

PUBLIC TRANSPORTATION RIDERSHIP REPORT

Second Quarter 2025

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

| Period | Percent Change | | |
|----------------|------------------------|------------------------|------------------|
| | <u>2025</u> (000's) | <u>2024</u> (000's) | <u>2024-2025</u> |
| APRIL | 704,138 | 649,478 | 8.42% |
| MAY | 705,669 | 668,791 | 5.51% |
| JUNE | 653,612 | 605,538 | 7.94% |
| Second Quarter | 2,063,419 | 1,923,806 | 7.26% |

CALENDAR COMPARISON

| | APRIL | | MAY | | JUNE | |
|-----------|-------------|-------------|-------------|-------------|-------------|-------------|
| | <u>2024</u> | <u>2025</u> | <u>2024</u> | <u>2025</u> | <u>2024</u> | <u>2025</u> |
| Weekdays | 22 | 22 | 22 | 21 | 19 | 20 |
| Saturdays | 4 | 4 | 4 | 5 | 5 | 4 |
| Sundays | 4 | 4 | 4 | 4 | 5 | 5 |
| Holidays | 0 | 0 | 1 | 1 | 1 | 1 |

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS *

| MODE | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | |
|-----------------------------------|-----------------------------|---------------------------|---------------------------|--|--|-----------------------------|---------------------------|---------------------------|--|--|---------------------------|--------------------------|
| | <u>APRIL '25</u> (000's) | <u>MAY '25</u> (000's) | <u>JUN '25</u> (000's) | <u>APR '25- JUN '25</u> (000's) | <u>JAN '25- JUN '25</u> (000's) | <u>APRIL '24</u> (000's) | <u>MAY '24</u> (000's) | <u>JUN '24</u> (000's) | <u>APR '24- JUN '24</u> (000's) | <u>JAN '24- JUN '24</u> (000's) | <u>Second Quarter</u> | <u>Year -to-Date</u> |
| Heavy Rail | 258,808 | 264,407 | 251,506 | 774,721 | 1,476,732 | 225,081 | 235,272 | 211,799 | 672,152 | 1,302,009 | 15.26% | 13.42% |
| Light Rail | 33,875 | 33,865 | 32,447 | 100,187 | 191,137 | 32,227 | 32,665 | 30,679 | 95,571 | 181,288 | 4.83% | 5.43% |
| Commuter Rail | 32,724 | 32,392 | 32,417 | 97,534 | 186,298 | 29,511 | 30,585 | 29,040 | 89,136 | 171,374 | 9.42% | 8.71% |
| Trolleybus | 5,452 | 5,625 | 5,123 | 16,200 | 32,063 | 5,251 | 5,582 | 5,103 | 15,936 | 31,785 | 1.65% | 0.87% |
| Bus Population Group | | | | | | | | | | | | |
| 2,000,000+ | 248,232 | 253,691 | 227,804 | 729,728 | 1,420,965 | 240,136 | 253,813 | 229,674 | 723,623 | 1,401,202 | 0.84% | 1.41% |
| 500,000 to 1,999,999 | 50,190 | 49,680 | 45,343 | 145,214 | 282,864 | 48,131 | 48,330 | 43,246 | 139,707 | 275,085 | 3.94% | 2.83% |
| 100,000 to 499,999 | 32,040 | 27,213 | 22,886 | 82,139 | 168,832 | 29,853 | 26,082 | 22,046 | 77,981 | 161,493 | 5.33% | 4.54% |
| Below 100,000 | 13,779 | 9,075 | 6,904 | 29,757 | 73,352 | 12,543 | 8,083 | 6,675 | 27,301 | 67,639 | 9.00% | 8.45% |
| Bus Total | 344,242 | 339,660 | 302,937 | 986,838 | 1,946,014 | 330,663 | 336,307 | 301,641 | 968,612 | 1,905,418 | 1.88% | 2.13% |
| Demand Response | 16,831 | 16,868 | 16,021 | 49,720 | 96,128 | 15,438 | 15,925 | 14,567 | 45,930 | 89,505 | 8.25% | 7.40% |
| Other (c) | 12,205 | 12,853 | 13,162 | 38,220 | 68,855 | 11,306 | 12,454 | 12,709 | 36,469 | 66,028 | 4.80% | 4.28% |
| United States Total | 704,138 | 705,669 | 653,612 | 2,063,419 | 3,997,225 | 649,478 | 668,791 | 605,538 | 1,923,806 | 3,747,408 | 7.26% | 6.67% |
| Canada (reporting systems) | 135,290 | 135,526 | 108,918 | 379,734 | 974,516 | 133,251 | 137,535 | 110,008 | 380,793 | 965,435 | -0.28% | 0.94% |

* 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 <https://www.apta.com/research-technical-resources/transit-statistics/ridership-report/>

HEAVY RAIL TRANSIT RIDERSHIP REPORT Second Quarter 2025

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|-----------------------------------|------------------------------|--------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|--|-------------------------|---------------------|
| | | <u>AVG WKDY</u> (000's) | <u>APR '25</u> (000's) | <u>MAY '25</u> (000's) | <u>JUN '25</u> (000's) | <u>APR '25- JUN '25</u> (000's) | <u>JAN '25- JUN '25</u> (000's) | <u>APR '24</u> (000's) | <u>MAY '24</u> (000's) | <u>JUN '24</u> (000's) | <u>APR '24- JUN '24</u> (000's) | <u>JAN '24- JUN '24</u> (000's) | <u>2nd Qtr Chng</u> | <u>YTD Chng</u> |
| CA Los Angeles | Los Angeles County MTA | 62.0 | 1,850.2 | 1,775.4 | 1,588.2 | 5,213.8 | 10,489.5 | 1,855.8 | 1,869.0 | 1,868.8 | 5,593.6 | 10,967.4 | -6.79% | -4.36% |
| CA San Francisco | San Francisco Bay Area RTD | 174.1 | 4,575.6 | 4,520.0 | 4,522.4 | 13,618.0 | 25,808.3 | 4,085.4 | 4,291.0 | 3,980.0 | 12,356.4 | 23,899.2 | 10.21% | 7.99% |
| DC Washington | Washington Metro Area TA | 668.0 | 18,245.4 | 17,225.3 | 17,376.0 | 52,846.7 | 96,378.5 | 14,049.7 | 13,789.2 | 13,311.5 | 41,150.4 | 76,485.6 | 28.42% | 26.01% |
| FL Miami | Miami-Dade Transit Agency | NA | 1,348.9 | 1,260.6 | 1,133.1 | 3,742.6 | 7,577.5 | 1,336.5 | 1,314.1 | 1,092.1 | 3,742.7 | 7,520.3 | 0.00% | 0.76% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 96.1 | 2,662.4 | 2,597.8 | 2,523.0 | 7,783.2 | 14,761.0 | 2,390.6 | 2,488.9 | 2,459.3 | 7,338.8 | 14,748.2 | 6.06% | 0.09% |
| HI Honolulu | City & Cnty of Honolulu DOTS | 3.4 | 104.1 | 99.7 | 89.2 | 293.0 | 585.7 | 95.2 | 91.1 | 85.7 | 272.0 | 551.9 | 7.72% | 6.12% |
| IL Chicago | Chicago Transit Authority | 422.2 | 11,247.4 | 11,775.3 | 11,828.8 | 34,851.5 | 63,453.7 | 10,458.3 | 11,330.4 | 10,928.7 | 32,717.4 | 60,677.1 | 6.52% | 4.58% |
| MA Boston | Massachusetts Bay Tr Auth | 304.9 | 8,354.0 | 8,304.2 | 7,616.3 | 24,274.5 | 46,486.2 | 7,210.9 | 7,149.3 | 6,654.2 | 21,014.4 | 40,923.0 | 15.51% | 13.59% |
| MD Baltimore | Maryland Transit Admin | 15.2 | 393.9 | 391.6 | 350.1 | 1,135.6 | 2,581.2 | 425.7 | 431.9 | 462.7 | 1,320.3 | 2,541.7 | -13.99% | 1.55% |
| NJ Jersey City | Port Authority of NY & NJ | 221.9 | 5,733.7 | 5,896.7 | 5,602.3 | 17,232.7 | 31,893.5 | 5,178.5 | 5,518.9 | 5,219.7 | 15,917.1 | 29,769.3 | 8.27% | 7.14% |
| NJ Lindenwold | Port Authority Transit Corp | 19.4 | 503.9 | 495.1 | 485.5 | 1,484.5 | 2,913.4 | 481.5 | 485.2 | 453.9 | 1,420.6 | 2,779.0 | 4.50% | 4.84% |
| NY New York | MTA New York City Transit | 7,434.7 | 197,134.0 | 203,492.0 | 192,236.0 | 592,862.0 | 1,135,503.0 | 171,458.0 | 180,459.0 | 159,891.0 | 511,808.0 | 997,683.0 | 15.84% | 13.81% |
| NY New York | MTA Staten Island Railway | 19.3 | 478.1 | 503.4 | 457.5 | 1,439.0 | 2,754.6 | 440.9 | 497.1 | 427.5 | 1,365.5 | 2,675.3 | 5.38% | 2.96% |
| OH Cleveland | Greater Cleveland Reg TA | 8.9 | 259.5 | 251.7 | 241.8 | 753.0 | 1,525.4 | 279.5 | 283.2 | 219.8 | 782.5 | 1,564.4 | -3.77% | -2.49% |
| PA Philadelphia | Southeastern Penn TA | NA | 5,459.6 | 5,563.4 | 5,221.1 | 16,244.1 | 31,618.5 | 4,963.4 | 4,910.2 | 4,425.6 | 14,299.2 | 27,253.3 | 13.60% | 16.02% |
| PR San Juan | Puerto Rico DOT | 14.4 | 457.4 | 254.8 | 234.3 | 946.5 | 2,401.5 | 371.4 | 363.6 | 318.5 | 1,053.5 | 1,969.8 | -10.16% | 21.92% |
| REPORTED TOTAL | | 9,464.6 | 258,808.1 | 264,407.0 | 251,505.6 | 774,720.7 | 1,476,731.5 | 225,081.3 | 235,272.1 | 211,799.0 | 672,152.4 | 1,302,008.5 | 15.26% | 13.42% |
| PROJECTED TOTAL (c) | | | 258,808.1 | 264,407.0 | 251,505.6 | 774,720.7 | 1,476,731.5 | 225,081.3 | 235,272.1 | 211,799.0 | 672,152.4 | 1,302,008.5 | 15.26% | 13.42% |

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) City and Cnty of Honolulu DOTS began service in June 2023.

LIGHT RAIL TRANSIT RIDERSHIP REPORT Second Quarter 2025

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | |
|---------------------|-------------------------------|---------------------|----------------|----------------|----------------|-----------------|-----------------------|----------------|----------------|----------------|-----------------|-----------------|----------------|-------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '25-</u> | <u>JAN '25-</u> | | | | <u>APR '24-</u> | <u>JAN '24-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '25</u> | <u>MAY '25</u> | <u>JUN '25</u> | <u>JUN '25</u> | <u>JUN '25</u> | <u>APR '24</u> | <u>MAY '24</u> | <u>JUN '24</u> | <u>JUN '24</u> | <u>JUN '24</u> | <u>Chng</u> | <u>Chng</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| AR Little Rock | Rock Region Metro | NA | 5.2 | 5.9 | 5.7 | 16.8 | 31.9 | 5.9 | 6.1 | 6.2 | 18.2 | 31.4 | -7.69% | 1.59% |
| AZ Phoenix | Valley Metro Rail, Inc. | 29.3 | 875.0 | 782.7 | 888.7 | 2,546.4 | 5,124.4 | 964.4 | 904.0 | 799.0 | 2,667.4 | 5,607.2 | -4.54% | -8.61% |
| AZ Tucson | Sun Tran | 4.4 | 168.2 | 117.8 | 66.2 | 352.2 | 815.3 | 172.7 | 98.7 | 61.7 | 333.1 | 797.9 | 5.73% | 2.18% |
| CA Los Angeles | Los Angeles County MTA | 143.2 | 4,107.6 | 4,133.2 | 3,718.8 | 11,959.6 | 23,127.9 | 3,849.9 | 4,018.2 | 3,781.0 | 11,649.1 | 22,301.4 | 2.67% | 3.71% |
| CA Oceanside | North County Transit District | 5.8 | 168.8 | 159.0 | 137.9 | 465.7 | 904.1 | 163.0 | 164.8 | 146.2 | 474.0 | 921.7 | -1.75% | -1.91% |
| CA Sacramento | Sacramento Reg Tr Dist | NA | 595.9 | 641.6 | 575.8 | 1,813.3 | 3,597.5 | 587.0 | 594.8 | 530.0 | 1,711.8 | 3,390.5 | 5.93% | 6.11% |
| CA San Diego | San Diego Metrop Transit Sy | 129.3 | 3,656.5 | 3,728.9 | 3,540.3 | 10,925.7 | 20,867.1 | 3,360.8 | 3,456.7 | 3,220.5 | 10,038.0 | 19,471.5 | 8.84% | 7.17% |
| CA San Francisco | San Francisco Muni Rwy | 105.4 | 2,883.4 | 2,974.4 | 2,871.7 | 8,729.5 | 16,514.8 | 2,436.7 | 2,583.7 | 2,399.0 | 7,419.4 | 14,391.7 | 17.66% | 14.75% |
| CA San Jose | Santa Clara Valley Trp Auth | 12.7 | 307.6 | 361.1 | 360.3 | 1,029.0 | 1,874.1 | 403.6 | 417.6 | 354.2 | 1,175.4 | 2,352.5 | -12.46% | -20.34% |
| CO Denver | Regional Trp District | 44.6 | 928.0 | 909.5 | 1,054.3 | 2,891.8 | 5,262.9 | 1,189.3 | 1,091.4 | 807.5 | 3,088.2 | 6,377.4 | -6.36% | -17.48% |
| DC Washington | District Dept of Transp | 2.6 | 79.4 | 76.9 | 73.8 | 230.1 | 433.1 | 72.3 | 81.3 | 73.1 | 226.7 | 423.1 | 1.50% | 2.36% |
| FL Tampa | Hillsborough Area Reg TA | 2.9 | 127.0 | 106.8 | 106.5 | 340.3 | 698.7 | 109.7 | 100.5 | 99.4 | 309.6 | 669.3 | 9.92% | 4.39% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 0.9 | 23.1 | 25.1 | 30.2 | 78.4 | 145.8 | 28.1 | 29.0 | 31.1 | 88.2 | 158.3 | -11.11% | -7.90% |
| LA New Orleans | Regional Transit Auth | 8.8 | 294.5 | 218.0 | 261.1 | 773.6 | 1,387.7 | 347.8 | 362.0 | 299.0 | 1,008.8 | 1,863.3 | -23.31% | -25.52% |
| MA Boston | Massachusetts Bay Tr Auth | 102.5 | 3,058.5 | 3,030.0 | 2,681.0 | 8,769.5 | 16,465.1 | 2,737.4 | 2,685.7 | 2,662.7 | 8,085.8 | 13,464.7 | 8.46% | 22.28% |
| MD Baltimore | Maryland Transit Admin | 14.5 | 427.0 | 462.8 | 465.2 | 1,355.0 | 2,566.3 | 405.4 | 408.2 | 509.8 | 1,323.4 | 2,519.2 | 2.39% | 1.87% |
| MN Minneapolis | Metro Transit | 39.1 | 1,197.5 | 1,090.6 | 1,131.8 | 3,419.9 | 6,551.8 | 1,307.8 | 1,288.6 | 1,254.1 | 3,850.5 | 7,680.4 | -11.18% | -14.69% |
| MO Saint Louis | Bi-State Dev Agency | NA | 676.6 | 674.2 | 673.9 | 2,024.7 | 3,769.4 | 629.5 | 628.5 | 617.9 | 1,875.9 | 3,412.2 | 7.93% | 10.47% |
| NC Charlotte | Charlotte Area Transit | NA | 513.7 | 549.7 | 535.5 | 1,598.9 | 3,092.9 | 518.0 | 545.3 | 518.7 | 1,582.0 | 2,945.0 | 1.07% | 5.02% |
| NJ Newark | New Jersey Transit Corp | NA | 2,026.9 | 1,916.3 | 2,000.2 | 5,943.4 | 11,096.8 | 1,922.6 | 2,097.8 | 1,931.2 | 5,951.6 | 10,780.6 | -0.14% | 2.93% |
| NY Buffalo | Niagara Frontier Trp Auth | NA | 177.5 | 195.8 | 181.5 | 554.8 | 1,197.3 | 190.5 | 184.9 | 173.5 | 548.9 | 1,151.0 | 1.07% | 4.02% |
| OH Cleveland | Greater Cleveland Reg TA | 2.6 | 72.5 | 71.8 | 68.6 | 212.9 | 390.7 | 91.0 | 91.3 | 62.9 | 245.2 | 466.5 | -13.17% | -16.25% |
| OR Portland | Tri-County Metro Trp Dist | 67.3 | 1,919.6 | 1,926.4 | 1,916.9 | 5,762.9 | 11,030.7 | 1,920.7 | 1,970.1 | 2,047.3 | 5,938.1 | 10,410.3 | -2.95% | 5.96% |
| PA Philadelphia | Southeastern Penn TA | NA | 1,527.2 | 1,556.0 | 1,363.6 | 4,446.8 | 8,840.0 | 1,285.8 | 1,284.2 | 1,105.2 | 3,675.2 | 7,481.8 | 20.99% | 18.15% |
| PA Pittsburgh | Pittsburgh Regional Transit (| NA | 291.9 | 315.3 | 299.6 | 906.8 | 1,448.5 | 277.7 | 285.6 | 251.6 | 814.9 | 1,575.2 | 11.28% | -8.04% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '25-</u> | <u>JAN '25-</u> | | | | <u>APR '24-</u> | <u>JAN '24-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
|----------------------------|----------------------------|--------------|-----------------|-----------------|-----------------|------------------|------------------|-----------------|-----------------|-----------------|-----------------|------------------|----------------|--------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '25</u> | <u>MAY '25</u> | <u>JUN '25</u> | <u>JUN '25</u> | <u>JUN '25</u> | <u>APR '24</u> | <u>MAY '24</u> | <u>JUN '24</u> | <u>JUN '24</u> | <u>JUN '24</u> | <u>Chng</u> | <u>Chng</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| TN Memphis | Memphis Area Transit Auth | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.8 | 36.5 | 38.2 | 111.5 | 190.2 | -100.00% | -100.00% |
| TX Dallas | Dallas Area Rapid Transit | 66.3 | 1,859.5 | 1,836.8 | 1,764.0 | 5,460.3 | 10,649.9 | 1,863.5 | 1,842.7 | 1,755.4 | 5,461.6 | 10,727.2 | -0.02% | -0.72% |
| TX Dallas | McKinney Avenue Transit Au | 8.0 | 29.7 | 30.3 | 27.9 | 87.9 | 159.4 | 37.2 | 32.3 | 32.6 | 102.1 | 181.2 | -13.91% | -12.03% |
| TX El Paso | El Paso Mass Transit Dept | 1.2 | 31.1 | 30.6 | 45.7 | 107.4 | 187.3 | 20.7 | 22.0 | 21.8 | 64.5 | 121.2 | 66.51% | 54.54% |
| TX Houston | Metro Tr Auth of Harris Co | 42.0 | 1,138.9 | 1,099.1 | 1,083.3 | 3,321.3 | 6,750.2 | 1,221.5 | 1,057.7 | 1,074.2 | 3,353.4 | 7,058.2 | -0.96% | -4.36% |
| UT Salt Lake City | Utah Transit Authority | 34.5 | 1,218.2 | 1,060.0 | 928.3 | 3,206.5 | 6,523.3 | 1,260.7 | 1,244.7 | 1,152.5 | 3,657.9 | 6,858.6 | -12.34% | -4.89% |
| VA Hampton | Hampton Roads Transit | 3.7 | 82.6 | 81.6 | 80.2 | 244.4 | 409.7 | 78.4 | 77.0 | 90.0 | 245.4 | 425.9 | -0.41% | -3.80% |
| WA Seattle | King County Dept of Trp | 5.0 | 135.3 | 134.0 | 133.8 | 403.1 | 764.1 | 117.8 | 124.4 | 108.4 | 350.6 | 687.5 | 14.97% | 11.14% |
| WA Seattle | Sound Transit | 115.9 | 3,121.8 | 3,405.9 | 3,253.2 | 9,780.9 | 17,584.5 | 2,471.1 | 2,697.9 | 2,547.8 | 7,716.8 | 13,565.8 | 26.75% | 29.62% |
| REPORTED TOTAL | | 992.7 | 33,726.2 | 33,708.1 | 32,325.5 | 99,759.8 | 190,263.2 | 32,085.3 | 32,514.2 | 30,563.7 | 95,163.2 | 180,459.9 | 4.83% | 5.43% |
| PROJECTED TOTAL (c) | | | 33,875.1 | 33,864.7 | 32,447.0 | 100,186.8 | 191,136.5 | 32,227.0 | 32,665.3 | 30,678.6 | 95,570.9 | 181,288.0 | 4.83% | 5.43% |

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) Memphis Area Transit Auth halted LR operations.

COMMUTER RAIL TRANSIT RIDERSHIP REPORT Second Quarter 2025

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | |
|---------------------|-------------------------------|---------------------|----------------|----------------|----------------|-----------------|-----------------------|----------------|----------------|----------------|-----------------|-----------------|----------------|-------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '25-</u> | <u>JAN '25-</u> | | | | <u>APR '24-</u> | <u>JAN '24-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '25</u> | <u>MAY '25</u> | <u>JUN '25</u> | <u>JUN '25</u> | <u>JUN '25</u> | <u>APR '24</u> | <u>MAY '24</u> | <u>JUN '24</u> | <u>JUN '24</u> | <u>JUN '24</u> | <u>Chng</u> | <u>Chng</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| AK Anchorage | Alaska Railroad Corporation | 0.9 | 1.0 | 18.5 | 53.5 | 73.0 | 81.0 | 1.2 | 21.3 | 52.4 | 74.9 | 83.1 | -2.54% | -2.53% |
| CA Los Angeles | Southern California RRA | 21.3 | 571.7 | 526.6 | 471.9 | 1,570.2 | 3,008.5 | 476.5 | 494.6 | 435.2 | 1,406.3 | 2,694.6 | 11.65% | 11.65% |
| CA Oakland | Capitol Corridor Joint Powers | NA | 97.6 | 97.8 | 99.3 | 294.7 | 557.5 | 87.4 | 94.6 | 82.8 | 264.8 | 509.3 | 11.29% | 9.46% |
| CA Oceanside | North County Transit District | 3.2 | 88.0 | 91.2 | 103.9 | 283.1 | 465.7 | 72.4 | 79.0 | 89.7 | 241.1 | 409.4 | 17.42% | 13.75% |
| CA San Carlos | Caltrain | 37.6 | 925.0 | 978.6 | 1,037.2 | 2,940.8 | 5,201.1 | 577.7 | 630.0 | 591.0 | 1,798.7 | 3,301.6 | 63.50% | 57.53% |
| CA San Francisco | San Francisco Bay Area RTD | 4.9 | 128.8 | 117.6 | 119.1 | 365.5 | 698.5 | 102.3 | 109.4 | 102.6 | 314.3 | 608.7 | 16.29% | 14.75% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Di | 4.2 | 106.0 | 108.4 | 120.6 | 335.0 | 605.3 | 80.2 | 85.1 | 80.0 | 245.3 | 440.8 | 36.57% | 37.32% |
| CO Denver | Regional Trp District | 32.1 | 680.3 | 662.9 | 736.1 | 2,079.3 | 3,857.7 | 678.4 | 744.0 | 715.1 | 2,137.5 | 4,139.6 | -2.72% | -6.81% |
| CT New Haven | Connecticut DOT | 0.8 | 21.4 | 22.0 | 18.7 | 62.1 | 105.9 | 14.7 | 16.1 | 16.0 | 46.8 | 84.1 | 32.69% | 25.92% |
| FL Orlando | SunRail | 5.2 | 117.8 | 105.4 | 108.8 | 332.0 | 675.0 | 99.9 | 101.2 | 93.4 | 294.5 | 604.9 | 12.73% | 11.59% |
| FL Pompano Beac | South Florida RTA (Tri-Rail) | 14.6 | 397.3 | 385.9 | 348.1 | 1,131.3 | 2,287.3 | 401.6 | 399.3 | 344.1 | 1,145.0 | 2,302.0 | -1.20% | -0.64% |
| IL Chicago | Metra | 174.4 | 3,331.7 | 3,167.9 | 3,321.7 | 9,821.3 | 18,084.9 | 2,944.5 | 3,099.2 | 3,026.1 | 9,069.8 | 16,898.5 | 8.29% | 7.02% |
| IN Chesterton | Northern IN Commuter TD | 6.5 | 168.4 | 173.1 | 179.0 | 520.5 | 936.4 | 130.2 | 147.5 | 152.5 | 430.2 | 779.2 | 20.99% | 20.17% |
| MA Boston | Massachusetts Bay Tr Auth | 102.9 | 2,522.9 | 2,523.7 | 2,424.3 | 7,470.9 | 14,368.6 | 2,541.5 | 2,678.1 | 2,573.8 | 7,793.4 | 14,898.1 | -4.14% | -3.55% |
| MD Baltimore | Maryland Transit Admin | 19.3 | 536.5 | 490.7 | 457.9 | 1,485.1 | 2,567.5 | 358.9 | 355.9 | 300.3 | 1,015.1 | 1,970.0 | 46.30% | 30.33% |
| ME Portland | Northern NE Passenger RA | NA | 38.2 | 35.9 | 37.2 | 111.3 | 233.7 | 49.0 | 46.4 | 50.9 | 146.3 | 276.0 | -23.92% | -15.33% |
| MN Minneapolis | Metro Transit | 0.4 | 11.9 | 11.6 | 10.6 | 34.1 | 59.6 | 11.5 | 12.8 | 9.8 | 34.1 | 60.1 | 0.00% | -0.83% |
| NJ Newark | New Jersey Transit Corp | NA | 5,178.5 | 4,884.8 | 5,264.9 | 15,328.2 | 29,370.1 | 5,036.5 | 5,139.2 | 4,941.8 | 15,117.5 | 29,176.2 | 1.39% | 0.66% |
| NM Albuquerque | New Mexico Dept of Trp | 1.9 | 49.2 | 49.8 | 51.4 | 150.4 | 292.0 | 48.4 | 50.2 | 49.9 | 148.5 | 287.9 | 1.28% | 1.42% |
| NY New York | MTA Long Island Rail Road | 325.5 | 8,210.6 | 8,371.4 | 8,210.6 | 24,792.6 | 49,080.4 | 7,060.6 | 7,166.7 | 6,749.5 | 20,976.8 | 41,612.1 | 18.19% | 17.95% |
| NY New York | MTA Metro-North Railroad | 256.3 | 6,063.4 | 6,214.3 | 6,128.7 | 18,406.4 | 34,444.0 | 5,617.4 | 5,927.1 | 5,772.7 | 17,317.2 | 32,451.6 | 6.29% | 6.14% |
| OR Portland | Tri-County Metro Trp Dist | 0.5 | 11.3 | 11.3 | 10.6 | 33.2 | 62.3 | 10.6 | 11.1 | 10.1 | 31.8 | 57.9 | 4.40% | 7.60% |
| PA Harris-Phil | Penn DOT (Keystone) | 3.8 | 108.2 | 111.4 | 111.4 | 331.0 | 630.0 | 102.0 | 110.7 | 103.3 | 316.0 | 616.2 | 4.75% | 2.24% |
| PA Philadelphia | Southeastern Penn TA | NA | 2,121.2 | 2,044.7 | 1,893.1 | 6,059.0 | 11,978.7 | 1,943.1 | 1,965.7 | 1,732.9 | 5,641.7 | 11,055.9 | 7.40% | 8.35% |
| TN Nashville | Regional Transp Auth | 0.5 | 13.8 | 12.1 | 11.2 | 37.1 | 71.2 | 10.4 | 10.2 | 9.1 | 29.7 | 55.6 | 24.92% | 28.06% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '25-</u> | <u>JAN '25-</u> | | | | <u>APR '24-</u> | <u>JAN '24-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
|------------------------|-------------------------------|----------------|-----------------|-----------------|-----------------|-----------------|------------------|-----------------|-----------------|-----------------|-----------------|------------------|----------------|--------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '25</u> | <u>MAY '25</u> | <u>JUN '25</u> | <u>JUN '25</u> | <u>JUN '25</u> | <u>APR '24</u> | <u>MAY '24</u> | <u>JUN '24</u> | <u>JUN '24</u> | <u>JUN '24</u> | <u>Chng</u> | <u>Chng</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| TX Austin | Capital Metropolitan Trp Auth | 2.0 | 59.0 | 57.2 | 46.0 | 162.2 | 309.3 | 48.9 | 50.8 | 39.3 | 139.0 | 285.0 | 16.69% | 8.53% |
| TX Dallas-Ft Worth | Trinity Railway Express | 4.6 | 120.6 | 109.0 | 104.9 | 334.5 | 654.9 | 112.6 | 110.3 | 98.4 | 321.3 | 628.0 | 4.11% | 4.28% |
| TX Fort Worth | Trinity Metro | 2.4 | 67.8 | 72.7 | 71.9 | 212.4 | 394.1 | 60.7 | 62.8 | 65.9 | 189.4 | 352.4 | 12.14% | 11.83% |
| TX Lewisville | Denton County Transportation | 0.9 | 25.1 | 21.1 | 19.8 | 66.0 | 130.8 | 24.2 | 20.5 | 19.8 | 64.5 | 126.2 | 2.33% | 3.65% |
| UT Salt Lake City | Utah Transit Authority | 13.8 | 354.6 | 337.3 | 327.0 | 1,018.9 | 2,034.2 | 337.5 | 364.5 | 328.1 | 1,030.1 | 2,008.3 | -1.09% | 1.29% |
| VA Alexandria | Virginia Railway Express | 11.0 | 259.6 | 238.5 | 207.1 | 705.2 | 1,216.4 | 153.1 | 147.6 | 127.8 | 428.5 | 834.5 | 64.57% | 45.76% |
| WA Seattle | Sound Transit | 7.9 | 173.7 | 165.7 | 165.7 | 505.1 | 960.9 | 169.9 | 169.6 | 146.2 | 485.7 | 961.7 | 3.99% | -0.08% |
| REPORTED TOTAL | | 1,059.4 | 32,561.1 | 32,219.1 | 32,272.2 | 97,052.4 | 185,423.5 | 29,363.8 | 30,421.5 | 28,910.5 | 88,695.8 | 170,569.5 | 9.42% | 8.71% |
| PROJECTED TOTAL | | | 32,724.4 | 32,392.1 | 32,417.0 | 97,533.5 | 186,297.5 | 29,511.1 | 30,584.9 | 29,040.2 | 89,136.2 | 171,374.3 | 9.42% | 8.71% |

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.

