911.8                     | 2,633.7                    | 880.4                     | 871.6                     | 902.6                     | 2,654.6                    | -0.79%           |
| CA Fresno      | Fresno Area Express             | TOTAL | 43.0                    | 900.7                     | 854.3                     | 929.8                     | 2,684.8                    | 897.4                     | 887.5                     | 919.6                     | 2,704.5                    | -0.73%           |
| CA Gardena     | Gardena Municipal Bus Lines     | DR    | 0.1                     | 2.4                       | 2.2                       | 2.3                       | 6.9                        | 2.3                       | 2.1                       | 2.3                       | 6.7                        | 2.99%            |
| CA Gardena     | Gardena Municipal Bus Lines     | MB    | 13.1                    | 308.3                     | 301.6                     | 321.3                     | 931.2                      | 299.3                     | 302.6                     | 320.0                     | 921.9                      | 1.01%            |
| CA Gardena     | Gardena Municipal Bus Lines     | TOTAL | 13.2                    | 310.7                     | 303.8                     | 323.6                     | 938.1                      | 301.6                     | 304.7                     | 322.3                     | 928.6                      | 1.02%            |
| CA Hesperia    | Victor Valley Transit Authority | DR    | 0.5                     | 11.8                      | 11.1                      | 12.0                      | 34.9                       | 10.5                      | 9.9                       | 11.2                      | 31.6                       | 10.44%           |
| CA Hesperia    | Victor Valley Transit Authority | MB    | 6.6                     | 148.8                     | 163.2                     | 169.1                     | 481.1                      | 136.6                     | 148.3                     | 165.0                     | 449.9                      | 6.93%            |
| CA Hesperia    | Victor Valley Transit Authority | VP    | NA                      | 11.8                      | 33.0                      | NA                        | NA                         | 20.4                      | 20.6                      | 27.1                      | 68.1                       | NA               |
| CA Hesperia    | Victor Valley Transit Authority | TOTAL | NA                      | 172.4                     | 207.3                     | NA                        | NA                         | 167.5                     | 178.8                     | 203.3                     | 549.6                      | NA               |
| CA Livermore   | Livermore/Amador Valley TA      | DR    | 0.2                     | 3.8                       | 3.9                       | 4.2                       | 11.9                       | 3.6                       | 3.7                       | 4.0                       | 11.3                       | 5.31%            |
| CA Livermore   | Livermore/Amador Valley TA      | MB    | 5.8                     | 138.2                     | 127.1                     | 140.9                     | 406.2                      | 139.5                     | 136.7                     | 148.3                     | 424.5                      | -4.31%           |
| CA Livermore   | Livermore/Amador Valley TA      | TOTAL | 6.0                     | 142.0                     | 131.0                     | 145.1                     | 418.1                      | 143.1                     | 140.4                     | 152.3                     | 435.8                      | -4.06%           |
| CA Long Beach  | Long Beach Transit              | DR    | 0.2                     | 4.2                       | 3.9                       | 4.7                       | 12.8                       | 4.0                       | 4.0                       | 4.3                       | 12.3                       | 4.07%            |
| CA Long Beach  | Long Beach Transit              | FB    | 0.0                     | 0.0                       | 0.0                       | 0.0                       | 0.0                        | 0.0                       | 0.0                       | 0.0                       | 0.0                        | NA               |
| CA Long Beach  | Long Beach Transit              | MB    | 93.1                    | 2,441.6                   | 2,351.3                   | 2,562.8                   | 7,355.7                    | 2,323.9                   | 2,285.4                   | 2,500.4                   | 7,109.7                    | 3.46%            |
| CA Long Beach  | Long Beach Transit              | TOTAL | 93.3                    | 2,445.8                   | 2,355.2                   | 2,567.5                   | 7,368.5                    | 2,327.9                   | 2,289.4                   | 2,504.7                   | 7,122.0                    | 3.46%            |
| CA Los Angeles | Los Angeles County MTA          | HR    | 156.5                   | 4,349.1                   | 3,869.5                   | 4,013.4                   | 12,232.0                   | 4,248.7                   | 3,838.8                   | 4,198.7                   | 12,286.2                   | -0.44%           |
| CA Los Angeles | Los Angeles County MTA          | LR    | 194.9                   | 5,357.0                   | 4,852.2                   | 5,284.7                   | 15,493.9                   | 5,430.0                   | 4,919.5                   | 5,347.6                   | 15,697.1                   | -1.29%           |
| CA Los Angeles | Los Angeles County MTA          | MB    | 1,140.3                 | 29,749.5                  | 28,303.8                  | 31,150.4                  | 89,203.7                   | 29,386.2                  | 28,514.1                  | 31,025.8                  | 88,926.1                   | 0.31%            |
| CA Los Angeles | Los Angeles County MTA          | TOTAL | 1,491.7                 | 39,455.6                  | 37,025.5                  | 40,448.5                  | 116,929.6                  | 39,064.9                  | 37,272.4                  | 40,572.1                  | 116,909.4                  | 0.02%            |
| CA Los Angeles | Southern California RRA         | CR    | 41.3                    | 953.0                     | 888.5                     | 960.3                     | 2,801.8                    | 973.1                     | 910.3                     | 999.2                     | 2,882.6                    | -2.80%           |
| CA Los Angeles | Southern California RRA         | TOTAL | 41.3                    | 953.0                     | 888.5                     | 960.3                     | 2,801.8                    | 973.1                     | 910.3                     | 999.2                     | 2,882.6                    | -2.80%           |

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|-------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CA Monterey       | Monterey-Salinas Transit           | DR    | 0.7                     | 14.1                      | 14.7                      | 17.5                      | 46.3                       | 8.0                       | 8.0                       | 9.0                       | 25.0                       | 85.20%           |
| CA Monterey       | Monterey-Salinas Transit           | MB    | 11.4                    | 271.5                     | 279.1                     | 312.6                     | 863.2                      | 283.3                     | 292.5                     | 314.9                     | 890.7                      | -3.09%           |
| CA Monterey       | Monterey-Salinas Transit           | TOTAL | 12.1                    | 285.6                     | 293.8                     | 330.1                     | 909.5                      | 291.3                     | 300.5                     | 323.9                     | 915.7                      | -0.68%           |
| CA Norwalk        | Norwalk Transit System             | DR    | 0.1                     | 2.1                       | 1.7                       | 2.0                       | 5.8                        | 1.8                       | 1.7                       | 1.9                       | 5.4                        | 7.41%            |
| CA Norwalk        | Norwalk Transit System             | MB    | 6.1                     | 139.5                     | 136.6                     | 142.7                     | 418.8                      | 152.2                     | 149.7                     | 153.2                     | 455.1                      | -7.98%           |
| CA Norwalk        | Norwalk Transit System             | TOTAL | 6.2                     | 141.6                     | 138.3                     | 144.7                     | 424.6                      | 154.0                     | 151.4                     | 155.1                     | 460.5                      | -7.80%           |
| CA Oakland        | Alameda-Contra Costa TD            | DR    | NA                      | 57.8                      | 54.0                      | 59.8                      | 171.6                      | 58.0                      | 55.3                      | 61.5                      | 174.8                      | -1.83%           |
| CA Oakland        | Alameda-Contra Costa TD            | MB    | NA                      | 4,586.5                   | 4,370.0                   | 4,773.1                   | 13,729.6                   | 4,500.3                   | 4,070.6                   | 4,507.6                   | 13,078.5                   | 4.98%            |
| CA Oakland        | Alameda-Contra Costa TD            | TOTAL | NA                      | 4,644.3                   | 4,424.0                   | 4,832.9                   | 13,901.2                   | 4,558.3                   | 4,125.9                   | 4,569.1                   | 13,253.3                   | 4.89%            |
| CA Oakland        | Capitol Corridor Joint Powers Auth | CR    | 4.2                     | 108.8                     | 102.8                     | 116.9                     | 328.5                      | 134.5                     | 125.4                     | 143.8                     | 403.7                      | -18.63%          |
| CA Oakland        | Capitol Corridor Joint Powers Auth | TOTAL | 4.2                     | 108.8                     | 102.8                     | 116.9                     | 328.5                      | 134.5                     | 125.4                     | 143.8                     | 403.7                      | -18.63%          |
| CA Oceanside      | North County Transit District      | CR    | 5.4                     | 130.4                     | 120.7                     | 130.7                     | 381.8                      | 118.1                     | 118.5                     | 130.2                     | 366.8                      | 4.09%            |
| CA Oceanside      | North County Transit District      | DR    | 0.5                     | 13.5                      | 11.7                      | 12.8                      | 38.0                       | 11.9                      | 11.2                      | 12.3                      | 35.4                       | 7.34%            |
| CA Oceanside      | North County Transit District      | LR    | 8.7                     | 213.6                     | 211.9                     | 224.4                     | 649.9                      | 195.5                     | 213.7                     | 62.5                      | 471.7                      | 37.78%           |
| CA Oceanside      | North County Transit District      | MB    | 26.8                    | 678.5                     | 636.7                     | 708.4                     | 2,023.6                    | 644.9                     | 640.9                     | 774.6                     | 2,060.4                    | -1.79%           |
| CA Oceanside      | North County Transit District      | TOTAL | 41.5                    | 1,036.0                   | 981.0                     | 1,076.3                   | 3,093.3                    | 970.4                     | 984.3                     | 979.6                     | 2,934.3                    | 5.42%            |
| CA Redding        | Redding Area Bus Authority         | DR    | 2.0                     | 4.5                       | 4.1                       | 4.5                       | 13.1                       | 4.8                       | 4.4                       | 4.9                       | 14.1                       | -7.09%           |
| CA Redding        | Redding Area Bus Authority         | MB    | 2.8                     | 72.4                      | 63.6                      | 68.1                      | 204.1                      | 70.4                      | 67.1                      | 69.7                      | 207.2                      | -1.50%           |
| CA Redding        | Redding Area Bus Authority         | TOTAL | 4.8                     | 76.9                      | 67.7                      | 72.6                      | 217.2                      | 75.2                      | 71.5                      | 74.6                      | 221.3                      | -1.85%           |
| CA Redondo Beach  | City of Redondo Beach              | DR    | NA                      | 1.4                       | 1.4                       | 1.4                       | 4.2                        | 1.2                       | 1.1                       | 1.1                       | 3.4                        | 23.53%           |
| CA Redondo Beach  | City of Redondo Beach              | MB    | NA                      | 33.2                      | 31.0                      | 35.9                      | 100.1                      | 31.2                      | 31.3                      | 34.7                      | 97.2                       | 2.98%            |
| CA Redondo Beach  | City of Redondo Beach              | TOTAL | NA                      | 34.6                      | 32.4                      | 37.3                      | 104.3                      | 32.4                      | 32.4                      | 35.8                      | 100.6                      | 3.68%            |
| CA Riverside      | Riverside Transit Agency           | DR    | 1.4                     | 31.4                      | 32.1                      | 33.9                      | 97.4                       | 31.7                      | 30.3                      | 33.3                      | 95.3                       | 2.20%            |
| CA Riverside      | Riverside Transit Agency           | MB    | 31.8                    | 769.8                     | 756.7                     | 805.9                     | 2,332.4                    | 705.9                     | 737.8                     | 785.7                     | 2,229.4                    | 4.62%            |
| CA Riverside      | Riverside Transit Agency           | TOTAL | 33.3                    | 801.2                     | 788.8                     | 839.8                     | 2,429.8                    | 737.6                     | 768.1                     | 819.0                     | 2,324.7                    | 4.52%            |
| CA Sacramento     | Sacramento Reg Tr Dist             | DR    | NA                      | 26.5                      | 24.1                      | NA                        | NA                         | 24.5                      | 22.9                      | 24.8                      | 72.2                       | NA               |
| CA Sacramento     | Sacramento Reg Tr Dist             | LR    | 47.3                    | 1,138.8                   | 1,042.4                   | 1,225.7                   | 3,406.9                    | 1,199.3                   | 1,120.4                   | 1,177.4                   | 3,497.1                    | -2.58%           |
| CA Sacramento     | Sacramento Reg Tr Dist             | MB    | 53.2                    | 1,226.7                   | 1,197.9                   | 1,289.7                   | 3,714.3                    | 1,099.8                   | 1,130.5                   | 1,159.8                   | 3,390.1                    | 9.56%            |
| CA Sacramento     | Sacramento Reg Tr Dist             | TOTAL | NA                      | 2,392.0                   | 2,264.4                   | NA                        | NA                         | 2,323.6                   | 2,273.8                   | 2,362.0                   | 6,959.4                    | NA               |
| CA San Bernardino | OMNITRANS                          | DR    | 2.0                     | 41.7                      | 39.3                      | 41.3                      | 122.3                      | 42.3                      | 38.8                      | 41.5                      | 122.6                      | -0.24%           |
| CA San Bernardino | OMNITRANS                          | MB    | 51.2                    | 1,296.5                   | 1,239.0                   | 1,263.6                   | 3,799.1                    | 1,289.9                   | 1,296.9                   | 1,322.7                   | 3,909.5                    | -2.82%           |
| CA San Bernardino | OMNITRANS                          | TOTAL | 53.1                    | 1,338.2                   | 1,278.3                   | 1,304.9                   | 3,921.4                    | 1,332.2                   | 1,335.7                   | 1,364.2                   | 4,032.1                    | -2.75%           |
| CA San Carlos     | Caltrain                           | CR    | 51.3                    | 1,349.9                   | 1,247.3                   | 1,431.7                   | 4,028.9                    | 1,232.3                   | 1,167.0                   | 1,311.0                   | 3,710.3                    | 8.59%            |
| CA San Carlos     | Caltrain                           | TOTAL | 51.3                    | 1,349.9                   | 1,247.3                   | 1,431.7                   | 4,028.9                    | 1,232.3                   | 1,167.0                   | 1,311.0                   | 3,710.3                    | 8.59%            |

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

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|------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CA San Diego     | San Diego Metrop Transit System | DR    | 2.1                     | 46.5                      | 43.0                      | 47.1                      | 136.6                      | 42.0                      | 40.5                      | 43.5                      | 126.0                      | 8.41%            |
| CA San Diego     | San Diego Metrop Transit System | LR    | 120.6                   | 3,268.9                   | 3,019.9                   | 3,367.6                   | 9,656.4                    | 2,089.2                   | 2,240.9                   | 2,326.3                   | 6,656.4                    | 45.07%           |
| CA San Diego     | San Diego Metrop Transit System | MB    | 172.7                   | 4,254.0                   | 4,092.2                   | 4,483.6                   | 12,829.8                   | 4,135.9                   | 4,064.2                   | 4,380.9                   | 12,581.0                   | 1.98%            |
| CA San Diego     | San Diego Metrop Transit System | TOTAL | 295.3                   | 7,569.4                   | 7,155.1                   | 7,898.3                   | 22,622.8                   | 6,267.1                   | 6,345.6                   | 6,750.7                   | 19,363.4                   | 16.83%           |
| CA San Francisco | Golden Gate Bridge, Hwy & TD    | DR    | 0.5                     | 11.4                      | 10.6                      | 11.7                      | 33.7                       | 9.9                       | 9.9                       | 11.2                      | 31.0                       | 8.71%            |
| CA San Francisco | Golden Gate Bridge, Hwy & TD    | FB    | 6.7                     | 169.5                     | 142.7                     | 183.6                     | 495.8                      | 151.4                     | 146.8                     | 182.2                     | 480.4                      | 3.21%            |
| CA San Francisco | Golden Gate Bridge, Hwy & TD    | MB    | 22.3                    | 549.0                     | 495.6                     | 546.5                     | 1,591.1                    | 549.0                     | 509.0                     | 578.5                     | 1,636.5                    | -2.77%           |
| CA San Francisco | Golden Gate Bridge, Hwy & TD    | TOTAL | 29.4                    | 729.9                     | 648.9                     | 741.8                     | 2,120.6                    | 710.3                     | 665.7                     | 771.9                     | 2,147.9                    | -1.27%           |
| CA San Francisco | San Francisco Bay Area RTD      | HR    | 418.1                   | 10,275.3                  | 9,708.5                   | 10,834.1                  | 30,817.9                   | 10,044.6                  | 9,720.8                   | 10,677.8                  | 30,443.2                   | 1.23%            |
| CA San Francisco | San Francisco Bay Area RTD      | TOTAL | 418.1                   | 10,275.3                  | 9,708.5                   | 10,834.1                  | 30,817.9                   | 10,044.6                  | 9,720.8                   | 10,677.8                  | 30,443.2                   | 1.23%            |
| CA San Francisco | San Francisco Muni Rwy          | CC    | 22.0                    | 410.1                     | 381.7                     | 551.3                     | 1,343.1                    | 402.1                     | 374.2                     | 540.5                     | 1,316.8                    | 2.00%            |
| CA San Francisco | San Francisco Muni Rwy          | LR    | 214.3                   | 4,486.9                   | 4,143.3                   | 4,859.2                   | 13,489.4                   | 4,217.4                   | 4,031.6                   | 4,690.4                   | 12,939.4                   | 4.25%            |
| CA San Francisco | San Francisco Muni Rwy          | MB    | 312.4                   | 7,527.8                   | 7,497.8                   | 8,573.2                   | 23,598.8                   | 7,261.3                   | 7,234.9                   | 8,042.6                   | 22,538.8                   | 4.70%            |
| CA San Francisco | San Francisco Muni Rwy          | TB    | 192.9                   | 5,293.3                   | 4,799.1                   | 5,492.0                   | 15,584.4                   | 5,141.3                   | 4,876.8                   | 5,452.4                   | 15,470.5                   | 0.74%            |
| CA San Francisco | San Francisco Muni Rwy          | TOTAL | 741.5                   | 17,718.1                  | 16,821.9                  | 19,475.7                  | 54,015.7                   | 17,022.1                  | 16,517.5                  | 18,725.9                  | 52,265.5                   | 3.35%            |
| CA San Francisco | Water Emergency Tr Auth         | FB    | NA                      | 117.4                     | 102.0                     | 136.4                     | 355.8                      | 90.9                      | 85.0                      | 112.6                     | 288.5                      | 23.33%           |
| CA San Francisco | Water Emergency Tr Auth         | TOTAL | NA                      | 117.4                     | 102.0                     | 136.4                     | 355.8                      | 90.9                      | 85.0                      | 112.6                     | 288.5                      | 23.33%           |
| CA San Jose      | Santa Clara Valley Trp Auth     | DR    | 2.6                     | 60.1                      | 56.5                      | 60.5                      | 177.1                      | 60.3                      | 56.1                      | 63.7                      | 180.1                      | -1.67%           |
| CA San Jose      | Santa Clara Valley Trp Auth     | LR    | 34.7                    | 862.9                     | 844.3                     | 940.9                     | 2,648.1                    | 837.8                     | 841.0                     | 915.0                     | 2,593.8                    | 2.09%            |
| CA San Jose      | Santa Clara Valley Trp Auth     | MB    | 108.9                   | 2,735.9                   | 2,558.7                   | 2,872.1                   | 8,166.7                    | 2,717.8                   | 2,579.1                   | 2,857.2                   | 8,154.1                    | 0.15%            |
| CA San Jose      | Santa Clara Valley Trp Auth     | TOTAL | 146.1                   | 3,658.9                   | 3,459.5                   | 3,873.5                   | 10,991.9                   | 3,615.9                   | 3,476.2                   | 3,835.9                   | 10,928.0                   | 0.58%            |
| CA Santa Barbara | Santa Barbara MTD               | DR    | 0.2                     | 4.4                       | 4.2                       | 4.7                       | 13.3                       | 4.2                       | 4.2                       | 4.5                       | 12.9                       | 3.10%            |
| CA Santa Barbara | Santa Barbara MTD               | MB    | 25.9                    | 622.8                     | 642.5                     | 634.3                     | 1,899.6                    | 618.9                     | 670.9                     | 647.9                     | 1,937.7                    | -1.97%           |
| CA Santa Barbara | Santa Barbara MTD               | TOTAL | 26.1                    | 627.2                     | 646.7                     | 639.0                     | 1,912.9                    | 623.1                     | 675.1                     | 652.4                     | 1,950.6                    | -1.93%           |
| CA Santa Clarita | Santa Clarita Transit           | DR    | 0.5                     | 9.0                       | 9.0                       | 9.8                       | 27.8                       | 9.5                       | 9.1                       | 9.8                       | 28.4                       | -2.11%           |
| CA Santa Clarita | Santa Clarita Transit           | MB    | 11.6                    | 273.4                     | 272.2                     | 309.0                     | 854.6                      | 266.4                     | 290.0                     | 325.1                     | 881.5                      | -3.05%           |
| CA Santa Clarita | Santa Clarita Transit           | TOTAL | 12.1                    | 282.4                     | 281.2                     | 318.8                     | 882.4                      | 275.9                     | 299.1                     | 334.9                     | 909.9                      | -3.02%           |
| CA Santa Monica  | Santa Monica's Big Blue Bus     | DR    | 0.9                     | 20.0                      | 18.5                      | 20.2                      | 58.7                       | 20.7                      | 19.4                      | 21.1                      | 61.2                       | -4.08%           |
| CA Santa Monica  | Santa Monica's Big Blue Bus     | MB    | 68.0                    | 1,425.9                   | 1,351.6                   | 1,505.8                   | 4,283.3                    | 1,411.8                   | 1,799.5                   | 1,734.1                   | 4,945.4                    | -13.39%          |
| CA Santa Monica  | Santa Monica's Big Blue Bus     | TOTAL | 69.0                    | 1,445.9                   | 1,370.1                   | 1,526.0                   | 4,342.0                    | 1,432.5                   | 1,818.9                   | 1,755.2                   | 5,006.6                    | -13.27%          |
| CA Stockton      | San Joaquin Reg Rail Comm       | CR    | 4.4                     | 94.2                      | 88.6                      | 96.1                      | 278.9                      | 81.6                      | 75.2                      | 81.0                      | 237.8                      | 17.28%           |
| CA Stockton      | San Joaquin Reg Rail Comm       | TOTAL | 4.4                     | 94.2                      | 88.6                      | 96.1                      | 278.9                      | 81.6                      | 75.2                      | 81.0                      | 237.8                      | 17.28%           |

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## APTA TRANSIT RIDERSHIP REPORT

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|---------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CA Stockton         | San Joaquin Reg Trans Dist          | DR    | NA                      | 6.8                       | 6.3                       | 6.9                       | 20.0                       | 7.4                       | 5.1                       | 4.7                       | 17.2                       | 16.28%           |
| CA Stockton         | San Joaquin Reg Trans Dist          | MB    | NA                      | 363.6                     | 393.4                     | 372.2                     | 1,129.2                    | 341.7                     | 361.6                     | 372.6                     | 1,075.9                    | 4.95%            |
| CA Stockton         | San Joaquin Reg Trans Dist          | TOTAL | NA                      | 370.4                     | 399.7                     | 379.1                     | 1,149.2                    | 349.1                     | 366.7                     | 377.3                     | 1,093.1                    | 5.13%            |
| CA Thousand Palms   | SunLine Transit Agency              | DR    | 0.5                     | 11.7                      | 11.1                      | 12.0                      | 34.8                       | 11.5                      | 10.8                      | 11.9                      | 34.2                       | 1.75%            |
| CA Thousand Palms   | SunLine Transit Agency              | MB    | 15.7                    | 414.9                     | 411.8                     | 427.9                     | 1,254.6                    | 390.1                     | 392.8                     | 414.0                     | 1,196.9                    | 4.82%            |
| CA Thousand Palms   | SunLine Transit Agency              | TOTAL | 16.2                    | 426.6                     | 422.9                     | 439.9                     | 1,289.4                    | 401.6                     | 403.6                     | 425.9                     | 1,231.1                    | 4.74%            |
| CA Torrance         | Torrance Transit System             | DR    | 0.3                     | 5.7                       | 5.3                       | 5.3                       | 16.3                       | 4.8                       | 4.8                       | 4.8                       | 14.4                       | 13.19%           |
| CA Torrance         | Torrance Transit System             | MB    | 13.4                    | 326.1                     | 315.7                     | 336.9                     | 978.7                      | 315.3                     | 307.6                     | 348.0                     | 970.9                      | 0.80%            |
| CA Torrance         | Torrance Transit System             | TOTAL | 13.7                    | 331.8                     | 321.0                     | 342.2                     | 995.0                      | 320.1                     | 312.4                     | 352.8                     | 985.3                      | 0.98%            |
| CA Vallejo          | Solano County Transit (SolTrans)    | DR    | 0.1                     | 2.5                       | 2.5                       | 2.7                       | 7.7                        | 3.6                       | 3.1                       | 3.6                       | 10.3                       | -25.24%          |
| CA Vallejo          | Solano County Transit (SolTrans)    | MB    | 5.0                     | 121.0                     | 111.2                     | 121.0                     | 353.2                      | 111.0                     | 107.9                     | 113.1                     | 332.0                      | 6.39%            |
| CA Vallejo          | Solano County Transit (SolTrans)    | TOTAL | NA                      | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               |
| CA Visalia          | Visalia City Coach                  | DR    | 0.1                     | 3.0                       | 2.8                       | 2.9                       | 8.7                        | 3.2                       | 2.8                       | 3.1                       | 9.1                        | -4.40%           |
| CA Visalia          | Visalia City Coach                  | MB    | 5.8                     | 140.3                     | 134.2                     | 156.4                     | 430.9                      | 153.7                     | 144.2                     | 151.2                     | 449.1                      | -4.05%           |
| CA Visalia          | Visalia City Coach                  | TOTAL | 5.9                     | 143.3                     | 137.0                     | 159.3                     | 439.6                      | 156.9                     | 147.0                     | 154.3                     | 458.2                      | -4.06%           |
| CA West Covina      | Foothill Transit                    | MB    | 47.9                    | 1,210.7                   | 1,129.7                   | 1,272.9                   | 3,613.3                    | 1,145.7                   | 1,109.6                   | 1,237.1                   | 3,492.4                    | 3.46%            |
| CA West Covina      | Foothill Transit                    | TOTAL | 47.9                    | 1,210.7                   | 1,129.7                   | 1,272.9                   | 3,613.3                    | 1,145.7                   | 1,109.6                   | 1,237.1                   | 3,492.4                    | 3.46%            |
| CA Woodland         | Yolo County Transportation District | DR    | 0.0                     | 1.9                       | 1.7                       | 2.1                       | 5.7                        | NA                        | NA                        | NA                        | NA                         | NA               |
| CA Woodland         | Yolo County Transportation District | MB    | 4.6                     | 138.9                     | 134.2                     | 140.9                     | 414.0                      | 138.2                     | 138.2                     | 144.9                     | 421.3                      | -1.73%           |
| CA Woodland         | Yolo County Transportation District | TOTAL | 4.6                     | 140.8                     | 135.9                     | 143.0                     | 419.7                      | NA                        | NA                        | NA                        | NA                         | NA               |
| CO Colorado Springs | Mountain Metropolitan Transit       | DR    | 1.1                     | 25.3                      | 20.5                      | 22.4                      | 68.2                       | 23.1                      | 21.5                      | 20.9                      | 65.5                       | 4.12%            |
| CO Colorado Springs | Mountain Metropolitan Transit       | MB    | 10.6                    | 222.2                     | 214.8                     | 231.5                     | 668.5                      | 214.6                     | 200.2                     | 212.4                     | 627.2                      | 6.58%            |
| CO Colorado Springs | Mountain Metropolitan Transit       | VP    | 0.2                     | 4.8                       | 4.8                       | 5.4                       | 15.0                       | 4.9                       | 4.3                       | 3.3                       | 12.5                       | 20.00%           |
| CO Colorado Springs | Mountain Metropolitan Transit       | TOTAL | 11.9                    | 252.3                     | 240.1                     | 259.3                     | 751.7                      | 242.6                     | 226.0                     | 236.6                     | 705.2                      | 6.59%            |
| CO Denver           | Regional Trp District               | DR    | 13.9                    | 144.5                     | 139.7                     | 147.6                     | 431.8                      | 126.0                     | 126.4                     | 131.2                     | 383.6                      | 12.57%           |
| CO Denver           | Regional Trp District               | LR    | 81.8                    | 2,276.8                   | 1,946.0                   | 1,959.3                   | 6,182.1                    | 1,574.8                   | 1,630.6                   | 1,675.8                   | 4,881.2                    | 26.65%           |
| CO Denver           | Regional Trp District               | MB    | 202.3                   | 5,240.7                   | 4,948.3                   | 5,334.4                   | 15,523.4                   | 5,235.4                   | 4,958.0                   | 5,347.7                   | 15,541.1                   | -0.11%           |
| CO Denver           | Regional Trp District               | TOTAL | 298.1                   | 7,662.0                   | 7,034.0                   | 7,441.3                   | 22,137.3                   | 6,936.2                   | 6,715.0                   | 7,154.7                   | 20,805.9                   | 6.40%            |
| CO Grand Junction   | Mesa County Reg Transp Office       | DR    | 0.1                     | 1.5                       | 1.6                       | 1.5                       | 4.6                        | 1.2                       | 1.2                       | 1.3                       | 3.7                        | 24.32%           |
| CO Grand Junction   | Mesa County Reg Transp Office       | MB    | 3.1                     | 77.1                      | 75.4                      | 77.6                      | 230.1                      | 88.5                      | 89.2                      | 86.3                      | 264.0                      | -12.84%          |
| CO Grand Junction   | Mesa County Reg Transp Office       | TOTAL | 3.2                     | 78.6                      | 77.0                      | 79.1                      | 234.7                      | 89.7                      | 90.4                      | 87.6                      | 267.7                      | -12.33%          |
| CT Hartford         | Connecticut DOT                     | DR    | 0.2                     | 5.7                       | 4.7                       | 6.1                       | 16.5                       | 5.4                       | 4.7                       | 5.6                       | 15.7                       | 5.10%            |
| CT Hartford         | Connecticut DOT                     | MB    | NA                      | NA                        | NA                        | NA                        | NA                         | 0.0                       | 0.0                       | 0.0                       | 0.0                        | NA               |
| CT Hartford         | Connecticut DOT                     | TOTAL | NA                      | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               |

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**APTA TRANSIT RIDERSHIP REPORT**

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|--------------------|----------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CT Hartford        | Connecticut Transit        | MB    | 89.9                    | 2,132.4                   | 1,974.8                   | 2,323.1                   | 6,430.3                    | 2,246.5                   | 1,974.8                   | 2,305.1                   | 6,526.4                    | -1.47%           |
| CT Hartford        | Connecticut Transit        | TOTAL | 89.9                    | 2,132.4                   | 1,974.8                   | 2,323.1                   | 6,430.3                    | 2,246.5                   | 1,974.8                   | 2,305.1                   | 6,526.4                    | -1.47%           |
| CT Hartford        | Greater Hartford Tran Dist | DR    | 1.5                     | 35.5                      | 31.0                      | 39.5                      | 106.0                      | 33.8                      | 30.3                      | 35.5                      | 99.6                       | 6.43%            |
| CT Hartford        | Greater Hartford Tran Dist | TOTAL | 1.5                     | 35.5                      | 31.0                      | 39.5                      | 106.0                      | 33.8                      | 30.3                      | 35.5                      | 99.6                       | 6.43%            |
| CT New Haven       | Connecticut DOT            | CR    | 2.2                     | 52.8                      | 46.8                      | 53.3                      | 152.9                      | 52.4                      | 43.9                      | 55.1                      | 151.4                      | 0.99%            |
| CT New Haven       | Connecticut DOT            | MB    | NA                      | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               |
| CT New Haven       | Connecticut DOT            | TOTAL | NA                      | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               |
| DC Washington      | Washington Metro Area TA   | HR    | 850.2                   | 19,954.7                  | 18,890.9                  | 21,971.9                  | 60,817.5                   | 22,644.1                  | 20,535.4                  | 23,377.9                  | 66,557.4                   | -8.62%           |
| DC Washington      | Washington Metro Area TA   | MB    | 441.5                   | 10,454.9                  | 9,958.7                   | 10,768.1                  | 31,181.7                   | 10,653.1                  | 10,219.1                  | 11,109.7                  | 31,981.9                   | -2.50%           |
| DC Washington      | Washington Metro Area TA   | TOTAL | 1,291.7                 | 30,409.6                  | 28,849.6                  | 32,740.0                  | 91,999.2                   | 33,297.2                  | 30,754.5                  | 34,487.6                  | 98,539.3                   | -6.64%           |
| DE Wilmington      | Delaware Transit Corp      | DR    | 3.5                     | 77.5                      | 75.9                      | 82.2                      | 235.6                      | 85.7                      | 80.7                      | 86.0                      | 252.4                      | -6.66%           |
| DE Wilmington      | Delaware Transit Corp      | MB    | 30.5                    | 719.8                     | 672.1                     | 726.7                     | 2,118.6                    | 798.0                     | 752.6                     | 782.2                     | 2,332.8                    | -9.18%           |
| DE Wilmington      | Delaware Transit Corp      | TOTAL | 34.0                    | 797.3                     | 748.0                     | 808.9                     | 2,354.2                    | 883.7                     | 833.3                     | 868.2                     | 2,585.2                    | -8.94%           |
| FL Fort Lauderdale | Broward County Transit     | DR    | 2.3                     | 56.7                      | 53.8                      | 56.6                      | 167.1                      | 59.4                      | 55.9                      | 56.6                      | 171.9                      | -2.79%           |
| FL Fort Lauderdale | Broward County Transit     | MB    | 138.1                   | 3,473.0                   | 3,430.4                   | 3,490.6                   | 10,394.0                   | 3,653.0                   | 3,445.6                   | 3,506.6                   | 10,605.2                   | -1.99%           |
| FL Fort Lauderdale | Broward County Transit     | TOTAL | 140.4                   | 3,529.7                   | 3,484.2                   | 3,547.2                   | 10,561.1                   | 3,712.4                   | 3,501.5                   | 3,563.2                   | 10,777.1                   | -2.00%           |
| FL Fort Myers      | Lee Tran                   | DR    | 0.4                     | 8.8                       | 8.4                       | 8.9                       | 26.1                       | 8.8                       | 8.5                       | 9.1                       | 26.4                       | -1.14%           |
| FL Fort Myers      | Lee Tran                   | MB    | 14.5                    | 334.4                     | 369.8                     | 386.1                     | 1,090.3                    | 365.2                     | 378.2                     | 404.9                     | 1,148.3                    | -5.05%           |
| FL Fort Myers      | Lee Tran                   | VP    | 0.0                     | 3.4                       | 3.3                       | 3.2                       | 9.9                        | 4.2                       | 4.1                       | 4.2                       | 12.5                       | -20.80%          |
| FL Fort Myers      | Lee Tran                   | TOTAL | 14.9                    | 346.6                     | 381.5                     | 398.2                     | 1,126.3                    | 378.2                     | 390.8                     | 418.2                     | 1,187.2                    | -5.13%           |
| FL Gainesville     | Regional Transit System    | DR    | 0.1                     | 4.1                       | 3.7                       | 4.2                       | 12.0                       | 3.9                       | 4.0                       | 4.5                       | 12.4                       | -3.23%           |
| FL Gainesville     | Regional Transit System    | MB    | 51.7                    | 1,138.8                   | 1,119.4                   | 929.4                     | 3,187.6                    | 1,096.8                   | 1,107.3                   | 917.3                     | 3,121.4                    | 2.12%            |
| FL Gainesville     | Regional Transit System    | TOTAL | 51.8                    | 1,142.9                   | 1,123.1                   | 933.6                     | 3,199.6                    | 1,100.7                   | 1,111.3                   | 921.8                     | 3,133.8                    | 2.10%            |
| FL Miami           | Miami-Dade Transit Agency  | AG    | 34.1                    | 836.8                     | 831.4                     | 950.8                     | 2,619.0                    | 835.9                     | 766.3                     | 902.7                     | 2,504.9                    | 4.56%            |
| FL Miami           | Miami-Dade Transit Agency  | DR    | 5.7                     | 137.0                     | 132.6                     | 141.1                     | 410.7                      | 143.1                     | 136.7                     | 144.1                     | 423.9                      | -3.11%           |
| FL Miami           | Miami-Dade Transit Agency  | HR    | 75.9                    | 1,820.3                   | 1,784.1                   | 1,932.8                   | 5,537.2                    | 1,760.8                   | 1,683.4                   | 1,903.4                   | 5,347.6                    | 3.55%            |
| FL Miami           | Miami-Dade Transit Agency  | MB    | 250.5                   | 6,480.7                   | 6,285.0                   | 6,634.3                   | 19,400.0                   | 6,622.8                   | 6,410.0                   | 6,808.0                   | 19,840.8                   | -2.22%           |
| FL Miami           | Miami-Dade Transit Agency  | TOTAL | 366.1                   | 9,274.8                   | 9,033.1                   | 9,659.0                   | 27,966.9                   | 9,362.6                   | 8,996.4                   | 9,758.2                   | 28,117.2                   | -0.53%           |
| FL Orlando         | Central Florida RTA        | DR    | 2.7                     | 66.7                      | 63.6                      | 67.3                      | 197.6                      | 65.3                      | 61.2                      | 63.9                      | 190.4                      | 3.78%            |
| FL Orlando         | Central Florida RTA        | MB    | 90.0                    | 2,376.3                   | 2,299.4                   | 2,365.4                   | 7,041.1                    | 2,463.3                   | 2,339.6                   | 2,372.8                   | 7,175.7                    | -1.88%           |
| FL Orlando         | Central Florida RTA        | VP    | 0.9                     | 21.4                      | 19.0                      | 18.8                      | 59.2                       | 19.4                      | 18.6                      | 20.3                      | 58.3                       | 1.54%            |
| FL Orlando         | Central Florida RTA        | TOTAL | 93.7                    | 2,464.4                   | 2,382.0                   | 2,451.5                   | 7,297.9                    | 2,548.0                   | 2,419.4                   | 2,457.0                   | 7,424.4                    | -1.70%           |

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|--------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| FL Pompano Beach   | South Florida RTA (Tri-Rail) | CR    | 15.3                    | 384.1                     | 364.3                     | 386.1                     | 1,134.5                    | 363.3                     | 353.0                     | 380.7                     | 1,097.0                    | 3.42%            |
| FL Pompano Beach   | South Florida RTA (Tri-Rail) | MB    | 3.4                     | 84.3                      | 75.7                      | 90.1                      | 250.1                      | 158.0                     | 145.1                     | 168.8                     | 471.9                      | -47.00%          |
| FL Pompano Beach   | South Florida RTA (Tri-Rail) | TOTAL | 18.7                    | 468.4                     | 440.0                     | 476.2                     | 1,384.6                    | 521.3                     | 498.1                     | 549.5                     | 1,568.9                    | -11.75%          |
| FL St. Petersburg  | Pinellas Suncoast Tran Auth  | DR    | 1.1                     | 26.9                      | 25.0                      | 26.2                      | 78.1                       | 26.0                      | 24.7                      | 26.2                      | 76.9                       | 1.56%            |
| FL St. Petersburg  | Pinellas Suncoast Tran Auth  | MB    | 45.6                    | 1,131.3                   | 1,139.6                   | 1,197.4                   | 3,468.3                    | 1,197.6                   | 1,155.8                   | 1,224.6                   | 3,578.0                    | -3.07%           |
| FL St. Petersburg  | Pinellas Suncoast Tran Auth  | TOTAL | 46.7                    | 1,158.2                   | 1,164.6                   | 1,223.6                   | 3,546.4                    | 1,223.6                   | 1,180.5                   | 1,250.8                   | 3,654.9                    | -2.97%           |
| FL Tampa           | Hillsborough Area Reg TA     | DR    | 0.6                     | 12.5                      | 12.3                      | 12.6                      | 37.4                       | 11.7                      | 11.5                      | 12.0                      | 35.2                       | 6.25%            |
| FL Tampa           | Hillsborough Area Reg TA     | LR    | 0.7                     | 28.4                      | 24.4                      | 29.4                      | 82.2                       | 32.4                      | 26.5                      | 32.8                      | 91.7                       | -10.36%          |
| FL Tampa           | Hillsborough Area Reg TA     | MB    | 50.0                    | 1,229.4                   | 1,242.2                   | 1,240.7                   | 3,712.3                    | 1,249.8                   | 1,199.7                   | 1,243.7                   | 3,693.2                    | 0.52%            |
| FL Tampa           | Hillsborough Area Reg TA     | VP    | 0.0                     | 0.0                       | 0.0                       | 0.0                       | 0.0                        | 0.0                       | 0.0                       | 0.0                       | 0.0                        | NA               |
| FL Tampa           | Hillsborough Area Reg TA     | TOTAL | 51.3                    | 1,270.3                   | 1,278.9                   | 1,282.7                   | 3,831.9                    | 1,293.9                   | 1,237.7                   | 1,288.5                   | 3,820.1                    | 0.31%            |
| FL West Palm Beach | Palm Beach County STD        | DR    | NA                      | NA                        | NA                        | NA                        | NA                         | 74.7                      | 71.5                      | 74.1                      | 220.3                      | NA               |
| FL West Palm Beach | Palm Beach County STD        | MB    | 40.2                    | 966.9                     | 849.1                     | 976.7                     | 2,792.7                    | 1,066.1                   | 1,010.1                   | 1,031.8                   | 3,108.0                    | -10.14%          |
| FL West Palm Beach | Palm Beach County STD        | TOTAL | NA                      | NA                        | NA                        | NA                        | NA                         | 1,140.8                   | 1,081.6                   | 1,105.9                   | 3,328.3                    | NA               |
| GA Atlanta         | Metro Atlanta Rapid Tr Auth  | DR    | 2.0                     | 41.2                      | 40.4                      | 50.7                      | 132.3                      | 47.5                      | 46.5                      | 52.3                      | 146.3                      | -9.57%           |
| GA Atlanta         | Metro Atlanta Rapid Tr Auth  | HR    | 213.6                   | 5,110.3                   | 4,932.4                   | 5,775.3                   | 15,818.0                   | 5,945.8                   | 5,300.1                   | 5,627.3                   | 16,873.2                   | -6.25%           |
| GA Atlanta         | Metro Atlanta Rapid Tr Auth  | MB    | 185.9                   | 4,344.3                   | 4,267.1                   | 5,084.6                   | 13,696.0                   | 5,162.4                   | 4,602.2                   | 4,941.4                   | 14,706.0                   | -6.87%           |
| GA Atlanta         | Metro Atlanta Rapid Tr Auth  | TOTAL | 401.5                   | 9,495.8                   | 9,239.9                   | 10,910.6                  | 29,646.3                   | 11,155.7                  | 9,948.8                   | 10,621.0                  | 31,725.5                   | -6.55%           |
| GA Gainesville     | Hall Area Transit            | DR    | 0.0                     | 1.7                       | 1.6                       | 2.2                       | 5.5                        | 2.1                       | 2.0                       | 2.1                       | 6.2                        | -11.29%          |
| GA Gainesville     | Hall Area Transit            | MB    | 0.5                     | 11.6                      | 10.4                      | 11.9                      | 33.9                       | 10.5                      | 10.4                      | 10.9                      | 31.8                       | 6.60%            |
| GA Gainesville     | Hall Area Transit            | TOTAL | 0.5                     | 13.3                      | 12.0                      | 14.1                      | 39.4                       | 12.6                      | 12.4                      | 13.0                      | 38.0                       | 3.68%            |
| HI Honolulu        | City & Cnty of Honolulu DOTS | DR    | NA                      | 86.3                      | 81.3                      | 85.7                      | 253.3                      | 83.7                      | 78.2                      | 83.2                      | 245.1                      | 3.35%            |
| HI Honolulu        | City & Cnty of Honolulu DOTS | MB    | NA                      | 6,062.2                   | 5,695.3                   | 6,039.9                   | 17,797.4                   | 6,143.7                   | 5,705.7                   | 5,875.6                   | 17,725.0                   | 0.41%            |
| HI Honolulu        | City & Cnty of Honolulu DOTS | TOTAL | NA                      | 6,148.5                   | 5,776.6                   | 6,125.6                   | 18,050.7                   | 6,227.4                   | 5,783.9                   | 5,958.8                   | 17,970.1                   | 0.45%            |
| IA Ames            | Ames Transit Agency          | DR    | 0.1                     | 1.0                       | 1.0                       | 1.0                       | 3.0                        | 0.9                       | 0.9                       | 0.9                       | 2.7                        | 11.11%           |
| IA Ames            | Ames Transit Agency          | MB    | 31.0                    | 615.6                     | 809.4                     | 596.4                     | 2,021.4                    | 525.9                     | 730.5                     | 566.2                     | 1,822.6                    | 10.91%           |
| IA Ames            | Ames Transit Agency          | TOTAL | 31.1                    | 616.6                     | 810.4                     | 597.4                     | 2,024.4                    | 526.8                     | 731.4                     | 567.1                     | 1,825.3                    | 10.91%           |
| IA Des Moines      | Des Moines Area Regional TA  | DR    | 0.6                     | 11.9                      | 11.3                      | 12.1                      | 35.3                       | 13.1                      | 12.0                      | 13.3                      | 38.4                       | -8.07%           |
| IA Des Moines      | Des Moines Area Regional TA  | MB    | 16.0                    | 330.8                     | 331.1                     | 345.2                     | 1,007.1                    | 325.6                     | 305.2                     | 314.1                     | 944.9                      | 6.58%            |
| IA Des Moines      | Des Moines Area Regional TA  | VP    | 1.0                     | 21.6                      | 19.6                      | 20.1                      | 61.3                       | 23.2                      | 21.1                      | 22.5                      | 66.8                       | -8.23%           |
| IA Des Moines      | Des Moines Area Regional TA  | TOTAL | 17.6                    | 364.3                     | 362.0                     | 377.4                     | 1,103.7                    | 361.9                     | 338.3                     | 349.9                     | 1,050.1                    | 5.10%            |