TROLLEYBUS TRANSIT RIDERSHIP REPORT Second Quarter 2025

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and</u> <u>Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | | | % CHANGE (b) | | |
|---|----------------------------|--------------------------------------|---------------------------|---------------------------|---------------------------|--|--|---------------------------|---------------------------|---------------------------|--|---|-------------------------------|---------------------------|
| | | <u>AVG</u> <u>WKDY</u> (000's) | <u>APR '25</u> (000's) | <u>MAY '25</u> (000's) | <u>JUN '25</u> (000's) | <u>APR '25-</u> <u>JUN '25</u> (000's) | <u>JAN '25-</u> <u>JUN '25</u> (000's) | <u>APR '24</u> (000's) | <u>MAY '24</u> (000's) | <u>JUN '24</u> (000's) | <u>APR '24-</u> <u>JUN '24</u> (000's) | <u>JAN '24</u> <u>JUN '24</u> (000's) | <u>2nd Qtr</u> <u>Chng</u> | <u>YTD</u> <u>Chng</u> |
| CA San Francisco | San Francisco Muni Rwy | 145.0 | 4,174.4 | 4,271.2 | 3,874.2 | 12,319.8 | 24,013.8 | 3,992.9 | 4,192.9 | 3,905.0 | 12,090.8 | 23,590.2 | 1.89% | 1.80% |
| OH Dayton | Greater Dayton Regional TA | 4.7 | 111.9 | 126.5 | 105.2 | 343.6 | 706.7 | 166.5 | 172.4 | 148.4 | 487.3 | 979.5 | -29.49% | -27.85% |
| PA Philadelphia | Southeastern Penn TA | NA | 316.7 | 328.1 | 284.0 | 928.8 | 1,855.0 | 228.5 | 242.4 | 212.4 | 683.3 | 1,317.0 | 35.93% | 40.85% |
| WA Seattle | King County Dept of Trp | 38.9 | 849.2 | 899.4 | 859.2 | 2,607.8 | 5,125.7 | 863.1 | 974.6 | 837.3 | 2,675.0 | 5,535.7 | -2.51% | -7.41% |
| REPORTED TOTAL | | 188.5 | 5,452.2 | 5,625.2 | 5,122.6 | 16,200.0 | 31,701.2 | 5,251.0 | 5,582.3 | 5,103.1 | 15,936.4 | 31,422.4 | 1.65% | 0.89% |
| PROJECTED TOTAL | | | 5,452.2 | 5,625.2 | 5,122.6 | 16,200.0 | 32,062.8 | 5,251.0 | 5,582.3 | 5,103.1 | 15,936.4 | 31,784.7 | 1.65% | 0.87% |

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.

LARGEST BUS AGENCIES TRANSIT RIDERSHIP REPORT

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

Second Quarter 2025

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| <u>State and Primary City</u> | <u>Transit Agency</u> | CURRENT YEAR (a)(b) | | | | | PRECEDING YEAR (a)(b) | | | | | % CHANGE (b) | | |
|-----------------------------------|-----------------------------|------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|----------------|-------------|
| | | <u>AVG</u> | <u>APR '25</u> | <u>MAY '25</u> | <u>JUN '25</u> | <u>APR '25-</u> | <u>JAN '25-</u> | <u>APR '24</u> | <u>MAY '24</u> | <u>JUN '24</u> | <u>APR '24-</u> | <u>JAN '24-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
| | | <u>WKDY</u> (000's) | <u>APR '25</u> (000's) | <u>MAY '25</u> (000's) | <u>JUN '25</u> (000's) | <u>JUN '25</u> (000's) | <u>JUN '25</u> (000's) | <u>APR '24</u> (000's) | <u>MAY '24</u> (000's) | <u>JUN '24</u> (000's) | <u>JUN '24</u> (000's) | <u>JUN '24</u> (000's) | <u>Chng</u> | <u>Chng</u> |
| AZ Phoenix | City of Phoenix PTD | 59.4 | 1,699.2 | 1,610.5 | 1,337.3 | 4,647.0 | 9,564.3 | 1,594.1 | 1,548.4 | 1,275.4 | 4,417.9 | 8,775.4 | 5.19% | 8.99% |
| CA Long Beach | Long Beach Transit | 60.3 | 1,654.6 | 1,738.1 | 1,444.9 | 4,837.6 | 9,591.0 | 1,528.8 | 1,709.0 | 1,498.2 | 4,736.0 | 9,076.3 | 2.15% | 5.67% |
| CA Los Angeles | Los Angeles County MTA | 748.0 | 20,765.9 | 21,544.9 | 18,444.6 | 60,755.4 | 120,208.8 | 20,504.4 | 21,282.6 | 19,512.4 | 61,299.4 | 118,566.3 | -0.89% | 1.39% |
| CA Oakland | Alameda-Contra Costa TD | 158.4 | 3,511.4 | 3,517.0 | 2,963.3 | 9,991.7 | 19,817.1 | 3,430.5 | 3,431.6 | 3,015.6 | 9,877.7 | 19,743.2 | 1.15% | 0.37% |
| CA Orange | Orange County Transp Auth | 116.4 | 3,209.4 | 3,314.6 | 2,584.0 | 9,108.0 | 18,024.4 | 3,052.2 | 3,117.9 | 2,797.6 | 8,967.7 | 17,378.1 | 1.56% | 3.72% |
| CA San Diego | San Diego Metrop Transit S | 124.7 | 3,302.1 | 3,397.6 | 2,867.8 | 9,567.5 | 18,920.1 | 3,305.6 | 3,378.9 | 2,798.8 | 9,483.3 | 18,393.3 | 0.89% | 2.86% |
| CA San Francisco | San Francisco Muni Rwy | 248.8 | 6,954.3 | 7,127.6 | 6,378.0 | 20,459.9 | 40,137.0 | 6,680.8 | 7,069.9 | 6,311.1 | 20,061.8 | 39,297.4 | 1.98% | 2.14% |
| CA San Jose | Santa Clara Valley Trp Auth | 74.1 | 1,898.2 | 2,068.9 | 1,879.5 | 5,846.6 | 10,482.1 | 1,983.4 | 2,094.2 | 1,854.1 | 5,931.7 | 11,502.6 | -1.43% | -8.87% |
| CA Santa Monica | Santa Monica's Big Blue Bus | 33.1 | 877.3 | 957.1 | 740.2 | 2,574.6 | 5,001.5 | 757.2 | 744.3 | 626.7 | 2,128.2 | 4,288.3 | 20.98% | 16.63% |
| CO Denver | Regional Trp District | 167.4 | 3,764.2 | 3,706.3 | 3,417.7 | 10,888.2 | 21,397.5 | 3,729.4 | 3,858.0 | 3,496.8 | 11,084.2 | 21,637.0 | -1.77% | -1.11% |
| DC Washington | Washington Metro Area TA | 400.9 | 10,798.6 | 10,879.8 | 10,142.9 | 31,821.3 | 60,797.6 | 10,392.0 | 11,046.0 | 10,231.5 | 31,669.5 | 60,351.6 | 0.48% | 0.74% |
| FL Fort Lauderdale | Broward County Transit | 76.2 | 2,115.1 | 2,064.2 | 1,844.2 | 6,023.5 | 12,072.6 | 2,124.8 | 2,150.8 | 1,856.1 | 6,131.7 | 12,213.2 | -1.76% | -1.15% |
| FL Miami | Miami-Dade Transit Agency | NA | 4,803.1 | 4,832.8 | 4,341.6 | 13,977.5 | 28,574.2 | 5,548.6 | 5,308.7 | 4,805.0 | 15,662.3 | 31,280.6 | -10.76% | -8.65% |
| FL Orlando | Central Florida RTA | 66.8 | 1,872.3 | 1,778.5 | 1,695.3 | 5,346.1 | 10,560.7 | 1,624.5 | 1,636.6 | 1,460.1 | 4,721.2 | 9,414.8 | 13.24% | 12.17% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 106.1 | 2,886.4 | 2,936.2 | 2,816.5 | 8,639.1 | 16,476.8 | 2,867.4 | 2,975.6 | 2,740.8 | 8,583.8 | 16,645.5 | 0.64% | -1.01% |
| IL Arlington Heights | PACE Suburban Bus | NA | 1,449.3 | 1,439.6 | 1,349.3 | 4,238.2 | 7,925.1 | 1,441.4 | 1,500.0 | 1,348.3 | 4,289.7 | 8,148.6 | -1.20% | -2.74% |
| IL Chicago | Chicago Transit Authority | 591.1 | 16,281.9 | 16,357.7 | 15,097.0 | 47,736.6 | 90,789.5 | 15,615.2 | 16,367.6 | 14,742.8 | 46,725.6 | 88,811.3 | 2.16% | 2.23% |
| MA Boston | Massachusetts Bay Tr Auth | 310.9 | 8,164.6 | 8,283.9 | 7,695.0 | 24,143.5 | 47,097.8 | 8,177.6 | 8,708.3 | 7,968.8 | 24,854.7 | 48,130.3 | -2.86% | -2.15% |
| MD Baltimore | Maryland Transit Admin | 168.2 | 4,277.2 | 4,520.4 | 4,159.2 | 12,956.8 | 25,175.0 | 4,326.5 | 4,589.4 | 3,922.6 | 12,838.5 | 24,444.6 | 0.92% | 2.99% |
| MD Rockville | Montgomery County Ride-Or | 63.8 | 1,668.0 | 1,685.5 | 1,535.2 | 4,888.7 | 9,337.3 | 1,674.4 | 1,658.7 | 1,576.3 | 4,909.4 | 9,255.4 | -0.42% | 0.88% |
| MI Detroit | City of Detroit Dept of Trp | 48.5 | 1,273.7 | 1,359.2 | 1,305.2 | 3,938.1 | 7,167.0 | 1,055.0 | 1,220.9 | 1,116.6 | 3,392.5 | 6,219.4 | 16.08% | 15.24% |
| MN Minneapolis | Metro Transit | 97.6 | 2,704.2 | 2,710.6 | 2,536.6 | 7,951.4 | 15,245.7 | 2,741.6 | 2,778.3 | 2,518.4 | 8,038.3 | 15,752.4 | -1.08% | -3.22% |
| MO Saint Louis | Bi-State Dev Agency | NA | 1,098.1 | 1,039.7 | 850.5 | 2,988.3 | 5,845.8 | 1,111.5 | 1,140.2 | 1,063.2 | 3,314.9 | 6,379.9 | -9.85% | -8.37% |
| NJ Newark | New Jersey Transit Corp | NA | 11,888.6 | 11,734.2 | 11,098.4 | 34,721.2 | 67,800.7 | 12,117.0 | 12,847.6 | 11,984.1 | 36,948.7 | 70,706.7 | -6.03% | -4.11% |
| NV Las Vegas | RTC of Southern Nevada | 167.0 | 4,890.9 | 4,860.7 | 4,389.4 | 14,141.0 | 27,862.2 | 4,526.3 | 4,726.3 | 4,212.1 | 13,464.7 | 26,277.3 | 5.02% | 6.03% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>APR '25-</u> | <u>JAN '25-</u> | | | | <u>APR '24-</u> | <u>JAN '24-</u> | <u>2nd Qtr</u> | <u>YTD</u> |
|-----------------------|-------------------------------|----------------|------------------|------------------|------------------|------------------|--------------------|------------------|------------------|------------------|------------------|--------------------|----------------|--------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>APR '25</u> | <u>MAY '25</u> | <u>JUN '25</u> | <u>JUN '25</u> | <u>JUN '25</u> | <u>APR '24</u> | <u>MAY '24</u> | <u>JUN '24</u> | <u>JUN '24</u> | <u>JUN '24</u> | <u>Chng</u> | <u>Chng</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | |
| NY New York | MTA Bus Company | 438.8 | 11,406.9 | 11,991.1 | 11,115.6 | 34,513.6 | 65,870.2 | 10,301.7 | 11,498.0 | 10,561.6 | 32,361.3 | 62,786.8 | 6.65% | 4.91% |
| NY New York | MTA New York City Transit | 2,270.8 | 59,747.4 | 62,346.1 | 54,838.1 | 176,931.6 | 344,937.0 | 57,031.3 | 62,669.5 | 56,653.6 | 176,354.4 | 341,808.1 | 0.33% | 0.92% |
| OH Cincinnati | Southwest Ohio RTA | 42.9 | 1,204.4 | 1,137.5 | 1,017.4 | 3,359.3 | 6,479.4 | 1,145.8 | 1,154.9 | 973.8 | 3,274.5 | 6,362.1 | 2.59% | 1.84% |
| OH Cleveland | Greater Cleveland Reg TA | 63.8 | 1,736.8 | 1,746.1 | 1,551.5 | 5,034.4 | 9,785.8 | 1,733.6 | 1,763.3 | 1,606.9 | 5,103.8 | 9,739.2 | -1.36% | 0.48% |
| OH Columbus | Central Ohio Transit Auth | 38.6 | 1,078.7 | 1,056.9 | 993.8 | 3,129.4 | 5,975.0 | 933.0 | 905.0 | 821.2 | 2,659.2 | 5,526.6 | 17.68% | 8.11% |
| OR Portland | Tri-County Metro Trp Dist | 138.4 | 3,775.7 | 3,844.7 | 3,629.8 | 11,250.2 | 21,401.6 | 3,515.2 | 3,611.3 | 3,390.7 | 10,517.2 | 21,088.7 | 6.97% | 1.48% |
| PA Philadelphia | Southeastern Penn TA | NA | 9,749.3 | 10,142.9 | 8,881.9 | 28,774.1 | 57,024.1 | 9,406.5 | 9,961.4 | 8,505.6 | 27,873.5 | 54,601.8 | 3.23% | 4.44% |
| PA Pittsburgh | Pittsburgh Regional Transit (| NA | 2,897.9 | 2,702.2 | 2,541.4 | 8,141.5 | 16,050.4 | 2,799.8 | 2,730.7 | 2,515.7 | 8,046.2 | 15,627.5 | 1.18% | 2.71% |
| RI Providence | Rhode Island Public TA | 41.9 | 1,074.4 | 1,110.3 | 1,040.2 | 3,224.9 | 6,066.8 | 1,068.2 | 1,128.5 | 1,055.2 | 3,251.9 | 6,277.7 | -0.83% | -3.36% |
| TX Dallas | Dallas Area Rapid Transit | 87.5 | 2,425.3 | 2,418.6 | 2,273.3 | 7,117.2 | 13,785.7 | 2,502.3 | 2,524.0 | 2,388.6 | 7,414.9 | 14,277.4 | -4.01% | -3.44% |
| TX Houston | Metro Tr Auth of Harris Co | 203.2 | 5,457.8 | 5,455.6 | 4,993.5 | 15,906.9 | 30,656.6 | 5,301.4 | 5,176.3 | 4,793.4 | 15,271.1 | 29,918.1 | 4.16% | 2.47% |
| TX San Antonio | VIA Metropolitan Transit | 99.8 | 2,566.4 | 2,513.3 | 2,334.1 | 7,413.8 | 14,304.7 | 2,304.7 | 2,162.8 | 2,115.0 | 6,582.5 | 12,878.1 | 12.63% | 11.08% |
| VA Hampton | Hampton Roads Transit | 25.7 | 642.6 | 701.4 | 733.8 | 2,077.8 | 3,778.9 | 663.6 | 716.4 | 725.2 | 2,105.2 | 3,979.1 | -1.30% | -5.03% |
| WA Seattle | King County Dept of Trp | 247.3 | 6,922.9 | 6,852.4 | 6,775.5 | 20,550.8 | 39,272.3 | 6,172.1 | 6,473.4 | 6,007.3 | 18,652.8 | 35,917.8 | 10.18% | 9.34% |
| WI Milwaukee | Milwaukee County Tr Sys | 80.5 | 2,194.8 | 2,266.3 | 2,087.2 | 6,548.3 | 12,510.0 | 2,072.7 | 2,108.6 | 1,974.9 | 6,156.2 | 11,850.6 | 6.37% | 5.56% |
| REPORTED TOTAL | | 7,666.5 | 236,689.9 | 241,751.0 | 217,720.7 | 696,161.6 | 1,353,770.3 | 228,862.1 | 241,473.9 | 218,822.1 | 689,158.1 | 1,335,329.1 | 1.02% | 1.38% |

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 Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '25 (000's) | Trips for May '25 (000's) | Trips for Jun '25 (000's) | Trips Thru Jun '25 (000's) | Trips for Apr '24 (000's) | Trips for May '24 (000's) | Trips for Jun '24 (000's) | Trips Thru Jun '24 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| AK Anchorage | Alaska Railroad Corporation | CR | 0.9 | 1.0 | 18.5 | 53.5 | 81.0 | 1.2 | 21.3 | 52.4 | 83.1 | -2.54% | -2.53% |
| AK Anchorage | Alaska Railroad Corporation | TOTAL | 0.9 | 1.0 | 18.5 | 53.5 | 81.0 | 1.2 | 21.3 | 52.4 | 83.1 | -2.54% | -2.53% |
| AL Birmingham | Birmingham-Jefferson Co TA | DR | 0.4 | 9.3 | 9.7 | 9.6 | 53.4 | 9.1 | 9.2 | 8.1 | 54.8 | 8.33% | -2.55% |
| AL Birmingham | Birmingham-Jefferson Co TA | MB | 6.0 | 146.2 | 145.2 | 136.3 | 861.4 | 162.8 | 168.5 | 155.2 | 944.7 | -12.09% | -8.82% |
| AL Birmingham | Birmingham-Jefferson Co TA | TOTAL | 6.4 | 155.5 | 154.9 | 145.9 | 914.8 | 171.9 | 177.7 | 163.3 | 999.5 | -11.04% | -8.47% |
| AR Little Rock | Rock Region Metro | DR | NA | 22.1 | 22.1 | 20.7 | 125.1 | 20.7 | 21.0 | 19.7 | 118.4 | 5.70% | 5.66% |
| AR Little Rock | Rock Region Metro | LR | NA | 5.2 | 5.9 | 5.7 | 31.9 | 5.9 | 6.1 | 6.2 | 31.4 | -7.69% | 1.59% |
| AR Little Rock | Rock Region Metro | MB | NA | 144.6 | 156.0 | 139.9 | 851.4 | 157.8 | 158.6 | 145.6 | 896.3 | -4.65% | -5.01% |
| AR Little Rock | Rock Region Metro | TOTAL | NA | 171.9 | 184.0 | 166.3 | 1,008.4 | 184.4 | 185.7 | 171.5 | 1,046.1 | -3.58% | -3.60% |
| AZ Flagstaff | Mountain Line | DR | 0.0 | 1.6 | 1.6 | 1.5 | 9.4 | 1.2 | 1.4 | 1.3 | 6.9 | 20.51% | 36.23% |
| AZ Flagstaff | Mountain Line | MB | 5.4 | 186.8 | 116.9 | 90.0 | 884.0 | 157.1 | 117.9 | 90.8 | 794.5 | 7.63% | 11.26% |
| AZ Flagstaff | Mountain Line | VP | 0.0 | 2.8 | 2.9 | 2.6 | 16.0 | 1.7 | 1.4 | 1.1 | 9.8 | 97.62% | 63.27% |
| AZ Flagstaff | Mountain Line | TOTAL | 5.4 | 191.2 | 121.4 | 94.1 | 909.4 | 160.0 | 120.7 | 93.2 | 811.2 | 8.77% | 12.11% |
| AZ Glendale | Glendale Transit | DR | NA | 5.5 | 5.1 | 5.1 | 30.5 | 4.6 | 4.8 | 4.2 | 26.2 | 15.44% | 16.41% |
| AZ Glendale | Glendale Transit | MB | NA | 8.0 | 7.0 | 7.0 | 39.5 | 6.0 | 6.1 | 5.4 | 34.4 | 25.71% | 14.83% |
| AZ Glendale | Glendale Transit | TOTAL | NA | 13.5 | 12.1 | 12.1 | 70.0 | 10.6 | 10.9 | 9.6 | 60.6 | 21.22% | 15.51% |
| AZ Phoenix | City of Phoenix PTD | DR | 1.0 | 26.7 | 27.7 | 26.5 | 160.1 | 27.2 | 27.2 | 24.9 | 157.6 | 2.02% | 1.59% |
| AZ Phoenix | City of Phoenix PTD | MB | 59.4 | 1,699.2 | 1,610.5 | 1,337.3 | 9,564.3 | 1,594.1 | 1,548.4 | 1,275.4 | 8,775.4 | 5.19% | 8.99% |
| AZ Phoenix | City of Phoenix PTD | TOTAL | 60.5 | 1,725.9 | 1,638.2 | 1,363.8 | 9,724.4 | 1,621.3 | 1,575.6 | 1,300.3 | 8,933.0 | 5.13% | 8.86% |
| AZ Phoenix | Valley Metro | DR | 2.3 | 60.2 | 59.9 | 57.2 | 342.2 | 52.4 | 53.2 | 48.4 | 302.1 | 15.13% | 13.27% |
| AZ Phoenix | Valley Metro | MB | 29.2 | 879.6 | 804.6 | 650.8 | 4,698.5 | 768.1 | 698.4 | 607.9 | 4,240.7 | 12.56% | 10.80% |
| AZ Phoenix | Valley Metro | VP | 2.5 | 63.0 | 62.9 | 59.6 | 374.1 | 51.1 | 55.0 | 49.8 | 300.6 | 18.99% | 24.45% |
| AZ Phoenix | Valley Metro | TOTAL | 34.1 | 1,002.8 | 927.4 | 767.6 | 5,414.8 | 871.6 | 806.6 | 706.1 | 4,843.4 | 13.15% | 11.80% |
| AZ Phoenix | Valley Metro Rail, Inc. | LR | 29.3 | 875.0 | 782.7 | 888.7 | 5,124.4 | 964.4 | 904.0 | 799.0 | 5,607.2 | -4.54% | -8.61% |
| AZ Phoenix | Valley Metro Rail, Inc. | TOTAL | 29.3 | 875.0 | 782.7 | 888.7 | 5,124.4 | 964.4 | 904.0 | 799.0 | 5,607.2 | -4.54% | -8.61% |
| AZ Tucson | Sun Tran | DR | 1.8 | 46.7 | 45.3 | 43.7 | 268.5 | 44.5 | 45.3 | 41.3 | 258.3 | 3.51% | 3.95% |
| AZ Tucson | Sun Tran | LR | 4.4 | 168.2 | 117.8 | 66.2 | 815.3 | 172.7 | 98.7 | 61.7 | 797.9 | 5.73% | 2.18% |
| AZ Tucson | Sun Tran | MB | 52.2 | 1,393.2 | 1,371.9 | 1,239.1 | 8,124.7 | 1,389.7 | 1,393.9 | 1,212.1 | 7,920.4 | 0.21% | 2.58% |
| AZ Tucson | Sun Tran | TOTAL | 58.5 | 1,608.1 | 1,535.0 | 1,349.0 | 9,208.5 | 1,606.9 | 1,537.9 | 1,315.1 | 8,976.6 | 0.72% | 2.58% |
| AZ Yuma | Yuma County Intergovernmental PT | DR | 0.0 | 0.5 | 0.6 | 0.6 | 3.3 | 0.6 | 0.6 | 0.7 | 3.8 | -10.53% | -13.16% |
| AZ Yuma | Yuma County Intergovernmental PT | MB | 1.3 | 34.8 | 32.5 | 24.4 | 203.5 | 37.0 | 34.9 | 25.0 | 212.8 | -5.37% | -4.37% |
| AZ Yuma | Yuma County Intergovernmental PT | TOTAL | 1.3 | 35.3 | 33.1 | 25.0 | 206.8 | 37.6 | 35.5 | 25.7 | 216.6 | -5.47% | -4.52% |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Alturas | Modoc Transportation Agency | DR | 0.2 | 0.9 | 0.7 | 0.5 | 4.7 | 0.8 | 0.9 | 0.8 | 4.8 | -16.00% | -2.08% |
| CA Alturas | Modoc Transportation Agency | MB | 0.1 | 0.2 | 0.2 | 0.2 | 5.3 | 0.8 | 0.9 | 0.8 | 6.3 | -76.00% | -15.87% |
| CA Alturas | Modoc Transportation Agency | TOTAL | 0.3 | 1.1 | 0.9 | 0.7 | 10.0 | 1.6 | 1.8 | 1.6 | 11.1 | -46.00% | -9.91% |
| CA Anaheim | Anaheim Resort Transportation | DR | 0.5 | 3.3 | 3.2 | 3.3 | 21.6 | 4.4 | 4.0 | 3.8 | 36.1 | -19.67% | -40.17% |
| CA Anaheim | Anaheim Resort Transportation | MB | 103.5 | 681.4 | 815.1 | 647.6 | 4,279.9 | 747.4 | 801.6 | 631.3 | 4,257.3 | -1.66% | 0.53% |
| CA Anaheim | Anaheim Resort Transportation | TOTAL | 104.0 | 684.7 | 818.3 | 650.9 | 4,301.5 | 751.8 | 805.6 | 635.1 | 4,293.4 | -1.76% | 0.19% |
| CA Antioch | Eastern Contra Costa Tr Auth | DR | 0.8 | 19.3 | 18.1 | 17.4 | 110.9 | 21.9 | 22.5 | 18.4 | 123.3 | -12.74% | -10.06% |
| CA Antioch | Eastern Contra Costa Tr Auth | MB | 3.5 | 92.1 | 91.3 | 81.6 | 519.3 | 96.3 | 101.2 | 83.8 | 557.8 | -5.79% | -6.90% |
| CA Antioch | Eastern Contra Costa Tr Auth | TOTAL | 4.3 | 111.4 | 109.4 | 99.0 | 630.2 | 118.2 | 123.7 | 102.2 | 681.1 | -7.06% | -7.47% |
| CA Bakersfield | Golden Empire Transit District | DR | 0.4 | 7.8 | 7.4 | 7.3 | 47.6 | 16.8 | 16.4 | 15.5 | 98.6 | -53.80% | -51.72% |
| CA Bakersfield | Golden Empire Transit District | MB | 14.5 | 383.1 | 403.9 | 379.7 | 2,222.7 | 311.2 | 332.8 | 279.5 | 1,817.0 | 26.33% | 22.33% |
| CA Bakersfield | Golden Empire Transit District | TOTAL | 14.8 | 390.9 | 411.3 | 387.0 | 2,270.3 | 328.0 | 349.2 | 295.0 | 1,915.6 | 22.32% | 18.52% |
| CA Concord | Central Contra Costa TA | DR | 0.6 | 14.4 | 13.7 | 13.3 | 82.5 | 11.9 | 11.3 | 10.7 | 66.9 | 22.12% | 23.32% |
| CA Concord | Central Contra Costa TA | MB | 9.5 | 237.5 | 239.8 | 205.0 | 1,345.7 | 235.9 | 246.4 | 188.3 | 1,319.7 | 1.74% | 1.97% |
| CA Concord | Central Contra Costa TA | TOTAL | 10.1 | 251.9 | 253.5 | 218.3 | 1,428.2 | 247.8 | 257.7 | 199.0 | 1,386.6 | 2.73% | 3.00% |
| CA Davis | Unitrans | MB | 16.2 | 487.7 | 429.3 | 201.3 | 2,331.8 | 453.8 | 415.1 | 185.0 | 2,117.7 | 6.11% | 10.11% |
| CA Davis | Unitrans | TOTAL | 16.2 | 487.7 | 429.3 | 201.3 | 2,331.8 | 453.8 | 415.1 | 185.0 | 2,117.7 | 6.11% | 10.11% |
| CA Fairfield | City of Fairfield(CA) –FAST | DR | 0.1 | 1.9 | 2.0 | 1.7 | 11.4 | 2.6 | 2.8 | 2.5 | 14.7 | -29.11% | -22.45% |
| CA Fairfield | City of Fairfield(CA) –FAST | MB | 0.7 | 16.6 | 16.8 | 11.1 | 91.6 | 14.8 | 15.8 | 10.7 | 86.3 | 7.75% | 6.14% |
| CA Fairfield | City of Fairfield(CA) –FAST | TOTAL | 0.8 | 18.5 | 18.8 | 12.8 | 103.0 | 17.4 | 18.6 | 13.2 | 101.0 | 1.83% | 1.98% |
| CA Fresno | Fresno Area Express | DR | 0.6 | 14.8 | 14.9 | 13.9 | 85.7 | 13.6 | 14.3 | 12.8 | 78.6 | 7.13% | 9.03% |
| CA Fresno | Fresno Area Express | MB | 40.0 | 881.3 | 924.1 | 798.0 | 5,199.2 | 822.1 | 895.2 | 747.5 | 4,923.4 | 5.62% | 5.60% |
| CA Fresno | Fresno Area Express | TOTAL | 40.6 | 896.1 | 939.0 | 811.9 | 5,284.9 | 835.7 | 909.5 | 760.3 | 5,002.0 | 5.65% | 5.66% |
| CA Gardena | Gardena Municipal Bus Lines | DR | 0.0 | 1.4 | 1.3 | 1.3 | 7.3 | 0.8 | 0.9 | 0.8 | 4.0 | 60.00% | 82.50% |
| CA Gardena | Gardena Municipal Bus Lines | MB | 9.8 | 239.0 | 227.1 | 174.9 | 1,261.3 | 198.5 | 212.4 | 176.0 | 1,124.1 | 9.22% | 12.21% |
| CA Gardena | Gardena Municipal Bus Lines | TOTAL | 9.8 | 240.4 | 228.4 | 176.2 | 1,268.6 | 199.3 | 213.3 | 176.8 | 1,128.1 | 9.43% | 12.45% |
| CA Hesperia | Victor Valley Transit Authority | DR | NA | 12.2 | 11.5 | 10.5 | 68.4 | 13.2 | 12.4 | 9.3 | 71.0 | -2.01% | -3.66% |
| CA Hesperia | Victor Valley Transit Authority | MB | NA | 95.8 | 96.2 | 112.9 | 571.3 | 92.9 | 90.4 | 79.2 | 508.1 | 16.15% | 12.44% |
| CA Hesperia | Victor Valley Transit Authority | VP | NA | 45.2 | 42.8 | 39.9 | 255.7 | 47.8 | 48.1 | 79.2 | 311.8 | -26.96% | -17.99% |
| CA Hesperia | Victor Valley Transit Authority | TOTAL | NA | 153.2 | 150.5 | 163.3 | 895.4 | 153.9 | 150.9 | 167.7 | 890.9 | -1.16% | 0.51% |