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## APTA TRANSIT RIDERSHIP REPORT

| State and City | Transit Agency    | Mode                              | Average Weekday (000's) | Trips for Jan '14 (000's) | Trips for Feb '14 (000's) | Trips for Mar '14 (000's) | Trips Thru Mar '14 (000's) | Trips for Jan '13 (000's) | Trips for Feb '13 (000's) | Trips for Mar '13 (000's) | Trips Thru Mar '13 (000's) | Quarterly Change |         |
|----------------|-------------------|-----------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------|
| IL             | Arlington Heights | PACE Suburban Bus                 | DR                      | 17.7                      | 400.8                     | 440.9                     | 468.0                      | 1,309.7                   | 411.6                     | 387.7                     | 422.7                      | 1,222.0          | 7.18%   |
| IL             | Arlington Heights | PACE Suburban Bus                 | MB                      | 99.9                      | 2,200.6                   | 2,327.4                   | 2,612.1                    | 7,140.1                   | 2,571.5                   | 2,465.0                   | 2,626.8                    | 7,663.3          | -6.83%  |
| IL             | Arlington Heights | PACE Suburban Bus                 | VP                      | 8.3                       | 168.4                     | 172.0                     | 182.2                      | 522.6                     | 192.9                     | 174.1                     | 186.5                      | 553.5            | -5.58%  |
| IL             | Arlington Heights | PACE Suburban Bus                 | TOTAL                   | 125.9                     | 2,769.8                   | 2,940.3                   | 3,262.3                    | 8,972.4                   | 3,176.0                   | 3,026.8                   | 3,236.0                    | 9,438.8          | -4.94%  |
| IL             | Chicago           | Chicago Transit Authority         | DR                      | 0.0                       | 0.0                       | 0.0                       | 0.0                        | 0.0                       | 0.0                       | 0.0                       | 0.0                        | 0.0              | NA      |
| IL             | Chicago           | Chicago Transit Authority         | HR                      | 778.8                     | 17,461.0                  | 17,800.3                  | 20,074.2                   | 55,335.5                  | 17,892.6                  | 17,070.4                  | 18,528.8                   | 53,491.8         | 3.45%   |
| IL             | Chicago           | Chicago Transit Authority         | MB                      | 870.8                     | 20,556.4                  | 21,760.0                  | 24,607.1                   | 66,923.5                  | 24,676.6                  | 23,653.9                  | 25,632.6                   | 73,963.1         | -9.52%  |
| IL             | Chicago           | Chicago Transit Authority         | TOTAL                   | 1,649.6                   | 38,017.4                  | 39,560.3                  | 44,681.3                   | 122,259.0                 | 42,569.2                  | 40,724.3                  | 44,161.4                   | 127,454.9        | -4.08%  |
| IL             | Chicago           | Metra                             | CR                      | 281.2                     | 5,733.4                   | 5,700.6                   | 6,062.4                    | 17,496.4                  | 5,747.2                   | 5,643.8                   | 5,985.5                    | 17,376.5         | 0.69%   |
| IL             | Chicago           | Metra                             | TOTAL                   | 281.2                     | 5,733.4                   | 5,700.6                   | 6,062.4                    | 17,496.4                  | 5,747.2                   | 5,643.8                   | 5,985.5                    | 17,376.5         | 0.69%   |
| IL             | Granite City      | Madison County Trans Dist         | DR                      | 0.2                       | 5.0                       | 5.1                       | 5.6                        | 15.7                      | 5.6                       | 5.0                       | 5.3                        | 15.9             | -1.26%  |
| IL             | Granite City      | Madison County Trans Dist         | MB                      | 9.1                       | 203.9                     | 212.3                     | 217.4                      | 633.6                     | 218.6                     | 207.6                     | 204.0                      | 630.2            | 0.54%   |
| IL             | Granite City      | Madison County Trans Dist         | VP                      | 0.8                       | 15.3                      | 15.2                      | 16.0                       | 46.5                      | 21.7                      | 18.9                      | 20.3                       | 60.9             | -23.65% |
| IL             | Granite City      | Madison County Trans Dist         | TOTAL                   | 10.1                      | 224.2                     | 232.6                     | 239.0                      | 695.8                     | 245.9                     | 231.5                     | 229.6                      | 707.0            | -1.58%  |
| IL             | Harrisburg        | Rides Mass Transit District       | MB                      | 1.2                       | 48.0                      | 48.0                      | 54.0                       | 150.0                     | 51.0                      | 48.0                      | 50.0                       | 149.0            | 0.67%   |
| IL             | Harrisburg        | Rides Mass Transit District       | TOTAL                   | 1.2                       | 48.0                      | 48.0                      | 54.0                       | 150.0                     | 51.0                      | 48.0                      | 50.0                       | 149.0            | 0.67%   |
| IL             | Macomb            | Go West Transit                   | MB                      | 9.7                       | 181.2                     | 255.2                     | 204.5                      | 640.9                     | 169.5                     | 220.1                     | 192.0                      | 581.6            | 10.20%  |
| IL             | Macomb            | Go West Transit                   | TOTAL                   | 9.7                       | 181.2                     | 255.2                     | 204.5                      | 640.9                     | 169.5                     | 220.1                     | 192.0                      | 581.6            | 10.20%  |
| IL             | Moline            | Rock Island County MMTD           | DR                      | 0.0                       | 5.3                       | 5.5                       | 5.9                        | 16.7                      | 5.7                       | 5.5                       | 5.7                        | 16.9             | -1.18%  |
| IL             | Moline            | Rock Island County MMTD           | MB                      | 11.6                      | 295.7                     | 274.9                     | 291.6                      | 862.2                     | 298.7                     | 272.2                     | 285.4                      | 856.3            | 0.69%   |
| IL             | Moline            | Rock Island County MMTD           | TOTAL                   | NA                        | 301.0                     | 280.4                     | 297.5                      | 878.9                     | 304.4                     | 277.7                     | 291.1                      | 873.2            | 0.65%   |
| IL             | Normal            | Bloomington-Normal Public Transit | DR                      | 0.2                       | 5.0                       | 5.5                       | 5.9                        | 16.4                      | 4.8                       | 4.8                       | 5.2                        | 14.8             | 10.81%  |
| IL             | Normal            | Bloomington-Normal Public Transit | MB                      | 10.4                      | 198.4                     | 231.3                     | 227.8                      | 657.5                     | 168.3                     | 190.5                     | 171.5                      | 530.3            | 23.99%  |
| IL             | Normal            | Bloomington-Normal Public Transit | TOTAL                   | 10.6                      | 203.4                     | 236.8                     | 233.7                      | 673.9                     | 173.1                     | 195.3                     | 176.7                      | 545.1            | 23.63%  |
| IL             | Peoria            | Greater Peoria Mass Tr Dist       | DR                      | 0.5                       | 10.7                      | 10.8                      | 12.5                       | 34.0                      | 11.7                      | 10.8                      | 11.9                       | 34.4             | -1.16%  |
| IL             | Peoria            | Greater Peoria Mass Tr Dist       | MB                      | 9.3                       | 246.4                     | 247.1                     | 273.5                      | 767.0                     | 288.0                     | 264.6                     | 276.1                      | 828.7            | -7.45%  |
| IL             | Peoria            | Greater Peoria Mass Tr Dist       | TOTAL                   | 9.8                       | 257.1                     | 257.9                     | 286.0                      | 801.0                     | 299.7                     | 275.4                     | 288.0                      | 863.1            | -7.19%  |
| IL             | Rockford          | Rockford Mass Transit Dist        | DR                      | 0.4                       | 7.5                       | 7.7                       | 8.5                        | 23.7                      | 8.1                       | 7.6                       | 7.9                        | 23.6             | 0.42%   |
| IL             | Rockford          | Rockford Mass Transit Dist        | MB                      | NA                        | NA                        | NA                        | NA                         | NA                        | 153.8                     | 139.6                     | 147.0                      | 440.4            | NA      |
| IL             | Rockford          | Rockford Mass Transit Dist        | TOTAL                   | NA                        | NA                        | NA                        | NA                         | NA                        | 161.9                     | 147.2                     | 154.9                      | 464.0            | NA      |
| IL             | Urbana            | Champaign-Urbana MTD              | DR                      | 0.6                       | 9.5                       | 14.6                      | 15.3                       | 39.4                      | 11.9                      | 15.2                      | 13.5                       | 40.6             | -2.96%  |
| IL             | Urbana            | Champaign-Urbana MTD              | MB                      | 54.1                      | 962.4                     | 1,563.8                   | 1,309.6                    | 3,835.8                   | 1,073.7                   | 1,357.6                   | 1,145.1                    | 3,576.4          | 7.25%   |
| IL             | Urbana            | Champaign-Urbana MTD              | TOTAL                   | 54.7                      | 971.9                     | 1,578.4                   | 1,324.9                    | 3,875.2                   | 1,085.6                   | 1,372.8                   | 1,158.6                    | 3,617.0          | 7.14%   |

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## APTA TRANSIT RIDERSHIP REPORT

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|----------------|----------------|-----------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------|
| IN             | Bloomington    | Bloomington Public Trp Corp       | DR                      | 0.1                       | 2.2                       | 2.2                       | 2.2                        | 6.6                       | 2.3                       | 2.2                       | 2.3                        | 6.8              | -2.94%  |
| IN             | Bloomington    | Bloomington Public Trp Corp       | MB                      | 14.9                      | 304.3                     | 377.5                     | 327.7                      | 1,009.5                   | 347.0                     | 365.8                     | 309.4                      | 1,022.2          | -1.24%  |
| IN             | Bloomington    | Bloomington Public Trp Corp       | TOTAL                   | 15.0                      | 306.5                     | 379.7                     | 329.9                      | 1,016.1                   | 349.3                     | 368.0                     | 311.7                      | 1,029.0          | -1.25%  |
| IN             | Chesterton     | Northern IN Commuter TD           | CR                      | 11.2                      | 243.4                     | 263.6                     | 289.4                      | 796.4                     | 269.6                     | 272.8                     | 290.6                      | 833.0            | -4.39%  |
| IN             | Chesterton     | Northern IN Commuter TD           | TOTAL                   | 11.2                      | 243.4                     | 263.6                     | 289.4                      | 796.4                     | 269.6                     | 272.8                     | 290.6                      | 833.0            | -4.39%  |
| IN             | Fort Wayne     | Fort Wayne Public Tr Corp         | DR                      | NA                        | 4.0                       | 4.0                       | 4.4                        | 12.4                      | 4.2                       | 4.1                       | 4.2                        | 12.5             | -0.80%  |
| IN             | Fort Wayne     | Fort Wayne Public Tr Corp         | MB                      | 6.9                       | 145.0                     | 156.3                     | 168.0                      | 469.3                     | 168.8                     | 161.9                     | 162.5                      | 493.2            | -4.85%  |
| IN             | Fort Wayne     | Fort Wayne Public Tr Corp         | TOTAL                   | NA                        | 149.0                     | 160.3                     | 172.4                      | 481.7                     | 173.0                     | 166.0                     | 166.7                      | 505.7            | -4.75%  |
| IN             | Indianapolis   | Indianapolis Public Trp Corp      | DR                      | 0.9                       | 20.5                      | 22.5                      | 24.8                       | 67.8                      | 23.1                      | 21.5                      | 23.0                       | 67.6             | 0.30%   |
| IN             | Indianapolis   | Indianapolis Public Trp Corp      | MB                      | 32.5                      | 685.7                     | 751.5                     | 851.1                      | 2,288.3                   | 812.0                     | 767.4                     | 810.7                      | 2,390.1          | -4.26%  |
| IN             | Indianapolis   | Indianapolis Public Trp Corp      | TOTAL                   | 33.5                      | 706.2                     | 774.0                     | 875.9                      | 2,356.1                   | 835.1                     | 788.9                     | 833.7                      | 2,457.7          | -4.13%  |
| IN             | Muncie         | Muncie Indiana Transit Sys        | DR                      | 0.2                       | 4.5                       | 5.2                       | 5.5                        | 15.2                      | 5.7                       | 5.5                       | 5.7                        | 16.9             | -10.06% |
| IN             | Muncie         | Muncie Indiana Transit Sys        | MB                      | 7.1                       | 146.1                     | 168.4                     | 168.0                      | 482.5                     | 164.6                     | 161.4                     | 152.9                      | 478.9            | 0.75%   |
| IN             | Muncie         | Muncie Indiana Transit Sys        | TOTAL                   | 7.3                       | 150.6                     | 173.6                     | 173.5                      | 497.7                     | 170.3                     | 166.9                     | 158.6                      | 495.8            | 0.38%   |
| KS             | Olathe         | Johnson County Transit            | DR                      | 0.3                       | 5.7                       | 4.8                       | 5.8                        | 16.3                      | 8.1                       | 9.0                       | 9.1                        | 26.2             | -37.79% |
| KS             | Olathe         | Johnson County Transit            | MB                      | 2.1                       | 41.3                      | 40.7                      | 42.8                       | 124.8                     | 32.8                      | 44.1                      | 45.6                       | 122.5            | 1.88%   |
| KS             | Olathe         | Johnson County Transit            | TOTAL                   | 2.4                       | 47.0                      | 45.5                      | 48.6                       | 141.1                     | 40.9                      | 53.1                      | 54.7                       | 148.7            | -5.11%  |
| KY             | Bowling Green  | Community Action of Southern KY   | DR                      | 0.0                       | 0.9                       | 0.9                       | 0.8                        | 2.6                       | 1.3                       | 1.1                       | 1.1                        | 3.5              | -25.71% |
| KY             | Bowling Green  | Community Action of Southern KY   | MB                      | 0.4                       | 7.4                       | 9.4                       | 8.6                        | 25.4                      | 8.9                       | 9.4                       | 8.6                        | 26.9             | -5.58%  |
| KY             | Bowling Green  | Community Action of Southern KY   | TOTAL                   | 0.4                       | 8.3                       | 10.3                      | 9.4                        | 28.0                      | 10.2                      | 10.5                      | 9.7                        | 30.4             | -7.89%  |
| KY             | Bowling Green  | Western Kentucky University Toppe | DR                      | 0.1                       | 1.1                       | 1.2                       | 0.8                        | 3.1                       | 0.1                       | 0.2                       | 0.4                        | 0.7              | >100%   |
| KY             | Bowling Green  | Western Kentucky University Toppe | MB                      | 2.9                       | 20.5                      | 77.2                      | 51.1                       | 148.8                     | 32.2                      | 79.0                      | 59.0                       | 170.2            | -12.57% |
| KY             | Bowling Green  | Western Kentucky University Toppe | VP                      | NA                        | NA                        | NA                        | NA                         | NA                        | 0.0                       | 0.0                       | 0.0                        | 0.0              | NA      |
| KY             | Bowling Green  | Western Kentucky University Toppe | TOTAL                   | NA                        | NA                        | NA                        | NA                         | NA                        | 32.3                      | 79.2                      | 59.4                       | 170.9            | NA      |
| KY             | Fort Wright    | Tr Auth of Northern Kentucky      | DR                      | 0.3                       | 6.8                       | 6.6                       | 7.4                        | 20.8                      | 7.5                       | 7.1                       | 7.4                        | 22.0             | -5.45%  |
| KY             | Fort Wright    | Tr Auth of Northern Kentucky      | MB                      | 11.7                      | 272.2                     | 272.9                     | 298.3                      | 843.4                     | 290.3                     | 278.3                     | 286.9                      | 855.5            | -1.41%  |
| KY             | Fort Wright    | Tr Auth of Northern Kentucky      | TOTAL                   | 12.0                      | 279.0                     | 279.5                     | 305.7                      | 864.2                     | 297.8                     | 285.4                     | 294.3                      | 877.5            | -1.52%  |
| KY             | Louisville     | Transit Auth of River City        | DR                      | 1.6                       | 36.1                      | 34.7                      | 38.5                       | 109.3                     | 36.0                      | 34.0                      | 37.2                       | 107.2            | 1.96%   |
| KY             | Louisville     | Transit Auth of River City        | MB                      | 46.6                      | 1,123.1                   | 1,134.4                   | 1,193.2                    | 3,450.7                   | 1,233.7                   | 1,191.5                   | 1,166.3                    | 3,591.5          | -3.92%  |
| KY             | Louisville     | Transit Auth of River City        | TOTAL                   | 48.2                      | 1,159.2                   | 1,169.1                   | 1,231.7                    | 3,560.0                   | 1,269.7                   | 1,225.5                   | 1,203.5                    | 3,698.7          | -3.75%  |
| KY             | Owensboro      | Owensboro Transit System          | DR                      | 0.1                       | 1.8                       | 1.8                       | 1.9                        | 5.5                       | 2.0                       | 1.8                       | 1.9                        | 5.7              | -3.51%  |
| KY             | Owensboro      | Owensboro Transit System          | MB                      | 1.2                       | 30.5                      | 30.5                      | 30.3                       | 91.3                      | 28.7                      | 28.1                      | 28.4                       | 85.2             | 7.16%   |
| KY             | Owensboro      | Owensboro Transit System          | TOTAL                   | 1.3                       | 32.3                      | 32.3                      | 32.2                       | 96.8                      | 30.7                      | 29.9                      | 30.3                       | 90.9             | 6.49%   |