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 Lancaster | Antelope Valley Transit Auth | DR | 0.3 | 8.9 | 9.4 | 9.1 | 52.9 | 9.5 | 9.4 | 8.9 | 52.7 | -1.44% | 0.38% |
| CA Lancaster | Antelope Valley Transit Auth | MB | 6.5 | 151.6 | 187.7 | 147.0 | 866.2 | 125.7 | 131.2 | 119.0 | 760.8 | 29.37% | 13.85% |
| CA Lancaster | Antelope Valley Transit Auth | TOTAL | 6.8 | 160.5 | 197.1 | 156.1 | 919.1 | 135.2 | 140.6 | 127.9 | 813.5 | 27.25% | 12.98% |
| CA Livermore | Livermore/Amador Valley TA | DR | 0.1 | 2.9 | 2.7 | 2.7 | 16.5 | 3.0 | 2.9 | 2.9 | 17.7 | -5.68% | -6.78% |
| CA Livermore | Livermore/Amador Valley TA | MB | 4.2 | 112.6 | 121.4 | 78.6 | 647.8 | 121.0 | 136.0 | 82.6 | 689.7 | -7.95% | -6.08% |
| CA Livermore | Livermore/Amador Valley TA | TOTAL | 4.3 | 115.5 | 124.1 | 81.3 | 664.3 | 124.0 | 138.9 | 85.5 | 707.4 | -7.89% | -6.09% |
| CA Long Beach | Long Beach Transit | DR | 0.1 | 2.1 | 2.2 | 2.1 | 12.7 | 2.1 | 2.1 | 1.9 | 11.1 | 4.92% | 14.41% |
| CA Long Beach | Long Beach Transit | FB | 0.0 | 3.8 | 5.7 | 16.4 | 25.9 | 3.6 | 4.1 | 15.5 | 23.2 | 11.64% | 11.64% |
| CA Long Beach | Long Beach Transit | MB | 60.3 | 1,654.6 | 1,738.1 | 1,444.9 | 9,591.0 | 1,528.8 | 1,709.0 | 1,498.2 | 9,076.3 | 2.15% | 5.67% |
| CA Long Beach | Long Beach Transit | TOTAL | 60.4 | 1,660.5 | 1,746.0 | 1,463.4 | 9,629.6 | 1,534.5 | 1,715.2 | 1,515.6 | 9,110.6 | 2.20% | 5.70% |
| CA Los Angeles | Los Angeles County MTA | HR | 62.0 | 1,850.2 | 1,775.4 | 1,588.2 | 10,489.5 | 1,855.8 | 1,869.0 | 1,868.8 | 10,967.4 | -6.79% | -4.36% |
| CA Los Angeles | Los Angeles County MTA | LR | 143.2 | 4,107.6 | 4,133.2 | 3,718.8 | 23,127.9 | 3,849.9 | 4,018.2 | 3,781.0 | 22,301.4 | 2.67% | 3.71% |
| CA Los Angeles | Los Angeles County MTA | MB | 748.0 | 20,765.9 | 21,544.9 | 18,444.6 | 120,208.8 | 20,504.4 | 21,282.6 | 19,512.4 | 118,566.3 | -0.89% | 1.39% |
| CA Los Angeles | Los Angeles County MTA | TOTAL | 953.2 | 26,723.7 | 27,453.5 | 23,751.6 | 153,826.2 | 26,210.1 | 27,169.8 | 25,162.2 | 151,835.1 | -0.78% | 1.31% |
| CA Los Angeles | Southern California RRA | CR | 21.3 | 571.7 | 526.6 | 471.9 | 3,008.5 | 476.5 | 494.6 | 435.2 | 2,694.6 | 11.65% | 11.65% |
| CA Los Angeles | Southern California RRA | TOTAL | 21.3 | 571.7 | 526.6 | 471.9 | 3,008.5 | 476.5 | 494.6 | 435.2 | 2,694.6 | 11.65% | 11.65% |
| CA Modesto | Stanislaus Regional Transit Authorit | DR | 0.6 | 13.9 | 13.3 | 12.6 | 77.9 | 12.8 | 12.7 | 11.4 | 76.0 | 7.86% | 2.50% |
| CA Modesto | Stanislaus Regional Transit Authorit | MB | 12.6 | 292.1 | 275.3 | 239.8 | 1,632.5 | 273.8 | 272.5 | 219.0 | 1,511.6 | 5.47% | 8.00% |
| CA Modesto | Stanislaus Regional Transit Authorit | TOTAL | 13.2 | 306.0 | 288.6 | 252.4 | 1,710.4 | 286.6 | 285.2 | 230.4 | 1,587.6 | 5.58% | 7.73% |
| CA Monterey | Monterey-Salinas Transit | DR | 0.5 | 12.9 | 12.3 | 10.2 | 69.1 | 12.8 | 13.0 | 12.1 | 73.4 | -6.60% | -5.86% |
| CA Monterey | Monterey-Salinas Transit | MB | 8.5 | 232.1 | 237.4 | 230.7 | 1,300.4 | 222.2 | 229.5 | 232.6 | 1,260.3 | 2.32% | 3.18% |
| CA Monterey | Monterey-Salinas Transit | VP | 0.4 | 6.0 | 10.2 | 13.3 | 46.1 | 5.7 | 7.6 | 7.6 | 36.5 | 41.15% | 26.30% |
| CA Monterey | Monterey-Salinas Transit | TOTAL | 9.4 | 251.0 | 259.9 | 254.2 | 1,415.6 | 240.7 | 250.1 | 252.3 | 1,370.2 | 2.96% | 3.31% |
| CA Napa | Napa County Transportation and PI | DR | 0.2 | 5.7 | 6.3 | 5.2 | 32.4 | 5.2 | 6.2 | 4.9 | 33.0 | 5.52% | -1.82% |
| CA Napa | Napa County Transportation and PI | MB | 1.6 | 40.1 | 43.8 | 37.1 | 231.8 | 41.1 | 42.7 | 36.0 | 224.8 | 1.00% | 3.11% |
| CA Napa | Napa County Transportation and PI | TOTAL | 1.8 | 45.8 | 50.1 | 42.3 | 264.2 | 46.3 | 48.9 | 40.9 | 257.8 | 1.54% | 2.48% |
| CA Norwalk | Norwalk Transit System | DR | 0.0 | 1.8 | 1.9 | 1.6 | 10.0 | 1.8 | 1.8 | 1.8 | 10.7 | -1.85% | -6.54% |
| CA Norwalk | Norwalk Transit System | MB | 4.7 | 119.3 | 114.1 | 93.6 | 644.6 | 105.3 | 101.9 | 89.9 | 574.2 | 10.06% | 12.26% |
| CA Norwalk | Norwalk Transit System | TOTAL | 4.7 | 121.1 | 116.0 | 95.2 | 654.6 | 107.1 | 103.7 | 91.7 | 584.9 | 9.85% | 11.92% |
| CA Oakland | Alameda-Contra Costa TD | DR | 2.2 | 46.9 | 46.0 | 43.0 | 263.8 | 42.0 | 42.4 | 39.1 | 242.9 | 10.04% | 8.60% |
| CA Oakland | Alameda-Contra Costa TD | MB | 158.4 | 3,511.4 | 3,517.0 | 2,963.3 | 19,817.1 | 3,430.5 | 3,431.6 | 3,015.6 | 19,743.2 | 1.15% | 0.37% |
| CA Oakland | Alameda-Contra Costa TD | TOTAL | 160.6 | 3,558.3 | 3,563.0 | 3,006.3 | 20,080.9 | 3,472.5 | 3,474.0 | 3,054.7 | 19,986.1 | 1.26% | 0.47% |

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

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|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Oakland | Capitol Corridor Joint Powers Auth | CR | NA | 97.6 | 97.8 | 99.3 | 557.5 | 87.4 | 94.6 | 82.8 | 509.3 | 11.29% | 9.46% |
| CA Oakland | Capitol Corridor Joint Powers Auth | TOTAL | NA | 97.6 | 97.8 | 99.3 | 557.5 | 87.4 | 94.6 | 82.8 | 509.3 | 11.29% | 9.46% |
| CA Oceanside | North County Transit District | CR | 3.2 | 88.0 | 91.2 | 103.9 | 465.7 | 72.4 | 79.0 | 89.7 | 409.4 | 17.42% | 13.75% |
| CA Oceanside | North County Transit District | DR | 0.4 | 8.5 | 9.5 | 9.9 | 55.5 | 9.9 | 9.8 | 8.4 | 53.9 | -0.71% | 2.97% |
| CA Oceanside | North County Transit District | LR | 5.8 | 168.8 | 159.0 | 137.9 | 904.1 | 163.0 | 164.8 | 146.2 | 921.7 | -1.75% | -1.91% |
| CA Oceanside | North County Transit District | MB | 22.3 | 502.1 | 466.7 | 435.9 | 2,753.6 | 448.6 | 473.0 | 384.9 | 2,489.7 | 7.52% | 10.60% |
| CA Oceanside | North County Transit District | TOTAL | 31.8 | 767.4 | 726.4 | 687.6 | 4,178.9 | 693.9 | 726.6 | 629.2 | 3,874.7 | 6.43% | 7.85% |
| CA Orange | Orange County Transp Auth | DR | 4.5 | 109.8 | 108.1 | 103.5 | 620.3 | 98.4 | 102.7 | 93.6 | 574.4 | 9.06% | 7.99% |
| CA Orange | Orange County Transp Auth | MB | 116.4 | 3,209.4 | 3,314.6 | 2,584.0 | 18,024.4 | 3,052.2 | 3,117.9 | 2,797.6 | 17,378.1 | 1.56% | 3.72% |
| CA Orange | Orange County Transp Auth | VP | 1.5 | 33.6 | 32.8 | 32.5 | 189.9 | 29.2 | 30.1 | 27.5 | 163.1 | 13.94% | 16.43% |
| CA Orange | Orange County Transp Auth | TOTAL | 122.4 | 3,352.8 | 3,455.5 | 2,720.0 | 18,834.6 | 3,179.8 | 3,250.7 | 2,918.7 | 18,115.6 | 1.92% | 3.97% |
| CA Oxnard | Gold Coast Transit | DR | 0.4 | 9.4 | 9.8 | 9.1 | 54.5 | 9.9 | 10.1 | 9.6 | 58.2 | -4.39% | -6.36% |
| CA Oxnard | Gold Coast Transit | MB | 11.9 | 325.3 | 332.5 | 252.4 | 1,767.0 | 312.8 | 332.5 | 274.6 | 1,802.1 | -1.05% | -1.95% |
| CA Oxnard | Gold Coast Transit | TOTAL | 12.3 | 334.7 | 342.3 | 261.5 | 1,821.5 | 322.7 | 342.6 | 284.2 | 1,860.3 | -1.16% | -2.09% |
| CA Redding | Redding Area Bus Authority | DR | NA | 6.1 | 5.7 | 5.7 | 33.9 | 2.3 | 2.1 | 1.8 | 12.6 | >100% | >100% |
| CA Redding | Redding Area Bus Authority | MB | NA | 31.7 | 30.8 | 29.4 | 180.0 | 36.7 | 35.2 | 47.3 | 218.7 | -22.90% | -17.70% |
| CA Redding | Redding Area Bus Authority | VP | NA | 0.5 | 0.9 | 0.8 | 3.8 | 0.2 | 0.6 | 0.5 | 1.3 | 69.23% | >100% |
| CA Redding | Redding Area Bus Authority | TOTAL | NA | 38.3 | 37.4 | 35.9 | 217.7 | 39.2 | 37.9 | 49.6 | 232.6 | -11.92% | -6.41% |
| CA Redondo Beach | City of Redondo Beach | DR | 0.0 | 0.9 | 0.9 | 0.8 | 5.0 | 0.9 | 1.0 | 0.8 | 5.2 | -3.70% | -3.85% |
| CA Redondo Beach | City of Redondo Beach | MB | 0.8 | 20.2 | 22.8 | 18.7 | 122.4 | 22.0 | 22.9 | 18.3 | 124.0 | -2.37% | -1.29% |
| CA Redondo Beach | City of Redondo Beach | TOTAL | 0.8 | 21.1 | 23.7 | 19.5 | 127.4 | 22.9 | 23.9 | 19.1 | 129.2 | -2.43% | -1.39% |
| CA Riverside | Riverside Transit Agency | DR | 1.2 | 29.3 | 29.7 | 26.4 | 166.6 | 26.0 | 26.8 | 23.5 | 149.3 | 11.93% | 11.59% |
| CA Riverside | Riverside Transit Agency | MB | 18.7 | 510.8 | 520.4 | 416.4 | 2,904.6 | 484.7 | 495.5 | 435.7 | 2,728.2 | 2.24% | 6.47% |
| CA Riverside | Riverside Transit Agency | TOTAL | 19.9 | 540.1 | 550.1 | 442.8 | 3,071.2 | 510.7 | 522.3 | 459.2 | 2,877.5 | 2.73% | 6.73% |
| CA Roseville | Roseville Transit | DR | 0.1 | 3.2 | 3.2 | 3.1 | 19.1 | 2.5 | 2.3 | 2.1 | 13.6 | 37.68% | 40.44% |
| CA Roseville | Roseville Transit | MB | 0.6 | 17.6 | 17.3 | 16.1 | 95.4 | 15.2 | 16.4 | 13.5 | 82.1 | 13.08% | 16.20% |
| CA Roseville | Roseville Transit | TOTAL | 0.7 | 20.8 | 20.5 | 19.2 | 114.5 | 17.7 | 18.7 | 15.6 | 95.7 | 16.35% | 19.64% |
| CA Sacramento | Sacramento Reg Tr Dist | DR | NA | 40.0 | 36.7 | 34.9 | 216.6 | 50.5 | 50.3 | 45.1 | 285.0 | -23.51% | -24.00% |
| CA Sacramento | Sacramento Reg Tr Dist | LR | NA | 595.9 | 641.6 | 575.8 | 3,597.5 | 587.0 | 594.8 | 530.0 | 3,390.5 | 5.93% | 6.11% |
| CA Sacramento | Sacramento Reg Tr Dist | MB | NA | 868.5 | 899.3 | 713.4 | 4,939.6 | 868.8 | 872.0 | 664.3 | 4,643.3 | 3.16% | 6.38% |
| CA Sacramento | Sacramento Reg Tr Dist | TOTAL | NA | 1,504.4 | 1,577.6 | 1,324.1 | 8,753.7 | 1,506.3 | 1,517.1 | 1,239.4 | 8,318.8 | 3.36% | 5.23% |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA San Bernardino | OMNITRANS | DR | 0.6 | 13.7 | 13.0 | 11.5 | 75.1 | 14.4 | 14.2 | 12.3 | 80.0 | -6.60% | -6.13% |
| CA San Bernardino | OMNITRANS | MB | 24.8 | 673.4 | 664.4 | 567.9 | 3,698.0 | 611.5 | 619.8 | 524.7 | 3,457.2 | 8.53% | 6.97% |
| CA San Bernardino | OMNITRANS | TOTAL | 25.3 | 687.1 | 677.4 | 579.4 | 3,773.1 | 625.9 | 634.0 | 537.0 | 3,537.2 | 8.18% | 6.67% |
| CA San Carlos | Caltrain | CR | 37.6 | 925.0 | 978.6 | 1,037.2 | 5,201.1 | 577.7 | 630.0 | 591.0 | 3,301.6 | 63.50% | 57.53% |
| CA San Carlos | Caltrain | TOTAL | 37.6 | 925.0 | 978.6 | 1,037.2 | 5,201.1 | 577.7 | 630.0 | 591.0 | 3,301.6 | 63.50% | 57.53% |
| CA San Carlos | San Mateo County Tran Dist | DR | 0.8 | 19.7 | 20.4 | 19.4 | 115.4 | 19.3 | 20.3 | 18.4 | 113.7 | 2.59% | 1.50% |
| CA San Carlos | San Mateo County Tran Dist | MB | 34.4 | 928.0 | 964.7 | 809.5 | 5,347.9 | 868.8 | 936.1 | 773.3 | 5,052.9 | 4.81% | 5.84% |
| CA San Carlos | San Mateo County Tran Dist | TOTAL | 35.2 | 947.7 | 985.1 | 828.9 | 5,463.3 | 888.1 | 956.4 | 791.7 | 5,166.6 | 4.76% | 5.74% |
| CA San Diego | San Diego Metrop Transit System | DR | 1.3 | 31.5 | 31.4 | 30.4 | 178.4 | 28.4 | 29.5 | 27.0 | 161.8 | 9.89% | 10.26% |
| CA San Diego | San Diego Metrop Transit System | LR | 129.3 | 3,656.5 | 3,728.9 | 3,540.3 | 20,867.1 | 3,360.8 | 3,456.7 | 3,220.5 | 19,471.5 | 8.84% | 7.17% |
| CA San Diego | San Diego Metrop Transit System | MB | 124.7 | 3,302.1 | 3,397.6 | 2,867.8 | 18,920.1 | 3,305.6 | 3,378.9 | 2,798.8 | 18,393.3 | 0.89% | 2.86% |
| CA San Diego | San Diego Metrop Transit System | TOTAL | 255.3 | 6,990.1 | 7,157.9 | 6,438.5 | 39,965.6 | 6,694.8 | 6,865.1 | 6,046.3 | 38,026.6 | 5.00% | 5.10% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | DR | 0.1 | 1.2 | 1.1 | 1.0 | 6.5 | 1.1 | 1.1 | 1.1 | 6.3 | 0.00% | 3.17% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | FB | 5.7 | 144.6 | 155.4 | 168.3 | 777.4 | 119.8 | 147.0 | 155.2 | 689.2 | 10.97% | 12.80% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | MB | 5.0 | 131.9 | 133.4 | 127.7 | 753.4 | 123.0 | 128.2 | 120.3 | 714.9 | 5.79% | 5.39% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | TOTAL | 10.8 | 277.7 | 289.9 | 297.0 | 1,537.3 | 243.9 | 276.3 | 276.6 | 1,410.4 | 8.51% | 9.00% |
| CA San Francisco | San Francisco Bay Area RTD | AG | 1.2 | 32.2 | 33.0 | 30.5 | 177.0 | 36.0 | 41.0 | 38.0 | 209.4 | -16.78% | -15.47% |
| CA San Francisco | San Francisco Bay Area RTD | CR | 4.9 | 128.8 | 117.6 | 119.1 | 698.5 | 102.3 | 109.4 | 102.6 | 608.7 | 16.29% | 14.75% |
| CA San Francisco | San Francisco Bay Area RTD | HR | 174.1 | 4,575.6 | 4,520.0 | 4,522.4 | 25,808.3 | 4,085.4 | 4,291.0 | 3,980.0 | 23,899.2 | 10.21% | 7.99% |
| CA San Francisco | San Francisco Bay Area RTD | TOTAL | 180.2 | 4,736.6 | 4,670.6 | 4,672.0 | 26,683.8 | 4,223.7 | 4,441.4 | 4,120.6 | 24,717.3 | 10.12% | 7.96% |
| CA San Francisco | San Francisco Muni Rwy | CC | 9.9 | 351.5 | 238.9 | 309.8 | 1,465.7 | 306.1 | 309.7 | 273.7 | 1,669.6 | 1.20% | -12.21% |
| CA San Francisco | San Francisco Muni Rwy | LR | 105.4 | 2,883.4 | 2,974.4 | 2,871.7 | 16,514.8 | 2,436.7 | 2,583.7 | 2,399.0 | 14,391.7 | 17.66% | 14.75% |
| CA San Francisco | San Francisco Muni Rwy | MB | 248.8 | 6,954.3 | 7,127.6 | 6,378.0 | 40,137.0 | 6,680.8 | 7,069.9 | 6,311.1 | 39,297.4 | 1.98% | 2.14% |
| CA San Francisco | San Francisco Muni Rwy | TB | 145.0 | 4,174.4 | 4,271.2 | 3,874.2 | 24,013.8 | 3,992.9 | 4,192.9 | 3,905.0 | 23,590.2 | 1.89% | 1.80% |
| CA San Francisco | San Francisco Muni Rwy | TOTAL | 509.1 | 14,363.6 | 14,612.1 | 13,433.7 | 82,131.3 | 13,416.5 | 14,156.2 | 12,888.8 | 78,948.9 | 4.81% | 4.03% |
| CA San Francisco | Water Emergency Tr Auth | FB | 9.5 | 261.2 | 281.0 | 286.7 | 1,430.2 | 216.3 | 231.8 | 246.5 | 1,190.2 | 19.33% | 20.16% |
| CA San Francisco | Water Emergency Tr Auth | TOTAL | 9.5 | 261.2 | 281.0 | 286.7 | 1,430.2 | 216.3 | 231.8 | 246.5 | 1,190.2 | 19.33% | 20.16% |
| CA San Jose | Santa Clara Valley Trp Auth | DR | 1.4 | 35.3 | 34.8 | 32.9 | 201.0 | 32.1 | 33.0 | 29.5 | 184.4 | 8.88% | 9.00% |
| CA San Jose | Santa Clara Valley Trp Auth | LR | 12.7 | 307.6 | 361.1 | 360.3 | 1,874.1 | 403.6 | 417.6 | 354.2 | 2,352.5 | -12.46% | -20.34% |
| CA San Jose | Santa Clara Valley Trp Auth | MB | 74.1 | 1,898.2 | 2,068.9 | 1,879.5 | 10,482.1 | 1,983.4 | 2,094.2 | 1,854.1 | 11,502.6 | -1.43% | -8.87% |
| CA San Jose | Santa Clara Valley Trp Auth | TOTAL | 88.1 | 2,241.1 | 2,464.8 | 2,272.7 | 12,557.2 | 2,419.1 | 2,544.8 | 2,237.8 | 14,039.5 | -3.10% | -10.56% |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | CR | 4.2 | 106.0 | 108.4 | 120.6 | 605.3 | 80.2 | 85.1 | 80.0 | 440.8 | 36.57% | 37.32% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | DR | 0.1 | 1.9 | 2.2 | 2.5 | 10.4 | 0.3 | 0.3 | 1.0 | 2.0 | >100% | >100% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | TOTAL | 4.3 | 107.9 | 110.6 | 123.1 | 615.7 | 80.5 | 85.4 | 81.0 | 442.8 | 38.36% | 39.05% |
| CA Santa Barbara | Santa Barbara MTD | DR | 0.1 | 3.6 | 3.5 | 3.4 | 20.7 | 4.0 | 4.1 | 3.7 | 22.8 | -11.02% | -9.21% |
| CA Santa Barbara | Santa Barbara MTD | MB | 16.5 | 487.3 | 463.6 | 323.8 | 2,524.8 | 469.0 | 458.1 | 330.7 | 2,475.5 | 1.34% | 1.99% |
| CA Santa Barbara | Santa Barbara MTD | TOTAL | 16.6 | 490.9 | 467.1 | 327.2 | 2,545.5 | 473.0 | 462.2 | 334.4 | 2,498.3 | 1.23% | 1.89% |
| CA Santa Clarita | Santa Clarita Transit | DR | 2.5 | 14.4 | 14.2 | 13.7 | 80.1 | 12.6 | 13.3 | 12.4 | 74.3 | 10.44% | 7.81% |
| CA Santa Clarita | Santa Clarita Transit | MB | 10.0 | 207.6 | 217.2 | 183.1 | 1,185.4 | 193.4 | 211.4 | 158.5 | 1,113.0 | 7.92% | 6.50% |
| CA Santa Clarita | Santa Clarita Transit | TOTAL | 12.5 | 222.0 | 231.4 | 196.8 | 1,265.5 | 206.0 | 224.7 | 170.9 | 1,187.3 | 8.08% | 6.59% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | DR | 0.2 | 5.9 | 5.8 | 5.3 | 32.6 | 6.0 | 5.8 | 5.0 | 34.2 | 1.19% | -4.68% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | MB | NA | 537.8 | 527.9 | 473.3 | 2,732.5 | 450.6 | 354.6 | 222.1 | 2,085.5 | 49.81% | 31.02% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | TOTAL | NA | 543.7 | 533.7 | 478.6 | 2,765.1 | 456.6 | 360.4 | 227.1 | 2,119.7 | 49.03% | 30.45% |
| CA Santa Monica | Santa Monica's Big Blue Bus | DR | 0.1 | 2.4 | 2.6 | 2.1 | 13.0 | 1.6 | 1.6 | 1.8 | 12.0 | 42.00% | 8.33% |
| CA Santa Monica | Santa Monica's Big Blue Bus | MB | 33.1 | 877.3 | 957.1 | 740.2 | 5,001.5 | 757.2 | 744.3 | 626.7 | 4,288.3 | 20.98% | 16.63% |
| CA Santa Monica | Santa Monica's Big Blue Bus | TOTAL | 33.2 | 879.7 | 959.7 | 742.3 | 5,014.5 | 758.8 | 745.9 | 628.5 | 4,300.3 | 21.02% | 16.61% |
| CA Simi Valley | City of Simi Valley/Transit | DR | 0.9 | 3.5 | 3.6 | 3.3 | 20.2 | 4.2 | 4.4 | 3.8 | 24.4 | -16.13% | -17.21% |
| CA Simi Valley | City of Simi Valley/Transit | MB | 2.9 | 18.0 | 21.0 | 13.0 | 93.0 | 19.1 | 19.4 | 12.6 | 101.4 | 1.76% | -8.28% |
| CA Simi Valley | City of Simi Valley/Transit | TOTAL | 3.8 | 21.5 | 24.6 | 16.3 | 113.2 | 23.3 | 23.8 | 16.4 | 125.8 | -1.73% | -10.02% |
| CA Stockton | San Joaquin Reg Trans Dist | DR | 0.1 | 5.9 | 5.7 | 5.3 | 32.8 | 10.0 | 9.7 | 9.1 | 57.6 | -41.32% | -43.06% |
| CA Stockton | San Joaquin Reg Trans Dist | MB | 9.2 | 244.0 | 234.2 | 178.5 | 1,318.4 | 233.9 | 240.1 | 173.0 | 1,265.5 | 1.50% | 4.18% |
| CA Stockton | San Joaquin Reg Trans Dist | TOTAL | 9.3 | 249.9 | 239.9 | 183.8 | 1,351.2 | 243.9 | 249.8 | 182.1 | 1,323.1 | -0.33% | 2.12% |
| CA Thousand Palms | SunLine Transit Agency | DR | 0.5 | 11.1 | 11.4 | 9.9 | 67.6 | 12.0 | 12.5 | 10.8 | 71.2 | -8.22% | -5.06% |
| CA Thousand Palms | SunLine Transit Agency | MB | 7.9 | 229.7 | 233.5 | 196.0 | 1,362.7 | 229.2 | 237.9 | 197.7 | 1,347.8 | -0.84% | 1.11% |
| CA Thousand Palms | SunLine Transit Agency | VP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 2.2 | 2.0 | 12.1 | -100.00% | -100.00% |
| CA Thousand Palms | SunLine Transit Agency | TOTAL | 8.4 | 240.8 | 244.9 | 205.9 | 1,430.3 | 243.3 | 252.6 | 210.5 | 1,431.1 | -2.10% | -0.06% |
| CA Torrance | Torrance Transit System | DR | 0.2 | 4.1 | 4.3 | 4.4 | 24.5 | 2.3 | 2.3 | 2.4 | 13.5 | 82.86% | 81.48% |
| CA Torrance | Torrance Transit System | MB | 7.3 | 211.5 | 212.0 | 212.0 | 1,227.7 | 186.8 | 202.6 | 205.1 | 1,101.7 | 6.90% | 11.44% |
| CA Torrance | Torrance Transit System | TOTAL | 7.5 | 215.6 | 216.3 | 216.4 | 1,252.2 | 189.1 | 204.9 | 207.5 | 1,115.2 | 7.78% | 12.28% |
| CA Vallejo | Solano County Transit (SolTrans) | DR | NA | 1.9 | 2.0 | 1.8 | 10.7 | 1.8 | 1.9 | 1.8 | 11.1 | 3.64% | -3.60% |
| CA Vallejo | Solano County Transit (SolTrans) | MB | NA | 91.9 | 95.3 | 85.1 | 518.0 | 85.4 | 87.4 | 76.6 | 476.6 | 9.18% | 8.69% |
| CA Vallejo | Solano County Transit (SolTrans) | TOTAL | NA | 93.8 | 97.3 | 86.9 | 528.7 | 87.2 | 89.3 | 78.4 | 487.7 | 9.06% | 8.41% |

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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CA Ventura | Ventura County Transp Comm | MB | 1.6 | 38.3 | 36.9 | 28.1 | 196.0 | 34.9 | 32.6 | 27.6 | 193.0 | 8.62% | 1.55% |
| CA Ventura | Ventura County Transp Comm | TOTAL | 1.6 | 38.3 | 36.9 | 28.1 | 196.0 | 34.9 | 32.6 | 27.6 | 193.0 | 8.62% | 1.55% |
| CA Visalia | Visalia City Coach | DR | 0.1 | 3.3 | 3.1 | 3.4 | 19.4 | 2.8 | 2.8 | 2.6 | 15.6 | 19.51% | 24.36% |
| CA Visalia | Visalia City Coach | MB | 2.4 | 58.1 | 59.2 | 58.9 | 351.6 | 53.8 | 53.9 | 43.5 | 292.1 | 16.53% | 20.37% |
| CA Visalia | Visalia City Coach | TOTAL | 2.5 | 61.4 | 62.3 | 62.3 | 371.0 | 56.6 | 56.7 | 46.1 | 307.7 | 16.69% | 20.57% |
| CA West Covina | Foothill Transit | MB | 30.1 | 865.0 | 878.1 | 652.9 | 4,898.2 | 774.0 | 805.6 | 713.9 | 4,399.1 | 4.47% | 11.35% |
| CA West Covina | Foothill Transit | TOTAL | 30.1 | 865.0 | 878.1 | 652.9 | 4,898.2 | 774.0 | 805.6 | 713.9 | 4,399.1 | 4.47% | 11.35% |
| CO Aspen | Roaring Fork Transp Auth | MB | NA | 344.6 | 227.0 | 368.8 | 2,756.9 | 303.9 | 222.0 | 371.6 | 2,679.6 | 4.78% | 2.88% |
| CO Aspen | Roaring Fork Transp Auth | TOTAL | NA | 344.6 | 227.0 | 368.8 | 2,756.9 | 303.9 | 222.0 | 371.6 | 2,679.6 | 4.78% | 2.88% |
| CO Colorado Springs | Mountain Metropolitan Transit | DR | 0.4 | 11.2 | 10.6 | 10.0 | 61.3 | 11.1 | 10.9 | 9.0 | 61.0 | 2.58% | 0.49% |
| CO Colorado Springs | Mountain Metropolitan Transit | MB | 9.9 | 226.5 | 249.9 | 340.6 | 1,407.9 | 224.5 | 234.8 | 241.0 | 1,289.7 | 16.66% | 9.16% |
| CO Colorado Springs | Mountain Metropolitan Transit | VP | 0.0 | 0.5 | 0.6 | 0.7 | 3.2 | 0.8 | 0.7 | 0.6 | 4.0 | -14.29% | -20.00% |
| CO Colorado Springs | Mountain Metropolitan Transit | TOTAL | 10.3 | 238.2 | 261.1 | 351.3 | 1,472.4 | 236.4 | 246.4 | 250.6 | 1,354.7 | 15.98% | 8.69% |
| CO Denver | Regional Trp District | CR | 32.1 | 680.3 | 662.9 | 736.1 | 3,857.7 | 678.4 | 744.0 | 715.1 | 4,139.6 | -2.72% | -6.81% |
| CO Denver | Regional Trp District | DR | 2.9 | 65.9 | 61.6 | 58.6 | 371.3 | 68.5 | 67.7 | 58.6 | 385.6 | -4.47% | -3.71% |
| CO Denver | Regional Trp District | LR | 44.6 | 928.0 | 909.5 | 1,054.3 | 5,262.9 | 1,189.3 | 1,091.4 | 807.5 | 6,377.4 | -6.36% | -17.48% |
| CO Denver | Regional Trp District | MB | 167.4 | 3,764.2 | 3,706.3 | 3,417.7 | 21,397.5 | 3,729.4 | 3,858.0 | 3,496.8 | 21,637.0 | -1.77% | -1.11% |
| CO Denver | Regional Trp District | VP | 0.7 | 16.2 | 16.0 | 16.1 | 97.5 | 16.1 | 15.9 | 16.0 | 97.5 | 0.63% | 0.00% |
| CO Denver | Regional Trp District | TOTAL | 247.6 | 5,454.6 | 5,356.3 | 5,282.8 | 30,986.9 | 5,681.7 | 5,777.0 | 5,094.0 | 32,637.1 | -2.77% | -5.06% |
| CO Fort Collins | Transfort | DR | 0.1 | 3.5 | 3.4 | 3.2 | 20.0 | 3.2 | 3.2 | 2.9 | 18.5 | 8.60% | 8.11% |
| CO Fort Collins | Transfort | MB | 9.6 | 302.6 | 229.7 | 165.0 | 1,465.2 | 253.1 | 167.5 | 137.4 | 1,230.9 | 24.96% | 19.03% |
| CO Fort Collins | Transfort | TOTAL | 9.7 | 306.1 | 233.1 | 168.2 | 1,485.2 | 256.3 | 170.7 | 140.3 | 1,249.4 | 24.70% | 18.87% |
| CO Grand Junction | Mesa County Reg Transp Office | DR | 0.1 | 2.6 | 2.3 | 2.4 | 14.9 | 2.5 | 2.5 | 2.2 | 14.3 | 1.39% | 4.20% |
| CO Grand Junction | Mesa County Reg Transp Office | MB | 19.6 | 50.6 | 47.5 | 47.5 | 290.6 | 48.3 | 48.9 | 43.9 | 286.3 | 3.19% | 1.50% |
| CO Grand Junction | Mesa County Reg Transp Office | TOTAL | 19.7 | 53.2 | 49.8 | 49.9 | 305.5 | 50.8 | 51.4 | 46.1 | 300.6 | 3.10% | 1.63% |
| CO Gypsum | Core Transit | DR | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CO Gypsum | Core Transit | MB | NA | 133.0 | 108.8 | 127.2 | 1,023.5 | NA | NA | NA | NA | NA | NA |
| CO Gypsum | Core Transit | TOTAL | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
| CT Hartford | Connecticut DOT | DR | 0.2 | 5.0 | 5.2 | 4.8 | 29.2 | 5.3 | 5.3 | 4.6 | 30.5 | -1.32% | -4.26% |
| CT Hartford | Connecticut DOT | TOTAL | 0.2 | 5.0 | 5.2 | 4.8 | 29.2 | 5.3 | 5.3 | 4.6 | 30.5 | -1.32% | -4.26% |

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|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| CT Hartford | Connecticut Transit | MB | 73.5 | 1,821.8 | 1,755.6 | 1,674.7 | 10,031.4 | 1,788.5 | 1,876.5 | 1,315.7 | 10,115.8 | 5.45% | -0.83% |
| CT Hartford | Connecticut Transit | TOTAL | 73.5 | 1,821.8 | 1,755.6 | 1,674.7 | 10,031.4 | 1,788.5 | 1,876.5 | 1,315.7 | 10,115.8 | 5.45% | -0.83% |
| CT Hartford | Greater Hartford Tran Dist | DR | 1.7 | 42.5 | 41.9 | 38.6 | 241.1 | 42.0 | 44.1 | 37.6 | 242.2 | -0.57% | -0.45% |
| CT Hartford | Greater Hartford Tran Dist | TOTAL | 1.7 | 42.5 | 41.9 | 38.6 | 241.1 | 42.0 | 44.1 | 37.6 | 242.2 | -0.57% | -0.45% |
| CT New Haven | Connecticut DOT | CR | 0.8 | 21.4 | 22.0 | 18.7 | 105.9 | 14.7 | 16.1 | 16.0 | 84.1 | 32.69% | 25.92% |
| CT New Haven | Connecticut DOT | TOTAL | 0.8 | 21.4 | 22.0 | 18.7 | 105.9 | 14.7 | 16.1 | 16.0 | 84.1 | 32.69% | 25.92% |
| CT New Haven | Greater New Haven Transit Dist | DR | 0.6 | 16.1 | 16.2 | 14.8 | 92.2 | 15.9 | 16.2 | 14.8 | 92.1 | 0.43% | 0.11% |
| CT New Haven | Greater New Haven Transit Dist | TOTAL | 0.6 | 16.1 | 16.2 | 14.8 | 92.2 | 15.9 | 16.2 | 14.8 | 92.1 | 0.43% | 0.11% |
| DC Washington | District Dept of Transp | LR | 2.6 | 79.4 | 76.9 | 73.8 | 433.1 | 72.3 | 81.3 | 73.1 | 423.1 | 1.50% | 2.36% |
| DC Washington | District Dept of Transp | MB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 157.4 | 154.4 | 140.7 | 848.1 | -100.00% | -100.00% |
| DC Washington | District Dept of Transp | TOTAL | 2.6 | 79.4 | 76.9 | 73.8 | 433.1 | 229.7 | 235.7 | 213.8 | 1,271.2 | -66.12% | -65.93% |
| DC Washington | Washington Metro Area TA | HR | 668.0 | 18,245.4 | 17,225.3 | 17,376.0 | 96,378.5 | 14,049.7 | 13,789.2 | 13,311.5 | 76,485.6 | 28.42% | 26.01% |
| DC Washington | Washington Metro Area TA | MB | 400.9 | 10,798.6 | 10,879.8 | 10,142.9 | 60,797.6 | 10,392.0 | 11,046.0 | 10,231.5 | 60,351.6 | 0.48% | 0.74% |
| DC Washington | Washington Metro Area TA | TOTAL | 1,068.8 | 29,044.0 | 28,105.1 | 27,518.9 | 157,176.1 | 24,441.7 | 24,835.2 | 23,543.0 | 136,837.2 | 16.27% | 14.86% |
| DE Wilmington | Delaware Transit Corp | DR | 3.5 | 77.7 | 76.9 | 70.0 | 434.4 | 76.7 | 77.8 | 65.9 | 433.8 | 1.91% | 0.14% |
| DE Wilmington | Delaware Transit Corp | MB | 28.9 | 583.3 | 649.0 | 646.3 | 3,443.0 | 594.7 | 680.9 | 646.5 | 3,583.8 | -2.26% | -3.93% |
| DE Wilmington | Delaware Transit Corp | TOTAL | 32.4 | 661.0 | 725.9 | 716.3 | 3,877.4 | 671.4 | 758.7 | 712.4 | 4,017.6 | -1.83% | -3.49% |
| FL Bradenton | Manatee County Area Transit | DR | 0.3 | 7.3 | 6.9 | 6.5 | 39.6 | 6.8 | 6.9 | 6.3 | 37.9 | 3.50% | 4.49% |
| FL Bradenton | Manatee County Area Transit | MB | 6.6 | 193.0 | 175.3 | 166.3 | 1,066.1 | 188.8 | 209.0 | 188.6 | 1,152.7 | -8.83% | -7.51% |
| FL Bradenton | Manatee County Area Transit | TOTAL | 6.9 | 200.3 | 182.2 | 172.8 | 1,105.7 | 195.6 | 215.9 | 194.9 | 1,190.6 | -8.43% | -7.13% |
| FL Fort Lauderdale | Broward County Transit | DR | 4.1 | 103.2 | 100.5 | 94.9 | 583.7 | 92.3 | 93.2 | 81.0 | 529.1 | 12.05% | 10.32% |
| FL Fort Lauderdale | Broward County Transit | MB | 76.2 | 2,115.1 | 2,064.2 | 1,844.2 | 12,072.6 | 2,124.8 | 2,150.8 | 1,856.1 | 12,213.2 | -1.76% | -1.15% |
| FL Fort Lauderdale | Broward County Transit | TOTAL | 80.2 | 2,218.3 | 2,164.7 | 1,939.1 | 12,656.3 | 2,217.1 | 2,244.0 | 1,937.1 | 12,742.3 | -1.19% | -0.67% |
| FL Fort Myers | Lee Tran | DR | NA | 18.5 | 18.3 | 17.4 | 104.9 | 19.0 | 19.4 | 17.3 | 110.5 | -2.69% | -5.07% |
| FL Fort Myers | Lee Tran | MB | 5.3 | 167.0 | 137.0 | 122.0 | 928.0 | 171.0 | 156.0 | 130.0 | 966.0 | -6.78% | -3.93% |
| FL Fort Myers | Lee Tran | TOTAL | NA | 185.5 | 155.3 | 139.4 | 1,032.9 | 190.0 | 175.4 | 147.3 | 1,076.5 | -6.34% | -4.05% |
| FL Jacksonville | Jacksonville Transp Auth | AG | 1.1 | 18.8 | 23.0 | 27.2 | 115.3 | 25.5 | 28.2 | 28.8 | 153.8 | -16.36% | -25.03% |
| FL Jacksonville | Jacksonville Transp Auth | DR | 1.2 | 32.0 | 27.7 | 25.5 | 167.3 | 29.5 | 29.7 | 26.6 | 168.2 | -0.70% | -0.54% |
| FL Jacksonville | Jacksonville Transp Auth | FB | 1.2 | 46.9 | 6.3 | 24.7 | 191.6 | 42.1 | 44.9 | 43.6 | 216.2 | -40.35% | -11.38% |
| FL Jacksonville | Jacksonville Transp Auth | MB | 20.5 | 555.0 | 538.4 | 500.0 | 3,146.2 | 544.3 | 569.4 | 511.1 | 3,175.8 | -1.93% | -0.93% |
| FL Jacksonville | Jacksonville Transp Auth | TOTAL | 24.0 | 652.7 | 595.4 | 577.4 | 3,620.4 | 641.4 | 672.2 | 610.1 | 3,714.0 | -5.10% | -2.52% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '25 (000's) | Trips for May '25 (000's) | Trips for Jun '25 (000's) | Trips Thru Jun '25 (000's) | Trips for Apr '24 (000's) | Trips for May '24 (000's) | Trips for Jun '24 (000's) | Trips Thru Jun '24 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| FL Miami | Miami-Dade Transit Agency | AG | NA | 716.9 | 693.3 | 578.8 | 3,713.4 | 640.3 | 597.2 | 559.9 | 3,765.3 | 10.66% | -1.38% |
| FL Miami | Miami-Dade Transit Agency | DR | NA | 144.5 | 142.5 | 131.2 | 817.3 | 134.7 | 138.0 | 118.9 | 773.0 | 6.79% | 5.73% |
| FL Miami | Miami-Dade Transit Agency | HR | NA | 1,348.9 | 1,260.6 | 1,133.1 | 7,577.5 | 1,336.5 | 1,314.1 | 1,092.1 | 7,520.3 | 0.00% | 0.76% |
| FL Miami | Miami-Dade Transit Agency | MB | NA | 4,803.1 | 4,832.8 | 4,341.6 | 28,574.2 | 5,548.6 | 5,308.7 | 4,805.0 | 31,280.6 | -10.76% | -8.65% |
| FL Miami | Miami-Dade Transit Agency | TOTAL | NA | 7,013.4 | 6,929.2 | 6,184.7 | 40,682.4 | 7,660.1 | 7,358.0 | 6,575.9 | 43,339.2 | -6.79% | -6.13% |
| FL Orlando | Central Florida RTA | DR | 2.5 | 69.0 | 66.6 | 60.7 | 375.9 | 62.9 | 63.6 | 57.6 | 359.5 | 6.63% | 4.56% |
| FL Orlando | Central Florida RTA | MB | 66.8 | 1,872.3 | 1,778.5 | 1,695.3 | 10,560.7 | 1,624.5 | 1,636.6 | 1,460.1 | 9,414.8 | 13.24% | 12.17% |
| FL Orlando | Central Florida RTA | VP | 0.4 | 24.2 | 25.6 | 24.1 | 145.2 | 23.2 | 21.0 | 20.2 | 135.2 | 14.75% | 7.40% |
| FL Orlando | Central Florida RTA | TOTAL | 69.7 | 1,965.5 | 1,870.7 | 1,780.1 | 11,081.8 | 1,710.6 | 1,721.2 | 1,537.9 | 9,909.5 | 13.01% | 11.83% |
| FL Orlando | SunRail | CR | 5.2 | 117.8 | 105.4 | 108.8 | 675.0 | 99.9 | 101.2 | 93.4 | 604.9 | 12.73% | 11.59% |
| FL Orlando | SunRail | TOTAL | 5.2 | 117.8 | 105.4 | 108.8 | 675.0 | 99.9 | 101.2 | 93.4 | 604.9 | 12.73% | 11.59% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | CR | 14.6 | 397.3 | 385.9 | 348.1 | 2,287.3 | 401.6 | 399.3 | 344.1 | 2,302.0 | -1.20% | -0.64% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | MB | 1.2 | 35.5 | 34.2 | 32.5 | 213.3 | 37.9 | 38.7 | 37.6 | 227.7 | -10.51% | -6.32% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | TOTAL | 15.8 | 432.8 | 420.1 | 380.6 | 2,500.6 | 439.5 | 438.0 | 381.7 | 2,529.7 | -2.04% | -1.15% |
| FL Tampa | Hillsborough Area Reg TA | DR | 1.2 | 29.2 | 27.7 | 21.3 | 156.3 | 24.4 | 24.5 | 20.6 | 134.6 | 12.52% | 16.12% |
| FL Tampa | Hillsborough Area Reg TA | LR | 2.9 | 127.0 | 106.8 | 106.5 | 698.7 | 109.7 | 100.5 | 99.4 | 669.3 | 9.92% | 4.39% |
| FL Tampa | Hillsborough Area Reg TA | MB | 32.1 | 889.8 | 879.8 | 815.8 | 5,146.5 | 949.7 | 930.5 | 853.5 | 5,654.3 | -5.42% | -8.98% |
| FL Tampa | Hillsborough Area Reg TA | TOTAL | 36.2 | 1,046.0 | 1,014.3 | 943.6 | 6,001.5 | 1,083.8 | 1,055.5 | 973.5 | 6,458.2 | -3.50% | -7.07% |
| FL West Palm Beach | Palm Beach County STD | DR | 2.8 | 75.7 | 72.3 | 63.1 | 424.3 | 78.3 | 76.1 | 63.0 | 435.0 | -2.90% | -2.46% |
| FL West Palm Beach | Palm Beach County STD | MB | 27.8 | 757.2 | 732.0 | 660.6 | 4,355.2 | 777.5 | 773.6 | 659.5 | 4,371.8 | -2.75% | -0.38% |
| FL West Palm Beach | Palm Beach County STD | TOTAL | 30.6 | 832.9 | 804.3 | 723.7 | 4,779.5 | 855.8 | 849.7 | 722.5 | 4,806.8 | -2.76% | -0.57% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | DR | 2.9 | 75.0 | 73.8 | 71.3 | 416.5 | 65.8 | 69.1 | 66.0 | 391.7 | 9.56% | 6.33% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | HR | 96.1 | 2,662.4 | 2,597.8 | 2,523.0 | 14,761.0 | 2,390.6 | 2,488.9 | 2,459.3 | 14,748.2 | 6.06% | 0.09% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | LR | 0.9 | 23.1 | 25.1 | 30.2 | 145.8 | 28.1 | 29.0 | 31.1 | 158.3 | -11.11% | -7.90% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | MB | 106.1 | 2,886.4 | 2,936.2 | 2,816.5 | 16,476.8 | 2,867.4 | 2,975.6 | 2,740.8 | 16,645.5 | 0.64% | -1.01% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | TOTAL | 205.9 | 5,646.9 | 5,632.9 | 5,441.0 | 31,800.1 | 5,351.9 | 5,562.6 | 5,297.2 | 31,943.7 | 3.14% | -0.45% |
| GA Lawrenceville | Gwinnett County DOT | DR | 0.3 | 7.2 | 6.9 | 6.8 | 40.6 | 5.2 | 5.6 | 5.3 | 31.2 | 29.81% | 30.13% |
| GA Lawrenceville | Gwinnett County DOT | MB | 4.8 | 127.2 | 111.3 | 102.5 | 660.3 | 114.3 | 112.5 | 108.9 | 641.0 | 1.58% | 3.01% |
| GA Lawrenceville | Gwinnett County DOT | TOTAL | 5.1 | 134.4 | 118.2 | 109.3 | 700.9 | 119.5 | 118.1 | 114.2 | 672.2 | 2.87% | 4.27% |
| GA Macon | Macon-Bibb County Transit Auth | DR | 0.2 | 4.0 | 3.7 | 4.2 | 22.5 | 4.2 | 4.1 | 3.5 | 23.8 | 0.85% | -5.46% |
| GA Macon | Macon-Bibb County Transit Auth | MB | 2.6 | 61.8 | 72.1 | 63.2 | 377.0 | 53.1 | 53.6 | 54.3 | 310.4 | 22.42% | 21.46% |
| GA Macon | Macon-Bibb County Transit Auth | TOTAL | 2.8 | 65.8 | 75.8 | 67.4 | 399.5 | 57.3 | 57.7 | 57.8 | 334.2 | 20.95% | 19.54% |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| GA Savannah | Chatham Area Transit Auth | DR | NA | 7.0 | 7.6 | 6.7 | 40.5 | 6.6 | 6.7 | 5.8 | 38.1 | 11.52% | 6.30% |
| GA Savannah | Chatham Area Transit Auth | FB | NA | 62.0 | 54.2 | 68.7 | 314.4 | 63.0 | 53.0 | 61.6 | 321.0 | 4.11% | -2.06% |
| GA Savannah | Chatham Area Transit Auth | MB | 45.2 | 192.7 | 179.5 | 169.9 | 1,022.4 | 178.2 | 163.0 | 157.7 | 969.3 | 8.66% | 5.48% |
| GA Savannah | Chatham Area Transit Auth | TOTAL | NA | 261.7 | 241.3 | 245.3 | 1,377.3 | 247.8 | 222.7 | 225.1 | 1,328.4 | 7.58% | 3.68% |
| HI Honolulu | City & Cnty of Honolulu DOTS | DR | 3.4 | 90.0 | 91.4 | 88.4 | 526.1 | 86.8 | 87.6 | 79.2 | 507.4 | 6.39% | 3.69% |
| HI Honolulu | City & Cnty of Honolulu DOTS | HR | 3.4 | 104.1 | 99.7 | 89.2 | 585.7 | 95.2 | 91.1 | 85.7 | 551.9 | 7.72% | 6.12% |
| HI Honolulu | City & Cnty of Honolulu DOTS | MB | 122.3 | 3,450.0 | 3,478.0 | 3,059.0 | 20,228.0 | 3,499.0 | 3,412.6 | 3,084.2 | 20,363.3 | -0.09% | -0.66% |
| HI Honolulu | City & Cnty of Honolulu DOTS | TOTAL | 129.2 | 3,644.1 | 3,669.1 | 3,236.6 | 21,339.8 | 3,681.0 | 3,591.3 | 3,249.1 | 21,422.6 | 0.27% | -0.39% |
| IA Ames | Ames Transit Agency | DR | 0.0 | 1.4 | 1.2 | 1.6 | 8.1 | 1.3 | 1.3 | 1.2 | 7.7 | 10.53% | 5.19% |
| IA Ames | Ames Transit Agency | MB | 14.0 | 604.9 | 277.9 | 104.8 | 2,392.6 | 557.5 | 241.3 | 89.9 | 2,315.3 | 11.13% | 3.34% |
| IA Ames | Ames Transit Agency | TOTAL | 14.0 | 606.3 | 279.1 | 106.4 | 2,400.7 | 558.8 | 242.6 | 91.1 | 2,323.0 | 11.13% | 3.34% |
| ID Boise | Valley Regional Transit | DR | 0.2 | 8.0 | 7.6 | 6.7 | 47.7 | 10.6 | 9.3 | 7.8 | 53.4 | -19.49% | -10.67% |
| ID Boise | Valley Regional Transit | MB | 3.5 | 85.1 | 82.1 | 73.6 | 478.9 | 89.9 | 87.7 | 72.9 | 506.4 | -3.87% | -5.43% |
| ID Boise | Valley Regional Transit | TOTAL | 3.7 | 93.1 | 89.7 | 80.3 | 526.6 | 100.5 | 97.0 | 80.7 | 559.8 | -5.43% | -5.93% |
| ID Moscow | Smart Transit | DR | 0.4 | 1.6 | 1.1 | 0.8 | 7.6 | 1.4 | 1.3 | 1.2 | 7.8 | -10.26% | -2.56% |
| ID Moscow | Smart Transit | MB | 0.4 | 13.1 | 10.5 | 7.5 | 69.9 | 11.2 | 9.0 | 6.7 | 56.1 | 15.61% | 24.60% |
| ID Moscow | Smart Transit | TOTAL | 0.8 | 14.7 | 11.6 | 8.3 | 77.5 | 12.6 | 10.3 | 7.9 | 63.9 | 12.34% | 21.28% |
| IL Arlington Heights | PACE Suburban Bus | DR | NA | NA | NA | NA | NA | 402.0 | 441.7 | 393.0 | 2,413.6 | NA | NA |
| IL Arlington Heights | PACE Suburban Bus | MB | NA | 1,449.3 | 1,439.6 | 1,349.3 | 7,925.1 | 1,441.4 | 1,500.0 | 1,348.3 | 8,148.6 | -1.20% | -2.74% |
| IL Arlington Heights | PACE Suburban Bus | VP | NA | 47.5 | 45.7 | 43.9 | 265.2 | 60.1 | 60.7 | 56.1 | 343.9 | -22.50% | -22.88% |
| IL Arlington Heights | PACE Suburban Bus | TOTAL | NA | NA | NA | NA | NA | 1,903.5 | 2,002.4 | 1,797.4 | 10,906.1 | NA | NA |
| IL Chicago | Chicago Transit Authority | HR | 422.2 | 11,247.4 | 11,775.3 | 11,828.8 | 63,453.7 | 10,458.3 | 11,330.4 | 10,928.7 | 60,677.1 | 6.52% | 4.58% |
| IL Chicago | Chicago Transit Authority | MB | 591.1 | 16,281.9 | 16,357.7 | 15,097.0 | 90,789.5 | 15,615.2 | 16,367.6 | 14,742.8 | 88,811.3 | 2.16% | 2.23% |
| IL Chicago | Chicago Transit Authority | TOTAL | 1,013.3 | 27,529.3 | 28,133.0 | 26,925.8 | 154,243.2 | 26,073.5 | 27,698.0 | 25,671.5 | 149,488.4 | 3.96% | 3.18% |
| IL Chicago | Metra | CR | 174.4 | 3,331.7 | 3,167.9 | 3,321.7 | 18,084.9 | 2,944.5 | 3,099.2 | 3,026.1 | 16,898.5 | 8.29% | 7.02% |
| IL Chicago | Metra | TOTAL | 174.4 | 3,331.7 | 3,167.9 | 3,321.7 | 18,084.9 | 2,944.5 | 3,099.2 | 3,026.1 | 16,898.5 | 8.29% | 7.02% |
| IL Granite City | Madison County Trans Dist | DR | 0.2 | 4.6 | 4.2 | 4.0 | 24.6 | 4.6 | 4.2 | 3.8 | 25.6 | 1.59% | -3.91% |
| IL Granite City | Madison County Trans Dist | MB | 4.9 | 145.1 | 117.5 | 104.9 | 753.5 | 136.3 | 113.5 | 108.5 | 749.0 | 2.57% | 0.60% |
| IL Granite City | Madison County Trans Dist | VP | 0.2 | 3.7 | 3.5 | 3.4 | 20.2 | 4.4 | 4.0 | 3.5 | 24.7 | -10.92% | -18.22% |
| IL Granite City | Madison County Trans Dist | TOTAL | 5.3 | 153.4 | 125.2 | 112.3 | 798.3 | 145.3 | 121.7 | 115.8 | 799.3 | 2.12% | -0.13% |