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|-----------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| LA Lafayette    | University of Louisiana - Lafayette | MB    | 3.8                     | 35.2                      | 77.6                      | 69.4                      | 182.2                      | NA                        | NA                        | NA                        | NA                         | NA               |
| LA Lafayette    | University of Louisiana - Lafayette | TOTAL | 3.8                     | 35.2                      | 77.6                      | 69.4                      | 182.2                      | NA                        | NA                        | NA                        | NA                         | NA               |
| LA New Orleans  | Regional Transit Auth               | DR    | 0.8                     | 16.9                      | 18.6                      | 18.4                      | 53.9                       | 16.3                      | 15.0                      | 18.0                      | 49.3                       | 9.33%            |
| LA New Orleans  | Regional Transit Auth               | LR    | 19.1                    | 489.8                     | 475.4                     | 669.9                     | 1,635.1                    | 307.5                     | 516.8                     | 691.3                     | 1,515.6                    | 7.88%            |
| LA New Orleans  | Regional Transit Auth               | MB    | 36.8                    | 866.2                     | 918.1                     | 921.3                     | 2,705.6                    | 1,011.1                   | 894.6                     | 965.1                     | 2,870.8                    | -5.75%           |
| LA New Orleans  | Regional Transit Auth               | TOTAL | 56.7                    | 1,372.9                   | 1,412.1                   | 1,609.6                   | 4,394.6                    | 1,334.9                   | 1,426.4                   | 1,674.4                   | 4,435.7                    | -0.93%           |
| MA Amherst      | UMass Transit Service               | MB    | 11.9                    | 220.3                     | 347.1                     | 317.1                     | 884.5                      | 216.5                     | 368.1                     | 308.9                     | 893.5                      | -1.01%           |
| MA Amherst      | UMass Transit Service               | TOTAL | 11.9                    | 220.3                     | 347.1                     | 317.1                     | 884.5                      | 216.5                     | 368.1                     | 308.9                     | 893.5                      | -1.01%           |
| MA Boston       | Massachusetts Bay Tr Auth           | CR    | 131.0                   | 2,996.1                   | 2,795.7                   | 3,180.6                   | 8,972.4                    | 3,041.4                   | 2,557.1                   | 2,981.9                   | 8,580.4                    | 4.57%            |
| MA Boston       | Massachusetts Bay Tr Auth           | DR    | 6.7                     | 166.2                     | 157.5                     | 185.9                     | 509.6                      | 172.9                     | 148.1                     | 177.4                     | 498.4                      | 2.25%            |
| MA Boston       | Massachusetts Bay Tr Auth           | FB    | 3.5                     | 76.7                      | 69.8                      | 83.5                      | 230.0                      | 77.1                      | 66.2                      | 80.9                      | 224.2                      | 2.59%            |
| MA Boston       | Massachusetts Bay Tr Auth           | HR    | 540.3                   | 13,179.5                  | 12,826.7                  | 14,615.5                  | 40,621.7                   | 13,268.1                  | 12,046.1                  | 14,369.5                  | 39,683.7                   | 2.36%            |
| MA Boston       | Massachusetts Bay Tr Auth           | LR    | 210.0                   | 5,357.3                   | 5,315.1                   | 5,860.4                   | 16,532.8                   | 5,724.2                   | 5,291.6                   | 6,270.6                   | 17,286.4                   | -4.36%           |
| MA Boston       | Massachusetts Bay Tr Auth           | MB    | 386.1                   | 9,223.5                   | 8,963.0                   | 10,139.5                  | 28,326.0                   | 9,529.2                   | 8,312.2                   | 9,962.9                   | 27,804.3                   | 1.88%            |
| MA Boston       | Massachusetts Bay Tr Auth           | TB    | 5.1                     | 122.0                     | 106.3                     | 120.2                     | 348.5                      | 261.3                     | 254.0                     | 274.9                     | 790.2                      | -55.90%          |
| MA Boston       | Massachusetts Bay Tr Auth           | TOTAL | 1,282.7                 | 31,121.3                  | 30,234.1                  | 34,185.6                  | 95,541.0                   | 32,074.2                  | 28,675.3                  | 34,118.1                  | 94,867.6                   | 0.71%            |
| MD Baltimore    | Maryland Transit Admin              | CR    | 33.4                    | 719.0                     | 652.3                     | 732.3                     | 2,103.6                    | 746.6                     | 703.6                     | 746.3                     | 2,196.5                    | -4.23%           |
| MD Baltimore    | Maryland Transit Admin              | DR    | 9.1                     | 180.8                     | 169.7                     | 197.8                     | 548.3                      | 176.8                     | 163.8                     | 177.7                     | 518.3                      | 5.79%            |
| MD Baltimore    | Maryland Transit Admin              | HR    | 42.3                    | 1,110.4                   | 1,077.7                   | 1,201.4                   | 3,389.5                    | 1,253.7                   | 1,217.3                   | 1,252.6                   | 3,723.6                    | -8.97%           |
| MD Baltimore    | Maryland Transit Admin              | LR    | 23.1                    | 618.8                     | 502.5                     | 696.8                     | 1,818.1                    | 634.8                     | 603.1                     | 669.7                     | 1,907.6                    | -4.69%           |
| MD Baltimore    | Maryland Transit Admin              | MB    | 215.5                   | 5,071.1                   | 4,959.2                   | 5,551.2                   | 15,581.5                   | 5,919.4                   | 5,713.3                   | 5,900.0                   | 17,532.7                   | -11.13%          |
| MD Baltimore    | Maryland Transit Admin              | TOTAL | 323.3                   | 7,700.1                   | 7,361.4                   | 8,379.5                   | 23,441.0                   | 8,731.3                   | 8,401.1                   | 8,746.3                   | 25,878.7                   | -9.42%           |
| MD Baltimore    | UMBC                                | MB    | 0.5                     | 7.8                       | 17.0                      | 11.5                      | 36.3                       | NA                        | NA                        | NA                        | NA                         | NA               |
| MD Baltimore    | UMBC                                | TOTAL | 0.5                     | 7.8                       | 17.0                      | 11.5                      | 36.3                       | NA                        | NA                        | NA                        | NA                         | NA               |
| MD College Park | Shuttle-UM Transit System           | DR    | NA                      | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               |
| MD College Park | Shuttle-UM Transit System           | MB    | 14.6                    | 153.7                     | 422.2                     | 334.2                     | 910.1                      | 194.1                     | 447.2                     | 325.2                     | 966.5                      | -5.84%           |
| MD College Park | Shuttle-UM Transit System           | TOTAL | NA                      | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               |
| MD Rockville    | Montgomery County Ride-On           | MB    | 80.8                    | 1,977.7                   | 1,864.5                   | 2,043.4                   | 5,885.6                    | 2,005.8                   | 1,997.7                   | 2,164.4                   | 6,167.9                    | -4.58%           |
| MD Rockville    | Montgomery County Ride-On           | TOTAL | 80.8                    | 1,977.7                   | 1,864.5                   | 2,043.4                   | 5,885.6                    | 2,005.8                   | 1,997.7                   | 2,164.4                   | 6,167.9                    | -4.58%           |
| ME Portland     | Northern NE Passenger RA            | CR    | 1.2                     | 35.2                      | 35.3                      | 44.2                      | 114.7                      | 38.9                      | 36.1                      | 45.8                      | 120.8                      | -5.05%           |
| ME Portland     | Northern NE Passenger RA            | TOTAL | 1.2                     | 35.2                      | 35.3                      | 44.2                      | 114.7                      | 38.9                      | 36.1                      | 45.8                      | 120.8                      | -5.05%           |
| MI Ann Arbor    | Ann Arbor Transportation Auth       | DR    | 0.6                     | 13.3                      | 13.7                      | 15.3                      | 42.3                       | 14.8                      | 14.0                      | 15.7                      | 44.5                       | -4.94%           |
| MI Ann Arbor    | Ann Arbor Transportation Auth       | MB    | 24.0                    | 525.7                     | 538.8                     | 567.1                     | 1,631.6                    | 565.3                     | 550.0                     | 555.3                     | 1,670.6                    | -2.33%           |
| MI Ann Arbor    | Ann Arbor Transportation Auth       | TOTAL | 24.5                    | 539.0                     | 552.5                     | 582.4                     | 1,673.9                    | 580.1                     | 564.0                     | 571.0                     | 1,715.1                    | -2.40%           |

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## APTA TRANSIT RIDERSHIP REPORT

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|---------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| MI Bay City         | Bay Metropolitan Transp Auth   | DR    | 0.2                     | 4.4                       | 4.4                       | 4.6                       | 13.4                       | 4.3                       | 3.9                       | 4.6                       | 12.8                       | 4.69%            |
| MI Bay City         | Bay Metropolitan Transp Auth   | MB    | 2.1                     | 40.1                      | 43.4                      | 46.6                      | 130.1                      | 52.4                      | 50.4                      | 52.2                      | 155.0                      | -16.06%          |
| MI Bay City         | Bay Metropolitan Transp Auth   | TOTAL | 2.3                     | 44.5                      | 47.8                      | 51.2                      | 143.5                      | 56.7                      | 54.3                      | 56.8                      | 167.8                      | -14.48%          |
| MI Detroit          | City of Detroit Dept of Trp    | DR    | 1.0                     | 20.7                      | 22.6                      | 25.7                      | 69.0                       | 24.0                      | 22.0                      | 22.4                      | 68.4                       | 0.88%            |
| MI Detroit          | City of Detroit Dept of Trp    | MB    | 68.7                    | 1,600.0                   | 1,670.2                   | 1,955.2                   | 5,225.4                    | 2,475.1                   | 2,222.0                   | 2,509.0                   | 7,206.1                    | -27.49%          |
| MI Detroit          | City of Detroit Dept of Trp    | TOTAL | 69.7                    | 1,620.7                   | 1,692.8                   | 1,980.9                   | 5,294.4                    | 2,499.1                   | 2,244.0                   | 2,531.4                   | 7,274.5                    | -27.22%          |
| MI Detroit          | Detroit Transp Corp/DPM        | AG    | 6.4                     | 314.1                     | 138.4                     | 212.5                     | 665.0                      | 304.6                     | 155.7                     | 202.3                     | 662.6                      | 0.36%            |
| MI Detroit          | Detroit Transp Corp/DPM        | TOTAL | 6.4                     | 314.1                     | 138.4                     | 212.5                     | 665.0                      | 304.6                     | 155.7                     | 202.3                     | 662.6                      | 0.36%            |
| MI Flint            | Mass Transportation Authority  | DR    | 1.6                     | 35.0                      | 37.9                      | 40.9                      | 113.8                      | 41.4                      | 38.9                      | 42.6                      | 122.9                      | -7.40%           |
| MI Flint            | Mass Transportation Authority  | MB    | 17.4                    | 373.3                     | 421.7                     | 464.3                     | 1,259.3                    | 493.8                     | 464.6                     | 498.8                     | 1,457.2                    | -13.58%          |
| MI Flint            | Mass Transportation Authority  | TOTAL | 19.0                    | 408.3                     | 459.6                     | 505.2                     | 1,373.1                    | 535.2                     | 503.5                     | 541.4                     | 1,580.1                    | -13.10%          |
| MI Grand Rapids     | Interurban Transit Partnership | DR    | 1.4                     | 30.9                      | 33.3                      | 36.2                      | 100.4                      | 35.1                      | 32.4                      | 35.8                      | 103.3                      | -2.81%           |
| MI Grand Rapids     | Interurban Transit Partnership | MB    | 47.2                    | 1,016.9                   | 1,117.4                   | 1,090.5                   | 3,224.8                    | 1,137.8                   | 1,122.4                   | 1,064.0                   | 3,324.2                    | -2.99%           |
| MI Grand Rapids     | Interurban Transit Partnership | VP    | 0.2                     | 4.9                       | 4.7                       | 4.8                       | 14.4                       | 4.6                       | 4.3                       | 4.7                       | 13.6                       | 5.88%            |
| MI Grand Rapids     | Interurban Transit Partnership | TOTAL | 48.8                    | 1,052.7                   | 1,155.4                   | 1,131.5                   | 3,339.6                    | 1,177.5                   | 1,159.1                   | 1,104.5                   | 3,441.1                    | -2.95%           |
| MI Kalamazoo        | Kalamazoo Metro Transit Sys    | DR    | 0.5                     | 9.9                       | 11.2                      | 11.7                      | 32.8                       | 10.6                      | 10.7                      | 11.7                      | 33.0                       | -0.61%           |
| MI Kalamazoo        | Kalamazoo Metro Transit Sys    | MB    | 11.5                    | 256.5                     | 275.7                     | 273.7                     | 805.9                      | 267.9                     | 273.5                     | 257.5                     | 798.9                      | 0.88%            |
| MI Kalamazoo        | Kalamazoo Metro Transit Sys    | TOTAL | NA                      | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               |
| MI Lansing          | Capital Area Transp Authority  | DR    | 1.9                     | 41.0                      | 45.2                      | 47.3                      | 133.5                      | 43.4                      | 42.1                      | 45.5                      | 131.0                      | 1.91%            |
| MI Lansing          | Capital Area Transp Authority  | MB    | 49.4                    | 1,124.2                   | 1,207.6                   | 1,075.4                   | 3,407.2                    | 1,185.1                   | 1,222.4                   | 1,062.4                   | 3,469.9                    | -1.81%           |
| MI Lansing          | Capital Area Transp Authority  | TOTAL | 51.2                    | 1,165.2                   | 1,252.8                   | 1,122.7                   | 3,540.7                    | 1,228.5                   | 1,264.5                   | 1,107.9                   | 3,600.9                    | -1.67%           |
| MI Monroe           | Lake Erie Transp Commission    | DR    | 0.5                     | 8.2                       | 8.9                       | 9.9                       | 27.0                       | 11.7                      | 10.9                      | 11.3                      | 33.9                       | -20.35%          |
| MI Monroe           | Lake Erie Transp Commission    | MB    | 1.0                     | 23.0                      | 24.2                      | 24.8                      | 72.0                       | 22.4                      | 23.2                      | 23.4                      | 69.0                       | 4.35%            |
| MI Monroe           | Lake Erie Transp Commission    | TOTAL | 1.5                     | 31.2                      | 33.1                      | 34.7                      | 99.0                       | 34.1                      | 34.1                      | 34.7                      | 102.9                      | -3.79%           |
| MI Muskegon Heights | Muskegon Area Transit Sys      | DR    | 0.1                     | 2.4                       | 2.6                       | 2.7                       | 7.7                        | 2.0                       | 1.9                       | 2.3                       | 6.2                        | 24.19%           |
| MI Muskegon Heights | Muskegon Area Transit Sys      | MB    | 2.5                     | 53.2                      | 54.1                      | 58.7                      | 166.0                      | 59.1                      | 56.3                      | 60.8                      | 176.2                      | -5.79%           |
| MI Muskegon Heights | Muskegon Area Transit Sys      | TOTAL | 2.6                     | 55.6                      | 56.7                      | 61.4                      | 173.7                      | 61.1                      | 58.2                      | 63.1                      | 182.4                      | -4.77%           |
| MI Port Huron       | Blue Water Area Transp Comm    | DR    | 1.8                     | 42.5                      | 48.6                      | 54.1                      | 145.2                      | 46.3                      | 42.2                      | 49.7                      | 138.2                      | 5.07%            |
| MI Port Huron       | Blue Water Area Transp Comm    | MB    | 3.3                     | 73.6                      | 84.3                      | 86.9                      | 244.8                      | 75.0                      | 74.8                      | 79.9                      | 229.7                      | 6.57%            |
| MI Port Huron       | Blue Water Area Transp Comm    | TOTAL | 5.1                     | 116.1                     | 132.9                     | 141.0                     | 390.0                      | 121.3                     | 117.0                     | 129.6                     | 367.9                      | 6.01%            |
| MN Burnsville       | Minnesota Valley Transit Auth  | DR    | 0.1                     | 1.6                       | 1.8                       | 1.8                       | 5.2                        | 1.8                       | 1.7                       | 1.7                       | 5.2                        | 0.00%            |
| MN Burnsville       | Minnesota Valley Transit Auth  | MB    | 10.0                    | 215.4                     | 216.5                     | 231.3                     | 663.2                      | 210.2                     | 202.4                     | 208.9                     | 621.5                      | 6.71%            |
| MN Burnsville       | Minnesota Valley Transit Auth  | TOTAL | 10.1                    | 217.0                     | 218.3                     | 233.1                     | 668.4                      | 212.0                     | 204.1                     | 210.6                     | 626.7                      | 6.65%            |

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**APTA TRANSIT RIDERSHIP REPORT**

| State and City  | Transit Agency                        | Mode  | Average Weekday (000's) | Trips for Jan '14 (000's) | Trips for Feb '14 (000's) | Trips for Mar '14 (000's) | Trips Thru Mar '14 (000's) | Trips for Jan '13 (000's) | Trips for Feb '13 (000's) | Trips for Mar '13 (000's) | Trips Thru Mar '13 (000's) | Quarterly Change |
|-----------------|---------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| MN Eden Prairie | Southwest Metro Transit               | MB    | 4.0                     | 81.5                      | 83.2                      | 85.9                      | 250.6                      | 76.4                      | 74.5                      | 75.0                      | 225.9                      | 10.93%           |
| MN Eden Prairie | Southwest Metro Transit               | TOTAL | 4.0                     | 81.5                      | 83.2                      | 85.9                      | 250.6                      | 76.4                      | 74.5                      | 75.0                      | 225.9                      | 10.93%           |
| MN Minneapolis  | Metro Transit                         | CR    | 2.4                     | 54.5                      | 47.5                      | 54.1                      | 156.1                      | 55.7                      | 52.9                      | 56.0                      | 164.6                      | -5.16%           |
| MN Minneapolis  | Metro Transit                         | LR    | 24.6                    | 680.1                     | 602.9                     | 698.5                     | 1,981.5                    | 777.0                     | 684.4                     | 772.4                     | 2,233.8                    | -11.29%          |
| MN Minneapolis  | Metro Transit                         | MB    | 226.3                   | 5,243.6                   | 5,489.7                   | 6,093.7                   | 16,827.0                   | 5,568.4                   | 5,527.2                   | 5,931.8                   | 17,027.4                   | -1.18%           |
| MN Minneapolis  | Metro Transit                         | TOTAL | 253.2                   | 5,978.2                   | 6,140.1                   | 6,846.3                   | 18,964.6                   | 6,401.1                   | 6,264.5                   | 6,760.2                   | 19,425.8                   | -2.37%           |
| MN Plymouth     | Plymouth Metrolink & DAR              | DR    | 0.0                     | 3.5                       | 3.5                       | 3.7                       | 10.7                       | 3.6                       | 3.5                       | 3.3                       | 10.4                       | 2.88%            |
| MN Plymouth     | Plymouth Metrolink & DAR              | MB    | 1.8                     | 37.5                      | 37.0                      | 39.4                      | 113.9                      | 39.5                      | 36.8                      | 37.3                      | 113.6                      | 0.26%            |
| MN Plymouth     | Plymouth Metrolink & DAR              | TOTAL | 1.8                     | 41.0                      | 40.5                      | 43.1                      | 124.6                      | 43.1                      | 40.3                      | 40.6                      | 124.0                      | 0.48%            |
| MO Kansas City  | Kansas City Area Trp Auth             | DR    | 0.4                     | 8.6                       | 7.9                       | 8.5                       | 25.0                       | 36.4                      | 29.7                      | 36.5                      | 102.6                      | -75.63%          |
| MO Kansas City  | Kansas City Area Trp Auth             | MB    | 49.2                    | 1,220.1                   | 1,131.9                   | 1,298.4                   | 3,650.4                    | 1,271.5                   | 1,079.1                   | 1,253.9                   | 3,604.5                    | 1.27%            |
| MO Kansas City  | Kansas City Area Trp Auth             | VP    | 0.3                     | 5.8                       | 4.9                       | 5.7                       | 16.4                       | 6.0                       | 4.9                       | 6.0                       | 16.9                       | -2.96%           |
| MO Kansas City  | Kansas City Area Trp Auth             | TOTAL | NA                      | NA                        | NA                        | NA                        | NA                         | 1,313.9                   | 1,113.7                   | 1,296.4                   | 3,724.0                    | NA               |
| MO Saint Louis  | Bi-State Dev Agency                   | DR    | 2.0                     | 45.9                      | 46.1                      | 50.4                      | 142.4                      | 50.9                      | 45.2                      | 49.0                      | 145.1                      | -1.86%           |
| MO Saint Louis  | Bi-State Dev Agency                   | LR    | 49.0                    | 1,234.9                   | 1,201.4                   | 1,425.0                   | 3,861.3                    | 1,292.1                   | 1,269.6                   | 1,365.4                   | 3,927.1                    | -1.68%           |
| MO Saint Louis  | Bi-State Dev Agency                   | MB    | 90.7                    | 2,243.0                   | 2,248.9                   | 2,466.2                   | 6,958.1                    | 2,366.8                   | 2,233.5                   | 2,336.5                   | 6,936.8                    | 0.31%            |
| MO Saint Louis  | Bi-State Dev Agency                   | TOTAL | 141.7                   | 3,523.8                   | 3,496.4                   | 3,941.6                   | 10,961.8                   | 3,709.8                   | 3,548.3                   | 3,750.9                   | 11,009.0                   | -0.43%           |
| MO Springfield  | City Utilities of Springfield         | DR    | 0.1                     | 1.4                       | 1.3                       | 1.5                       | 4.2                        | 1.7                       | 1.4                       | 1.7                       | 4.8                        | -12.50%          |
| MO Springfield  | City Utilities of Springfield         | MB    | 5.0                     | 119.4                     | 116.0                     | 126.5                     | 361.9                      | 119.5                     | 112.6                     | 113.1                     | 345.2                      | 4.84%            |
| MO Springfield  | City Utilities of Springfield         | TOTAL | 5.1                     | 120.8                     | 117.3                     | 128.0                     | 366.1                      | 121.2                     | 114.0                     | 114.8                     | 350.0                      | 4.60%            |
| NC Asheville    | City of Asheville, Asheville Redefine | MB    | 4.3                     | 104.4                     | 104.8                     | 119.2                     | 328.4                      | 115.0                     | 117.4                     | 114.6                     | 347.0                      | -5.36%           |
| NC Asheville    | City of Asheville, Asheville Redefine | TOTAL | 4.3                     | 104.4                     | 104.8                     | 119.2                     | 328.4                      | 115.0                     | 117.4                     | 114.6                     | 347.0                      | -5.36%           |
| NC Boone        | AppalCART                             | MB    | 7.5                     | 148.1                     | 186.5                     | 158.8                     | 493.4                      | 137.1                     | 188.1                     | 139.2                     | 464.4                      | 6.24%            |
| NC Boone        | AppalCART                             | TOTAL | 7.5                     | 148.1                     | 186.5                     | 158.8                     | 493.4                      | 137.1                     | 188.1                     | 139.2                     | 464.4                      | 6.24%            |
| NC Chapel Hill  | Chapel Hill Transit                   | DR    | 0.2                     | 4.9                       | 4.6                       | 5.3                       | 14.8                       | 5.2                       | 5.5                       | 5.6                       | 16.3                       | -9.20%           |
| NC Chapel Hill  | Chapel Hill Transit                   | MB    | 29.5                    | 647.3                     | 617.5                     | 569.6                     | 1,834.4                    | 632.9                     | 644.7                     | 551.7                     | 1,829.3                    | 0.28%            |
| NC Chapel Hill  | Chapel Hill Transit                   | TOTAL | 29.7                    | 652.2                     | 622.1                     | 574.9                     | 1,849.2                    | 638.1                     | 650.2                     | 557.3                     | 1,845.6                    | 0.20%            |
| NC Charlotte    | Charlotte Area Transit                | DR    | 1.1                     | 27.7                      | 26.1                      | 30.3                      | 84.1                       | 30.5                      | 29.2                      | 30.8                      | 90.5                       | -7.07%           |
| NC Charlotte    | Charlotte Area Transit                | LR    | 14.0                    | 390.2                     | 376.8                     | 429.3                     | 1,196.3                    | 397.3                     | 373.1                     | 423.4                     | 1,193.8                    | 0.21%            |
| NC Charlotte    | Charlotte Area Transit                | MB    | 55.0                    | 1,551.3                   | 1,447.5                   | 1,585.9                   | 4,584.7                    | 1,747.1                   | 1,683.3                   | 1,744.4                   | 5,174.8                    | -11.40%          |
| NC Charlotte    | Charlotte Area Transit                | VP    | 1.0                     | 21.7                      | 18.0                      | 18.9                      | 58.6                       | 19.7                      | 19.0                      | 19.9                      | 58.6                       | 0.00%            |
| NC Charlotte    | Charlotte Area Transit                | TOTAL | NA                      | 1,990.9                   | 1,868.4                   | 2,064.4                   | 5,923.7                    | 2,194.6                   | 2,104.6                   | 2,218.5                   | 6,517.7                    | -9.11%           |