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

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|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| IL Kankakee | River Valley Metro MTD | DR | 0.0 | 1.7 | 1.6 | 1.6 | 10.1 | 1.9 | 1.8 | 1.6 | 10.1 | -7.55% | 0.00% |
| IL Kankakee | River Valley Metro MTD | MB | 1.8 | 47.6 | 47.7 | 46.7 | 280.1 | 50.4 | 50.9 | 49.1 | 287.7 | -5.59% | -2.64% |
| IL Kankakee | River Valley Metro MTD | TOTAL | 1.8 | 49.3 | 49.3 | 48.3 | 290.2 | 52.3 | 52.7 | 50.7 | 297.8 | -5.65% | -2.55% |
| IL Moline | Rock Island County MMTD | DR | 0.2 | 6.4 | 6.5 | 5.6 | 36.7 | 6.4 | 6.4 | 5.8 | 36.6 | -0.54% | 0.27% |
| IL Moline | Rock Island County MMTD | FB | 0.2 | 0.0 | 2.9 | 9.3 | 12.2 | 0.0 | 2.2 | 8.8 | 11.0 | 10.91% | 10.91% |
| IL Moline | Rock Island County MMTD | MB | 7.4 | 192.4 | 189.7 | 149.4 | 1,026.8 | 196.6 | 211.5 | 161.8 | 1,131.4 | -6.74% | -9.25% |
| IL Moline | Rock Island County MMTD | TOTAL | 7.8 | 198.8 | 199.1 | 164.3 | 1,075.7 | 203.0 | 220.1 | 176.4 | 1,179.0 | -6.22% | -8.76% |
| IL Normal | Connect Transit | DR | 0.6 | 14.8 | 14.2 | 14.4 | 85.7 | 12.7 | 12.7 | 12.1 | 80.2 | 15.73% | 6.86% |
| IL Normal | Connect Transit | MB | 5.9 | 208.1 | 142.5 | 121.1 | 1,024.8 | 203.4 | 146.7 | 119.1 | 1,007.2 | 0.53% | 1.75% |
| IL Normal | Connect Transit | TOTAL | 6.5 | 222.9 | 156.7 | 135.5 | 1,110.5 | 216.1 | 159.4 | 131.2 | 1,087.4 | 1.66% | 2.12% |
| IL Peoria | Greater Peoria Mass Tr Dist | DR | 0.4 | 8.6 | 9.3 | 8.9 | 53.0 | 10.4 | 9.6 | 9.2 | 56.7 | -8.22% | -6.53% |
| IL Peoria | Greater Peoria Mass Tr Dist | MB | NA | 167.2 | 170.9 | 160.2 | 951.0 | 152.1 | 162.2 | 148.0 | 886.2 | 7.79% | 7.31% |
| IL Peoria | Greater Peoria Mass Tr Dist | TOTAL | NA | 175.8 | 180.2 | 169.1 | 1,004.0 | 162.5 | 171.8 | 157.2 | 942.9 | 6.84% | 6.48% |
| IL Rockford | Rockford Mass Transit Dist | DR | 0.6 | 13.7 | 12.8 | 11.3 | 73.6 | 13.0 | 13.5 | 10.6 | 70.4 | 1.89% | 4.55% |
| IL Rockford | Rockford Mass Transit Dist | MB | 4.2 | 111.4 | 117.6 | 111.0 | 649.3 | 95.1 | 100.0 | 95.4 | 598.8 | 17.04% | 8.43% |
| IL Rockford | Rockford Mass Transit Dist | TOTAL | 4.7 | 125.1 | 130.4 | 122.3 | 722.9 | 108.1 | 113.5 | 106.0 | 669.2 | 15.32% | 8.02% |
| IL Springfield | Sangamon Mass Transit District | DR | NA | 8.9 | NA | NA | NA | 8.0 | 8.4 | 7.6 | 48.4 | NA | NA |
| IL Springfield | Sangamon Mass Transit District | MB | NA | 117.6 | NA | NA | NA | 116.6 | 113.5 | 97.9 | 667.9 | NA | NA |
| IL Springfield | Sangamon Mass Transit District | TOTAL | NA | 126.5 | NA | NA | NA | 124.6 | 121.9 | 105.5 | 716.3 | NA | NA |
| IL Urbana | Champaign-Urbana MTD | DR | 0.4 | 14.1 | 10.4 | 6.8 | 67.5 | 17.7 | 12.9 | 10.7 | 87.4 | -24.21% | -22.77% |
| IL Urbana | Champaign-Urbana MTD | MB | 32.4 | 1,274.4 | 760.3 | 359.0 | 5,653.1 | 1,092.8 | 559.8 | 349.6 | 4,826.0 | 19.55% | 17.14% |
| IL Urbana | Champaign-Urbana MTD | TOTAL | 32.8 | 1,288.5 | 770.7 | 365.8 | 5,720.6 | 1,110.5 | 572.7 | 360.3 | 4,913.4 | 18.67% | 16.43% |
| IN Chesterton | Northern IN Commuter TD | CR | 6.5 | 168.4 | 173.1 | 179.0 | 936.4 | 130.2 | 147.5 | 152.5 | 779.2 | 20.99% | 20.17% |
| IN Chesterton | Northern IN Commuter TD | TOTAL | 6.5 | 168.4 | 173.1 | 179.0 | 936.4 | 130.2 | 147.5 | 152.5 | 779.2 | 20.99% | 20.17% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | DR | NA | 7.4 | 6.0 | 5.9 | 40.4 | 7.2 | 7.3 | 6.9 | 42.1 | -9.81% | -4.04% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | MB | NA | 117.6 | 113.9 | 104.9 | 672.4 | 130.1 | 135.3 | 122.9 | 756.4 | -13.37% | -11.11% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | TOTAL | NA | 125.0 | 119.9 | 110.8 | 712.8 | 137.3 | 142.6 | 129.8 | 798.5 | -13.18% | -10.73% |
| IN Indianapolis | Indianapolis Public Trp Corp | DR | 0.4 | 13.9 | 14.0 | 13.5 | 80.6 | 14.1 | 14.5 | 12.7 | 84.1 | 0.24% | -4.16% |
| IN Indianapolis | Indianapolis Public Trp Corp | MB | 22.1 | 582.5 | 590.6 | 548.2 | 3,298.0 | 576.4 | 616.4 | 566.8 | 3,393.7 | -2.18% | -2.82% |
| IN Indianapolis | Indianapolis Public Trp Corp | TOTAL | 22.5 | 596.4 | 604.6 | 561.7 | 3,378.6 | 590.5 | 630.9 | 579.5 | 3,477.8 | -2.12% | -2.85% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '25 (000's) | Trips for May '25 (000's) | Trips for Jun '25 (000's) | Trips Thru Jun '25 (000's) | Trips for Apr '24 (000's) | Trips for May '24 (000's) | Trips for Jun '24 (000's) | Trips Thru Jun '24 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| IN Lafayette | Greater Lafayette PTC | DR | 0.1 | 3.2 | 2.9 | 2.6 | 17.7 | 2.9 | 3.4 | 3.3 | 18.7 | -9.38% | -5.35% |
| IN Lafayette | Greater Lafayette PTC | MB | 10.5 | 416.6 | 199.2 | 150.0 | 1,975.1 | 487.2 | 220.0 | 193.1 | 2,371.9 | -14.94% | -16.73% |
| IN Lafayette | Greater Lafayette PTC | VP | 0.0 | 0.7 | 0.7 | 0.6 | 3.5 | NA | NA | NA | NA | NA | NA |
| IN Lafayette | Greater Lafayette PTC | TOTAL | 10.6 | 420.5 | 202.8 | 153.2 | 1,996.3 | NA | NA | NA | NA | NA | NA |
| IN Muncie | Muncie Indiana Transit Sys | DR | 0.2 | 3.0 | 3.1 | 2.6 | 16.1 | 2.5 | 2.8 | 2.4 | 16.9 | 12.99% | -4.73% |
| IN Muncie | Muncie Indiana Transit Sys | MB | 3.1 | 84.0 | 77.7 | 53.0 | 425.6 | 74.9 | 74.4 | 53.3 | 425.7 | 5.97% | -0.02% |
| IN Muncie | Muncie Indiana Transit Sys | TOTAL | 3.2 | 87.0 | 80.8 | 55.6 | 441.7 | 77.4 | 77.2 | 55.7 | 442.6 | 6.23% | -0.20% |
| KS Olathe | Johnson County Transit | DR | 0.3 | 7.5 | 7.0 | 7.4 | 40.8 | 6.9 | 6.9 | 6.2 | 38.6 | 9.50% | 5.70% |
| KS Olathe | Johnson County Transit | MB | 1.5 | 36.4 | 30.2 | 28.3 | 178.0 | 34.9 | 28.4 | 26.8 | 181.9 | 5.33% | -2.14% |
| KS Olathe | Johnson County Transit | TOTAL | 1.8 | 43.9 | 37.2 | 35.7 | 218.8 | 41.8 | 35.3 | 33.0 | 220.5 | 6.09% | -0.77% |
| KS Wichita | Wichita Transit | MB | NA | 95.0 | 86.4 | NA | NA | 102.5 | 129.3 | 76.0 | 606.4 | NA | NA |
| KS Wichita | Wichita Transit | TOTAL | NA | 95.0 | 86.4 | NA | NA | 102.5 | 129.3 | 76.0 | 606.4 | NA | NA |
| KY Lexington | Transit Auth Lexington-Fayette | DR | 0.5 | 13.6 | 13.6 | 13.1 | 77.6 | 14.0 | 14.5 | 13.8 | 84.0 | -4.73% | -7.62% |
| KY Lexington | Transit Auth Lexington-Fayette | MB | 10.1 | 331.7 | 225.6 | 206.1 | 1,721.4 | 366.1 | 265.0 | 243.6 | 1,951.7 | -12.72% | -11.80% |
| KY Lexington | Transit Auth Lexington-Fayette | VP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| KY Lexington | Transit Auth Lexington-Fayette | TOTAL | 10.6 | 345.3 | 239.2 | 219.2 | 1,799.0 | 380.1 | 279.5 | 257.4 | 2,035.7 | -12.36% | -11.63% |
| KY Louisville | Transit Auth of River City | DR | 1.3 | 34.1 | 33.4 | 32.9 | 194.2 | 33.7 | 33.9 | 32.2 | 197.3 | 0.60% | -1.57% |
| KY Louisville | Transit Auth of River City | MB | 19.5 | 530.7 | 497.6 | 469.2 | 2,928.8 | 574.9 | 556.4 | 532.9 | 3,285.9 | -10.02% | -10.87% |
| KY Louisville | Transit Auth of River City | TOTAL | 20.8 | 564.8 | 531.0 | 502.1 | 3,123.0 | 608.6 | 590.3 | 565.1 | 3,483.2 | -9.42% | -10.34% |
| KY Owensboro | Owensboro Transit System | DR | 0.0 | 1.1 | 1.1 | 1.0 | 6.4 | 1.2 | 1.2 | 1.1 | 7.0 | -8.57% | -8.57% |
| KY Owensboro | Owensboro Transit System | MB | 1.0 | 24.9 | 26.3 | 25.9 | 143.7 | 22.7 | 23.8 | 22.5 | 132.1 | 11.74% | 8.78% |
| KY Owensboro | Owensboro Transit System | TOTAL | 1.0 | 26.0 | 27.4 | 26.9 | 150.1 | 23.9 | 25.0 | 23.6 | 139.1 | 10.76% | 7.91% |
| LA New Orleans | Regional Transit Auth | DR | NA | NA | NA | NA | NA | 20.6 | 21.0 | 17.7 | 115.5 | NA | NA |
| LA New Orleans | Regional Transit Auth | LR | 8.8 | 294.5 | 218.0 | 261.1 | 1,387.7 | 347.8 | 362.0 | 299.0 | 1,863.3 | -23.31% | -25.52% |
| LA New Orleans | Regional Transit Auth | MB | 33.6 | 970.2 | 980.1 | 878.1 | 5,456.4 | 787.3 | 830.5 | 762.6 | 4,573.2 | 18.82% | 19.31% |
| LA New Orleans | Regional Transit Auth | TOTAL | NA | NA | NA | NA | NA | 1,155.7 | 1,213.5 | 1,079.3 | 6,552.0 | NA | NA |
| MA Amherst | UMass Transit Service | MB | 20.6 | 372.1 | 372.1 | 71.7 | 1,539.3 | 336.9 | 217.6 | 67.7 | 1,301.3 | 31.13% | 18.29% |
| MA Amherst | UMass Transit Service | TOTAL | 20.6 | 372.1 | 372.1 | 71.7 | 1,539.3 | 336.9 | 217.6 | 67.7 | 1,301.3 | 31.13% | 18.29% |

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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|------------------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MA Boston | Massachusetts Bay Tr Auth | CR | 102.9 | 2,522.9 | 2,523.7 | 2,424.3 | 14,368.6 | 2,541.5 | 2,678.1 | 2,573.8 | 14,898.1 | -4.14% | -3.55% |
| MA Boston | Massachusetts Bay Tr Auth | DR | 4.1 | 107.3 | 108.0 | 103.4 | 614.7 | 97.7 | 101.7 | 93.4 | 571.4 | 8.85% | 7.58% |
| MA Boston | Massachusetts Bay Tr Auth | FB | 5.8 | 109.3 | 119.7 | 201.5 | 650.6 | 94.0 | 126.3 | 160.9 | 594.6 | 12.93% | 9.42% |
| MA Boston | Massachusetts Bay Tr Auth | HR | 304.9 | 8,354.0 | 8,304.2 | 7,616.3 | 46,486.2 | 7,210.9 | 7,149.3 | 6,654.2 | 40,923.0 | 15.51% | 13.59% |
| MA Boston | Massachusetts Bay Tr Auth | LR | 102.5 | 3,058.5 | 3,030.0 | 2,681.0 | 16,465.1 | 2,737.4 | 2,685.7 | 2,662.7 | 13,464.7 | 8.46% | 22.28% |
| MA Boston | Massachusetts Bay Tr Auth | MB | 310.9 | 8,164.6 | 8,283.9 | 7,695.0 | 47,097.8 | 8,177.6 | 8,708.3 | 7,968.8 | 48,130.3 | -2.86% | -2.15% |
| MA Boston | Massachusetts Bay Tr Auth | TOTAL | 831.0 | 22,316.6 | 22,369.5 | 20,721.5 | 125,683.0 | 20,859.1 | 21,449.4 | 20,113.8 | 118,582.1 | 4.78% | 5.99% |
| MD Baltimore | Maryland Transit Admin | CR | 19.3 | 536.5 | 490.7 | 457.9 | 2,567.5 | 358.9 | 355.9 | 300.3 | 1,970.0 | 46.30% | 30.33% |
| MD Baltimore | Maryland Transit Admin | DR | 6.2 | 187.7 | 185.8 | 179.3 | 1,063.2 | 182.7 | 187.5 | 168.6 | 1,036.6 | 2.60% | 2.57% |
| MD Baltimore | Maryland Transit Admin | HR | 15.2 | 393.9 | 391.6 | 350.1 | 2,581.2 | 425.7 | 431.9 | 462.7 | 2,541.7 | -13.99% | 1.55% |
| MD Baltimore | Maryland Transit Admin | LR | 14.5 | 427.0 | 462.8 | 465.2 | 2,566.3 | 405.4 | 408.2 | 509.8 | 2,519.2 | 2.39% | 1.87% |
| MD Baltimore | Maryland Transit Admin | MB | 168.2 | 4,277.2 | 4,520.4 | 4,159.2 | 25,175.0 | 4,326.5 | 4,589.4 | 3,922.6 | 24,444.6 | 0.92% | 2.99% |
| MD Baltimore | Maryland Transit Admin | TOTAL | 223.4 | 5,822.3 | 6,051.3 | 5,611.7 | 33,953.2 | 5,699.2 | 5,972.9 | 5,364.0 | 32,512.1 | 2.64% | 4.43% |
| MD Rockville | Montgomery County Ride-On | DR | 0.1 | 1.8 | 1.7 | 1.7 | 9.4 | 1.5 | 1.8 | 1.8 | 9.0 | 1.96% | 4.44% |
| MD Rockville | Montgomery County Ride-On | MB | 63.8 | 1,668.0 | 1,685.5 | 1,535.2 | 9,337.3 | 1,674.4 | 1,658.7 | 1,576.3 | 9,255.4 | -0.42% | 0.88% |
| MD Rockville | Montgomery County Ride-On | TOTAL | 63.9 | 1,669.8 | 1,687.2 | 1,536.9 | 9,346.7 | 1,675.9 | 1,660.5 | 1,578.1 | 9,264.4 | -0.42% | 0.89% |
| ME Portland | Northern NE Passenger RA | CR | NA | 38.2 | 35.9 | 37.2 | 233.7 | 49.0 | 46.4 | 50.9 | 276.0 | -23.92% | -15.33% |
| ME Portland | Northern NE Passenger RA | TOTAL | NA | 38.2 | 35.9 | 37.2 | 233.7 | 49.0 | 46.4 | 50.9 | 276.0 | -23.92% | -15.33% |
| MI Ann Arbor | Ann Arbor Transportation Auth | DR | NA | 12.0 | 11.9 | 11.3 | 68.7 | 10.3 | 10.4 | 9.5 | 59.2 | 16.56% | 16.05% |
| MI Ann Arbor | Ann Arbor Transportation Auth | MB | NA | 498.5 | 409.2 | 358.2 | 2,656.2 | 425.3 | 365.6 | 322.1 | 2,333.9 | 13.74% | 13.81% |
| MI Ann Arbor | Ann Arbor Transportation Auth | VP | NA | 19.2 | 18.1 | 14.3 | 106.6 | 16.7 | 14.8 | 14.7 | 92.1 | 11.69% | 15.74% |
| MI Ann Arbor | Ann Arbor Transportation Auth | TOTAL | NA | 529.7 | 439.2 | 383.8 | 2,831.5 | 452.3 | 390.8 | 346.3 | 2,485.2 | 13.73% | 13.93% |
| MI Battle Creek | Battle Creek Transit | DR | 0.1 | 2.6 | 2.4 | 2.3 | 14.3 | 2.5 | 2.6 | 2.4 | 13.9 | -2.67% | 2.88% |
| MI Battle Creek | Battle Creek Transit | MB | 0.5 | 10.5 | 10.2 | 9.8 | 62.3 | 12.7 | 12.4 | 10.9 | 72.6 | -15.28% | -14.19% |
| MI Battle Creek | Battle Creek Transit | TOTAL | 0.6 | 13.1 | 12.6 | 12.1 | 76.6 | 15.2 | 15.0 | 13.3 | 86.5 | -13.10% | -11.45% |
| MI Detroit | City of Detroit Dept of Trp | MB | 48.5 | 1,273.7 | 1,359.2 | 1,305.2 | 7,167.0 | 1,055.0 | 1,220.9 | 1,116.6 | 6,219.4 | 16.08% | 15.24% |
| MI Detroit | City of Detroit Dept of Trp | TOTAL | 48.5 | 1,273.7 | 1,359.2 | 1,305.2 | 7,167.0 | 1,055.0 | 1,220.9 | 1,116.6 | 6,219.4 | 16.08% | 15.24% |
| MI Detroit | Detroit Transp Corp/DPM | AG | 3.9 | 107.3 | 136.2 | 125.1 | 689.3 | 170.6 | 117.0 | 123.2 | 689.8 | -10.27% | -0.07% |
| MI Detroit | Detroit Transp Corp/DPM | TOTAL | 3.9 | 107.3 | 136.2 | 125.1 | 689.3 | 170.6 | 117.0 | 123.2 | 689.8 | -10.27% | -0.07% |
| MI Flint | Mass Transportation Authority | DR | 1.7 | 42.8 | 41.5 | 39.7 | 245.0 | 45.6 | 45.1 | 40.4 | 259.7 | -5.42% | -5.66% |
| MI Flint | Mass Transportation Authority | MB | 8.9 | 233.1 | 243.9 | 215.3 | 1,332.4 | 228.9 | 229.1 | 193.4 | 1,277.9 | 6.28% | 4.26% |
| MI Flint | Mass Transportation Authority | TOTAL | NA | 275.9 | 285.4 | 255.0 | 1,577.4 | 274.5 | 274.2 | 233.8 | 1,537.6 | 4.32% | 2.59% |

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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|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MI Grand Rapids | Interurban Transit Partnership | DR | 0.7 | 21.3 | 20.5 | 19.3 | 120.2 | 21.0 | 20.4 | 18.7 | 121.7 | 1.66% | -1.23% |
| MI Grand Rapids | Interurban Transit Partnership | MB | 18.7 | 561.8 | 438.1 | 379.3 | 3,079.2 | 574.9 | 475.7 | 377.2 | 3,075.1 | -3.40% | 0.13% |
| MI Grand Rapids | Interurban Transit Partnership | TOTAL | 19.4 | 583.1 | 458.6 | 398.6 | 3,199.4 | 595.9 | 496.1 | 395.9 | 3,196.8 | -3.20% | 0.08% |
| MI Kalamazoo | KMETRO | DR | NA | NA | NA | NA | NA | 12.2 | 12.9 | 12.4 | 70.6 | NA | NA |
| MI Kalamazoo | KMETRO | MB | 5.2 | 147.7 | 123.9 | 115.9 | 821.5 | 154.5 | 130.5 | 118.7 | 858.9 | -4.01% | -4.35% |
| MI Kalamazoo | KMETRO | TOTAL | NA | NA | NA | NA | NA | 166.7 | 143.4 | 131.1 | 929.5 | NA | NA |
| MI Lansing | Capital Area Transp Authority | DR | 1.3 | 35.4 | 32.5 | 30.5 | 196.2 | 33.9 | 32.2 | 29.0 | 189.2 | 3.47% | 3.70% |
| MI Lansing | Capital Area Transp Authority | MB | 24.7 | 1,010.2 | 462.5 | 351.1 | 4,625.9 | 796.2 | 393.4 | 345.6 | 4,090.0 | 18.80% | 13.10% |
| MI Lansing | Capital Area Transp Authority | TOTAL | 26.1 | 1,045.6 | 495.0 | 381.6 | 4,822.1 | 830.1 | 425.6 | 374.6 | 4,279.2 | 17.90% | 12.69% |
| MI Muskegon Heights | Muskegon Area Transit Sys | DR | 0.3 | 7.1 | 7.0 | 6.4 | 39.1 | 6.1 | 6.2 | 5.2 | 34.2 | 17.14% | 14.33% |
| MI Muskegon Heights | Muskegon Area Transit Sys | MB | 0.7 | 16.2 | 15.4 | 14.7 | 91.7 | 16.5 | 16.6 | 13.7 | 93.2 | -1.07% | -1.61% |
| MI Muskegon Heights | Muskegon Area Transit Sys | TOTAL | 1.0 | 23.3 | 22.4 | 21.1 | 130.8 | 22.6 | 22.8 | 18.9 | 127.4 | 3.89% | 2.67% |
| MI Port Huron | Blue Water Area Transp Comm | DR | 1.9 | 40.0 | 40.1 | 43.3 | 221.6 | 41.3 | 40.8 | 33.7 | 218.0 | 6.56% | 1.65% |
| MI Port Huron | Blue Water Area Transp Comm | MB | 2.5 | 54.9 | 55.0 | 52.3 | 311.8 | 51.6 | 51.5 | 46.1 | 298.8 | 8.71% | 4.35% |
| MI Port Huron | Blue Water Area Transp Comm | TOTAL | 4.4 | 94.9 | 95.1 | 95.6 | 533.4 | 92.9 | 92.3 | 79.8 | 516.8 | 7.77% | 3.21% |
| MN Burnsville | Minnesota Valley Transit Auth | DR | 0.8 | 17.4 | 17.6 | 17.4 | 100.7 | 12.7 | 13.6 | 13.9 | 71.7 | 30.35% | 40.45% |
| MN Burnsville | Minnesota Valley Transit Auth | MB | 4.1 | 100.5 | 86.2 | 81.8 | 517.1 | 83.8 | 74.6 | 66.0 | 454.1 | 19.65% | 13.87% |
| MN Burnsville | Minnesota Valley Transit Auth | TOTAL | 4.9 | 117.9 | 103.8 | 99.2 | 617.8 | 96.5 | 88.2 | 79.9 | 525.8 | 21.28% | 17.50% |
| MN Minneapolis | Metro Transit | CR | 0.4 | 11.9 | 11.6 | 10.6 | 59.6 | 11.5 | 12.8 | 9.8 | 60.1 | 0.00% | -0.83% |
| MN Minneapolis | Metro Transit | LR | 39.1 | 1,197.5 | 1,090.6 | 1,131.8 | 6,551.8 | 1,307.8 | 1,288.6 | 1,254.1 | 7,680.4 | -11.18% | -14.69% |
| MN Minneapolis | Metro Transit | MB | 97.6 | 2,704.2 | 2,710.6 | 2,536.6 | 15,245.7 | 2,741.6 | 2,778.3 | 2,518.4 | 15,752.4 | -1.08% | -3.22% |
| MN Minneapolis | Metro Transit | TOTAL | 137.1 | 3,913.6 | 3,812.8 | 3,679.0 | 21,857.1 | 4,060.9 | 4,079.7 | 3,782.3 | 23,492.9 | -4.34% | -6.96% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | DR | 0.5 | 13.2 | 12.7 | 12.1 | 76.2 | 13.9 | 13.4 | 12.2 | 78.1 | -3.80% | -2.43% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | MB | 2.1 | 57.1 | 54.3 | 52.6 | 327.8 | 57.4 | 55.1 | 52.1 | 329.3 | -0.36% | -0.46% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | TOTAL | 2.6 | 70.3 | 67.0 | 64.7 | 404.0 | 71.3 | 68.5 | 64.3 | 407.4 | -1.03% | -0.83% |
| MO Kansas City | Kansas City Area Trp Auth | DR | 0.9 | 22.9 | 22.2 | 21.8 | 126.5 | 29.9 | 30.1 | 27.7 | 170.3 | -23.72% | -25.72% |
| MO Kansas City | Kansas City Area Trp Auth | MB | 37.2 | 979.6 | 1,039.9 | 972.6 | 5,586.2 | 960.3 | 1,034.6 | 1,003.8 | 5,741.3 | -0.22% | -2.70% |
| MO Kansas City | Kansas City Area Trp Auth | VP | 0.2 | 2.6 | 4.5 | 4.5 | 29.1 | 3.9 | 5.1 | 4.8 | 27.4 | -15.94% | 6.20% |
| MO Kansas City | Kansas City Area Trp Auth | TOTAL | 38.2 | 1,005.1 | 1,066.6 | 998.9 | 5,741.8 | 994.1 | 1,069.8 | 1,036.3 | 5,939.0 | -0.95% | -3.32% |

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

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|------------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| MO Saint Louis | Bi-State Dev Agency | DR | NA | 38.8 | 38.2 | 37.6 | 212.1 | 28.1 | 28.7 | 28.4 | 162.8 | 34.51% | 30.28% |
| MO Saint Louis | Bi-State Dev Agency | LR | NA | 676.6 | 674.2 | 673.9 | 3,769.4 | 629.5 | 628.5 | 617.9 | 3,412.2 | 7.93% | 10.47% |
| MO Saint Louis | Bi-State Dev Agency | MB | NA | 1,098.1 | 1,039.7 | 850.5 | 5,845.8 | 1,111.5 | 1,140.2 | 1,063.2 | 6,379.9 | -9.85% | -8.37% |
| MO Saint Louis | Bi-State Dev Agency | TOTAL | NA | 1,813.5 | 1,752.1 | 1,562.0 | 9,827.3 | 1,769.1 | 1,797.4 | 1,709.5 | 9,954.9 | -2.81% | -1.28% |
| MT Billings | City of Billings MET Transit | DR | 0.1 | 3.4 | 3.3 | 3.4 | 20.3 | 3.9 | 3.7 | 3.4 | 22.2 | -8.18% | -8.56% |
| MT Billings | City of Billings MET Transit | MB | 2.1 | 49.5 | 50.0 | 45.4 | 277.2 | 39.6 | 42.4 | 36.9 | 219.8 | 21.87% | 26.11% |
| MT Billings | City of Billings MET Transit | TOTAL | 2.2 | 52.9 | 53.3 | 48.8 | 297.5 | 43.5 | 46.1 | 40.3 | 242.0 | 19.32% | 22.93% |
| NC Chapel Hill | Chapel Hill Transit | DR | 0.3 | 5.3 | 5.5 | 6.4 | 31.6 | 5.3 | 5.1 | 4.6 | 29.4 | 14.67% | 7.48% |
| NC Chapel Hill | Chapel Hill Transit | MB | 12.8 | 404.4 | 247.4 | 211.3 | 1,995.4 | 370.6 | 237.5 | 191.5 | 1,866.3 | 7.94% | 6.92% |
| NC Chapel Hill | Chapel Hill Transit | TOTAL | 13.1 | 409.7 | 252.9 | 217.7 | 2,027.0 | 375.9 | 242.6 | 196.1 | 1,895.7 | 8.07% | 6.93% |
| NC Charlotte | Charlotte Area Transit | DR | NA | 20.4 | 19.7 | 18.7 | 112.7 | 16.7 | 16.9 | 15.2 | 94.4 | 20.49% | 19.39% |
| NC Charlotte | Charlotte Area Transit | LR | NA | 513.7 | 549.7 | 535.5 | 3,092.9 | 518.0 | 545.3 | 518.7 | 2,945.0 | 1.07% | 5.02% |
| NC Charlotte | Charlotte Area Transit | MB | NA | 729.3 | 752.2 | 711.7 | 4,340.5 | 675.5 | 671.6 | 633.7 | 3,806.6 | 10.72% | 14.03% |
| NC Charlotte | Charlotte Area Transit | VP | NA | NA | NA | NA | NA | 3.9 | 3.9 | 3.4 | 21.7 | NA | NA |
| NC Charlotte | Charlotte Area Transit | TOTAL | NA | NA | NA | NA | NA | 1,214.1 | 1,237.7 | 1,171.0 | 6,867.7 | NA | NA |
| NC Durham | GoDurham Transit | DR | NA | 14.3 | 14.0 | 13.7 | 82.2 | 14.6 | 14.7 | 13.8 | 84.6 | -2.55% | -2.84% |
| NC Durham | GoDurham Transit | MB | NA | 560.6 | 535.4 | 499.5 | 3,183.8 | 537.4 | 575.0 | 564.1 | 3,193.3 | -4.83% | -0.30% |
| NC Durham | GoDurham Transit | TOTAL | NA | 574.9 | 549.4 | 513.2 | 3,266.0 | 552.0 | 589.7 | 577.9 | 3,277.9 | -4.77% | -0.36% |
| NC Greensboro | Greensboro Transit Auth | DR | 0.6 | 15.8 | 15.0 | 14.3 | 87.0 | 15.5 | 14.9 | 13.6 | 89.0 | 2.50% | -2.25% |
| NC Greensboro | Greensboro Transit Auth | MB | 6.8 | 190.2 | 174.3 | 175.1 | 1,080.2 | 214.1 | 209.1 | 198.6 | 1,207.4 | -13.22% | -10.54% |
| NC Greensboro | Greensboro Transit Auth | TOTAL | 7.4 | 206.0 | 189.3 | 189.4 | 1,167.2 | 229.6 | 224.0 | 212.2 | 1,296.4 | -12.18% | -9.97% |
| NC Raleigh | GoRaleigh | DR | 1.3 | 32.8 | 32.6 | 30.0 | 178.1 | 25.7 | 27.5 | 25.6 | 152.4 | 21.07% | 16.86% |
| NC Raleigh | GoRaleigh | MB | 23.1 | 644.6 | 645.9 | 624.4 | 3,683.1 | 372.1 | 357.3 | 334.9 | 2,182.7 | 79.92% | 68.74% |
| NC Raleigh | GoRaleigh | TOTAL | 24.3 | 677.4 | 678.5 | 654.4 | 3,861.2 | 397.8 | 384.8 | 360.5 | 2,335.1 | 75.86% | 65.35% |
| NC Resrch Trigle Park | GoTriangle | DR | 0.1 | 3.8 | 3.5 | 3.4 | 20.3 | 3.7 | 3.6 | 3.5 | 21.2 | -0.93% | -4.25% |
| NC Resrch Trigle Park | GoTriangle | MB | 4.6 | 125.7 | 119.2 | 111.7 | 648.0 | 163.6 | 157.5 | 140.6 | 898.8 | -22.76% | -27.90% |
| NC Resrch Trigle Park | GoTriangle | VP | 0.2 | 3.9 | 3.7 | 3.6 | 21.4 | 4.1 | 4.2 | 3.3 | 21.1 | -3.45% | 1.42% |
| NC Resrch Trigle Park | GoTriangle | TOTAL | 5.0 | 133.4 | 126.4 | 118.7 | 689.7 | 171.4 | 165.3 | 147.4 | 941.1 | -21.81% | -26.71% |
| NC Winston-Salem | Piedmont Auth for Regional Transp | MB | 0.9 | 20.7 | 20.0 | 19.1 | 117.9 | 24.1 | 23.0 | 21.8 | 137.4 | -13.21% | -14.19% |
| NC Winston-Salem | Piedmont Auth for Regional Transp | VP | 0.5 | 11.3 | 12.6 | 11.4 | 69.3 | 10.7 | 11.1 | 10.0 | 63.5 | 11.01% | 9.13% |
| NC Winston-Salem | Piedmont Auth for Regional Transp | TOTAL | 1.4 | 32.0 | 32.6 | 30.5 | 187.2 | 34.8 | 34.1 | 31.8 | 200.9 | -5.56% | -6.82% |

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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|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NJ Jersey City | Port Authority of NY & NJ | AG | NA | NA | NA | NA | NA | 573.4 | 686.4 | 704.7 | 3,547.8 | NA | NA |
| NJ Jersey City | Port Authority of NY & NJ | FB | 1.8 | 52.3 | 55.4 | 55.6 | 356.5 | 54.0 | 58.2 | 59.9 | 302.7 | -5.11% | 17.77% |
| NJ Jersey City | Port Authority of NY & NJ | HR | 221.9 | 5,733.7 | 5,896.7 | 5,602.3 | 31,893.5 | 5,178.5 | 5,518.9 | 5,219.7 | 29,769.3 | 8.27% | 7.14% |
| NJ Jersey City | Port Authority of NY & NJ | TOTAL | NA | NA | NA | NA | NA | 5,805.9 | 6,263.5 | 5,984.3 | 33,619.8 | NA | NA |
| NJ Lindenwold | Port Authority Transit Corp | HR | 19.4 | 503.9 | 495.1 | 485.5 | 2,913.4 | 481.5 | 485.2 | 453.9 | 2,779.0 | 4.50% | 4.84% |
| NJ Lindenwold | Port Authority Transit Corp | TOTAL | 19.4 | 503.9 | 495.1 | 485.5 | 2,913.4 | 481.5 | 485.2 | 453.9 | 2,779.0 | 4.50% | 4.84% |
| NJ Newark | New Jersey Transit Corp | CR | NA | 5,178.5 | 4,884.8 | 5,264.9 | 29,370.1 | 5,036.5 | 5,139.2 | 4,941.8 | 29,176.2 | 1.39% | 0.66% |
| NJ Newark | New Jersey Transit Corp | LR | NA | 2,026.9 | 1,916.3 | 2,000.2 | 11,096.8 | 1,922.6 | 2,097.8 | 1,931.2 | 10,780.6 | -0.14% | 2.93% |
| NJ Newark | New Jersey Transit Corp | MB | NA | 11,888.6 | 11,734.2 | 11,098.4 | 67,800.7 | 12,117.0 | 12,847.6 | 11,984.1 | 70,706.7 | -6.03% | -4.11% |
| NJ Newark | New Jersey Transit Corp | TOTAL | NA | 19,094.0 | 18,535.3 | 18,363.5 | 108,267.6 | 19,076.1 | 20,084.6 | 18,857.1 | 110,663.5 | -3.49% | -2.17% |
| NM Albuquerque | City of Albuquerque T & PD | DR | 0.7 | 18.3 | 17.4 | 16.8 | 101.2 | 16.6 | 16.6 | 14.8 | 95.8 | 9.38% | 5.64% |
| NM Albuquerque | City of Albuquerque T & PD | MB | 23.7 | 612.4 | 618.1 | 597.1 | 3,573.4 | 553.1 | 571.0 | 529.6 | 3,281.7 | 10.52% | 8.89% |
| NM Albuquerque | City of Albuquerque T & PD | TOTAL | 24.4 | 630.7 | 635.5 | 613.9 | 3,674.6 | 569.7 | 587.6 | 544.4 | 3,377.5 | 10.48% | 8.80% |
| NM Albuquerque | New Mexico Dept of Trp | CR | 1.9 | 49.2 | 49.8 | 51.4 | 292.0 | 48.4 | 50.2 | 49.9 | 287.9 | 1.28% | 1.42% |
| NM Albuquerque | New Mexico Dept of Trp | MB | 0.7 | 15.5 | 13.7 | 13.4 | 85.2 | 16.1 | 15.0 | 13.5 | 86.6 | -4.48% | -1.62% |
| NM Albuquerque | New Mexico Dept of Trp | TOTAL | 2.6 | 64.7 | 63.5 | 64.8 | 377.2 | 64.5 | 65.2 | 63.4 | 374.5 | -0.05% | 0.72% |
| NM Los Alamos | Los Alamos County, Atomic City Tra | DR | 0.0 | 0.5 | 0.4 | 0.5 | 2.7 | 0.5 | 0.4 | 0.4 | 2.6 | 7.69% | 3.85% |
| NM Los Alamos | Los Alamos County, Atomic City Tra | MB | 0.9 | 19.1 | 19.5 | 17.6 | 104.1 | 20.7 | 22.0 | 21.7 | 112.5 | -12.73% | -7.47% |
| NM Los Alamos | Los Alamos County, Atomic City Tra | TOTAL | 0.9 | 19.6 | 19.9 | 18.1 | 106.8 | 21.2 | 22.4 | 22.1 | 115.1 | -12.33% | -7.21% |
| NM Santa Fe | Santa Fe Trails - City of Santa Fe | DR | 0.0 | 2.3 | 2.2 | 2.3 | 13.1 | 2.4 | 2.3 | 2.1 | 13.3 | 0.00% | -1.50% |
| NM Santa Fe | Santa Fe Trails - City of Santa Fe | MB | 0.9 | 26.5 | 28.7 | 28.1 | 169.9 | 31.8 | 33.0 | 29.2 | 178.0 | -11.38% | -4.55% |
| NM Santa Fe | Santa Fe Trails - City of Santa Fe | TOTAL | 0.9 | 28.8 | 30.9 | 30.4 | 183.0 | 34.2 | 35.3 | 31.3 | 191.3 | -10.62% | -4.34% |
| NV Las Vegas | RTC of Southern Nevada | DR | 5.4 | 134.2 | 129.0 | 127.0 | 752.4 | 130.7 | 131.6 | 117.8 | 758.5 | 2.66% | -0.80% |
| NV Las Vegas | RTC of Southern Nevada | MB | 167.0 | 4,890.9 | 4,860.7 | 4,389.4 | 27,862.2 | 4,526.3 | 4,726.3 | 4,212.1 | 26,277.3 | 5.02% | 6.03% |
| NV Las Vegas | RTC of Southern Nevada | TOTAL | 172.4 | 5,025.1 | 4,989.7 | 4,516.4 | 28,614.6 | 4,657.0 | 4,857.9 | 4,329.9 | 27,035.8 | 4.96% | 5.84% |
| NV Reno | RTC of Washoe County | DR | 0.3 | 8.1 | 8.6 | 8.6 | 45.3 | 8.2 | 8.1 | 8.0 | 49.2 | 4.12% | -7.93% |
| NV Reno | RTC of Washoe County | MB | 16.7 | 511.5 | 505.7 | 480.5 | 2,908.1 | 459.3 | 476.7 | 456.8 | 2,668.0 | 7.53% | 9.00% |
| NV Reno | RTC of Washoe County | TOTAL | 17.0 | 519.6 | 514.3 | 489.1 | 2,953.4 | 467.5 | 484.8 | 464.8 | 2,717.2 | 7.47% | 8.69% |
| NY Albany | Capital District Transp Auth | DR | 1.6 | 45.5 | 43.2 | 36.8 | 251.8 | 42.7 | 43.9 | 39.6 | 246.1 | -0.55% | 2.32% |
| NY Albany | Capital District Transp Auth | MB | 59.1 | 1,583.8 | 1,564.8 | 1,432.4 | 8,823.7 | 1,489.6 | 1,515.4 | 1,365.9 | 8,522.5 | 4.81% | 3.53% |
| NY Albany | Capital District Transp Auth | VP | 0.0 | 1.9 | 0.0 | 0.0 | 13.6 | 7.0 | 7.3 | 6.6 | 41.1 | -90.91% | -66.91% |
| NY Albany | Capital District Transp Auth | TOTAL | 60.7 | 1,631.2 | 1,608.0 | 1,469.2 | 9,089.1 | 1,539.3 | 1,566.6 | 1,412.1 | 8,809.7 | 4.21% | 3.17% |

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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|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NY Albion | Orleans Transit Service | DR | 0.0 | 0.1 | 0.1 | 0.1 | 0.5 | 0.2 | 0.2 | 0.2 | 0.9 | -50.00% | -44.44% |
| NY Albion | Orleans Transit Service | MB | 0.1 | 2.4 | 2.2 | 2.0 | 13.1 | 2.5 | 2.6 | 2.5 | 14.5 | -13.16% | -9.66% |
| NY Albion | Orleans Transit Service | TOTAL | 0.1 | 2.5 | 2.3 | 2.1 | 13.6 | 2.7 | 2.8 | 2.7 | 15.4 | -15.85% | -11.69% |
| NY Batavia | Batavia Bus Service | DR | 0.0 | 0.3 | 0.3 | 0.4 | 1.4 | 1.0 | 1.5 | 0.2 | 4.9 | -62.96% | -71.43% |
| NY Batavia | Batavia Bus Service | MB | 0.2 | 4.2 | 4.0 | 3.8 | 23.8 | 2.2 | 1.1 | 1.9 | 12.0 | >100% | 98.33% |
| NY Batavia | Batavia Bus Service | TOTAL | 0.2 | 4.5 | 4.3 | 4.2 | 25.2 | 3.2 | 2.6 | 2.1 | 16.9 | 64.56% | 49.11% |
| NY Buffalo | Niagara Frontier Trp Auth | DR | 1.0 | 22.6 | 22.6 | 20.6 | 129.7 | 21.1 | 22.0 | 19.4 | 123.4 | 5.28% | 5.11% |
| NY Buffalo | Niagara Frontier Trp Auth | LR | NA | 177.5 | 195.8 | 181.5 | 1,197.3 | 190.5 | 184.9 | 173.5 | 1,151.0 | 1.07% | 4.02% |
| NY Buffalo | Niagara Frontier Trp Auth | MB | NA | 1,133.7 | 1,206.8 | 1,083.8 | 6,584.9 | 1,087.2 | 1,245.4 | 1,052.4 | 6,465.5 | 1.16% | 1.85% |
| NY Buffalo | Niagara Frontier Trp Auth | TOTAL | NA | 1,333.8 | 1,425.2 | 1,285.9 | 7,911.9 | 1,298.8 | 1,452.3 | 1,245.3 | 7,739.9 | 1.21% | 2.22% |
| NY Canandaigua | Canandiagua Area Transit Service | DR | 0.0 | 0.5 | 0.4 | 0.4 | 2.9 | 0.4 | 0.4 | 0.3 | 2.2 | 18.18% | 31.82% |
| NY Canandaigua | Canandiagua Area Transit Service | MB | 0.6 | 12.7 | 12.3 | 11.7 | 71.2 | 12.9 | 13.2 | 11.1 | 73.0 | -1.34% | -2.47% |
| NY Canandaigua | Canandiagua Area Transit Service | TOTAL | 0.6 | 13.2 | 12.7 | 12.1 | 74.1 | 13.3 | 13.6 | 11.4 | 75.2 | -0.78% | -1.46% |
| NY Dansville | Livingston Area Transp Svce | DR | 0.1 | 1.9 | 2.0 | 1.9 | 11.3 | 1.8 | 2.0 | 1.7 | 11.1 | 5.45% | 1.80% |
| NY Dansville | Livingston Area Transp Svce | MB | 0.2 | 7.6 | 5.5 | 0.9 | 32.1 | 7.5 | 4.9 | 1.0 | 27.0 | 4.48% | 18.89% |
| NY Dansville | Livingston Area Transp Svce | TOTAL | 0.3 | 9.5 | 7.5 | 2.8 | 43.4 | 9.3 | 6.9 | 2.7 | 38.1 | 4.76% | 13.91% |
| NY Jamaica | AirTrain JFK | AG | NA | 863.8 | 1,034.0 | 1,002.6 | 5,192.9 | 754.5 | 907.5 | 847.4 | 4,433.7 | 15.58% | 17.12% |
| NY Jamaica | AirTrain JFK | TOTAL | NA | 863.8 | 1,034.0 | 1,002.6 | 5,192.9 | 754.5 | 907.5 | 847.4 | 4,433.7 | 15.58% | 17.12% |
| NY Lyons | Wayne Area Transp Service | DR | 0.0 | 0.2 | 0.2 | 0.2 | 1.2 | 0.3 | 0.4 | 0.3 | 1.9 | -40.00% | -36.84% |
| NY Lyons | Wayne Area Transp Service | MB | 0.3 | 7.9 | 7.0 | 7.3 | 42.9 | 7.6 | 8.6 | 7.6 | 45.4 | -6.72% | -5.51% |
| NY Lyons | Wayne Area Transp Service | TOTAL | 0.3 | 8.1 | 7.2 | 7.5 | 44.1 | 7.9 | 9.0 | 7.9 | 47.3 | -8.06% | -6.77% |
| NY New York | MTA Bus Company | MB | 438.8 | 11,406.9 | 11,991.1 | 11,115.6 | 65,870.2 | 10,301.7 | 11,498.0 | 10,561.6 | 62,786.8 | 6.65% | 4.91% |
| NY New York | MTA Bus Company | TOTAL | 438.8 | 11,406.9 | 11,991.1 | 11,115.6 | 65,870.2 | 10,301.7 | 11,498.0 | 10,561.6 | 62,786.8 | 6.65% | 4.91% |
| NY New York | MTA Long Island Rail Road | CR | 325.5 | 8,210.6 | 8,371.4 | 8,210.6 | 49,080.4 | 7,060.6 | 7,166.7 | 6,749.5 | 41,612.1 | 18.19% | 17.95% |
| NY New York | MTA Long Island Rail Road | TOTAL | 325.5 | 8,210.6 | 8,371.4 | 8,210.6 | 49,080.4 | 7,060.6 | 7,166.7 | 6,749.5 | 41,612.1 | 18.19% | 17.95% |
| NY New York | MTA Metro-North Railroad | CR | 256.3 | 6,063.4 | 6,214.3 | 6,128.7 | 34,444.0 | 5,617.4 | 5,927.1 | 5,772.7 | 32,451.6 | 6.29% | 6.14% |
| NY New York | MTA Metro-North Railroad | FB | 0.4 | 9.5 | 5.9 | 8.8 | 30.5 | 9.4 | 12.9 | 12.8 | 53.5 | -31.05% | -42.99% |
| NY New York | MTA Metro-North Railroad | MB | 1.0 | 21.3 | 20.6 | 19.0 | 119.0 | 17.1 | 18.5 | 16.0 | 100.7 | 18.02% | 18.17% |
| NY New York | MTA Metro-North Railroad | TOTAL | 257.7 | 6,094.2 | 6,240.8 | 6,156.5 | 34,593.5 | 5,643.9 | 5,958.5 | 5,801.5 | 32,605.8 | 6.25% | 6.10% |

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

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|------------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| NY New York | MTA New York City Transit | DR | 48.3 | 1,303.2 | 1,342.9 | 1,296.5 | 7,475.4 | 1,071.4 | 1,145.9 | 1,107.2 | 6,298.9 | 18.59% | 18.68% |
| NY New York | MTA New York City Transit | HR | 7,434.7 | 197,134.0 | 203,492.0 | 192,236.0 | 1,135,503.0 | 171,458.0 | 180,459.0 | 159,891.0 | 997,683.0 | 15.84% | 13.81% |
| NY New York | MTA New York City Transit | MB | 2,270.8 | 59,747.4 | 62,346.1 | 54,838.1 | 344,937.0 | 57,031.3 | 62,669.5 | 56,653.6 | 341,808.1 | 0.33% | 0.92% |
| NY New York | MTA New York City Transit | TOTAL | 9,753.8 | 258,184.6 | 267,181.0 | 248,370.6 | 1,487,915.4 | 229,560.7 | 244,274.4 | 217,651.8 | 1,345,790.0 | 11.89% | 10.56% |
| NY New York | MTA Staten Island Railway | HR | 19.3 | 478.1 | 503.4 | 457.5 | 2,754.6 | 440.9 | 497.1 | 427.5 | 2,675.3 | 5.38% | 2.96% |
| NY New York | MTA Staten Island Railway | TOTAL | 19.3 | 478.1 | 503.4 | 457.5 | 2,754.6 | 440.9 | 497.1 | 427.5 | 2,675.3 | 5.38% | 2.96% |
| NY New York | New York City DOT | FB | NA | 1,452.4 | 1,483.8 | 1,412.3 | 7,747.0 | 1,349.3 | 1,495.5 | 1,443.1 | 7,729.9 | 1.41% | 0.22% |
| NY New York | New York City DOT | TOTAL | NA | 1,452.4 | 1,483.8 | 1,412.3 | 7,747.0 | 1,349.3 | 1,495.5 | 1,443.1 | 7,729.9 | 1.41% | 0.22% |
| NY Rochester | Lift Line | DR | 0.5 | 13.5 | 13.6 | 12.7 | 78.2 | 15.7 | 16.5 | 15.2 | 94.1 | -16.03% | -16.90% |
| NY Rochester | Lift Line | TOTAL | 0.5 | 13.5 | 13.6 | 12.7 | 78.2 | 15.7 | 16.5 | 15.2 | 94.1 | -16.03% | -16.90% |
| NY Rochester | Regional Transit Service (RTS) | DR | 0.9 | 23.8 | 23.8 | 22.7 | 141.7 | 24.5 | 24.8 | 23.2 | 148.1 | -3.03% | -4.32% |
| NY Rochester | Regional Transit Service (RTS) | MB | 36.8 | 930.9 | 972.3 | 894.8 | 5,402.5 | 834.5 | 967.3 | 857.6 | 5,233.3 | 5.21% | 3.23% |
| NY Rochester | Regional Transit Service (RTS) | TOTAL | 37.7 | 954.7 | 996.1 | 917.5 | 5,544.2 | 859.0 | 992.1 | 880.8 | 5,381.4 | 4.99% | 3.03% |
| NY Rock Glen | Wyoming Transit Service | DR | 0.0 | 0.2 | 0.2 | 0.4 | 2.0 | 0.3 | 0.4 | 0.3 | 2.5 | -20.00% | -20.00% |
| NY Rock Glen | Wyoming Transit Service | MB | 0.2 | 3.9 | 3.3 | 3.1 | 20.0 | 3.0 | 3.1 | 2.9 | 17.9 | 14.44% | 11.73% |
| NY Rock Glen | Wyoming Transit Service | TOTAL | 0.2 | 4.1 | 3.5 | 3.5 | 22.0 | 3.3 | 3.5 | 3.2 | 20.4 | 11.00% | 7.84% |
| NY Syracuse | CNY Centro | DR | NA | 20.7 | 21.1 | 20.2 | 117.7 | 19.3 | 19.8 | 18.0 | 108.5 | 8.58% | 8.48% |
| NY Syracuse | CNY Centro | MB | NA | 677.0 | 583.3 | 507.3 | 3,625.2 | 652.5 | 530.5 | 445.1 | 3,514.5 | 8.57% | 3.15% |
| NY Syracuse | CNY Centro | TOTAL | NA | 697.7 | 604.4 | 527.5 | 3,742.9 | 671.8 | 550.3 | 463.1 | 3,623.0 | 8.57% | 3.31% |
| NY Waterloo | Seneca Transit Service | DR | 0.0 | 0.7 | 0.8 | 0.7 | 4.5 | 0.9 | 1.0 | 1.0 | 5.8 | -24.14% | -22.41% |
| NY Waterloo | Seneca Transit Service | MB | 0.2 | 3.4 | 3.2 | 3.2 | 18.9 | 3.2 | 2.9 | 2.8 | 17.9 | 10.11% | 5.59% |
| NY Waterloo | Seneca Transit Service | TOTAL | 0.2 | 4.1 | 4.0 | 3.9 | 23.4 | 4.1 | 3.9 | 3.8 | 23.7 | 1.69% | -1.27% |
| OH Canton | Stark Area RTA | DR | 0.3 | 6.8 | 6.5 | 5.9 | 41.5 | 11.5 | 11.4 | 10.0 | 67.2 | -41.64% | -38.24% |
| OH Canton | Stark Area RTA | MB | 4.3 | 112.0 | 112.2 | 108.5 | 647.7 | 109.0 | 111.0 | 114.0 | 641.0 | -0.39% | 1.05% |
| OH Canton | Stark Area RTA | TOTAL | 4.6 | 118.8 | 118.7 | 114.4 | 689.2 | 120.5 | 122.4 | 124.0 | 708.2 | -4.09% | -2.68% |
| OH Cincinnati | Southwest Ohio RTA | DR | 0.7 | 15.7 | 15.5 | 14.8 | 87.0 | 15.3 | 15.6 | 14.1 | 89.8 | 2.22% | -3.12% |
| OH Cincinnati | Southwest Ohio RTA | MB | 42.9 | 1,204.4 | 1,137.5 | 1,017.4 | 6,479.4 | 1,145.8 | 1,154.9 | 973.8 | 6,362.1 | 2.59% | 1.84% |
| OH Cincinnati | Southwest Ohio RTA | TOTAL | 43.6 | 1,220.1 | 1,153.0 | 1,032.2 | 6,566.4 | 1,161.1 | 1,170.5 | 987.9 | 6,451.9 | 2.58% | 1.77% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '25 (000's) | Trips for May '25 (000's) | Trips for Jun '25 (000's) | Trips Thru Jun '25 (000's) | Trips for Apr '24 (000's) | Trips for May '24 (000's) | Trips for Jun '24 (000's) | Trips Thru Jun '24 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| OH Cleveland | Greater Cleveland Reg TA | DR | 10.9 | 63.0 | 60.2 | 61.3 | 358.5 | 55.5 | 57.5 | 54.1 | 327.6 | 10.41% | 9.43% |
| OH Cleveland | Greater Cleveland Reg TA | HR | 8.9 | 259.5 | 251.7 | 241.8 | 1,525.4 | 279.5 | 283.2 | 219.8 | 1,564.4 | -3.77% | -2.49% |
| OH Cleveland | Greater Cleveland Reg TA | LR | 2.6 | 72.5 | 71.8 | 68.6 | 390.7 | 91.0 | 91.3 | 62.9 | 466.5 | -13.17% | -16.25% |
| OH Cleveland | Greater Cleveland Reg TA | MB | 63.8 | 1,736.8 | 1,746.1 | 1,551.5 | 9,785.8 | 1,733.6 | 1,763.3 | 1,606.9 | 9,739.2 | -1.36% | 0.48% |
| OH Cleveland | Greater Cleveland Reg TA | TOTAL | 86.1 | 2,131.8 | 2,129.8 | 1,923.2 | 12,060.4 | 2,159.6 | 2,195.3 | 1,943.7 | 12,097.7 | -1.81% | -0.31% |
| OH Columbus | Central Ohio Transit Auth | DR | 0.8 | 21.3 | 21.5 | 15.9 | 121.0 | 20.1 | 17.8 | 17.0 | 106.0 | 6.92% | 14.15% |
| OH Columbus | Central Ohio Transit Auth | MB | 38.6 | 1,078.7 | 1,056.9 | 993.8 | 5,975.0 | 933.0 | 905.0 | 821.2 | 5,526.6 | 17.68% | 8.11% |
| OH Columbus | Central Ohio Transit Auth | TOTAL | 39.4 | 1,100.0 | 1,078.4 | 1,009.7 | 6,096.0 | 953.1 | 922.8 | 838.2 | 5,632.6 | 17.46% | 8.23% |
| OH Dayton | Greater Dayton Regional TA | DR | 6.3 | 19.4 | 17.2 | 17.1 | 108.5 | 18.8 | 19.9 | 18.4 | 111.5 | -5.95% | -2.69% |
| OH Dayton | Greater Dayton Regional TA | MB | 12.5 | 359.4 | 352.4 | 318.9 | 2,001.3 | 337.3 | 347.4 | 303.2 | 1,959.7 | 4.33% | 2.12% |
| OH Dayton | Greater Dayton Regional TA | TB | 4.7 | 111.9 | 126.5 | 105.2 | 706.7 | 166.5 | 172.4 | 148.4 | 979.5 | -29.49% | -27.85% |
| OH Dayton | Greater Dayton Regional TA | TOTAL | 23.5 | 490.7 | 496.1 | 441.2 | 2,816.5 | 522.6 | 539.7 | 470.0 | 3,050.7 | -6.81% | -7.68% |
| OH Grand River | LAKETRAN | DR | 1.1 | 23.3 | 22.3 | 21.3 | 131.8 | 23.4 | 22.9 | 18.6 | 133.0 | 3.08% | -0.90% |
| OH Grand River | LAKETRAN | MB | 1.6 | 38.9 | 37.1 | 34.9 | 209.2 | 30.1 | 31.5 | 28.3 | 188.3 | 23.36% | 11.10% |
| OH Grand River | LAKETRAN | TOTAL | 2.6 | 62.2 | 59.4 | 56.2 | 341.0 | 53.5 | 54.4 | 46.9 | 321.3 | 14.86% | 6.13% |
| OH Kent | Portage Area Reg Trp Auth | DR | NA | 4.2 | 3.8 | 3.7 | 23.2 | 4.2 | 3.8 | 3.6 | 23.8 | 0.86% | -2.52% |
| OH Kent | Portage Area Reg Trp Auth | MB | NA | 109.0 | 42.2 | 25.9 | 455.0 | 124.8 | 40.1 | 19.7 | 656.5 | -4.06% | -30.69% |
| OH Kent | Portage Area Reg Trp Auth | TOTAL | NA | 113.2 | 46.0 | 29.6 | 478.2 | 129.0 | 43.9 | 23.3 | 680.3 | -3.77% | -29.71% |
| OH Toledo | Toledo Area Reg Transit Auth | DR | 8.8 | 25.6 | 25.5 | 24.9 | 152.0 | 25.6 | 26.5 | 24.0 | 153.5 | -0.13% | -0.98% |
| OH Toledo | Toledo Area Reg Transit Auth | MB | 7.1 | 183.3 | 190.0 | 187.6 | 1,060.4 | 163.7 | 176.6 | 158.3 | 968.0 | 12.49% | 9.55% |
| OH Toledo | Toledo Area Reg Transit Auth | TOTAL | 15.9 | 208.9 | 215.5 | 212.5 | 1,212.4 | 189.3 | 203.1 | 182.3 | 1,121.5 | 10.82% | 8.11% |
| OH Youngstown | Western Reserve Trans Auth | DR | 0.1 | 4.0 | 4.0 | 3.8 | 22.4 | 3.7 | 3.6 | 3.1 | 21.2 | 13.46% | 5.66% |
| OH Youngstown | Western Reserve Trans Auth | MB | 6.9 | 164.7 | 169.0 | 163.7 | 916.7 | 154.6 | 158.8 | 158.0 | 904.4 | 5.52% | 1.36% |
| OH Youngstown | Western Reserve Trans Auth | TOTAL | 7.0 | 168.7 | 173.0 | 167.5 | 939.1 | 158.3 | 162.4 | 161.1 | 925.6 | 5.69% | 1.46% |
| OK Tulsa | Metro Tulsa Transit Auth | DR | 0.6 | 17.3 | 16.9 | 17.2 | 94.6 | 14.0 | 14.1 | 13.6 | 80.6 | 23.26% | 17.37% |
| OK Tulsa | Metro Tulsa Transit Auth | MB | 7.8 | 199.3 | 195.8 | 193.0 | 1,055.7 | 189.9 | 194.6 | 185.0 | 1,097.8 | 3.27% | -3.83% |
| OK Tulsa | Metro Tulsa Transit Auth | TOTAL | 8.4 | 216.6 | 212.7 | 210.2 | 1,150.3 | 203.9 | 208.7 | 198.6 | 1,178.4 | 4.63% | -2.38% |
| OR Eugene | Lane Transit District | DR | 0.6 | 14.0 | 13.6 | 13.1 | 79.3 | 12.9 | 13.4 | 11.8 | 71.6 | 6.82% | 10.75% |
| OR Eugene | Lane Transit District | MB | 20.4 | 579.9 | 548.5 | 467.1 | 3,166.7 | 593.0 | 603.1 | 493.7 | 3,282.2 | -5.58% | -3.52% |
| OR Eugene | Lane Transit District | TOTAL | 21.0 | 593.9 | 562.1 | 480.2 | 3,246.0 | 605.9 | 616.5 | 505.5 | 3,353.8 | -5.31% | -3.21% |

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APTA TRANSIT RIDERSHIP REPORT

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|------------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| OR Portland | Tri-County Metro Trp Dist | CR | 0.5 | 11.3 | 11.3 | 10.6 | 62.3 | 10.6 | 11.1 | 10.1 | 57.9 | 4.40% | 7.60% |
| OR Portland | Tri-County Metro Trp Dist | DR | 2.6 | 61.7 | 60.5 | 58.4 | 343.7 | 55.1 | 56.1 | 51.9 | 304.1 | 10.73% | 13.02% |
| OR Portland | Tri-County Metro Trp Dist | LR | 67.3 | 1,919.6 | 1,926.4 | 1,916.9 | 11,030.7 | 1,920.7 | 1,970.1 | 2,047.3 | 10,410.3 | -2.95% | 5.96% |
| OR Portland | Tri-County Metro Trp Dist | MB | 138.4 | 3,775.7 | 3,844.7 | 3,629.8 | 21,401.6 | 3,515.2 | 3,611.3 | 3,390.7 | 21,088.7 | 6.97% | 1.48% |
| OR Portland | Tri-County Metro Trp Dist | TOTAL | 208.8 | 5,768.3 | 5,842.9 | 5,615.7 | 32,838.3 | 5,501.6 | 5,648.6 | 5,500.0 | 31,861.0 | 3.46% | 3.07% |
| OR Salem | Salem-Keizer Transit | DR | 0.3 | 9.9 | 9.5 | 9.1 | 54.1 | 9.8 | 9.9 | 9.1 | 53.3 | -1.04% | 1.50% |
| OR Salem | Salem-Keizer Transit | MB | 20.6 | 312.8 | 308.0 | 261.8 | 1,668.7 | 305.9 | 308.9 | 268.5 | 1,662.9 | -0.08% | 0.35% |
| OR Salem | Salem-Keizer Transit | TOTAL | 20.9 | 322.7 | 317.5 | 270.9 | 1,722.8 | 315.7 | 318.8 | 277.6 | 1,716.2 | -0.11% | 0.38% |
| OR Tillamook | Tillamook County Transportation Dis | DR | 0.0 | 0.7 | 0.6 | 0.5 | 4.2 | 0.8 | 0.8 | 0.8 | 4.6 | -25.00% | -8.70% |
| OR Tillamook | Tillamook County Transportation Dis | MB | 0.2 | 7.9 | 7.5 | 7.7 | 43.7 | 7.9 | 8.1 | 7.6 | 46.8 | -2.12% | -6.62% |
| OR Tillamook | Tillamook County Transportation Dis | TOTAL | 0.2 | 8.6 | 8.1 | 8.2 | 47.9 | 8.7 | 8.9 | 8.4 | 51.4 | -4.23% | -6.81% |
| PA Erie | Erie Metropolitan Transit Authority | MB | 3.7 | 120.0 | 122.0 | 99.0 | 692.0 | 99.0 | 105.0 | 100.0 | 665.0 | 12.17% | 4.06% |
| PA Erie | Erie Metropolitan Transit Authority | TOTAL | 3.7 | 120.0 | 122.0 | 99.0 | 692.0 | 99.0 | 105.0 | 100.0 | 665.0 | 12.17% | 4.06% |
| PA Harris-Phil | Penn DOT (Keystone) | CR | 3.8 | 108.2 | 111.4 | 111.4 | 630.0 | 102.0 | 110.7 | 103.3 | 616.2 | 4.75% | 2.24% |
| PA Harris-Phil | Penn DOT (Keystone) | TOTAL | 3.8 | 108.2 | 111.4 | 111.4 | 630.0 | 102.0 | 110.7 | 103.3 | 616.2 | 4.75% | 2.24% |
| PA Johnsonburg | Area Transp Auth NC PA | DR | 0.4 | 11.3 | 10.2 | 7.8 | 63.4 | 12.1 | 11.1 | 7.6 | 65.0 | -4.87% | -2.46% |
| PA Johnsonburg | Area Transp Auth NC PA | MB | 0.6 | 16.4 | 14.5 | 13.7 | 91.8 | 17.0 | 15.8 | 14.8 | 95.9 | -6.30% | -4.28% |
| PA Johnsonburg | Area Transp Auth NC PA | VP | NA | 0.4 | 0.3 | 0.0 | 1.3 | 0.5 | 0.5 | 0.4 | 2.6 | -50.00% | -50.00% |
| PA Johnsonburg | Area Transp Auth NC PA | TOTAL | NA | 28.1 | 25.0 | 21.5 | 156.5 | 29.6 | 27.4 | 22.8 | 163.5 | -6.52% | -4.28% |
| PA Johnstown | Cambria County Transit Auth | DR | 0.2 | 7.4 | 7.5 | 7.9 | 24.0 | 0.5 | 0.5 | 0.4 | 2.8 | >100% | >100% |
| PA Johnstown | Cambria County Transit Auth | MB | 2.1 | 64.3 | 63.1 | 63.6 | 377.8 | 64.3 | 66.7 | 64.6 | 386.5 | -2.35% | -2.25% |
| PA Johnstown | Cambria County Transit Auth | TOTAL | 2.4 | 71.7 | 70.6 | 71.5 | 401.8 | 64.8 | 67.2 | 65.0 | 389.3 | 8.53% | 3.21% |
| PA Lancaster | Red Rose Transit Authority | DR | 7.4 | 16.0 | 15.6 | 15.5 | 90.6 | 15.6 | 15.3 | 14.0 | 87.9 | 4.90% | 3.07% |
| PA Lancaster | Red Rose Transit Authority | MB | 4.6 | 100.4 | 99.3 | 97.2 | 564.9 | 109.6 | 102.6 | 94.3 | 607.6 | -3.13% | -7.03% |
| PA Lancaster | Red Rose Transit Authority | TOTAL | 12.0 | 116.4 | 114.9 | 112.7 | 655.5 | 125.2 | 117.9 | 108.3 | 695.5 | -2.11% | -5.75% |
| PA Lebanon | County of Lebanon Tr Auth | DR | 0.1 | 3.6 | 3.3 | 3.3 | 19.4 | 3.2 | 3.3 | 3.1 | 18.9 | 6.25% | 2.65% |
| PA Lebanon | County of Lebanon Tr Auth | MB | 0.7 | 17.0 | 17.0 | 17.0 | 97.0 | 17.6 | 18.7 | 17.4 | 104.9 | -5.03% | -7.53% |
| PA Lebanon | County of Lebanon Tr Auth | TOTAL | 0.8 | 20.6 | 20.3 | 20.3 | 116.4 | 20.8 | 22.0 | 20.5 | 123.8 | -3.32% | -5.98% |