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|----------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| NC Greensboro  | Greensboro Transit Auth            | DR    | 0.8                     | 17.9                      | 17.3                      | 18.1                      | 53.3                       | 18.9                      | 19.2                      | 20.0                      | 58.1                       | -8.26%           |
| NC Greensboro  | Greensboro Transit Auth            | MB    | 14.4                    | 365.6                     | 355.3                     | 344.8                     | 1,065.7                    | 390.7                     | 401.9                     | 387.1                     | 1,179.7                    | -9.66%           |
| NC Greensboro  | Greensboro Transit Auth            | TOTAL | 15.1                    | 383.5                     | 372.6                     | 362.9                     | 1,119.0                    | 409.6                     | 421.1                     | 407.1                     | 1,237.8                    | -9.60%           |
| NJ Jersey City | Port Authority of NY & NJ          | AG    | 5.7                     | 167.9                     | 147.5                     | 194.0                     | 509.4                      | 147.8                     | 127.0                     | 179.2                     | 454.0                      | 12.20%           |
| NJ Jersey City | Port Authority of NY & NJ          | FB    | 3.8                     | 79.5                      | 70.6                      | 88.4                      | 238.5                      | 170.8                     | 82.6                      | 87.7                      | 341.1                      | -30.08%          |
| NJ Jersey City | Port Authority of NY & NJ          | HR    | 237.5                   | 5,724.3                   | 5,291.7                   | 6,134.2                   | 17,150.2                   | 5,316.3                   | 5,153.2                   | 5,938.6                   | 16,408.1                   | 4.52%            |
| NJ Jersey City | Port Authority of NY & NJ          | TOTAL | 247.1                   | 5,971.7                   | 5,509.8                   | 6,416.6                   | 17,898.1                   | 5,634.9                   | 5,362.8                   | 6,205.5                   | 17,203.2                   | 4.04%            |
| NJ Lindenwold  | Port Authority Transit Corp        | HR    | 35.3                    | 819.5                     | 761.2                     | 852.3                     | 2,433.0                    | 903.7                     | 813.9                     | 895.6                     | 2,613.2                    | -6.90%           |
| NJ Lindenwold  | Port Authority Transit Corp        | TOTAL | 35.3                    | 819.5                     | 761.2                     | 852.3                     | 2,433.0                    | 903.7                     | 813.9                     | 895.6                     | 2,613.2                    | -6.90%           |
| NJ Newark      | New Jersey Transit Corp            | CR    | NA                      | 6,540.4                   | 6,307.8                   | 6,927.8                   | 19,776.0                   | 6,211.6                   | 5,930.4                   | 6,712.0                   | 18,854.0                   | 4.89%            |
| NJ Newark      | New Jersey Transit Corp            | LR    | NA                      | 1,564.1                   | 1,550.8                   | 1,810.4                   | 4,925.3                    | 1,589.2                   | 1,576.6                   | 1,714.7                   | 4,880.5                    | 0.92%            |
| NJ Newark      | New Jersey Transit Corp            | MB    | NA                      | 12,217.0                  | 11,431.6                  | 13,511.3                  | 37,159.9                   | 13,194.2                  | 12,164.0                  | 13,518.8                  | 38,877.0                   | -4.42%           |
| NJ Newark      | New Jersey Transit Corp            | TOTAL | NA                      | 20,321.5                  | 19,290.2                  | 22,249.5                  | 61,861.2                   | 20,995.0                  | 19,671.0                  | 21,945.5                  | 62,611.5                   | -1.20%           |
| NM Albuquerque | New Mexico Dept of Trp             | CR    | 3.6                     | 83.6                      | 85.2                      | 89.6                      | 258.4                      | 82.1                      | 81.3                      | 91.1                      | 254.5                      | 1.53%            |
| NM Albuquerque | New Mexico Dept of Trp             | MB    | 1.3                     | 26.6                      | 26.3                      | 26.9                      | 79.8                       | 26.5                      | 25.3                      | 27.4                      | 79.2                       | 0.76%            |
| NM Albuquerque | New Mexico Dept of Trp             | TOTAL | 4.9                     | 110.2                     | 111.5                     | 116.5                     | 338.2                      | 108.6                     | 106.6                     | 118.5                     | 333.7                      | 1.35%            |
| NM Las Cruces  | City of Las Cruces-RdRUNR Tr       | DR    | 0.2                     | 4.3                       | 4.2                       | 4.5                       | 13.0                       | 4.2                       | 4.1                       | 4.4                       | 12.7                       | 2.36%            |
| NM Las Cruces  | City of Las Cruces-RdRUNR Tr       | MB    | 2.5                     | 61.1                      | 65.8                      | 63.1                      | 190.0                      | 61.3                      | 69.7                      | 65.8                      | 196.8                      | -3.46%           |
| NM Las Cruces  | City of Las Cruces-RdRUNR Tr       | TOTAL | 2.7                     | 65.4                      | 70.0                      | 67.6                      | 203.0                      | 65.5                      | 73.8                      | 70.2                      | 209.5                      | -3.10%           |
| NM Santa Fe    | Santa Fe Trails - City of Santa Fe | MB    | 0.2                     | 80.9                      | 81.6                      | 89.7                      | 252.2                      | 77.3                      | 79.5                      | 93.4                      | 250.2                      | 0.80%            |
| NM Santa Fe    | Santa Fe Trails - City of Santa Fe | TOTAL | 0.2                     | 80.9                      | 81.6                      | 89.7                      | 252.2                      | 77.3                      | 79.5                      | 93.4                      | 250.2                      | 0.80%            |
| NV Las Vegas   | RTC of Southern Nevada             | DR    | NA                      | 96.8                      | 89.9                      | 100.2                     | 286.9                      | 112.7                     | 106.2                     | 116.0                     | 334.9                      | -14.33%          |
| NV Las Vegas   | RTC of Southern Nevada             | MB    | NA                      | 4,917.3                   | 4,677.1                   | NA                        | NA                         | 4,724.4                   | 4,686.1                   | 5,309.5                   | 14,720.0                   | NA               |
| NV Las Vegas   | RTC of Southern Nevada             | TOTAL | NA                      | 5,014.1                   | 4,767.0                   | NA                        | NA                         | 4,837.1                   | 4,792.3                   | 5,425.5                   | 15,054.9                   | NA               |
| NV Reno        | Regional Transportation Comm       | DR    | 0.8                     | 20.1                      | 18.6                      | 20.4                      | 59.1                       | 20.2                      | 18.5                      | 20.4                      | 59.1                       | 0.00%            |
| NV Reno        | Regional Transportation Comm       | MB    | 22.3                    | 666.9                     | 634.3                     | 692.6                     | 1,993.8                    | 662.7                     | 632.5                     | 682.6                     | 1,977.8                    | 0.81%            |
| NV Reno        | Regional Transportation Comm       | TOTAL | NA                      | NA                        | NA                        | NA                        | NA                         | 682.9                     | 651.0                     | 703.0                     | 2,036.9                    | NA               |
| NY Albany      | Capital District Transp Auth       | DR    | 1.0                     | 27.0                      | 24.2                      | 27.2                      | 78.4                       | 20.3                      | 19.2                      | 21.4                      | 60.9                       | 28.74%           |
| NY Albany      | Capital District Transp Auth       | MB    | 54.9                    | 1,249.5                   | 1,291.6                   | 1,403.2                   | 3,944.3                    | 1,221.7                   | 1,260.9                   | 1,338.1                   | 3,820.7                    | 3.24%            |
| NY Albany      | Capital District Transp Auth       | TOTAL | 55.9                    | 1,276.5                   | 1,315.8                   | 1,430.4                   | 4,022.7                    | 1,242.0                   | 1,280.1                   | 1,359.5                   | 3,881.6                    | 3.64%            |
| NY Buffalo     | Niagara Frontier Trp Auth          | DR    | 0.6                     | 13.0                      | 14.3                      | 14.8                      | 42.1                       | 14.4                      | 13.8                      | 14.5                      | 42.7                       | -1.41%           |
| NY Buffalo     | Niagara Frontier Trp Auth          | LR    | 15.7                    | 396.6                     | 368.5                     | 397.1                     | 1,162.2                    | 510.2                     | 512.0                     | 535.3                     | 1,557.5                    | -25.38%          |
| NY Buffalo     | Niagara Frontier Trp Auth          | MB    | 79.2                    | 1,791.1                   | 1,886.8                   | 2,040.0                   | 5,717.9                    | 1,902.8                   | 1,933.7                   | 2,004.6                   | 5,841.1                    | -2.11%           |
| NY Buffalo     | Niagara Frontier Trp Auth          | TOTAL | 95.6                    | 2,200.7                   | 2,269.6                   | 2,451.9                   | 6,922.2                    | 2,427.4                   | 2,459.5                   | 2,554.4                   | 7,441.3                    | -6.98%           |

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

## APTA TRANSIT RIDERSHIP REPORT

| State and City | Transit Agency                   | Mode  | Average Weekday (000's) | Trips for Jan '14 (000's) | Trips for Feb '14 (000's) | Trips for Mar '14 (000's) | Trips Thru Mar '14 (000's) | Trips for Jan '13 (000's) | Trips for Feb '13 (000's) | Trips for Mar '13 (000's) | Trips Thru Mar '13 (000's) | Quarterly Change |
|----------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| NY Ithaca      | Tompkins Consol Area Transit     | DR    | 0.2                     | 5.1                       | 4.9                       | 5.3                       | 15.3                       | 5.7                       | 5.3                       | 6.2                       | 17.2                       | -11.05%          |
| NY Ithaca      | Tompkins Consol Area Transit     | MB    | 17.0                    | 314.8                     | 443.5                     | 461.1                     | 1,219.4                    | 326.7                     | 454.7                     | 410.8                     | 1,192.2                    | 2.28%            |
| NY Ithaca      | Tompkins Consol Area Transit     | VP    | 0.0                     | 0.4                       | 0.4                       | 0.4                       | 1.2                        | 0.4                       | 0.4                       | 0.3                       | 1.1                        | 9.09%            |
| NY Ithaca      | Tompkins Consol Area Transit     | TOTAL | 17.2                    | 320.3                     | 448.8                     | 466.8                     | 1,235.9                    | 332.8                     | 460.4                     | 417.3                     | 1,210.5                    | 2.10%            |
| NY New York    | MTA Long Island Rail Road        | CR    | 337.8                   | 7,731.5                   | 7,366.4                   | 8,169.1                   | 23,267.0                   | 8,068.7                   | 7,305.0                   | 8,095.6                   | 23,469.3                   | -0.86%           |
| NY New York    | MTA Long Island Rail Road        | TOTAL | 337.8                   | 7,731.5                   | 7,366.4                   | 8,169.1                   | 23,267.0                   | 8,068.7                   | 7,305.0                   | 8,095.6                   | 23,469.3                   | -0.86%           |
| NY New York    | MTA Metro-North Railroad         | CR    | 274.9                   | 6,522.6                   | 5,959.2                   | 6,808.6                   | 19,290.4                   | 6,684.0                   | 5,996.3                   | 6,997.2                   | 19,677.5                   | -1.97%           |
| NY New York    | MTA Metro-North Railroad         | FB    | 0.2                     | 0.5                       | 0.0                       | 6.4                       | 6.9                        | 12.7                      | 11.5                      | 15.8                      | 40.0                       | -82.75%          |
| NY New York    | MTA Metro-North Railroad         | MB    | 1.5                     | 31.4                      | 30.0                      | 30.9                      | 92.3                       | 30.9                      | 27.9                      | 28.4                      | 87.2                       | 5.85%            |
| NY New York    | MTA Metro-North Railroad         | TOTAL | 276.6                   | 6,554.5                   | 5,989.2                   | 6,845.9                   | 19,389.6                   | 6,727.6                   | 6,035.7                   | 7,041.4                   | 19,804.7                   | -2.10%           |
| NY New York    | MTA New York City Transit        | DR    | 26.2                    | 662.1                     | 613.8                     | 778.2                     | 2,054.1                    | 765.5                     | 678.4                     | 773.9                     | 2,217.8                    | -7.38%           |
| NY New York    | MTA New York City Transit        | HR    | 8,471.8                 | 213,159.4                 | 202,466.1                 | 232,268.8                 | 647,894.3                  | 213,146.2                 | 193,035.8                 | 221,264.8                 | 627,446.8                  | 3.26%            |
| NY New York    | MTA New York City Transit        | MB    | 2,455.3                 | 60,745.9                  | 57,435.1                  | 70,475.0                  | 188,656.0                  | 67,412.4                  | 63,142.3                  | 68,867.8                  | 199,422.5                  | -5.40%           |
| NY New York    | MTA New York City Transit        | TOTAL | 10,953.3                | 274,567.4                 | 260,515.0                 | 303,522.0                 | 838,604.4                  | 281,324.1                 | 256,856.5                 | 290,906.5                 | 829,087.1                  | 1.15%            |
| NY New York    | MTA Staten Island Railway        | HR    | 25.3                    | 591.2                     | 522.3                     | 618.9                     | 1,732.4                    | 605.8                     | 522.6                     | 567.4                     | 1,695.8                    | 2.16%            |
| NY New York    | MTA Staten Island Railway        | TOTAL | 25.3                    | 591.2                     | 522.3                     | 618.9                     | 1,732.4                    | 605.8                     | 522.6                     | 567.4                     | 1,695.8                    | 2.16%            |
| NY New York    | New York City DOT                | FB    | NA                      | 1,397.6                   | 1,387.1                   | 1,709.8                   | 4,494.5                    | 1,516.7                   | 1,261.6                   | 1,636.4                   | 4,414.7                    | 1.81%            |
| NY New York    | New York City DOT                | MB    | 1.9                     | 22.7                      | 45.4                      | 53.5                      | 121.6                      | 58.5                      | 52.5                      | 55.1                      | 166.1                      | -26.79%          |
| NY New York    | New York City DOT                | TOTAL | NA                      | 1,420.3                   | 1,432.5                   | 1,763.3                   | 4,616.1                    | 1,575.2                   | 1,314.1                   | 1,691.5                   | 4,580.8                    | 0.77%            |
| OH Akron       | METRO Regional Transit Authority | DR    | 0.9                     | 18.6                      | 19.6                      | 21.3                      | 59.5                       | 18.9                      | 18.5                      | 20.1                      | 57.5                       | 3.48%            |
| OH Akron       | METRO Regional Transit Authority | MB    | 17.1                    | 386.1                     | 408.1                     | 444.4                     | 1,238.6                    | 426.4                     | 393.7                     | 448.0                     | 1,268.1                    | -2.33%           |
| OH Akron       | METRO Regional Transit Authority | TOTAL | 18.0                    | 404.7                     | 427.7                     | 465.7                     | 1,298.1                    | 445.3                     | 412.2                     | 468.1                     | 1,325.6                    | -2.07%           |
| OH Canton      | Stark Area RTA                   | DR    | 0.5                     | 9.6                       | 10.7                      | 11.5                      | 31.8                       | 11.8                      | 11.8                      | 11.9                      | 35.5                       | -10.42%          |
| OH Canton      | Stark Area RTA                   | MB    | 8.4                     | 194.6                     | 199.6                     | 208.1                     | 602.3                      | 214.7                     | 196.6                     | 204.3                     | 615.6                      | -2.16%           |
| OH Canton      | Stark Area RTA                   | TOTAL | 8.9                     | 204.2                     | 210.3                     | 219.6                     | 634.1                      | 226.5                     | 208.4                     | 216.2                     | 651.1                      | -2.61%           |
| OH Cincinnati  | Southwest Ohio RTA               | DR    | NA                      | 13.7                      | 14.4                      | 16.5                      | 44.6                       | 14.2                      | 12.9                      | 14.3                      | 41.4                       | 7.73%            |
| OH Cincinnati  | Southwest Ohio RTA               | MB    | 54.6                    | 1,245.9                   | 1,300.3                   | 1,406.8                   | 3,953.0                    | 1,414.8                   | 1,339.1                   | 1,407.3                   | 4,161.2                    | -5.00%           |
| OH Cincinnati  | Southwest Ohio RTA               | TOTAL | NA                      | 1,259.6                   | 1,314.7                   | 1,423.3                   | 3,997.6                    | 1,429.0                   | 1,352.0                   | 1,421.6                   | 4,202.6                    | -4.88%           |
| OH Cleveland   | Greater Cleveland Reg TA         | DR    | NA                      | 46.6                      | 47.5                      | 51.6                      | 145.7                      | 47.5                      | 43.9                      | 35.5                      | 126.9                      | 14.81%           |
| OH Cleveland   | Greater Cleveland Reg TA         | HR    | NA                      | 516.6                     | 474.5                     | 550.9                     | 1,542.0                    | 532.8                     | 528.1                     | 554.4                     | 1,615.3                    | -4.54%           |
| OH Cleveland   | Greater Cleveland Reg TA         | LR    | NA                      | 215.0                     | 189.8                     | 220.0                     | 624.8                      | 239.9                     | 218.3                     | 223.9                     | 682.1                      | -8.40%           |
| OH Cleveland   | Greater Cleveland Reg TA         | MB    | NA                      | 2,857.9                   | 2,956.0                   | 3,239.7                   | 9,053.6                    | 3,139.2                   | 3,152.9                   | 3,320.4                   | 9,612.5                    | -5.81%           |
| OH Cleveland   | Greater Cleveland Reg TA         | TOTAL | NA                      | 3,636.1                   | 3,667.8                   | 4,062.2                   | 11,366.1                   | 3,959.4                   | 3,943.2                   | 4,134.2                   | 12,036.8                   | -5.57%           |