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|------------------------|---------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| PA Philadelphia | Southeastern Penn TA | CR | NA | 2,121.2 | 2,044.7 | 1,893.1 | 11,978.7 | 1,943.1 | 1,965.7 | 1,732.9 | 11,055.9 | 7.40% | 8.35% |
| PA Philadelphia | Southeastern Penn TA | DR | NA | 72.9 | 92.3 | 77.2 | 466.7 | 74.0 | 91.2 | 73.8 | 463.5 | 1.42% | 0.69% |
| PA Philadelphia | Southeastern Penn TA | HR | NA | 5,459.6 | 5,563.4 | 5,221.1 | 31,618.5 | 4,963.4 | 4,910.2 | 4,425.6 | 27,253.3 | 13.60% | 16.02% |
| PA Philadelphia | Southeastern Penn TA | LR | NA | 1,527.2 | 1,556.0 | 1,363.6 | 8,840.0 | 1,285.8 | 1,284.2 | 1,105.2 | 7,481.8 | 20.99% | 18.15% |
| PA Philadelphia | Southeastern Penn TA | MB | NA | 9,749.3 | 10,142.9 | 8,881.9 | 57,024.1 | 9,406.5 | 9,961.4 | 8,505.6 | 54,601.8 | 3.23% | 4.44% |
| PA Philadelphia | Southeastern Penn TA | TB | NA | 316.7 | 328.1 | 284.0 | 1,855.0 | 228.5 | 242.4 | 212.4 | 1,317.0 | 35.93% | 40.85% |
| PA Philadelphia | Southeastern Penn TA | TOTAL | NA | 19,246.9 | 19,727.4 | 17,720.9 | 111,783.0 | 17,901.3 | 18,455.1 | 16,055.5 | 102,173.3 | 8.17% | 9.41% |
| PA Pittsburgh | Pittsburgh Regional Transit (PRT) | DR | NA | 73.9 | 72.4 | 72.6 | 428.0 | 77.9 | 80.0 | 73.0 | 463.6 | -5.20% | -7.68% |
| PA Pittsburgh | Pittsburgh Regional Transit (PRT) | IP | NA | 74.1 | 90.6 | 98.9 | 386.6 | 57.6 | 85.1 | 104.7 | 357.6 | 6.55% | 8.11% |
| PA Pittsburgh | Pittsburgh Regional Transit (PRT) | LR | NA | 291.9 | 315.3 | 299.6 | 1,448.5 | 277.7 | 285.6 | 251.6 | 1,575.2 | 11.28% | -8.04% |
| PA Pittsburgh | Pittsburgh Regional Transit (PRT) | MB | NA | 2,897.9 | 2,702.2 | 2,541.4 | 16,050.4 | 2,799.8 | 2,730.7 | 2,515.7 | 15,627.5 | 1.18% | 2.71% |
| PA Pittsburgh | Pittsburgh Regional Transit (PRT) | TOTAL | NA | 3,337.8 | 3,180.5 | 3,012.5 | 18,313.5 | 3,213.0 | 3,181.4 | 2,945.0 | 18,023.9 | 2.05% | 1.61% |
| PA Reading | Berks Area Reading Trp Auth | DR | 6.2 | 13.8 | 13.1 | 12.7 | 79.0 | 12.9 | 12.5 | 11.4 | 71.9 | 7.61% | 9.87% |
| PA Reading | Berks Area Reading Trp Auth | MB | 8.3 | 181.5 | 183.6 | 170.2 | 1,039.3 | 188.6 | 196.9 | 181.8 | 1,119.5 | -5.64% | -7.16% |
| PA Reading | Berks Area Reading Trp Auth | TOTAL | 14.5 | 195.3 | 196.7 | 182.9 | 1,118.3 | 201.5 | 209.4 | 193.2 | 1,191.4 | -4.83% | -6.14% |
| PA Rochester | Beaver County Transit Authority | DR | NA | 6.4 | 6.0 | 6.2 | 36.2 | 6.5 | 6.5 | 5.9 | 38.3 | -1.59% | -5.48% |
| PA Rochester | Beaver County Transit Authority | MB | 1.7 | 40.0 | 40.4 | 39.8 | 224.1 | 35.6 | 37.3 | 35.6 | 210.9 | 10.78% | 6.26% |
| PA Rochester | Beaver County Transit Authority | TOTAL | NA | 46.4 | 46.4 | 46.0 | 260.3 | 42.1 | 43.8 | 41.5 | 249.2 | 8.95% | 4.45% |
| PA State College | Centre Area Transp Auth | DR | NA | 4.6 | 4.3 | 4.0 | 26.4 | 9.5 | 9.3 | 9.0 | 55.6 | -53.60% | -52.52% |
| PA State College | Centre Area Transp Auth | MB | 11.5 | 581.7 | 180.5 | 89.1 | 2,308.8 | 578.2 | 114.1 | 87.4 | 2,384.2 | 9.18% | -3.16% |
| PA State College | Centre Area Transp Auth | VP | NA | 4.3 | 4.7 | 3.7 | 26.4 | 3.6 | 3.6 | 3.6 | 22.0 | 17.59% | 20.00% |
| PA State College | Centre Area Transp Auth | TOTAL | NA | 590.6 | 189.5 | 96.8 | 2,361.6 | 591.3 | 127.0 | 100.0 | 2,461.8 | 7.16% | -4.07% |
| PR San Juan | Puerto Rico DOT | DR | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| PR San Juan | Puerto Rico DOT | HR | 14.4 | 457.4 | 254.8 | 234.3 | 2,401.5 | 371.4 | 363.6 | 318.5 | 1,969.8 | -10.16% | 21.92% |
| PR San Juan | Puerto Rico DOT | MB | 8.2 | 192.9 | 181.4 | 161.0 | 1,156.1 | 182.9 | 192.1 | 173.9 | 873.4 | -2.48% | 32.37% |
| PR San Juan | Puerto Rico DOT | TOTAL | NA | 650.3 | 436.2 | 395.3 | 3,557.6 | 554.3 | 555.7 | 492.4 | 2,843.2 | -7.53% | 25.13% |
| RI Providence | Rhode Island Public TA | DR | 1.2 | 29.5 | 26.2 | 26.2 | 162.3 | 25.0 | 25.4 | 22.5 | 142.0 | 12.35% | 14.30% |
| RI Providence | Rhode Island Public TA | MB | 41.9 | 1,074.4 | 1,110.3 | 1,040.2 | 6,066.8 | 1,068.2 | 1,128.5 | 1,055.2 | 6,277.7 | -0.83% | -3.36% |
| RI Providence | Rhode Island Public TA | VP | 0.3 | 7.0 | 7.3 | 6.5 | 39.8 | 7.2 | 7.4 | 6.2 | 42.2 | 0.00% | -5.69% |
| RI Providence | Rhode Island Public TA | TOTAL | 43.3 | 1,110.9 | 1,143.8 | 1,072.9 | 6,268.9 | 1,100.4 | 1,161.3 | 1,083.9 | 6,461.9 | -0.54% | -2.99% |
| SC Anderson | Electric City Transit/City of Anderso | MB | 0.9 | 20.8 | 19.2 | 19.2 | 112.9 | 21.3 | 20.0 | 20.2 | 118.2 | -3.74% | -4.48% |
| SC Anderson | Electric City Transit/City of Anderso | TOTAL | 0.9 | 20.8 | 19.2 | 19.2 | 112.9 | 21.3 | 20.0 | 20.2 | 118.2 | -3.74% | -4.48% |

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|------------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| SC Charleston | Charleston Area RTA | DR | 0.2 | 4.6 | 4.4 | 4.1 | 35.5 | 7.6 | 8.0 | 7.3 | 44.2 | -42.79% | -19.68% |
| SC Charleston | Charleston Area RTA | MB | 6.8 | 197.9 | 170.0 | 168.9 | 1,011.6 | 207.9 | 195.8 | 188.4 | 1,162.9 | -9.34% | -13.01% |
| SC Charleston | Charleston Area RTA | TOTAL | 7.0 | 202.5 | 174.4 | 173.0 | 1,047.1 | 215.5 | 203.8 | 195.7 | 1,207.1 | -10.59% | -13.25% |
| SC Clemson | Clemson Area Transit | MB | 2.4 | 97.3 | 32.4 | 21.7 | 424.6 | 96.7 | 32.3 | 24.9 | 427.8 | -1.62% | -0.75% |
| SC Clemson | Clemson Area Transit | TOTAL | 2.4 | 97.3 | 32.4 | 21.7 | 424.6 | 96.7 | 32.3 | 24.9 | 427.8 | -1.62% | -0.75% |
| SC Columbia | Central Midlands Regional Transit A | DR | 0.1 | 6.7 | 6.3 | 5.7 | 37.4 | 4.7 | 4.1 | 3.5 | 23.7 | 52.03% | 57.81% |
| SC Columbia | Central Midlands Regional Transit A | MB | 3.0 | 172.9 | 139.9 | 132.5 | 938.5 | 174.3 | 146.6 | 134.3 | 985.3 | -2.17% | -4.75% |
| SC Columbia | Central Midlands Regional Transit A | VP | 0.1 | 3.4 | 3.9 | 3.4 | 24.4 | 3.8 | 4.2 | 3.0 | 22.9 | -2.73% | 6.55% |
| SC Columbia | Central Midlands Regional Transit A | TOTAL | 3.2 | 183.0 | 150.1 | 141.6 | 1,000.3 | 182.8 | 154.9 | 140.8 | 1,031.9 | -0.79% | -3.06% |
| SC Conway | Lymo Waccamaw Regional TA | DR | 1.1 | 2.8 | 2.7 | 2.9 | 16.7 | 2.4 | 2.2 | 2.1 | 13.5 | 25.37% | 23.70% |
| SC Conway | Lymo Waccamaw Regional TA | MB | 1.6 | 43.0 | 47.3 | 51.1 | 250.3 | 43.9 | 46.4 | 50.8 | 257.9 | 0.21% | -2.95% |
| SC Conway | Lymo Waccamaw Regional TA | TOTAL | 2.7 | 45.8 | 50.0 | 54.0 | 267.0 | 46.3 | 48.6 | 52.9 | 271.4 | 1.35% | -1.62% |
| TN Chattanooga | Chattanooga Area RTA | DR | NA | NA | NA | NA | NA | 10.6 | 10.6 | 9.0 | 59.1 | NA | NA |
| TN Chattanooga | Chattanooga Area RTA | IP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.1 | 47.1 | 68.7 | 222.2 | -100.00% | -100.00% |
| TN Chattanooga | Chattanooga Area RTA | MB | 4.2 | 120.5 | 104.9 | 105.1 | 624.0 | 111.7 | 109.9 | 108.4 | 619.7 | 0.15% | 0.69% |
| TN Chattanooga | Chattanooga Area RTA | TOTAL | NA | NA | NA | NA | NA | 148.4 | 167.6 | 186.1 | 901.0 | NA | NA |
| TN Knoxville | Knoxville Area Transit | DR | 0.2 | 6.8 | 6.5 | 6.2 | 36.5 | 6.9 | 6.7 | 6.1 | 37.4 | -1.02% | -2.41% |
| TN Knoxville | Knoxville Area Transit | MB | 7.5 | 213.9 | 206.5 | 190.5 | 1,213.4 | 185.8 | 188.5 | 170.7 | 1,030.7 | 12.09% | 17.73% |
| TN Knoxville | Knoxville Area Transit | TOTAL | 7.7 | 220.7 | 213.0 | 196.7 | 1,249.9 | 192.7 | 195.2 | 176.8 | 1,068.1 | 11.63% | 17.02% |
| TN Memphis | Memphis Area Transit Auth | DR | NA | 10.0 | 9.7 | 9.5 | 80.3 | 19.6 | 19.5 | 18.3 | 111.4 | -49.13% | -27.92% |
| TN Memphis | Memphis Area Transit Auth | LR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.8 | 36.5 | 38.2 | 190.2 | -100.00% | -100.00% |
| TN Memphis | Memphis Area Transit Auth | MB | NA | 193.3 | 183.3 | 178.6 | 1,062.5 | 208.4 | 206.4 | 199.7 | 1,153.7 | -9.65% | -7.91% |
| TN Memphis | Memphis Area Transit Auth | TOTAL | NA | 203.3 | 193.0 | 188.1 | 1,142.8 | 264.8 | 262.4 | 256.2 | 1,455.3 | -25.40% | -21.47% |
| TN Murfreesboro | City of Murfreesboro | MB | 0.0 | 7.9 | 8.0 | 8.8 | 47.8 | 8.9 | 8.4 | 9.1 | 49.8 | -6.44% | -4.02% |
| TN Murfreesboro | City of Murfreesboro | TOTAL | 0.0 | 7.9 | 8.0 | 8.8 | 47.8 | 8.9 | 8.4 | 9.1 | 49.8 | -6.44% | -4.02% |
| TN Nashville | Regional Transp Auth | CR | 0.5 | 13.8 | 12.1 | 11.2 | 71.2 | 10.4 | 10.2 | 9.1 | 55.6 | 24.92% | 28.06% |
| TN Nashville | Regional Transp Auth | MB | 0.2 | 6.6 | 5.9 | 5.8 | 35.9 | 6.9 | 6.5 | 5.6 | 35.9 | -3.68% | 0.00% |
| TN Nashville | Regional Transp Auth | VP | 0.0 | 0.7 | 0.6 | 0.5 | 3.8 | 0.9 | 0.9 | 0.9 | 6.4 | -33.33% | -40.63% |
| TN Nashville | Regional Transp Auth | TOTAL | 0.8 | 21.1 | 18.6 | 17.5 | 110.9 | 18.2 | 17.6 | 15.6 | 97.9 | 11.28% | 13.28% |
| TN Nashville | WeGo Public Transit | DR | 0.9 | 27.5 | 26.6 | 26.1 | 154.4 | 30.1 | 29.3 | 24.7 | 172.6 | -4.64% | -10.54% |
| TN Nashville | WeGo Public Transit | MB | 27.4 | 756.5 | 754.4 | 710.5 | 4,261.3 | 755.0 | 750.7 | 684.9 | 4,299.1 | 1.41% | -0.88% |
| TN Nashville | WeGo Public Transit | TOTAL | 28.3 | 784.0 | 781.0 | 736.6 | 4,415.7 | 785.1 | 780.0 | 709.6 | 4,471.7 | 1.18% | -1.25% |

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 Austin | Capital Metropolitan Trp Auth | CR | 2.0 | 59.0 | 57.2 | 46.0 | 309.3 | 48.9 | 50.8 | 39.3 | 285.0 | 16.69% | 8.53% |
| TX Austin | Capital Metropolitan Trp Auth | DR | 4.2 | 103.7 | 104.3 | 97.3 | 590.0 | 96.3 | 100.8 | 91.0 | 551.4 | 5.97% | 7.00% |
| TX Austin | Capital Metropolitan Trp Auth | MB | 74.0 | 2,222.5 | 2,037.7 | 1,809.0 | 12,051.0 | 2,187.0 | 2,054.2 | 1,897.4 | 12,118.6 | -1.13% | -0.56% |
| TX Austin | Capital Metropolitan Trp Auth | VP | 1.5 | 34.6 | 33.4 | 32.0 | 196.4 | 34.2 | 34.4 | 28.9 | 192.9 | 2.56% | 1.81% |
| TX Austin | Capital Metropolitan Trp Auth | TOTAL | 81.7 | 2,419.8 | 2,232.6 | 1,984.3 | 13,146.7 | 2,366.4 | 2,240.2 | 2,056.6 | 13,147.9 | -0.40% | -0.01% |
| TX Bryan | Brazos Transit District | DR | 0.4 | 8.9 | 8.9 | 8.5 | 51.3 | 6.5 | 6.5 | 5.9 | 37.9 | 39.15% | 35.36% |
| TX Bryan | Brazos Transit District | MB | 1.7 | 36.4 | 35.7 | 35.9 | 204.6 | 26.0 | 25.0 | 25.1 | 145.4 | 41.92% | 40.72% |
| TX Bryan | Brazos Transit District | TOTAL | 2.1 | 45.3 | 44.6 | 44.4 | 255.9 | 32.5 | 31.5 | 31.0 | 183.3 | 41.37% | 39.61% |
| TX Corpus Christi | Corpus Christi Regional TA | DR | 0.8 | 17.3 | 15.9 | 15.9 | 95.9 | 16.7 | 17.1 | 14.6 | 95.9 | 1.45% | 0.00% |
| TX Corpus Christi | Corpus Christi Regional TA | MB | 13.7 | 297.3 | 308.3 | 273.2 | 1,707.7 | 287.7 | 287.9 | 250.0 | 1,636.1 | 6.44% | 4.38% |
| TX Corpus Christi | Corpus Christi Regional TA | VP | 0.5 | 8.6 | 9.4 | 9.6 | 54.3 | 8.2 | 8.9 | 9.3 | 48.7 | 4.55% | 11.50% |
| TX Corpus Christi | Corpus Christi Regional TA | TOTAL | 15.0 | 323.2 | 333.6 | 298.7 | 1,857.9 | 312.6 | 313.9 | 273.9 | 1,780.7 | 6.12% | 4.34% |
| TX Dallas | Dallas Area Rapid Transit | DR | 9.5 | 254.1 | 247.0 | 240.2 | 1,474.5 | 222.6 | 230.2 | 222.6 | 1,272.6 | 9.76% | 15.87% |
| TX Dallas | Dallas Area Rapid Transit | LR | 66.3 | 1,859.5 | 1,836.8 | 1,764.0 | 10,649.9 | 1,863.5 | 1,842.7 | 1,755.4 | 10,727.2 | -0.02% | -0.72% |
| TX Dallas | Dallas Area Rapid Transit | MB | 87.5 | 2,425.3 | 2,418.6 | 2,273.3 | 13,785.7 | 2,502.3 | 2,524.0 | 2,388.6 | 14,277.4 | -4.01% | -3.44% |
| TX Dallas | Dallas Area Rapid Transit | TOTAL | 163.3 | 4,538.9 | 4,502.4 | 4,277.5 | 25,910.1 | 4,588.4 | 4,596.9 | 4,366.6 | 26,277.2 | -1.72% | -1.40% |
| TX Dallas | McKinney Avenue Transit Authority, LR | | 8.0 | 29.7 | 30.3 | 27.9 | 159.4 | 37.2 | 32.3 | 32.6 | 181.2 | -13.91% | -12.03% |
| TX Dallas | McKinney Avenue Transit Authority, MB | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.00% | NA |
| TX Dallas | McKinney Avenue Transit Authority, TOTAL | | 8.0 | 29.7 | 30.3 | 27.9 | 159.4 | 37.2 | 32.3 | 32.6 | 181.2 | -13.91% | -12.03% |
| TX Dallas-Ft Worth | Trinity Railway Express | CR | 4.6 | 120.6 | 109.0 | 104.9 | 654.9 | 112.6 | 110.3 | 98.4 | 628.0 | 4.11% | 4.28% |
| TX Dallas-Ft Worth | Trinity Railway Express | TOTAL | 4.6 | 120.6 | 109.0 | 104.9 | 654.9 | 112.6 | 110.3 | 98.4 | 628.0 | 4.11% | 4.28% |
| TX El Paso | El Paso Mass Transit Dept | DR | 0.7 | 18.8 | 18.6 | 17.7 | 109.4 | 18.2 | 18.7 | 17.4 | 107.5 | 1.47% | 1.77% |
| TX El Paso | El Paso Mass Transit Dept | LR | 1.2 | 31.1 | 30.6 | 45.7 | 187.3 | 20.7 | 22.0 | 21.8 | 121.2 | 66.51% | 54.54% |
| TX El Paso | El Paso Mass Transit Dept | MB | 18.2 | 483.4 | 474.7 | 410.2 | 2,642.1 | 548.1 | 528.1 | 451.2 | 3,003.9 | -10.42% | -12.04% |
| TX El Paso | El Paso Mass Transit Dept | TOTAL | 20.1 | 533.3 | 523.9 | 473.6 | 2,938.8 | 587.0 | 568.8 | 490.4 | 3,232.6 | -7.01% | -9.09% |
| TX Fort Worth | Trinity Metro | CR | 2.4 | 67.8 | 72.7 | 71.9 | 394.1 | 60.7 | 62.8 | 65.9 | 352.4 | 12.14% | 11.83% |
| TX Fort Worth | Trinity Metro | DR | 2.1 | 52.6 | 53.0 | 50.2 | 304.7 | 27.7 | 27.6 | 25.4 | 159.4 | 93.06% | 91.15% |
| TX Fort Worth | Trinity Metro | MB | 14.3 | 391.4 | 390.7 | 374.4 | 2,261.9 | 375.4 | 385.4 | 365.4 | 2,197.2 | 2.69% | 2.94% |
| TX Fort Worth | Trinity Metro | VP | 1.5 | 35.9 | 34.5 | 34.1 | 209.6 | 33.5 | 34.4 | 32.5 | 194.2 | 4.08% | 7.93% |
| TX Fort Worth | Trinity Metro | TOTAL | 20.3 | 547.7 | 550.9 | 530.6 | 3,170.3 | 497.3 | 510.2 | 489.2 | 2,903.2 | 8.85% | 9.20% |

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

APTA TRANSIT RIDERSHIP REPORT

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|------------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| TX Houston | Metro Tr Auth of Harris Co | DR | 6.0 | 159.6 | 158.1 | 151.6 | 897.6 | 147.3 | 142.1 | 138.8 | 838.0 | 9.60% | 7.11% |
| TX Houston | Metro Tr Auth of Harris Co | LR | 42.0 | 1,138.9 | 1,099.1 | 1,083.3 | 6,750.2 | 1,221.5 | 1,057.7 | 1,074.2 | 7,058.2 | -0.96% | -4.36% |
| TX Houston | Metro Tr Auth of Harris Co | MB | 203.2 | 5,457.8 | 5,455.6 | 4,993.5 | 30,656.6 | 5,301.4 | 5,176.3 | 4,793.4 | 29,918.1 | 4.16% | 2.47% |
| TX Houston | Metro Tr Auth of Harris Co | VP | 1.1 | 45.8 | 16.3 | 0.0 | 203.6 | 46.2 | 45.7 | 43.9 | 263.0 | -54.27% | -22.59% |
| TX Houston | Metro Tr Auth of Harris Co | TOTAL | 252.3 | 6,802.1 | 6,729.1 | 6,228.4 | 38,508.0 | 6,716.4 | 6,421.8 | 6,050.3 | 38,077.3 | 2.98% | 1.13% |
| TX Lewisville | Denton County Transportation Auth | CR | 0.9 | 25.1 | 21.1 | 19.8 | 130.8 | 24.2 | 20.5 | 19.8 | 126.2 | 2.33% | 3.65% |
| TX Lewisville | Denton County Transportation Auth | DR | 2.5 | 73.2 | 73.3 | 68.5 | 432.0 | 75.0 | 76.6 | 72.2 | 446.6 | -3.93% | -3.27% |
| TX Lewisville | Denton County Transportation Auth | MB | 4.3 | 182.8 | 67.3 | 42.4 | 742.4 | 212.4 | 82.1 | 43.7 | 869.7 | -13.51% | -14.64% |
| TX Lewisville | Denton County Transportation Auth | TOTAL | 7.7 | 281.1 | 161.7 | 130.7 | 1,305.2 | 311.6 | 179.2 | 135.7 | 1,442.5 | -8.46% | -9.52% |
| TX Longview | Longview Transit Management | DR | NA | 0.1 | 0.1 | 0.1 | 0.6 | 0.2 | 0.2 | 0.2 | 1.2 | -50.00% | -50.00% |
| TX Longview | Longview Transit Management | MB | NA | 13.2 | 13.3 | 13.4 | 74.0 | 10.4 | 11.3 | 10.7 | 63.3 | 23.15% | 16.90% |
| TX Longview | Longview Transit Management | TOTAL | NA | 13.3 | 13.4 | 13.5 | 74.6 | 10.6 | 11.5 | 10.9 | 64.5 | 21.82% | 15.66% |
| TX Lubbock | Citibus | DR | 0.6 | 14.8 | 14.2 | 13.9 | 87.1 | 13.1 | 13.8 | 12.1 | 74.7 | 10.00% | 16.60% |
| TX Lubbock | Citibus | MB | 6.2 | 261.7 | 93.9 | 45.9 | 1,126.3 | 273.2 | 62.7 | 60.9 | 1,187.1 | 1.18% | -5.12% |
| TX Lubbock | Citibus | TOTAL | 6.8 | 276.5 | 108.1 | 59.8 | 1,213.4 | 286.3 | 76.5 | 73.0 | 1,261.8 | 1.97% | -3.84% |
| TX McAllen | City of McAllen | MB | 1.9 | 58.0 | 55.6 | 50.3 | 315.2 | 57.4 | 55.8 | 49.6 | 327.2 | 0.68% | -3.67% |
| TX McAllen | City of McAllen | TOTAL | 1.9 | 58.0 | 55.6 | 50.3 | 315.2 | 57.4 | 55.8 | 49.6 | 327.2 | 0.68% | -3.67% |
| TX San Antonio | VIA Metropolitan Transit | DR | 3.8 | 94.6 | 92.9 | 88.8 | 533.0 | 86.5 | 89.3 | 81.3 | 499.4 | 7.47% | 6.73% |
| TX San Antonio | VIA Metropolitan Transit | MB | 99.8 | 2,566.4 | 2,513.3 | 2,334.1 | 14,304.7 | 2,304.7 | 2,162.8 | 2,115.0 | 12,878.1 | 12.63% | 11.08% |
| TX San Antonio | VIA Metropolitan Transit | TOTAL | 103.6 | 2,661.0 | 2,606.2 | 2,422.9 | 14,837.7 | 2,391.2 | 2,252.1 | 2,196.3 | 13,377.5 | 12.43% | 10.92% |
| TX Sugar Land | Fort Bend County Public Transporta | DR | 0.5 | 11.4 | 11.2 | 11.0 | 63.8 | 11.4 | 11.8 | 10.4 | 65.1 | 0.00% | -2.00% |
| TX Sugar Land | Fort Bend County Public Transporta | MB | 1.2 | 26.5 | 23.9 | 23.5 | 142.0 | 21.0 | 18.7 | 17.8 | 102.8 | 28.52% | 38.13% |
| TX Sugar Land | Fort Bend County Public Transporta | TOTAL | 1.7 | 37.9 | 35.1 | 34.5 | 205.8 | 32.4 | 30.5 | 28.2 | 167.9 | 18.00% | 22.57% |
| TX Waco | Waco Transit System | DR | 0.2 | 5.6 | 5.6 | 5.2 | 32.3 | 4.7 | 4.2 | 3.9 | 29.0 | 28.13% | 11.38% |
| TX Waco | Waco Transit System | MB | 2.2 | 76.3 | 48.0 | 30.6 | 359.8 | 80.4 | 43.5 | 31.7 | 381.3 | -0.45% | -5.64% |
| TX Waco | Waco Transit System | TOTAL | 2.4 | 81.9 | 53.6 | 35.8 | 392.1 | 85.1 | 47.7 | 35.6 | 410.3 | 1.72% | -4.44% |
| UT Park City | High Valley Transit | DR | 0.8 | 21.9 | 23.1 | 22.4 | 178.9 | 26.6 | 23.2 | 22.2 | 189.1 | -6.39% | -5.39% |
| UT Park City | High Valley Transit | MB | 1.9 | 85.5 | 66.9 | 87.3 | 904.0 | 60.3 | 42.5 | 61.5 | 670.8 | 45.89% | 34.76% |
| UT Park City | High Valley Transit | TOTAL | 2.7 | 107.4 | 90.0 | 109.7 | 1,082.9 | 86.9 | 65.7 | 83.7 | 859.9 | 29.96% | 25.93% |
| UT Park City | Park City Transit | DR | 0.0 | 0.6 | 0.7 | 0.6 | 4.0 | 0.6 | 0.7 | 0.5 | 3.9 | 5.56% | 2.56% |
| UT Park City | Park City Transit | MB | 2.2 | 61.1 | 37.8 | 66.7 | 917.6 | 73.5 | 34.9 | 67.3 | 1,063.0 | -5.75% | -13.68% |
| UT Park City | Park City Transit | TOTAL | 2.2 | 61.7 | 38.5 | 67.3 | 921.6 | 74.1 | 35.6 | 67.8 | 1,066.9 | -5.63% | -13.62% |

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|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| UT Salt Lake City | Utah Transit Authority | CR | 13.8 | 354.6 | 337.3 | 327.0 | 2,034.2 | 337.5 | 364.5 | 328.1 | 2,008.3 | -1.09% | 1.29% |
| UT Salt Lake City | Utah Transit Authority | DR | 3.6 | 87.3 | 87.9 | 83.9 | 506.5 | 78.0 | 77.7 | 73.0 | 452.9 | 13.29% | 11.83% |
| UT Salt Lake City | Utah Transit Authority | LR | 34.5 | 1,218.2 | 1,060.0 | 928.3 | 6,523.3 | 1,260.7 | 1,244.7 | 1,152.5 | 6,858.6 | -12.34% | -4.89% |
| UT Salt Lake City | Utah Transit Authority | MB | 65.2 | 1,759.2 | 1,671.9 | 1,483.8 | 10,232.2 | 1,726.4 | 1,626.1 | 1,462.5 | 9,986.3 | 2.07% | 2.46% |
| UT Salt Lake City | Utah Transit Authority | VP | 4.7 | 123.8 | 123.4 | 109.5 | 706.5 | 94.8 | 98.6 | 102.4 | 570.2 | 20.59% | 23.90% |
| UT Salt Lake City | Utah Transit Authority | TOTAL | 122.0 | 3,543.1 | 3,280.5 | 2,932.5 | 20,002.7 | 3,497.4 | 3,411.6 | 3,118.5 | 19,876.3 | -2.71% | 0.64% |
| VA Alexandria | Virginia Railway Express | CR | 11.0 | 259.6 | 238.5 | 207.1 | 1,216.4 | 153.1 | 147.6 | 127.8 | 834.5 | 64.57% | 45.76% |
| VA Alexandria | Virginia Railway Express | TOTAL | 11.0 | 259.6 | 238.5 | 207.1 | 1,216.4 | 153.1 | 147.6 | 127.8 | 834.5 | 64.57% | 45.76% |
| VA Blacksburg | Blacksburg Transit | DR | 0.1 | 2.5 | 2.1 | 2.0 | 13.3 | 2.5 | 2.2 | 1.9 | 13.7 | 0.00% | -2.92% |
| VA Blacksburg | Blacksburg Transit | MB | 13.5 | 611.8 | 267.9 | 81.9 | 2,341.6 | 470.6 | 146.4 | 64.5 | 1,855.2 | 41.10% | 26.22% |
| VA Blacksburg | Blacksburg Transit | TOTAL | 13.6 | 614.3 | 270.0 | 83.9 | 2,354.9 | 473.1 | 148.6 | 66.4 | 1,868.9 | 40.71% | 26.00% |
| VA Fairfax | City of Fairfax CUE Bus | MB | 3.1 | 90.7 | 69.7 | 69.2 | 447.8 | 93.3 | 76.4 | 55.6 | 487.2 | 1.91% | -8.09% |
| VA Fairfax | City of Fairfax CUE Bus | TOTAL | 3.1 | 90.7 | 69.7 | 69.2 | 447.8 | 93.3 | 76.4 | 55.6 | 487.2 | 1.91% | -8.09% |
| VA Fairfax | Fairfax County Dept of Transp | MB | 33.4 | 864.8 | 878.8 | 835.7 | 4,848.3 | 790.7 | 840.3 | 814.2 | 3,991.8 | 5.48% | 21.46% |
| VA Fairfax | Fairfax County Dept of Transp | TOTAL | 33.4 | 864.8 | 878.8 | 835.7 | 4,848.3 | 790.7 | 840.3 | 814.2 | 3,991.8 | 5.48% | 21.46% |
| VA Fredericksburg | Fredericksburg Regional Transit | MB | 1.3 | 28.2 | 26.3 | 26.8 | 153.4 | 29.2 | 31.1 | 26.9 | 164.7 | -6.77% | -6.86% |
| VA Fredericksburg | Fredericksburg Regional Transit | TOTAL | 1.3 | 28.2 | 26.3 | 26.8 | 153.4 | 29.2 | 31.1 | 26.9 | 164.7 | -6.77% | -6.86% |
| VA Hampton | Hampton Roads Transit | DR | 1.4 | 38.9 | 37.5 | 33.2 | 210.3 | 33.4 | 34.8 | 30.7 | 195.3 | 10.82% | 7.68% |
| VA Hampton | Hampton Roads Transit | FB | 0.6 | 20.9 | 26.2 | 32.4 | 107.9 | 9.9 | 14.0 | 40.8 | 92.8 | 22.87% | 16.27% |
| VA Hampton | Hampton Roads Transit | LR | 3.7 | 82.6 | 81.6 | 80.2 | 409.7 | 78.4 | 77.0 | 90.0 | 425.9 | -0.41% | -3.80% |
| VA Hampton | Hampton Roads Transit | MB | 25.7 | 642.6 | 701.4 | 733.8 | 3,778.9 | 663.6 | 716.4 | 725.2 | 3,979.1 | -1.30% | -5.03% |
| VA Hampton | Hampton Roads Transit | VP | 0.1 | 4.6 | 4.5 | 4.3 | 25.3 | 3.6 | 3.6 | 3.3 | 20.9 | 27.62% | 21.05% |
| VA Hampton | Hampton Roads Transit | TOTAL | 31.5 | 789.6 | 851.2 | 883.9 | 4,532.1 | 788.9 | 845.8 | 890.0 | 4,714.0 | 0.00% | -3.86% |
| VA Richmond | GRTC Transit System | DR | NA | 4.1 | 3.9 | NA | NA | 3.8 | 4.1 | 3.6 | 22.4 | NA | NA |
| VA Richmond | GRTC Transit System | MB | 36.3 | 1,008.1 | 1,019.7 | 934.5 | 5,671.4 | 962.3 | 971.5 | 934.5 | 5,501.3 | 3.28% | 3.09% |
| VA Richmond | GRTC Transit System | VP | 0.8 | 17.2 | 16.5 | 16.5 | 95.7 | 14.8 | 15.4 | 13.2 | 87.1 | 15.67% | 9.87% |
| VA Richmond | GRTC Transit System | TOTAL | NA | 1,029.4 | 1,040.1 | NA | NA | 980.9 | 991.0 | 951.3 | 5,610.8 | NA | NA |
| VA Williamsburg | Williamsburg Area Transport | DR | 0.0 | 1.5 | 1.5 | 1.3 | 8.0 | 1.4 | 1.3 | 1.3 | 7.9 | 7.50% | 1.27% |
| VA Williamsburg | Williamsburg Area Transport | MB | NA | 149.8 | 128.6 | 129.0 | 692.9 | 128.3 | 135.3 | 150.3 | 622.6 | -1.57% | 11.29% |
| VA Williamsburg | Williamsburg Area Transport | TOTAL | NA | 151.3 | 130.1 | 130.3 | 700.9 | 129.7 | 136.6 | 151.6 | 630.5 | -1.48% | 11.17% |

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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|------------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| VA Woodbridge | PRTC Omni-Ride | DR | 0.2 | 4.6 | 4.6 | 4.3 | 24.6 | 2.3 | 2.5 | 2.3 | 13.2 | 90.14% | 86.36% |
| VA Woodbridge | PRTC Omni-Ride | MB | 10.3 | 244.1 | 233.2 | 219.2 | 1,239.6 | 182.2 | 178.9 | 158.7 | 1,010.0 | 33.99% | 22.73% |
| VA Woodbridge | PRTC Omni-Ride | TOTAL | 10.5 | 248.7 | 237.8 | 223.5 | 1,264.2 | 184.5 | 181.4 | 161.0 | 1,023.2 | 34.75% | 23.55% |
| WA Bellingham | Whatcom Transportation Authority | DR | NA | 16.9 | 16.8 | 16.6 | 96.3 | 16.6 | 16.8 | 14.8 | 94.4 | 4.36% | 2.01% |
| WA Bellingham | Whatcom Transportation Authority | MB | NA | 385.3 | 360.1 | 195.5 | 1,957.9 | 388.6 | 372.9 | 258.1 | 2,033.9 | -7.72% | -3.74% |
| WA Bellingham | Whatcom Transportation Authority | VP | NA | 3.1 | 2.7 | 2.9 | 16.6 | 2.8 | 2.6 | 2.3 | 15.1 | 12.99% | 9.93% |
| WA Bellingham | Whatcom Transportation Authority | TOTAL | NA | 405.3 | 379.6 | 215.0 | 2,070.8 | 408.0 | 392.3 | 275.2 | 2,143.4 | -7.03% | -3.39% |
| WA Bremerton | Kitsap Transit | DR | 1.0 | 23.2 | 21.9 | 21.2 | 117.9 | 21.1 | 20.3 | 17.6 | 111.9 | 12.37% | 5.36% |
| WA Bremerton | Kitsap Transit | FB | 5.0 | 116.5 | 104.1 | 104.4 | 589.6 | 96.3 | 100.1 | 91.7 | 541.4 | 12.81% | 8.90% |
| WA Bremerton | Kitsap Transit | MB | 6.3 | 139.3 | 139.0 | 131.1 | 772.6 | 131.6 | 129.7 | 112.7 | 797.3 | 9.47% | -3.10% |
| WA Bremerton | Kitsap Transit | VP | 0.3 | 6.9 | 6.1 | 6.1 | 37.1 | 6.5 | 6.2 | 5.2 | 35.8 | 6.70% | 3.63% |
| WA Bremerton | Kitsap Transit | TOTAL | 12.6 | 285.9 | 271.1 | 262.8 | 1,517.2 | 255.5 | 256.3 | 227.2 | 1,486.4 | 10.93% | 2.07% |
| WA Burlington | Skagit Transit (SKAT) | DR | 0.2 | 6.9 | 6.5 | 6.3 | 38.6 | 6.0 | 5.9 | 5.2 | 34.2 | 15.20% | 12.87% |
| WA Burlington | Skagit Transit (SKAT) | MB | 1.7 | 44.2 | 46.1 | 41.4 | 252.3 | 42.3 | 38.8 | 38.4 | 233.7 | 10.21% | 7.96% |
| WA Burlington | Skagit Transit (SKAT) | TOTAL | 1.9 | 51.1 | 52.6 | 47.7 | 290.9 | 48.3 | 44.7 | 43.6 | 267.9 | 10.83% | 8.59% |
| WA Everett | Snohomish County PTBA | DR | 1.5 | 36.8 | 42.9 | 40.7 | 199.8 | 17.7 | 18.4 | 17.2 | 101.3 | >100% | 97.24% |
| WA Everett | Snohomish County PTBA | MB | 28.0 | 734.7 | 759.0 | 733.6 | 4,195.5 | 657.3 | 691.0 | 645.8 | 3,748.7 | 11.69% | 11.92% |
| WA Everett | Snohomish County PTBA | VP | 1.7 | 37.6 | 37.6 | 35.9 | 210.5 | 34.9 | 35.5 | 32.0 | 200.5 | 8.50% | 4.99% |
| WA Everett | Snohomish County PTBA | TOTAL | 31.3 | 809.1 | 839.5 | 810.2 | 4,605.8 | 709.9 | 744.9 | 695.0 | 4,050.5 | 14.37% | 13.71% |
| WA Olympia | Intercity Transit | DR | NA | 12.5 | 12.3 | 11.7 | 71.3 | 10.9 | 11.2 | 10.6 | 63.2 | 11.62% | 12.82% |
| WA Olympia | Intercity Transit | MB | 15.0 | 411.0 | 424.0 | 413.5 | 2,358.9 | 349.9 | 368.0 | 347.7 | 2,045.2 | 17.16% | 15.34% |
| WA Olympia | Intercity Transit | VP | 4.0 | 17.8 | 17.2 | 16.5 | 101.9 | 17.6 | 17.9 | 16.1 | 103.5 | -0.19% | -1.55% |
| WA Olympia | Intercity Transit | TOTAL | NA | 441.3 | 453.5 | 441.7 | 2,532.1 | 378.4 | 397.1 | 374.4 | 2,211.9 | 16.23% | 14.48% |
| WA Richland | Ben Franklin Transit | DR | 1.4 | 33.9 | 34.0 | 37.6 | 201.2 | 34.5 | 35.2 | 34.4 | 214.5 | 1.34% | -6.20% |
| WA Richland | Ben Franklin Transit | MB | 21.3 | 263.1 | 268.4 | 223.2 | 1,452.4 | 237.3 | 254.4 | 219.5 | 1,353.5 | 6.12% | 7.31% |
| WA Richland | Ben Franklin Transit | VP | 1.2 | 30.3 | 26.9 | 26.8 | 171.0 | 28.0 | 27.7 | 25.5 | 161.1 | 3.45% | 6.15% |
| WA Richland | Ben Franklin Transit | TOTAL | 24.0 | 327.3 | 329.3 | 287.6 | 1,824.6 | 299.8 | 317.3 | 279.4 | 1,729.1 | 5.32% | 5.52% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '25 (000's) | Trips for May '25 (000's) | Trips for Jun '25 (000's) | Trips Thru Jun '25 (000's) | Trips for Apr '24 (000's) | Trips for May '24 (000's) | Trips for Jun '24 (000's) | Trips Thru Jun '24 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|----------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| WA Seattle | King County Dept of Trp | DR | 4.2 | 140.6 | 147.3 | 138.9 | 811.4 | 126.9 | 128.3 | 114.9 | 741.2 | 15.32% | 9.47% |
| WA Seattle | King County Dept of Trp | FB | 1.5 | 40.7 | 46.2 | 62.3 | 229.2 | 28.7 | 38.3 | 46.9 | 181.7 | 30.99% | 26.14% |
| WA Seattle | King County Dept of Trp | LR | 5.0 | 135.3 | 134.0 | 133.8 | 764.1 | 117.8 | 124.4 | 108.4 | 687.5 | 14.97% | 11.14% |
| WA Seattle | King County Dept of Trp | MB | 247.3 | 6,922.9 | 6,852.4 | 6,775.5 | 39,272.3 | 6,172.1 | 6,473.4 | 6,007.3 | 35,917.8 | 10.18% | 9.34% |
| WA Seattle | King County Dept of Trp | TB | 38.9 | 849.2 | 899.4 | 859.2 | 5,125.7 | 863.1 | 974.6 | 837.3 | 5,535.7 | -2.51% | -7.41% |
| WA Seattle | King County Dept of Trp | VP | 6.1 | 129.6 | 131.7 | 137.6 | 785.4 | 106.0 | 111.1 | 117.4 | 695.1 | 19.25% | 12.99% |
| WA Seattle | King County Dept of Trp | TOTAL | 302.9 | 8,218.3 | 8,211.0 | 8,107.3 | 46,988.1 | 7,414.6 | 7,850.1 | 7,232.2 | 43,759.0 | 9.07% | 7.38% |
| WA Seattle | Sound Transit | CR | 7.9 | 173.7 | 165.7 | 165.7 | 960.9 | 169.9 | 169.6 | 146.2 | 961.7 | 3.99% | -0.08% |
| WA Seattle | Sound Transit | DR | 0.4 | 8.0 | 8.2 | 7.7 | 46.1 | 5.5 | 6.1 | 5.6 | 32.6 | 38.95% | 41.41% |
| WA Seattle | Sound Transit | LR | 115.9 | 3,121.8 | 3,405.9 | 3,253.2 | 17,584.5 | 2,471.1 | 2,697.9 | 2,547.8 | 13,565.8 | 26.75% | 29.62% |
| WA Seattle | Sound Transit | MB | 33.5 | 847.3 | 851.4 | 858.9 | 4,773.9 | 776.9 | 821.6 | 912.4 | 4,667.6 | 1.86% | 2.28% |
| WA Seattle | Sound Transit | TOTAL | 157.7 | 4,150.8 | 4,431.2 | 4,285.5 | 23,365.4 | 3,423.4 | 3,695.2 | 3,612.0 | 19,227.7 | 19.91% | 21.52% |
| WA Seattle | Washington State Ferries | FB | 53.6 | 1,576.2 | 1,756.8 | 1,923.8 | 9,130.0 | 1,514.4 | 1,681.4 | 1,833.4 | 8,878.7 | 4.53% | 2.83% |
| WA Seattle | Washington State Ferries | TOTAL | 53.6 | 1,576.2 | 1,756.8 | 1,923.8 | 9,130.0 | 1,514.4 | 1,681.4 | 1,833.4 | 8,878.7 | 4.53% | 2.83% |
| WA Spokane | Spokane Transit Authority | DR | 1.4 | 35.8 | 35.0 | 32.6 | 203.4 | 33.7 | 34.4 | 31.1 | 194.2 | 4.23% | 4.74% |
| WA Spokane | Spokane Transit Authority | MB | 35.4 | 927.6 | 935.5 | 833.9 | 5,290.8 | 764.8 | 935.8 | 815.7 | 4,567.3 | 7.18% | 15.84% |
| WA Spokane | Spokane Transit Authority | VP | 0.4 | 9.7 | 9.1 | 8.5 | 52.2 | 8.9 | 8.9 | 7.5 | 53.1 | 7.91% | -1.69% |
| WA Spokane | Spokane Transit Authority | TOTAL | 37.2 | 973.1 | 979.6 | 875.0 | 5,546.4 | 807.4 | 979.1 | 854.3 | 4,814.6 | 7.08% | 15.20% |
| WA Vancouver | C-TRAN – Clark County PTBA | DR | 1.1 | 29.3 | 29.3 | 27.7 | 162.9 | 24.2 | 25.3 | 23.4 | 139.1 | 18.38% | 17.11% |
| WA Vancouver | C-TRAN – Clark County PTBA | MB | 16.5 | 436.3 | 443.5 | 403.2 | 2,453.3 | 393.1 | 407.8 | 374.0 | 2,279.8 | 9.20% | 7.61% |
| WA Vancouver | C-TRAN – Clark County PTBA | VP | 0.1 | 1.7 | 1.4 | 1.4 | 9.1 | 2.0 | 2.0 | 1.7 | 10.8 | -21.05% | -15.74% |
| WA Vancouver | C-TRAN – Clark County PTBA | TOTAL | 17.8 | 467.3 | 474.2 | 432.3 | 2,625.3 | 419.3 | 435.1 | 399.1 | 2,429.7 | 9.60% | 8.05% |
| WA Wenatchee | Chelan-Douglas PTBA | DR | 0.4 | 8.5 | 8.6 | 8.0 | 53.2 | 8.3 | 8.8 | 8.3 | 49.9 | -1.18% | 6.61% |
| WA Wenatchee | Chelan-Douglas PTBA | MB | 4.4 | 111.6 | 112.7 | 113.1 | 644.0 | 103.7 | 107.0 | 103.8 | 603.1 | 7.28% | 6.78% |
| WA Wenatchee | Chelan-Douglas PTBA | TOTAL | 4.8 | 120.1 | 121.3 | 121.1 | 697.2 | 112.0 | 115.8 | 112.1 | 653.0 | 6.65% | 6.77% |
| WI Green Bay | Green Bay Metro Transit | DR | 0.3 | 6.9 | 6.6 | 6.6 | 40.5 | 7.2 | 7.7 | 7.0 | 43.2 | -8.22% | -6.25% |
| WI Green Bay | Green Bay Metro Transit | MB | 2.8 | 64.3 | 65.0 | 49.0 | 369.6 | 70.7 | 69.5 | 51.5 | 398.3 | -6.99% | -7.21% |
| WI Green Bay | Green Bay Metro Transit | TOTAL | 3.1 | 71.2 | 71.6 | 55.6 | 410.1 | 77.9 | 77.2 | 58.5 | 441.5 | -7.12% | -7.11% |
| WI Madison | Metro Transit | DR | 0.0 | 11.6 | 11.3 | 10.1 | 64.8 | 10.5 | 10.1 | 8.9 | 58.6 | 11.86% | 10.58% |
| WI Madison | Metro Transit | MB | 32.8 | 1,213.3 | 686.9 | 575.9 | 5,567.5 | 953.9 | 676.7 | 529.5 | 4,716.9 | 14.63% | 18.03% |
| WI Madison | Metro Transit | TOTAL | 32.8 | 1,224.9 | 698.2 | 586.0 | 5,632.3 | 964.4 | 686.8 | 538.4 | 4,775.5 | 14.59% | 17.94% |

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

APTA TRANSIT RIDERSHIP REPORT

| State and Primary City | Transit Agency | Mode | Average Weekday (000's) | Trips for Apr '25 (000's) | Trips for May '25 (000's) | Trips for Jun '25 (000's) | Trips Thru Jun '25 (000's) | Trips for Apr '24 (000's) | Trips for May '24 (000's) | Trips for Jun '24 (000's) | Trips Thru Jun '24 (000's) | Quarterly Change | Year-to-Date Change |
|------------------------|---------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------------------|
| WI Milwaukee | Milwaukee County Tr Sys | DR | 1.3 | 34.5 | 34.3 | 32.7 | 195.0 | 30.7 | 31.2 | 29.5 | 177.0 | 11.05% | 10.17% |
| WI Milwaukee | Milwaukee County Tr Sys | MB | 80.5 | 2,194.8 | 2,266.3 | 2,087.2 | 12,510.0 | 2,072.7 | 2,108.6 | 1,974.9 | 11,850.6 | 6.37% | 5.56% |
| WI Milwaukee | Milwaukee County Tr Sys | TOTAL | 81.9 | 2,229.3 | 2,300.6 | 2,119.9 | 12,705.0 | 2,103.4 | 2,139.8 | 2,004.4 | 12,027.6 | 6.44% | 5.63% |
| WV Morgantown | Mountain Line Transit Authority | DR | NA | 1.0 | 0.9 | 1.0 | 5.1 | 0.9 | 0.7 | 0.8 | 4.8 | 20.83% | 6.25% |
| WV Morgantown | Mountain Line Transit Authority | MB | NA | 63.8 | 38.9 | 33.3 | 309.6 | 63.8 | 38.3 | 36.0 | 308.8 | -1.52% | 0.26% |
| WV Morgantown | Mountain Line Transit Authority | TOTAL | NA | 64.8 | 39.8 | 34.3 | 314.7 | 64.7 | 39.0 | 36.8 | 313.6 | -1.14% | 0.35% |

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

| CANADA | | | | Average | Trips for | Trips for | Trips for | Trips Thru | Trips for | Trips for | Trips for | Trips Thru | Quarterly | Year- |
|-------------------|-------------------------------------|-------|---------|----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|-------|
| Province and City | Transit Agency | Mode | Weekday | Apr '25 | May '25 | Jun '25 | Jun '25 | Apr '24 | May '24 | Jun '24 | Jun '24 | Change | to-Date | |
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | | Change | |
| AB Banff | Bow Valley Regional Transit Service | MB | 5.2 | 107.6 | 155.8 | 214.1 | 820.1 | 90.1 | 135.2 | 193.5 | 722.8 | 14.02% | 13.46% | |
| AB Banff | Bow Valley Regional Transit Service | TOTAL | 5.2 | 107.6 | 155.8 | 214.1 | 820.1 | 90.1 | 135.2 | 193.5 | 722.8 | 14.02% | 13.46% | |
| AB Calgary | Calgary Transit | LR | 279.2 | 7,799.8 | 7,909.7 | 7,416.0 | 45,239.3 | 6,981.8 | 7,864.4 | 7,120.6 | 46,702.8 | 5.27% | -3.13% | |
| AB Calgary | Calgary Transit | MB | 255.7 | 6,502.0 | 6,731.0 | 6,176.5 | 37,088.4 | 6,087.2 | 6,386.8 | 5,860.6 | 34,998.2 | 5.86% | 5.97% | |
| AB Calgary | Calgary Transit | TOTAL | 534.9 | 14,301.8 | 14,640.7 | 13,592.5 | 82,327.7 | 13,069.0 | 14,251.2 | 12,981.2 | 81,701.0 | 5.54% | 0.77% | |
| AB Edmonton | Edmonton Transit Service | LR | 105.8 | 2,840.0 | 2,815.2 | 2,586.0 | 16,281.3 | 2,400.8 | 2,424.4 | 2,190.6 | 13,448.6 | 17.47% | 21.06% | |
| AB Edmonton | Edmonton Transit Service | MB | 234.9 | 6,332.2 | 6,234.5 | 5,702.2 | 36,142.9 | 6,297.7 | 6,359.6 | 5,746.3 | 35,278.1 | -0.73% | 2.45% | |
| AB Edmonton | Edmonton Transit Service | TOTAL | 340.8 | 9,172.2 | 9,049.7 | 8,288.2 | 52,424.2 | 8,698.5 | 8,784.0 | 7,936.9 | 48,726.7 | 4.29% | 7.59% | |
| BC Burnaby | TransLink | AG | 456.3 | 12,274.9 | 12,672.8 | 12,474.6 | 72,916.8 | 12,243.9 | 12,994.3 | 12,392.3 | 72,693.1 | -0.55% | 0.31% | |
| BC Burnaby | TransLink | CR | 7.1 | 146.5 | 148.8 | 149.5 | 870.6 | 137.4 | 141.4 | 128.1 | 780.8 | 9.31% | 11.50% | |
| BC Burnaby | TransLink | DR | 5.4 | 124.9 | 129.3 | 127.6 | 726.3 | 122.2 | 128.8 | 120.3 | 707.2 | 2.83% | 2.70% | |
| BC Burnaby | TransLink | FB | 16.2 | 445.8 | 479.2 | 483.9 | 2,587.9 | 419.7 | 491.5 | 463.2 | 2,522.0 | 2.51% | 2.61% | |
| BC Burnaby | TransLink | MB | 638.7 | 17,320.2 | 17,398.2 | 17,038.5 | 101,863.0 | 17,882.7 | 18,532.4 | 17,518.8 | 103,473.0 | -4.04% | -1.56% | |
| BC Burnaby | TransLink | TB | 117.6 | 3,119.5 | 3,242.6 | 3,149.1 | 18,620.5 | 3,252.3 | 3,361.8 | 3,164.5 | 18,960.7 | -2.73% | -1.79% | |
| BC Burnaby | TransLink | TOTAL | 1,241.3 | 33,431.8 | 34,070.9 | 33,423.2 | 197,585.1 | 34,058.2 | 35,650.2 | 33,787.2 | 199,136.8 | -2.48% | -0.78% | |
| BC Victoria | BC Transit | DR | 1.1 | 24.6 | 25.2 | 25.1 | 145.7 | 24.7 | 25.1 | 22.5 | 143.6 | 3.60% | 1.46% | |
| BC Victoria | BC Transit | MB | 96.2 | 2,128.3 | 2,160.1 | 1,967.5 | 13,014.9 | 2,119.5 | 2,189.1 | 1,990.2 | 12,979.2 | -0.68% | 0.28% | |
| BC Victoria | BC Transit | TOTAL | 97.3 | 2,152.9 | 2,185.3 | 1,992.6 | 13,160.6 | 2,144.2 | 2,214.2 | 2,012.7 | 13,122.8 | -0.63% | 0.29% | |
| MB Winnipeg | Winnipeg Transit | DR | 0.1 | 4.7 | 4.7 | 4.6 | 27.5 | 3.8 | 4.0 | 4.0 | 23.7 | 18.64% | 16.03% | |
| MB Winnipeg | Winnipeg Transit | MB | 213.3 | 5,372.0 | 5,414.9 | 5,068.3 | 32,046.2 | 5,794.3 | 5,800.5 | 5,440.5 | 33,598.4 | -6.93% | -4.62% | |
| MB Winnipeg | Winnipeg Transit | TOTAL | 213.4 | 5,376.7 | 5,419.6 | 5,072.9 | 32,073.7 | 5,798.1 | 5,804.5 | 5,444.5 | 33,622.1 | -6.91% | -4.61% | |
| ON Mississauga | Mississauga Transit | MB | 172.1 | 4,294.6 | 4,501.4 | 4,353.7 | 25,953.4 | 4,866.1 | 5,187.5 | 4,802.9 | 29,021.0 | -11.49% | -10.57% | |
| ON Mississauga | Mississauga Transit | TOTAL | 172.1 | 4,294.6 | 4,501.4 | 4,353.7 | 25,953.4 | 4,866.1 | 5,187.5 | 4,802.9 | 29,021.0 | -11.49% | -10.57% | |
| ON Ottawa | OC Transpo/Para Transpo | DR | 2.9 | 75.3 | 77.8 | 73.3 | 437.8 | 71.7 | 74.7 | 70.3 | 423.4 | 4.48% | 3.40% | |
| ON Ottawa | OC Transpo/Para Transpo | LR | 91.8 | 2,424.0 | 2,387.0 | 2,080.4 | 14,979.8 | 1,758.9 | 1,626.4 | 1,504.0 | 10,567.3 | 40.95% | 41.76% | |
| ON Ottawa | OC Transpo/Para Transpo | MB | NA | 8,361.6 | 7,000.4 | 7,333.6 | 49,409.8 | 8,265.7 | 7,397.4 | 6,774.7 | 48,220.9 | 1.15% | 2.47% | |
| ON Ottawa | OC Transpo/Para Transpo | TOTAL | NA | 10,860.9 | 9,465.2 | 9,487.3 | 64,827.4 | 10,096.3 | 9,098.5 | 8,349.0 | 59,211.6 | 8.24% | 9.48% | |
| ON Richmond Hill | York Region Transit | MB | 82.6 | 2,013.8 | 2,157.5 | 2,118.2 | 11,841.0 | 1,976.4 | 2,172.9 | 2,087.8 | 11,488.3 | 0.84% | 3.07% | |
| ON Richmond Hill | York Region Transit | TOTAL | 82.6 | 2,013.8 | 2,157.5 | 2,118.2 | 11,841.0 | 1,976.4 | 2,172.9 | 2,087.8 | 11,488.3 | 0.84% | 3.07% | |
| ON Toronto | GO Transit | CR | 239.9 | 4,827.5 | 5,091.5 | 5,196.0 | 28,307.8 | 4,212.4 | 4,518.2 | 4,585.4 | 24,579.2 | 13.51% | 15.17% | |
| ON Toronto | GO Transit | MB | 67.7 | 1,399.9 | 1,432.5 | 1,430.4 | 8,765.5 | 1,402.0 | 1,490.0 | 1,400.8 | 8,642.2 | -0.70% | 1.43% | |
| ON Toronto | GO Transit | TOTAL | 307.6 | 6,227.4 | 6,524.0 | 6,626.4 | 37,073.3 | 5,614.4 | 6,008.2 | 5,986.2 | 33,221.4 | 10.05% | 11.59% | |

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

APTA TRANSIT RIDERSHIP REPORT

| CANADA | | | Average | Trips for | Trips for | Trips for | Trips Thru | Trips for | Trips for | Trips for | Trips Thru | | Year- |
|-------------------|----------------------------------|-------|---------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|---------|
| Province and City | Transit Agency | Mode | Weekday | Apr '25 | May '25 | Jun '25 | Jun '25 | Apr '24 | May '24 | Jun '24 | Jun '24 | Quarterly | to-Date |
| | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | Change | Change |
| QC Montreal | Societe de transport de Montreal | DR | 16.0 | 379.2 | 403.0 | 368.4 | 2,205.9 | 342.0 | 378.3 | 331.0 | 2,036.0 | 9.45% | 8.34% |
| QC Montreal | Societe de transport de Montreal | HR | 995.2 | 27,784.3 | 27,749.0 | 23,380.4 | 160,042.6 | 27,663.8 | 28,207.4 | 26,094.7 | 162,224.6 | -3.72% | -1.35% |
| QC Montreal | Societe de transport de Montreal | MB | NA | 19,186.9 | 19,203.7 | NA | NA | 18,833.9 | 19,642.6 | 16,776.8 | 109,902.9 | NA | NA |
| QC Montreal | Societe de transport de Montreal | TOTAL | NA | 47,350.4 | 47,355.7 | NA | NA | 46,839.7 | 48,228.3 | 43,202.5 | 274,163.5 | NA | NA |

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