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|------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| OH Columbus      | Central Ohio Transit Auth        | DR    | 0.9                     | 20.5                      | 20.5                      | 22.5                      | 63.5                       | 20.4                      | 19.4                      | 21.2                      | 61.0                       | 4.10%            |
| OH Columbus      | Central Ohio Transit Auth        | MB    | 59.6                    | 1,414.1                   | 1,418.5                   | 1,550.4                   | 4,383.0                    | 1,552.9                   | 1,485.0                   | 1,534.4                   | 4,572.3                    | -4.14%           |
| OH Columbus      | Central Ohio Transit Auth        | TOTAL | 60.5                    | 1,434.6                   | 1,439.0                   | 1,572.9                   | 4,446.5                    | 1,573.3                   | 1,504.4                   | 1,555.6                   | 4,633.3                    | -4.03%           |
| OH Grand River   | LAKETRAN                         | DR    | 0.9                     | 16.7                      | 17.1                      | 19.4                      | 53.2                       | 20.6                      | 19.1                      | 21.0                      | 60.7                       | -12.36%          |
| OH Grand River   | LAKETRAN                         | MB    | 1.9                     | 38.1                      | 37.3                      | 42.3                      | 117.7                      | 40.5                      | 38.9                      | 40.4                      | 119.8                      | -1.75%           |
| OH Grand River   | LAKETRAN                         | TOTAL | NA                      | NA                        | NA                        | NA                        | NA                         | 61.1                      | 58.0                      | 61.4                      | 180.5                      | NA               |
| OH Kent          | Portage Area Reg Trp Auth        | DR    | NA                      | 7.4                       | 8.6                       | 9.0                       | 25.0                       | 10.0                      | 10.0                      | 9.8                       | 29.8                       | -16.11%          |
| OH Kent          | Portage Area Reg Trp Auth        | MB    | NA                      | 117.4                     | 156.6                     | 133.5                     | 407.5                      | 121.9                     | 165.1                     | 133.9                     | 420.9                      | -3.18%           |
| OH Kent          | Portage Area Reg Trp Auth        | TOTAL | NA                      | 124.8                     | 165.2                     | 142.5                     | 432.5                      | 131.9                     | 175.1                     | 143.7                     | 450.7                      | -4.04%           |
| OK Oklahoma City | Central Oklahoma TA              | DR    | 0.2                     | 5.2                       | 4.7                       | 4.8                       | 14.7                       | 5.1                       | 4.5                       | 4.9                       | 14.5                       | 1.38%            |
| OK Oklahoma City | Central Oklahoma TA              | MB    | 9.6                     | 226.1                     | 210.8                     | 228.9                     | 665.8                      | 235.1                     | 214.6                     | 233.4                     | 683.1                      | -2.53%           |
| OK Oklahoma City | Central Oklahoma TA              | TOTAL | 9.8                     | 231.3                     | 215.5                     | 233.7                     | 680.5                      | 240.2                     | 219.1                     | 238.3                     | 697.6                      | -2.45%           |
| OR Portland      | Tri-County Metro Trp Dist        | CR    | 2.0                     | 44.2                      | 39.6                      | 42.0                      | 125.8                      | 37.2                      | 34.0                      | 35.1                      | 106.3                      | 18.34%           |
| OR Portland      | Tri-County Metro Trp Dist        | DR    | 3.5                     | 88.0                      | 72.5                      | 88.5                      | 249.0                      | 87.0                      | 81.9                      | 88.2                      | 257.1                      | -3.15%           |
| OR Portland      | Tri-County Metro Trp Dist        | LR    | 114.6                   | 3,030.4                   | 2,830.4                   | 3,180.4                   | 9,041.2                    | 3,018.9                   | 2,839.2                   | 3,221.9                   | 9,080.0                    | -0.43%           |
| OR Portland      | Tri-County Metro Trp Dist        | MB    | 200.3                   | 5,235.3                   | 4,700.4                   | 5,196.3                   | 15,132.0                   | 5,095.6                   | 4,834.0                   | 5,065.9                   | 14,995.5                   | 0.91%            |
| OR Portland      | Tri-County Metro Trp Dist        | TOTAL | 320.4                   | 8,397.9                   | 7,642.9                   | 8,507.2                   | 24,548.0                   | 8,238.7                   | 7,789.1                   | 8,411.1                   | 24,438.9                   | 0.45%            |
| OR Salem         | Salem-Keizer Transit             | DR    | 0.0                     | 14.1                      | 11.2                      | 13.5                      | 38.8                       | 14.4                      | 12.9                      | 14.0                      | 41.3                       | -6.05%           |
| OR Salem         | Salem-Keizer Transit             | MB    | 13.3                    | 293.9                     | 255.1                     | 277.2                     | 826.2                      | 297.8                     | 283.4                     | 296.6                     | 877.8                      | -5.88%           |
| OR Salem         | Salem-Keizer Transit             | TOTAL | 13.3                    | 308.0                     | 266.3                     | 290.7                     | 865.0                      | 312.2                     | 296.3                     | 310.6                     | 919.1                      | -5.89%           |
| OR Wilsonville   | South Metro Area Rapid Transit   | MB    | 1.5                     | 32.4                      | 29.6                      | 32.6                      | 94.6                       | 29.5                      | 27.8                      | 28.4                      | 85.7                       | 10.39%           |
| OR Wilsonville   | South Metro Area Rapid Transit   | TOTAL | 1.5                     | 32.4                      | 29.6                      | 32.6                      | 94.6                       | 29.5                      | 27.8                      | 28.4                      | 85.7                       | 10.39%           |
| PA Harrisburg    | Cumberland-Dauphin-Harrisburg TA | DR    | 0.6                     | 16.1                      | 13.6                      | 16.6                      | 46.3                       | 16.7                      | 15.6                      | 16.0                      | 48.3                       | -4.14%           |
| PA Harrisburg    | Cumberland-Dauphin-Harrisburg TA | MB    | 8.7                     | 217.5                     | 192.4                     | 222.2                     | 632.1                      | 231.6                     | 211.3                     | 217.1                     | 660.0                      | -4.23%           |
| PA Harrisburg    | Cumberland-Dauphin-Harrisburg TA | TOTAL | 9.3                     | 233.6                     | 206.0                     | 238.8                     | 678.4                      | 248.3                     | 226.9                     | 233.1                     | 708.3                      | -4.22%           |
| PA Harris-Phil   | Penn DOT (Keystone)              | CR    | 3.6                     | 95.8                      | 85.5                      | 115.7                     | 297.0                      | 47.9                      | 45.8                      | 55.8                      | 149.5                      | 98.66%           |
| PA Harris-Phil   | Penn DOT (Keystone)              | TOTAL | 3.6                     | 95.8                      | 85.5                      | 115.7                     | 297.0                      | 47.9                      | 45.8                      | 55.8                      | 149.5                      | 98.66%           |
| PA Johnstown     | Cambria County Transit Auth      | DR    | 0.0                     | 0.3                       | 0.2                       | 0.3                       | 0.8                        | 0.4                       | 0.3                       | 0.3                       | 1.0                        | -20.00%          |
| PA Johnstown     | Cambria County Transit Auth      | IP    | 0.1                     | 0.0                       | 1.0                       | 2.4                       | 3.4                        | 0.0                       | 1.4                       | 2.7                       | 4.1                        | -17.07%          |
| PA Johnstown     | Cambria County Transit Auth      | MB    | 2.8                     | 80.4                      | 79.8                      | 86.2                      | 246.4                      | 85.7                      | 86.7                      | 90.4                      | 262.8                      | -6.24%           |
| PA Johnstown     | Cambria County Transit Auth      | TOTAL | 2.8                     | 80.7                      | 81.0                      | 88.9                      | 250.6                      | 86.1                      | 88.4                      | 93.4                      | 267.9                      | -6.46%           |
| PA Lancaster     | Red Rose Transit Authority       | DR    | 1.0                     | 22.8                      | 19.4                      | 25.3                      | 67.5                       | 25.3                      | 24.0                      | 23.8                      | 73.1                       | -7.66%           |
| PA Lancaster     | Red Rose Transit Authority       | MB    | 6.0                     | 140.1                     | 143.5                     | 164.9                     | 448.5                      | 141.7                     | 158.4                     | 164.1                     | 464.2                      | -3.38%           |
| PA Lancaster     | Red Rose Transit Authority       | TOTAL | 7.1                     | 162.9                     | 162.9                     | 190.2                     | 516.0                      | 167.0                     | 182.4                     | 187.9                     | 537.3                      | -3.96%           |

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|------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| PA Lebanon       | County of Lebanon Tr Auth       | DR    | 0.2                     | 3.5                       | 3.0                       | 3.9                       | 10.4                       | 4.1                       | 4.0                       | 4.2                       | 12.3                       | -15.45%          |
| PA Lebanon       | County of Lebanon Tr Auth       | MB    | 1.0                     | 24.0                      | 22.8                      | 26.0                      | 72.8                       | 23.6                      | 24.4                      | 24.8                      | 72.8                       | 0.00%            |
| PA Lebanon       | County of Lebanon Tr Auth       | TOTAL | 1.2                     | 27.5                      | 25.8                      | 29.9                      | 83.2                       | 27.7                      | 28.4                      | 29.0                      | 85.1                       | -2.23%           |
| PA Philadelphia  | Southeastern Penn TA            | CR    | 127.1                   | 2,733.9                   | 2,861.2                   | 3,577.9                   | 9,173.0                    | 2,750.2                   | 2,931.8                   | 3,530.9                   | 9,212.9                    | -0.43%           |
| PA Philadelphia  | Southeastern Penn TA            | DR    | 5.3                     | 107.9                     | 115.7                     | 174.7                     | 398.3                      | 122.5                     | 131.9                     | 173.5                     | 427.9                      | -6.92%           |
| PA Philadelphia  | Southeastern Penn TA            | HR    | 326.3                   | 7,004.1                   | 7,616.6                   | 9,928.6                   | 24,549.3                   | 7,357.2                   | 8,102.2                   | 10,071.0                  | 25,530.4                   | -3.84%           |
| PA Philadelphia  | Southeastern Penn TA            | LR    | 107.3                   | 2,303.4                   | 2,465.3                   | 3,317.1                   | 8,085.8                    | 2,504.4                   | 2,732.2                   | 3,404.4                   | 8,641.0                    | -6.43%           |
| PA Philadelphia  | Southeastern Penn TA            | MB    | 522.5                   | 11,291.0                  | 11,896.7                  | 16,173.7                  | 39,361.4                   | 12,190.1                  | 13,104.8                  | 16,463.2                  | 41,758.1                   | -5.74%           |
| PA Philadelphia  | Southeastern Penn TA            | TB    | 18.0                    | 389.1                     | 412.0                     | 555.8                     | 1,356.9                    | 426.5                     | 456.2                     | 570.3                     | 1,453.0                    | -6.61%           |
| PA Philadelphia  | Southeastern Penn TA            | TOTAL | 1,106.5                 | 23,829.4                  | 25,367.5                  | 33,727.8                  | 82,924.7                   | 25,350.9                  | 27,459.1                  | 34,213.3                  | 87,023.3                   | -4.71%           |
| PA Pittsburgh    | Port Auth of Allegheny Co       | DR    | 5.1                     | 112.9                     | 116.8                     | 130.6                     | 360.3                      | 137.8                     | 132.8                     | 138.6                     | 409.2                      | -11.95%          |
| PA Pittsburgh    | Port Auth of Allegheny Co       | IP    | 1.7                     | 49.7                      | 50.5                      | 84.1                      | 184.3                      | 57.4                      | 52.8                      | 85.2                      | 195.4                      | -5.68%           |
| PA Pittsburgh    | Port Auth of Allegheny Co       | LR    | 26.7                    | 615.5                     | 581.4                     | 665.5                     | 1,862.4                    | 664.9                     | 614.5                     | 661.5                     | 1,940.9                    | -4.04%           |
| PA Pittsburgh    | Port Auth of Allegheny Co       | MB    | 167.1                   | 3,953.4                   | 3,993.6                   | 4,327.5                   | 12,274.5                   | 4,404.9                   | 4,227.5                   | 4,332.4                   | 12,964.8                   | -5.32%           |
| PA Pittsburgh    | Port Auth of Allegheny Co       | TOTAL | 200.6                   | 4,731.5                   | 4,742.3                   | 5,207.7                   | 14,681.5                   | 5,265.0                   | 5,027.6                   | 5,217.7                   | 15,510.3                   | -5.34%           |
| PA Reading       | Berks Area Reading Trp Auth     | DR    | 0.9                     | 20.5                      | 14.9                      | 20.3                      | 55.7                       | 22.6                      | 21.1                      | 21.5                      | 65.2                       | -14.57%          |
| PA Reading       | Berks Area Reading Trp Auth     | MB    | 10.7                    | 246.7                     | 237.1                     | 277.1                     | 760.9                      | 253.4                     | 253.8                     | 267.1                     | 774.3                      | -1.73%           |
| PA Reading       | Berks Area Reading Trp Auth     | TOTAL | 11.6                    | 267.2                     | 252.0                     | 297.4                     | 816.6                      | 276.0                     | 274.9                     | 288.6                     | 839.5                      | -2.73%           |
| PA Rochester     | Beaver County Transit Authority | DR    | 0.3                     | 6.4                       | 6.0                       | 6.9                       | 19.3                       | 6.8                       | 6.6                       | 6.5                       | 19.9                       | -3.02%           |
| PA Rochester     | Beaver County Transit Authority | MB    | 3.3                     | 66.8                      | 67.7                      | 73.5                      | 208.0                      | 76.4                      | 73.7                      | 75.9                      | 226.0                      | -7.96%           |
| PA Rochester     | Beaver County Transit Authority | TOTAL | 3.6                     | 73.2                      | 73.7                      | 80.4                      | 227.3                      | 83.2                      | 80.3                      | 82.4                      | 245.9                      | -7.56%           |
| PA State College | Centre Area Transp Auth         | DR    | 0.1                     | 2.9                       | 2.9                       | 3.1                       | 8.9                        | 2.9                       | 2.6                       | 2.9                       | 8.4                        | 5.95%            |
| PA State College | Centre Area Transp Auth         | MB    | 32.1                    | 681.9                     | 881.7                     | 719.4                     | 2,283.0                    | 809.2                     | 864.6                     | 664.6                     | 2,338.4                    | -2.37%           |
| PA State College | Centre Area Transp Auth         | VP    | 0.4                     | 19.2                      | 17.1                      | 18.4                      | 54.7                       | 13.2                      | 12.5                      | 12.5                      | 38.2                       | 43.19%           |
| PA State College | Centre Area Transp Auth         | TOTAL | 32.6                    | 704.0                     | 901.7                     | 740.9                     | 2,346.6                    | 825.3                     | 879.7                     | 680.0                     | 2,385.0                    | -1.61%           |
| PA Williamsport  | Williamsport Bureau of Tr       | DR    | 0.0                     | 0.1                       | 0.1                       | 0.1                       | 0.3                        | 0.1                       | 0.1                       | 0.1                       | 0.3                        | 0.00%            |
| PA Williamsport  | Williamsport Bureau of Tr       | MB    | 4.2                     | 99.7                      | 98.6                      | 109.2                     | 307.5                      | 105.9                     | 104.3                     | 110.1                     | 320.3                      | -4.00%           |
| PA Williamsport  | Williamsport Bureau of Tr       | TOTAL | 4.2                     | 99.8                      | 98.7                      | 109.3                     | 307.8                      | 106.0                     | 104.4                     | 110.2                     | 320.6                      | -3.99%           |
| PR San Juan      | Puerto Rico DOT                 | HR    | 45.3                    | 928.3                     | 938.8                     | 1,023.4                   | 2,890.5                    | 1,040.0                   | 972.3                     | 889.7                     | 2,902.0                    | -0.40%           |
| PR San Juan      | Puerto Rico DOT                 | MB    | 6.1                     | 123.2                     | 127.1                     | 139.5                     | 389.8                      | 158.6                     | 139.1                     | 140.8                     | 438.5                      | -11.11%          |
| PR San Juan      | Puerto Rico DOT                 | TOTAL | 51.4                    | 1,051.5                   | 1,065.9                   | 1,162.9                   | 3,280.3                    | 1,198.6                   | 1,111.4                   | 1,030.5                   | 3,340.5                    | -1.80%           |

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

## APTA TRANSIT RIDERSHIP REPORT

| State and City | Transit Agency | Mode                          | Average Weekday (000's) | Trips for Jan '14 (000's) | Trips for Feb '14 (000's) | Trips for Mar '14 (000's) | Trips Thru Mar '14 (000's) | Trips for Jan '13 (000's) | Trips for Feb '13 (000's) | Trips for Mar '13 (000's) | Trips Thru Mar '13 (000's) | Quarterly Change |         |
|----------------|----------------|-------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------|
| RI             | Providence     | Rhode Island Public TA        | DR                      | NA                        | 55.9                      | 55.4                      | 60.2                       | 171.5                     | 58.3                      | 51.5                      | 58.5                       | 168.3            | 1.90%   |
| RI             | Providence     | Rhode Island Public TA        | FB                      | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               | NA      |
| RI             | Providence     | Rhode Island Public TA        | MB                      | NA                        | 1,491.4                   | 1,491.7                   | 1,681.9                    | 4,665.0                   | 1,564.5                   | 1,412.6                   | 1,685.3                    | 4,662.4          | 0.06%   |
| RI             | Providence     | Rhode Island Public TA        | TOTAL                   | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               | NA      |
| SC             | Charleston     | Charleston Area RTA           | DR                      | 0.2                       | 5.6                       | 5.7                       | 6.1                        | 17.4                      | 6.1                       | 5.7                       | 6.3                        | 18.1             | -3.87%  |
| SC             | Charleston     | Charleston Area RTA           | MB                      | 14.3                      | 334.5                     | 362.9                     | 393.4                      | 1,090.8                   | 385.3                     | 349.6                     | 412.7                      | 1,147.6          | -4.95%  |
| SC             | Charleston     | Charleston Area RTA           | TOTAL                   | 14.5                      | 340.1                     | 368.6                     | 399.5                      | 1,108.2                   | 391.4                     | 355.3                     | 419.0                      | 1,165.7          | -4.93%  |
| TN             | Chattanooga    | Chattanooga Area RTA          | DR                      | NA                        | 3.5                       | 3.7                       | 4.2                        | 11.4                      | 3.7                       | 3.7                       | 3.8                        | 11.2             | 1.79%   |
| TN             | Chattanooga    | Chattanooga Area RTA          | IP                      | NA                        | 3.9                       | 12.8                      | 37.2                       | 53.9                      | 8.7                       | 12.1                      | 35.1                       | 55.9             | -3.58%  |
| TN             | Chattanooga    | Chattanooga Area RTA          | MB                      | NA                        | 223.2                     | 211.4                     | 222.4                      | 657.0                     | 206.4                     | 211.7                     | 216.3                      | 634.4            | 3.56%   |
| TN             | Chattanooga    | Chattanooga Area RTA          | TOTAL                   | NA                        | 230.6                     | 227.9                     | 263.8                      | 722.3                     | 218.8                     | 227.5                     | 255.2                      | 701.5            | 2.97%   |
| TN             | Clarksville    | Clarksville Transit System    | DR                      | 0.1                       | 2.4                       | 2.3                       | 2.3                        | 7.0                       | 2.2                       | 2.3                       | 2.6                        | 7.1              | -1.41%  |
| TN             | Clarksville    | Clarksville Transit System    | MB                      | 2.2                       | 53.0                      | 54.8                      | 55.0                       | 162.8                     | 71.3                      | 71.9                      | 68.1                       | 211.3            | -22.95% |
| TN             | Clarksville    | Clarksville Transit System    | TOTAL                   | 2.3                       | 55.4                      | 57.1                      | 57.3                       | 169.8                     | 73.5                      | 74.2                      | 70.7                       | 218.4            | -22.25% |
| TN             | Franklin       | Franklin Transit Authority    | MB                      | NA                        | 6.2                       | 6.1                       | 6.2                        | 18.5                      | 5.9                       | 4.8                       | 5.0                        | 15.7             | 17.83%  |
| TN             | Franklin       | Franklin Transit Authority    | TOTAL                   | NA                        | NA                        | NA                        | NA                         | NA                        | NA                        | NA                        | NA                         | NA               | NA      |
| TN             | Memphis        | Memphis Area Transit Auth     | DR                      | 0.9                       | 20.9                      | 20.3                      | 20.8                       | 62.0                      | 19.8                      | 19.6                      | 21.5                       | 60.9             | 1.81%   |
| TN             | Memphis        | Memphis Area Transit Auth     | LR                      | 2.4                       | 62.8                      | 65.3                      | 93.5                       | 221.6                     | 80.8                      | 84.8                      | 119.7                      | 285.3            | -22.33% |
| TN             | Memphis        | Memphis Area Transit Auth     | MB                      | 24.7                      | 612.9                     | 586.2                     | 607.7                      | 1,806.8                   | 723.1                     | 750.4                     | 730.1                      | 2,203.6          | -18.01% |
| TN             | Memphis        | Memphis Area Transit Auth     | TOTAL                   | 28.0                      | 696.6                     | 671.8                     | 722.0                      | 2,090.4                   | 823.7                     | 854.8                     | 871.3                      | 2,549.8          | -18.02% |
| TN             | Nashville      | Metropolitan Transit Auth     | DR                      | NA                        | 32.6                      | 32.7                      | 32.3                       | 97.6                      | 31.4                      | 30.2                      | 31.9                       | 93.5             | 4.39%   |
| TN             | Nashville      | Metropolitan Transit Auth     | MB                      | 29.3                      | 766.8                     | 755.1                     | 749.0                      | 2,270.9                   | 805.8                     | 783.3                     | 750.5                      | 2,339.6          | -2.94%  |
| TN             | Nashville      | Metropolitan Transit Auth     | TOTAL                   | NA                        | 799.4                     | 787.8                     | 781.3                      | 2,368.5                   | 837.2                     | 813.5                     | 782.4                      | 2,433.1          | -2.66%  |
| TN             | Nashville      | Regional Transp Auth          | CR                      | 1.0                       | 20.4                      | 19.4                      | 20.3                       | 60.1                      | 20.2                      | 19.5                      | 21.1                       | 60.8             | -1.15%  |
| TN             | Nashville      | Regional Transp Auth          | MB                      | 0.8                       | 17.3                      | 16.7                      | 17.8                       | 51.8                      | 14.8                      | 14.1                      | 14.3                       | 43.2             | 19.91%  |
| TN             | Nashville      | Regional Transp Auth          | VP                      | 0.8                       | 16.2                      | 15.0                      | 15.2                       | 46.4                      | 15.4                      | 14.2                      | 14.5                       | 44.1             | 5.22%   |
| TN             | Nashville      | Regional Transp Auth          | TOTAL                   | 2.6                       | 53.9                      | 51.1                      | 53.3                       | 158.3                     | 50.4                      | 47.8                      | 49.9                       | 148.1            | 6.89%   |
| TX             | Austin         | Capital Metropolitan Trp Auth | CR                      | 2.9                       | 43.5                      | 63.9                      | 109.5                      | 216.9                     | 43.8                      | 60.6                      | 113.9                      | 218.3            | -0.64%  |
| TX             | Austin         | Capital Metropolitan Trp Auth | DR                      | 2.0                       | 48.5                      | 46.7                      | 51.3                       | 146.5                     | 48.3                      | 46.8                      | 49.8                       | 144.9            | 1.10%   |
| TX             | Austin         | Capital Metropolitan Trp Auth | MB                      | 104.7                     | 2,083.1                   | 2,673.5                   | 2,956.7                    | 7,713.3                   | 2,920.3                   | 2,489.3                   | 2,203.0                    | 7,612.6          | 1.32%   |
| TX             | Austin         | Capital Metropolitan Trp Auth | VP                      | 0.9                       | 15.8                      | 17.8                      | 20.2                       | 53.8                      | 19.2                      | 17.5                      | 18.1                       | 54.8             | -1.82%  |
| TX             | Austin         | Capital Metropolitan Trp Auth | TOTAL                   | 110.5                     | 2,190.9                   | 2,801.9                   | 3,137.7                    | 8,130.5                   | NA                        | NA                        | NA                         | NA               | NA      |

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

**APTA TRANSIT RIDERSHIP REPORT**

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|----------------|-----------------|-----------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------|
| TX             | Corpus Christi  | Corpus Christi Regional TA        | DR                      | 0.8                       | 15.6                      | 18.6                      | 16.1                       | 50.3                      | 17.0                      | 15.8                      | 16.2                       | 49.0             | 2.65%   |
| TX             | Corpus Christi  | Corpus Christi Regional TA        | FB                      | 0.5                       | 0.0                       | 0.0                       | 4.7                        | 4.7                       | 0.0                       | 0.0                       | 13.5                       | 13.5             | -65.19% |
| TX             | Corpus Christi  | Corpus Christi Regional TA        | MB                      | 21.5                      | 463.7                     | 429.7                     | 436.4                      | 1,329.8                   | 476.0                     | 462.8                     | 458.8                      | 1,397.6          | -4.85%  |
| TX             | Corpus Christi  | Corpus Christi Regional TA        | VP                      | 0.1                       | 1.3                       | 1.2                       | 1.5                        | 4.0                       | 0.4                       | 0.3                       | 0.4                        | 1.1              | >100%   |
| TX             | Corpus Christi  | Corpus Christi Regional TA        | TOTAL                   | 22.9                      | 480.6                     | 449.5                     | 458.7                      | 1,388.8                   | 493.4                     | 478.9                     | 488.9                      | 1,461.2          | -4.95%  |
| TX             | Dallas          | Dallas Area Rapid Transit         | DR                      | 2.6                       | 63.4                      | 58.2                      | 61.9                       | 183.5                     | 62.5                      | 60.1                      | 62.0                       | 184.6            | -0.60%  |
| TX             | Dallas          | Dallas Area Rapid Transit         | LR                      | 92.8                      | 2,355.4                   | 2,199.2                   | 2,496.3                    | 7,050.9                   | 2,411.5                   | 2,152.0                   | 2,478.0                    | 7,041.5          | 0.13%   |
| TX             | Dallas          | Dallas Area Rapid Transit         | MB                      | 122.8                     | 3,133.9                   | 2,867.5                   | 2,989.5                    | 8,990.9                   | 2,996.0                   | 2,987.1                   | 3,083.0                    | 9,066.1          | -0.83%  |
| TX             | Dallas          | Dallas Area Rapid Transit         | VP                      | 3.6                       | 80.3                      | 72.4                      | 70.7                       | 223.4                     | 78.6                      | 77.9                      | 76.4                       | 232.9            | -4.08%  |
| TX             | Dallas          | Dallas Area Rapid Transit         | TOTAL                   | 221.8                     | 5,633.0                   | 5,197.3                   | 5,618.4                    | 16,448.7                  | 5,548.6                   | 5,277.1                   | 5,699.4                    | 16,525.1         | -0.46%  |
| TX             | Dallas-Ft Worth | Trinity Railway Express           | CR                      | 8.1                       | 184.3                     | 167.6                     | 207.0                      | 558.9                     | 165.6                     | 164.1                     | 189.4                      | 519.1            | 7.67%   |
| TX             | Dallas-Ft Worth | Trinity Railway Express           | TOTAL                   | 8.1                       | 184.3                     | 167.6                     | 207.0                      | 558.9                     | 165.6                     | 164.1                     | 189.4                      | 519.1            | 7.67%   |
| TX             | El Paso         | El Paso Mass Transit Dept         | DR                      | 0.6                       | 19.1                      | 18.3                      | 19.1                       | 56.5                      | 18.7                      | 17.9                      | 18.8                       | 55.4             | 1.99%   |
| TX             | El Paso         | El Paso Mass Transit Dept         | MB                      | 45.7                      | 1,371.3                   | 1,308.5                   | 1,410.9                    | 4,090.7                   | 1,292.1                   | 1,325.1                   | 1,408.4                    | 4,025.6          | 1.62%   |
| TX             | El Paso         | El Paso Mass Transit Dept         | TOTAL                   | 46.3                      | 1,390.4                   | 1,326.8                   | 1,430.0                    | 4,147.2                   | 1,310.8                   | 1,343.0                   | 1,427.2                    | 4,081.0          | 1.62%   |
| TX             | Galveston       | City of Galveston/Island Tr       | DR                      | 0.1                       | 1.8                       | 1.8                       | 1.9                        | 5.5                       | 1.6                       | 1.5                       | 1.8                        | 4.9              | 12.24%  |
| TX             | Galveston       | City of Galveston/Island Tr       | MB                      | 2.6                       | 54.7                      | 56.6                      | 61.9                       | 173.2                     | 62.4                      | 57.7                      | 61.6                       | 181.7            | -4.68%  |
| TX             | Galveston       | City of Galveston/Island Tr       | TOTAL                   | 2.7                       | 56.5                      | 58.4                      | 63.8                       | 178.7                     | 64.0                      | 59.2                      | 63.4                       | 186.6            | -4.23%  |
| TX             | Houston         | Metro Tr Auth of Harris Co        | DR                      | 5.9                       | 141.4                     | 144.1                     | 155.2                      | 440.7                     | 140.9                     | 138.0                     | 146.1                      | 425.0            | 3.69%   |
| TX             | Houston         | Metro Tr Auth of Harris Co        | LR                      | 42.6                      | 1,029.5                   | 1,026.1                   | 1,513.4                    | 3,569.0                   | 928.0                     | 922.4                     | 1,296.5                    | 3,146.9          | 13.41%  |
| TX             | Houston         | Metro Tr Auth of Harris Co        | MB                      | 229.5                     | 5,429.9                   | 5,367.6                   | 5,544.3                    | 16,341.8                  | 5,674.5                   | 5,523.0                   | 5,629.4                    | 16,826.9         | -2.88%  |
| TX             | Houston         | Metro Tr Auth of Harris Co        | VP                      | 9.7                       | 212.5                     | 198.1                     | 203.1                      | 613.7                     | 223.7                     | 202.0                     | 201.6                      | 627.3            | -2.17%  |
| TX             | Houston         | Metro Tr Auth of Harris Co        | TOTAL                   | 287.6                     | 6,813.3                   | 6,735.9                   | 7,416.0                    | 20,965.2                  | 6,967.1                   | 6,785.4                   | 7,273.6                    | 21,026.1         | -0.29%  |
| TX             | Lewisville      | Denton County Transportation Auth | CR                      | 2.1                       | 47.2                      | 46.7                      | 49.5                       | 143.4                     | 40.8                      | 43.3                      | 44.0                       | 128.1            | 11.94%  |
| TX             | Lewisville      | Denton County Transportation Auth | DR                      | 0.1                       | 2.7                       | 2.6                       | 2.6                        | 7.9                       | 2.4                       | 2.4                       | 2.4                        | 7.2              | 9.72%   |
| TX             | Lewisville      | Denton County Transportation Auth | MB                      | 9.7                       | 198.3                     | 234.8                     | 183.1                      | 616.2                     | 218.0                     | 282.1                     | 217.1                      | 717.2            | -14.08% |
| TX             | Lewisville      | Denton County Transportation Auth | TOTAL                   | 11.9                      | 248.2                     | 284.1                     | 235.2                      | 767.5                     | 261.2                     | 327.8                     | 263.5                      | 852.5            | -9.97%  |
| TX             | Port Arthur     | Port Arthur Transit               | DR                      | NA                        | 0.8                       | 0.9                       | 1.0                        | 2.7                       | 1.0                       | 1.1                       | 1.1                        | 3.2              | -15.63% |
| TX             | Port Arthur     | Port Arthur Transit               | MB                      | NA                        | 9.3                       | 9.7                       | 9.6                        | 28.6                      | 10.4                      | 10.6                      | 10.4                       | 31.4             | -8.92%  |
| TX             | Port Arthur     | Port Arthur Transit               | TOTAL                   | NA                        | 10.1                      | 10.6                      | 10.6                       | 31.3                      | 11.4                      | 11.7                      | 11.5                       | 34.6             | -9.54%  |
| TX             | San Antonio     | VIA Metropolitan Transit          | DR                      | 3.7                       | 83.7                      | 82.0                      | 87.3                       | 253.0                     | 86.5                      | 83.4                      | 87.3                       | 257.2            | -1.63%  |
| TX             | San Antonio     | VIA Metropolitan Transit          | MB                      | 128.7                     | 3,520.7                   | 3,213.7                   | 3,563.2                    | 10,297.6                  | 3,678.1                   | 3,656.8                   | 3,772.1                    | 11,107.0         | -7.29%  |
| TX             | San Antonio     | VIA Metropolitan Transit          | TOTAL                   | 132.3                     | 3,604.4                   | 3,295.7                   | 3,650.5                    | 10,550.6                  | 3,764.6                   | 3,740.2                   | 3,859.4                    | 11,364.2         | -7.16%  |

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|----------------|----------------|------------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------|
| TX             | Sugar Land     | Fort Bend County Public Transporta | DR                      | 0.5                       | 8.1                       | 9.6                       | 9.7                        | 27.4                      | 10.0                      | 9.9                       | 10.0                       | 29.9             | -8.36%  |
| TX             | Sugar Land     | Fort Bend County Public Transporta | MB                      | 1.0                       | 21.3                      | 22.0                      | 21.7                       | 65.0                      | 21.4                      | 20.4                      | 19.5                       | 61.3             | 6.04%   |
| TX             | Sugar Land     | Fort Bend County Public Transporta | TOTAL                   | 1.5                       | 29.4                      | 31.6                      | 31.4                       | 92.4                      | 31.4                      | 30.3                      | 29.5                       | 91.2             | 1.32%   |
| UT             | Logan          | Logan/Cache Valley TD              | DR                      | 0.1                       | 2.7                       | 2.5                       | 2.5                        | 7.7                       | 2.6                       | 2.4                       | 2.5                        | 7.5              | 2.67%   |
| UT             | Logan          | Logan/Cache Valley TD              | MB                      | 7.9                       | 184.0                     | 173.4                     | 168.7                      | 526.1                     | 188.4                     | 183.5                     | 183.5                      | 555.4            | -5.28%  |
| UT             | Logan          | Logan/Cache Valley TD              | TOTAL                   | 8.0                       | 186.7                     | 175.9                     | 171.2                      | 533.8                     | 191.0                     | 185.9                     | 186.0                      | 562.9            | -5.17%  |
| UT             | Salt Lake City | Utah Transit Authority             | CR                      | 15.2                      | 363.4                     | 324.9                     | 356.7                      | 1,045.0                   | 292.0                     | 282.1                     | 309.3                      | 883.4            | 18.29%  |
| UT             | Salt Lake City | Utah Transit Authority             | DR                      | 3.1                       | 67.6                      | 62.7                      | 68.1                       | 198.4                     | 64.1                      | 60.5                      | 67.9                       | 192.5            | 3.06%   |
| UT             | Salt Lake City | Utah Transit Authority             | LR                      | 65.8                      | 1,657.3                   | 1,523.0                   | 1,664.5                    | 4,844.8                   | 1,486.8                   | 1,338.9                   | 1,511.2                    | 4,336.9          | 11.71%  |
| UT             | Salt Lake City | Utah Transit Authority             | MB                      | 71.4                      | 1,683.4                   | 1,536.2                   | 1,625.1                    | 4,844.7                   | 1,744.8                   | 1,646.7                   | 1,820.4                    | 5,211.9          | -7.05%  |
| UT             | Salt Lake City | Utah Transit Authority             | VP                      | 5.9                       | 122.9                     | 124.2                     | 115.2                      | 362.3                     | 106.3                     | 122.7                     | 112.7                      | 341.7            | 6.03%   |
| UT             | Salt Lake City | Utah Transit Authority             | TOTAL                   | 161.4                     | 3,894.6                   | 3,571.0                   | 3,829.6                    | 11,295.2                  | 3,694.0                   | 3,450.9                   | 3,821.5                    | 10,966.4         | 3.00%   |
| UT             | St. George     | City of St. George                 | MB                      | 1.5                       | 39.5                      | 36.6                      | 38.5                       | 114.6                     | 41.9                      | 40.9                      | 41.9                       | 124.7            | -8.10%  |
| UT             | St. George     | City of St. George                 | TOTAL                   | 1.5                       | 39.5                      | 36.6                      | 38.5                       | 114.6                     | 41.9                      | 40.9                      | 41.9                       | 124.7            | -8.10%  |
| VA             | Alexandria     | Virginia Railway Express           | CR                      | 17.4                      | 354.9                     | 327.9                     | 358.0                      | 1,040.8                   | 392.5                     | 361.5                     | 369.5                      | 1,123.5          | -7.36%  |
| VA             | Alexandria     | Virginia Railway Express           | TOTAL                   | 17.4                      | 354.9                     | 327.9                     | 358.0                      | 1,040.8                   | 392.5                     | 361.5                     | 369.5                      | 1,123.5          | -7.36%  |
| VA             | Arlington      | Arlington Transit (ART)            | MB                      | 10.1                      | 217.7                     | 202.5                     | 229.0                      | 649.2                     | 211.0                     | 215.5                     | 235.8                      | 662.3            | -1.98%  |
| VA             | Arlington      | Arlington Transit (ART)            | TOTAL                   | 10.1                      | 217.7                     | 202.5                     | 229.0                      | 649.2                     | 211.0                     | 215.5                     | 235.8                      | 662.3            | -1.98%  |
| VA             | Fairfax        | City of Fairfax CUE Bus            | MB                      | NA                        | 61.2                      | 66.0                      | 66.6                       | 193.8                     | 62.9                      | 69.2                      | 71.8                       | 203.9            | -4.95%  |
| VA             | Fairfax        | City of Fairfax CUE Bus            | TOTAL                   | NA                        | 61.2                      | 66.0                      | 66.6                       | 193.8                     | 62.9                      | 69.2                      | 71.8                       | 203.9            | -4.95%  |
| VA             | Fairfax        | Fairfax County Dept of Transp      | MB                      | 34.3                      | 798.0                     | 754.1                     | 820.4                      | 2,372.5                   | 853.9                     | 806.0                     | 853.4                      | 2,513.3          | -5.60%  |
| VA             | Fairfax        | Fairfax County Dept of Transp      | TOTAL                   | 34.3                      | 798.0                     | 754.1                     | 820.4                      | 2,372.5                   | 853.9                     | 806.0                     | 853.4                      | 2,513.3          | -5.60%  |
| VA             | Hampton        | Hampton Roads Transit              | DR                      | 1.1                       | 21.4                      | 25.6                      | 26.5                       | 73.5                      | 25.6                      | 24.9                      | 26.2                       | 76.7             | -4.17%  |
| VA             | Hampton        | Hampton Roads Transit              | FB                      | 0.5                       | 11.0                      | 13.7                      | 17.7                       | 42.4                      | 16.5                      | 14.7                      | 18.7                       | 49.9             | -15.03% |
| VA             | Hampton        | Hampton Roads Transit              | LR                      | 4.3                       | 104.2                     | 119.6                     | 121.4                      | 345.2                     | 124.2                     | 134.8                     | 128.2                      | 387.2            | -10.85% |
| VA             | Hampton        | Hampton Roads Transit              | MB                      | 46.7                      | 997.5                     | 1,174.7                   | 1,165.7                    | 3,337.9                   | 1,334.2                   | 1,255.7                   | 1,312.7                    | 3,902.6          | -14.47% |
| VA             | Hampton        | Hampton Roads Transit              | VP                      | 0.6                       | 11.7                      | 12.9                      | 13.8                       | 38.4                      | 16.5                      | 15.4                      | 16.4                       | 48.3             | -20.50% |
| VA             | Hampton        | Hampton Roads Transit              | TOTAL                   | 53.1                      | 1,145.8                   | 1,346.5                   | 1,345.1                    | 3,837.4                   | 1,517.0                   | 1,445.5                   | 1,502.2                    | 4,464.7          | -14.05% |
| VA             | Woodbridge     | PRTC Omni-Ride                     | MB                      | 12.6                      | 241.6                     | 232.3                     | 246.1                      | 720.0                     | 267.4                     | 263.8                     | 264.0                      | 795.2            | -9.46%  |
| VA             | Woodbridge     | PRTC Omni-Ride                     | TOTAL                   | 12.6                      | 241.6                     | 232.3                     | 246.1                      | 720.0                     | 267.4                     | 263.8                     | 264.0                      | 795.2            | -9.46%  |
| VT             | Burlington     | Chittenden County TA               | DR                      | 0.1                       | 4.7                       | 4.2                       | 4.8                        | 13.7                      | 4.8                       | 4.4                       | 5.0                        | 14.2             | -3.52%  |
| VT             | Burlington     | Chittenden County TA               | MB                      | 9.8                       | 231.3                     | 222.8                     | 110.2                      | 564.3                     | 231.2                     | 225.4                     | 235.3                      | 691.9            | -18.44% |
| VT             | Burlington     | Chittenden County TA               | TOTAL                   | 9.9                       | 236.0                     | 227.0                     | 115.0                      | 578.0                     | 236.0                     | 229.8                     | 240.3                      | 706.1            | -18.14% |

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

## APTA TRANSIT RIDERSHIP REPORT

| State and City | Transit Agency | Mode                     | Average Weekday (000's) | Trips for Jan '14 (000's) | Trips for Feb '14 (000's) | Trips for Mar '14 (000's) | Trips Thru Mar '14 (000's) | Trips for Jan '13 (000's) | Trips for Feb '13 (000's) | Trips for Mar '13 (000's) | Trips Thru Mar '13 (000's) | Quarterly Change |        |
|----------------|----------------|--------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|--------|
| WA             | Bremerton      | Kitsap Transit           | DR                      | 1.1                       | 24.7                      | 22.0                      | 23.5                       | 70.2                      | 23.5                      | 22.2                      | 24.0                       | 69.7             | 0.72%  |
| WA             | Bremerton      | Kitsap Transit           | FB                      | 1.6                       | 36.3                      | 34.0                      | 37.1                       | 107.4                     | 36.7                      | 34.8                      | 37.8                       | 109.3            | -1.74% |
| WA             | Bremerton      | Kitsap Transit           | MB                      | 10.8                      | 246.1                     | 224.2                     | 239.1                      | 709.4                     | 255.9                     | 240.7                     | 259.6                      | 756.2            | -6.19% |
| WA             | Bremerton      | Kitsap Transit           | VP                      | 1.0                       | 21.0                      | 19.2                      | 21.0                       | 61.2                      | 20.6                      | 18.4                      | 19.8                       | 58.8             | 4.08%  |
| WA             | Bremerton      | Kitsap Transit           | TOTAL                   | 14.5                      | 328.1                     | 299.4                     | 320.7                      | 948.2                     | 336.7                     | 316.1                     | 341.2                      | 994.0            | -4.61% |
| WA             | Everett        | Everett Transit System   | DR                      | 3.3                       | 9.3                       | 8.1                       | 9.2                        | 26.6                      | 9.2                       | 8.6                       | 9.7                        | 27.5             | -3.27% |
| WA             | Everett        | Everett Transit System   | MB                      | 6.6                       | 164.9                     | 151.7                     | 164.1                      | 480.7                     | 167.9                     | 159.9                     | 165.5                      | 493.3            | -2.55% |
| WA             | Everett        | Everett Transit System   | TOTAL                   | 9.9                       | 174.2                     | 159.8                     | 173.3                      | 507.3                     | 177.1                     | 168.5                     | 175.2                      | 520.8            | -2.59% |
| WA             | Everett        | Snohomish County PTBA    | DR                      | 0.7                       | 16.1                      | 14.8                      | 16.2                       | 47.1                      | 16.3                      | 15.2                      | 16.1                       | 47.6             | -1.05% |
| WA             | Everett        | Snohomish County PTBA    | MB                      | 31.7                      | 737.2                     | 682.4                     | 707.0                      | 2,126.6                   | 680.3                     | 638.0                     | 658.2                      | 1,976.5          | 7.59%  |
| WA             | Everett        | Snohomish County PTBA    | VP                      | 3.7                       | 82.5                      | 74.4                      | 79.2                       | 236.1                     | 83.2                      | 74.9                      | 77.8                       | 235.9            | 0.08%  |
| WA             | Everett        | Snohomish County PTBA    | TOTAL                   | 36.1                      | 835.8                     | 771.6                     | 802.4                      | 2,409.8                   | 779.8                     | 728.1                     | 752.1                      | 2,260.0          | 6.63%  |
| WA             | Olympia        | Intercity Transit        | DR                      | NA                        | 12.2                      | 11.8                      | 13.2                       | 37.2                      | 12.3                      | 12.2                      | 12.3                       | 36.8             | 1.09%  |
| WA             | Olympia        | Intercity Transit        | MB                      | 15.4                      | 394.3                     | 366.1                     | 376.9                      | 1,137.3                   | 399.5                     | 374.3                     | 388.1                      | 1,161.9          | -2.12% |
| WA             | Olympia        | Intercity Transit        | VP                      | 7.2                       | 63.8                      | 57.2                      | 62.5                       | 183.5                     | 64.6                      | 57.3                      | 63.2                       | 185.1            | -0.86% |
| WA             | Olympia        | Intercity Transit        | TOTAL                   | NA                        | 470.3                     | 435.1                     | 452.6                      | 1,358.0                   | 476.4                     | 443.8                     | 463.6                      | 1,383.8          | -1.86% |
| WA             | Richland       | Ben Franklin Transit     | DR                      | 7.7                       | 31.4                      | 29.7                      | 32.0                       | 93.1                      | 30.7                      | 30.1                      | 32.0                       | 92.8             | 0.32%  |
| WA             | Richland       | Ben Franklin Transit     | MB                      | 11.7                      | 240.0                     | 225.6                     | 247.1                      | 712.7                     | 235.0                     | 234.0                     | 247.4                      | 716.4            | -0.52% |
| WA             | Richland       | Ben Franklin Transit     | VP                      | 3.4                       | 71.1                      | 65.7                      | 69.8                       | 206.6                     | 81.0                      | 71.2                      | 72.4                       | 224.6            | -8.01% |
| WA             | Richland       | Ben Franklin Transit     | TOTAL                   | 22.8                      | 342.5                     | 321.0                     | 348.9                      | 1,012.4                   | 346.7                     | 335.3                     | 351.8                      | 1,033.8          | -2.07% |
| WA             | Seattle        | King County Dept of Trp  | DR                      | 3.7                       | 94.0                      | 84.3                      | 92.0                       | 270.3                     | 98.5                      | 93.3                      | 100.0                      | 291.8            | -7.37% |
| WA             | Seattle        | King County Dept of Trp  | LR                      | 2.3                       | 55.1                      | 54.4                      | 56.4                       | 165.9                     | 63.2                      | 57.6                      | 61.6                       | 182.4            | -9.05% |
| WA             | Seattle        | King County Dept of Trp  | MB                      | 319.0                     | 8,394.6                   | 7,711.0                   | 8,477.6                    | 24,583.2                  | 8,195.1                   | 7,597.1                   | 8,280.7                    | 24,072.9         | 2.12%  |
| WA             | Seattle        | King County Dept of Trp  | TB                      | 75.6                      | 1,640.4                   | 1,540.8                   | 1,614.3                    | 4,795.5                   | 1,604.4                   | 1,447.4                   | 1,566.9                    | 4,618.7          | 3.83%  |
| WA             | Seattle        | King County Dept of Trp  | VP                      | 13.7                      | 300.8                     | 270.1                     | 303.3                      | 874.2                     | 301.1                     | 266.9                     | 272.9                      | 840.9            | 3.96%  |
| WA             | Seattle        | King County Dept of Trp  | TOTAL                   | 414.4                     | 10,484.9                  | 9,660.6                   | 10,543.6                   | 30,689.1                  | 10,262.3                  | 9,462.3                   | 10,282.1                   | 30,006.7         | 2.27%  |
| WA             | Seattle        | Sound Transit            | CR                      | 11.8                      | 256.8                     | 251.4                     | 251.8                      | 760.0                     | 245.1                     | 226.1                     | 238.8                      | 710.0            | 7.04%  |
| WA             | Seattle        | Sound Transit            | DR                      | 0.2                       | 5.0                       | 4.4                       | 4.8                        | 14.2                      | 5.2                       | 4.9                       | 5.3                        | 15.4             | -7.79% |
| WA             | Seattle        | Sound Transit            | LR                      | 32.8                      | 869.0                     | 816.9                     | 903.2                      | 2,589.1                   | 762.5                     | 716.5                     | 820.8                      | 2,299.8          | 12.58% |
| WA             | Seattle        | Sound Transit            | MB                      | 58.7                      | 1,415.0                   | 1,295.0                   | 1,414.1                    | 4,124.1                   | 1,343.3                   | 1,233.7                   | 1,342.0                    | 3,919.0          | 5.23%  |
| WA             | Seattle        | Sound Transit            | TOTAL                   | 103.5                     | 2,545.8                   | 2,367.7                   | 2,573.9                    | 7,487.4                   | 2,356.1                   | 2,181.2                   | 2,406.9                    | 6,944.2          | 7.82%  |
| WA             | Seattle        | Washington State Ferries | FB                      | 52.4                      | 1,567.0                   | 1,451.0                   | 1,706.0                    | 4,724.0                   | 1,491.4                   | 1,451.4                   | 1,751.1                    | 4,693.9          | 0.64%  |
| WA             | Seattle        | Washington State Ferries | TOTAL                   | 52.4                      | 1,567.0                   | 1,451.0                   | 1,706.0                    | 4,724.0                   | 1,491.4                   | 1,451.4                   | 1,751.1                    | 4,693.9          | 0.64%  |

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

## APTA TRANSIT RIDERSHIP REPORT

| State and City | Transit Agency                  | Mode  | Average Weekday (000's) | Trips for Jan '14 (000's) | Trips for Feb '14 (000's) | Trips for Mar '14 (000's) | Trips Thru Mar '14 (000's) | Trips for Jan '13 (000's) | Trips for Feb '13 (000's) | Trips for Mar '13 (000's) | Trips Thru Mar '13 (000's) | Quarterly Change |
|----------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| WA Spokane     | Spokane Transit Authority       | DR    | 2.0                     | 40.9                      | 38.4                      | 41.8                      | 121.1                      | 42.0                      | 39.4                      | 41.0                      | 122.4                      | -1.06%           |
| WA Spokane     | Spokane Transit Authority       | MB    | 41.7                    | 1,022.9                   | 939.9                     | 989.2                     | 2,952.0                    | 1,014.4                   | 942.3                     | 952.0                     | 2,908.7                    | 1.49%            |
| WA Spokane     | Spokane Transit Authority       | VP    | 1.1                     | 22.8                      | 20.3                      | 22.1                      | 65.2                       | 23.1                      | 20.1                      | 20.6                      | 63.8                       | 2.19%            |
| WA Spokane     | Spokane Transit Authority       | TOTAL | 44.8                    | 1,086.6                   | 998.6                     | 1,053.1                   | 3,138.3                    | 1,079.5                   | 1,001.8                   | 1,013.6                   | 3,094.9                    | 1.40%            |
| WA Tacoma      | Pierce Transit                  | DR    | 1.2                     | 31.7                      | 29.0                      | 31.2                      | 91.9                       | 32.1                      | 29.2                      | 32.1                      | 93.4                       | -1.61%           |
| WA Tacoma      | Pierce Transit                  | MB    | 32.0                    | 806.2                     | 725.5                     | 822.7                     | 2,354.4                    | 877.6                     | 841.2                     | 887.2                     | 2,606.0                    | -9.65%           |
| WA Tacoma      | Pierce Transit                  | VP    | 3.6                     | 78.9                      | 71.8                      | 80.5                      | 231.2                      | 81.8                      | 74.7                      | 80.8                      | 237.3                      | -2.57%           |
| WA Tacoma      | Pierce Transit                  | TOTAL | 36.8                    | 916.8                     | 826.3                     | 934.4                     | 2,677.5                    | 991.5                     | 945.1                     | 1,000.1                   | 2,936.7                    | -8.83%           |
| WA Vancouver   | Clark Co Pub Trp Benefit Area   | DR    | 0.8                     | 20.1                      | 17.1                      | 20.6                      | 57.8                       | 19.1                      | 18.6                      | 19.5                      | 57.2                       | 1.05%            |
| WA Vancouver   | Clark Co Pub Trp Benefit Area   | MB    | 20.6                    | 532.5                     | 471.5                     | 517.9                     | 1,521.9                    | 522.6                     | 493.6                     | 525.3                     | 1,541.5                    | -1.27%           |
| WA Vancouver   | Clark Co Pub Trp Benefit Area   | VP    | 0.3                     | 5.7                       | 5.1                       | 5.8                       | 16.6                       | 5.9                       | 5.1                       | 5.5                       | 16.5                       | 0.61%            |
| WA Vancouver   | Clark Co Pub Trp Benefit Area   | TOTAL | 21.7                    | 558.3                     | 493.7                     | 544.3                     | 1,596.3                    | 547.6                     | 517.3                     | 550.3                     | 1,615.2                    | -1.17%           |
| WI Madison     | Metro Transit                   | DR    | 0.8                     | 19.6                      | 22.7                      | 23.7                      | 66.0                       | 21.2                      | 21.4                      | 21.4                      | 64.0                       | 3.13%            |
| WI Madison     | Metro Transit                   | MB    | 60.7                    | 1,226.7                   | 1,557.1                   | 1,470.0                   | 4,253.8                    | 1,241.5                   | 1,489.8                   | 1,399.4                   | 4,130.7                    | 2.98%            |
| WI Madison     | Metro Transit                   | TOTAL | 61.5                    | 1,246.3                   | 1,579.8                   | 1,493.7                   | 4,319.8                    | 1,262.7                   | 1,511.2                   | 1,420.8                   | 4,194.7                    | 2.98%            |
| WI Milwaukee   | Milwaukee County Tr Sys         | DR    | 1.8                     | 41.0                      | 44.4                      | 49.4                      | 134.8                      | 44.4                      | 43.1                      | 47.3                      | 134.8                      | 0.00%            |
| WI Milwaukee   | Milwaukee County Tr Sys         | MB    | 134.8                   | 3,260.5                   | 3,400.1                   | 3,492.3                   | 10,152.9                   | 3,529.9                   | 3,554.9                   | 3,770.0                   | 10,854.8                   | -6.47%           |
| WI Milwaukee   | Milwaukee County Tr Sys         | VP    | 0.0                     | 0.0                       | 0.0                       | 0.0                       | 0.0                        | 0.0                       | 0.0                       | 0.0                       | 0.0                        | NA               |
| WI Milwaukee   | Milwaukee County Tr Sys         | TOTAL | 136.6                   | 3,301.5                   | 3,444.5                   | 3,541.7                   | 10,287.7                   | 3,574.3                   | 3,598.0                   | 3,817.3                   | 10,989.6                   | -6.39%           |
| WI Racine      | Belle Urban System              | DR    | NA                      | 2.5                       | 2.7                       | 2.9                       | 8.1                        | 3.5                       | 3.0                       | 3.0                       | 9.5                        | -14.74%          |
| WI Racine      | Belle Urban System              | MB    | NA                      | 110.3                     | 121.0                     | 120.7                     | 352.0                      | 120.9                     | 114.3                     | 115.2                     | 350.4                      | 0.46%            |
| WI Racine      | Belle Urban System              | TOTAL | NA                      | 112.8                     | 123.7                     | 123.6                     | 360.1                      | 124.4                     | 117.3                     | 118.2                     | 359.9                      | 0.06%            |
| WV Morgantown  | Mountain Line Transit Authority | DR    | NA                      | 1.1                       | 1.2                       | 1.3                       | 3.6                        | 1.3                       | 0.9                       | 1.1                       | 3.3                        | 9.09%            |
| WV Morgantown  | Mountain Line Transit Authority | MB    | NA                      | 123.1                     | 133.7                     | 107.2                     | 364.0                      | 108.0                     | 136.2                     | 116.5                     | 360.7                      | 0.91%            |
| WV Morgantown  | Mountain Line Transit Authority | TOTAL | NA                      | 124.2                     | 134.9                     | 108.5                     | 367.6                      | 109.3                     | 137.1                     | 117.6                     | 364.0                      | 0.99%            |
| WV Parkersburg | Mid-Ohio Valley Transit Auth    | DR    | 0.0                     | 0.4                       | 0.4                       | 0.4                       | 1.2                        | 0.4                       | 0.3                       | 0.4                       | 1.1                        | 9.09%            |
| WV Parkersburg | Mid-Ohio Valley Transit Auth    | MB    | 1.6                     | 38.2                      | 39.0                      | 42.6                      | 119.8                      | 37.7                      | 38.3                      | 40.6                      | 116.6                      | 2.74%            |
| WV Parkersburg | Mid-Ohio Valley Transit Auth    | TOTAL | 1.6                     | 38.6                      | 39.4                      | 43.0                      | 121.0                      | 38.1                      | 38.6                      | 41.0                      | 117.7                      | 2.80%            |

| <b>CANADA</b>     |                                      |       | Average            | Trips for          | Trips for          | Trips for          | Trips Thru         | Trips for          | Trips for          | Trips for          | Trips Thru         | Quarterly |
|-------------------|--------------------------------------|-------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------|
| Province and City | Transit Agency                       | Mode  | Weekday<br>(000's) | Jan '14<br>(000's) | Feb '14<br>(000's) | Mar '14<br>(000's) | Mar '14<br>(000's) | Jan '13<br>(000's) | Feb '13<br>(000's) | Mar '13<br>(000's) | Mar '13<br>(000's) | Change    |
| AB Calgary        | Calgary Transit                      | LR    | 309.9              | 7,767.2            | 7,374.5            | 7,705.3            | 22,847.0           | 7,101.7            | 7,439.8            | 7,675.8            | 22,217.3           | 2.83%     |
| AB Calgary        | Calgary Transit                      | MB    | 306.1              | 7,169.7            | 6,807.3            | 7,112.5            | 21,089.5           | 6,555.4            | 6,867.5            | 7,085.4            | 20,508.3           | 2.83%     |
| AB Calgary        | Calgary Transit                      | TOTAL | 616.1              | 14,936.9           | 14,181.8           | 14,817.8           | 43,936.5           | 13,657.1           | 14,307.3           | 14,761.2           | 42,725.6           | 2.83%     |
| AB Leduc          | City of Leduc, Leduc Transit Service | MB    | NA                 | 4.9                | 4.4                | 5.3                | 14.6               | 5.1                | 4.8                | 4.9                | 14.8               | -1.35%    |
| AB Leduc          | City of Leduc, Leduc Transit Service | TOTAL | NA                 | 4.9                | 4.4                | 5.3                | 14.6               | 5.1                | 4.8                | 4.9                | 14.8               | -1.35%    |
| BC Burnaby        | Greater Vancouver Transp Auth        | AG    | 361.5              | 9,082.7            | 9,057.4            | 9,523.5            | 27,663.6           | 9,094.3            | 9,246.0            | 9,748.0            | 28,088.3           | -1.51%    |
| BC Burnaby        | Greater Vancouver Transp Auth        | CR    | 11.0               | 249.6              | 206.7              | 226.1              | 682.4              | 253.9              | 218.4              | 221.7              | 694.0              | -1.67%    |
| BC Burnaby        | Greater Vancouver Transp Auth        | DR    | 4.6                | 121.7              | 104.9              | 117.6              | 344.2              | 131.7              | 117.9              | 125.9              | 375.5              | -8.34%    |
| BC Burnaby        | Greater Vancouver Transp Auth        | FB    | 17.8               | 452.4              | 402.9              | 470.0              | 1,325.3            | 448.1              | 417.9              | 494.4              | 1,360.4            | -2.58%    |
| BC Burnaby        | Greater Vancouver Transp Auth        | MB    | 541.8              | 13,351.4           | 13,443.7           | 13,449.8           | 40,244.9           | 13,524.8           | 14,102.9           | 14,106.1           | 41,733.8           | -3.57%    |
| BC Burnaby        | Greater Vancouver Transp Auth        | TB    | 191.4              | 4,695.3            | 4,860.7            | 4,651.3            | 14,207.3           | 4,862.9            | 5,198.7            | 5,022.7            | 15,084.3           | -5.81%    |
| BC Burnaby        | Greater Vancouver Transp Auth        | TOTAL | 1,128.1            | 27,953.1           | 28,076.3           | 28,438.3           | 84,467.7           | 28,315.7           | 29,301.8           | 29,718.8           | 87,336.3           | -3.28%    |
| BC Victoria       | BC Transit                           | DR    | 1.3                | 34.2               | 31.3               | 34.5               | 100.0              | 35.7               | 32.3               | 34.1               | 102.1              | -2.06%    |
| BC Victoria       | BC Transit                           | MB    | 99.3               | 2,625.4            | 2,273.8            | 2,649.7            | 7,548.9            | 2,432.0            | 2,149.4            | 2,305.3            | 6,886.7            | 9.62%     |
| BC Victoria       | BC Transit                           | TOTAL | 100.5              | 2,659.6            | 2,305.1            | 2,684.2            | 7,648.9            | 2,467.7            | 2,181.7            | 2,339.4            | 6,988.8            | 9.45%     |
| ON Brampton       | Brampton Transit                     | MB    | 66.0               | 1,558.9            | 1,460.9            | 1,668.8            | 4,688.6            | 1,548.7            | 1,384.2            | 1,600.8            | 4,533.7            | 3.42%     |
| ON Brampton       | Brampton Transit                     | TOTAL | 66.0               | 1,558.9            | 1,460.9            | 1,668.8            | 4,688.6            | 1,548.7            | 1,384.2            | 1,600.8            | 4,533.7            | 3.42%     |
| ON Oakville       | Oakville Transit                     | DR    | 0.2                | 6.6                | 6.1                | 6.8                | 19.5               | 5.2                | 5.2                | 5.9                | 16.3               | 19.63%    |
| ON Oakville       | Oakville Transit                     | MB    | 13.9               | 337.2              | 312.8              | 342.8              | 992.8              | 331.4              | 309.4              | 330.9              | 971.7              | 2.17%     |
| ON Oakville       | Oakville Transit                     | TOTAL | 14.1               | 343.8              | 318.9              | 349.6              | 1,012.3            | 336.6              | 314.6              | 336.8              | 988.0              | 2.46%     |
| ON Ottawa         | OC Transpo/Para Transpo              | DR    | 3.1                | 77.0               | 71.9               | 80.1               | 229.0              | 73.9               | 68.4               | 74.2               | 216.5              | 5.77%     |
| ON Ottawa         | OC Transpo/Para Transpo              | LR    | 14.6               | 356.0              | 326.6              | 352.1              | 1,034.7            | 366.9              | 302.1              | 333.2              | 1,002.2            | 3.24%     |
| ON Ottawa         | OC Transpo/Para Transpo              | MB    | 519.4              | 12,568.9           | 11,716.1           | 12,592.5           | 36,877.5           | 13,048.2           | 12,337.8           | 12,752.7           | 38,138.7           | -3.31%    |
| ON Ottawa         | OC Transpo/Para Transpo              | TOTAL | 537.0              | 13,001.9           | 12,114.6           | 13,024.7           | 38,141.2           | 13,489.0           | 12,708.3           | 13,160.1           | 39,357.4           | -3.09%    |
| ON Richmond Hill  | York Region Transit                  | MB    | 75.0               | 1,799.4            | 1,712.7            | 1,880.9            | 5,393.0            | 1,934.7            | 1,765.2            | 1,886.1            | 5,586.0            | -3.46%    |
| ON Richmond Hill  | York Region Transit                  | TOTAL | 75.0               | 1,799.4            | 1,712.7            | 1,880.9            | 5,393.0            | 1,934.7            | 1,765.2            | 1,886.1            | 5,586.0            | -3.46%    |
| ON Toronto        | Toronto Transit Commission           | DR    | 9.6                | 243.5              | 230.6              | 305.0              | 779.1              | 251.6              | 214.9              | 285.4              | 751.9              | 3.62%     |
| ON Toronto        | Toronto Transit Commission           | HR    | 1,039.9            | 27,775.6           | 25,373.4           | 26,896.5           | 80,045.5           | 25,831.4           | 24,548.1           | 24,409.9           | 74,789.4           | 7.03%     |
| ON Toronto        | Toronto Transit Commission           | IR    | 44.7               | 1,157.2            | 1,049.6            | 1,075.5            | 3,282.3            | 1,269.7            | 1,219.1            | 1,185.3            | 3,674.1            | -10.66%   |
| ON Toronto        | Toronto Transit Commission           | LR    | 249.8              | 6,807.1            | 6,270.5            | 7,187.4            | 20,265.0           | 7,070.6            | 6,712.2            | 8,806.2            | 22,589.0           | -10.29%   |
| ON Toronto        | Toronto Transit Commission           | MB    | 1,363.0            | 35,450.6           | 33,916.9           | 36,054.5           | 105,422.0          | 34,176.6           | 31,863.4           | 35,144.8           | 101,184.8          | 4.19%     |
| ON Toronto        | Toronto Transit Commission           | TOTAL | 2,706.9            | 71,434.0           | 66,841.0           | 71,518.9           | 209,793.9          | 68,599.9           | 64,557.7           | 69,831.6           | 202,989.2          | 3.35%     |

## APTA TRANSIT RIDERSHIP REPORT

| <b>CANADA</b>     |                                    |       | Average | Trips for | Trips for | Trips for | Trips Thru | Trips for | Trips for | Trips for | Trips Thru | Quarterly |
|-------------------|------------------------------------|-------|---------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|
| Province and City | Transit Agency                     | Mode  | Weekday | Jan '14   | Feb '14   | Mar '14   | Mar '14    | Jan '13   | Feb '13   | Mar '13   | Mar '13    | Change    |
|                   |                                    |       | (000's) | (000's)   | (000's)   | (000's)   | (000's)    | (000's)   | (000's)   | (000's)   | (000's)    |           |
| QC Montreal       | Agence Metropolitaine de Transport | CR    | 72.6    | 1,568.1   | 1,497.9   | 1,515.8   | 4,581.8    | 1,527.0   | 1,456.6   | 1,453.5   | 4,437.1    | 3.26%     |
| QC Montreal       | Agence Metropolitaine de Transport | MB    | 6.0     | 129.8     | 125.4     | 129.2     | 384.4      | 139.1     | 132.6     | 130.3     | 402.0      | -4.38%    |
| QC Montreal       | Agence Metropolitaine de Transport | TOTAL | 78.6    | 1,697.9   | 1,623.3   | 1,645.0   | 4,966.2    | 1,666.1   | 1,589.2   | 1,583.8   | 4,839.1    | 2.63%     |
| QC Montreal       | Societe de transport de Montreal   | DR    | 11.5    | 273.4     | 273.8     | 293.1     | 840.3      | 260.0     | 260.4     | 269.9     | 790.3      | 6.33%     |
| QC Montreal       | Societe de transport de Montreal   | HR    | 1,245.7 | 30,409.9  | 29,828.7  | 31,930.9  | 92,169.5   | 30,416.7  | 29,829.5  | 31,816.3  | 92,062.5   | 0.12%     |
| QC Montreal       | Societe de transport de Montreal   | MB    | 985.8   | 25,580.9  | 23,757.3  | 24,813.0  | 74,151.2   | 25,921.7  | 24,036.4  | 25,352.5  | 75,310.6   | -1.54%    |
| QC Montreal       | Societe de transport de Montreal   | TOTAL | 2,243.0 | 56,264.2  | 53,859.8  | 57,037.0  | 167,161.0  | 56,598.4  | 54,126.3  | 57,438.7  | 168,163.4  | -0.60%    |