

PUBLIC TRANSPORTATION RIDERSHIP REPORT

First Quarter 2026

ESTIMATED UNITED STATES UNLINKED TRANSIT PASSENGER TRIPS

| Period | Percent Change | | |
|---------------|------------------------|------------------------|------------------|
| | <u>2026</u> (000's) | <u>2025</u> (000's) | <u>2025-2026</u> |
| JANUARY | 629,353 | 634,689 | -0.84% |
| FEBRUARY | 610,652 | 611,070 | -0.07% |
| MARCH | 717,733 | 690,920 | 3.88% |
| First Quarter | 1,957,738 | 1,936,679 | 1.09% |

CALENDAR COMPARISON

| | JANUARY | | FEBRUARY | | MARCH | |
|-----------|-------------|-------------|-------------|-------------|-------------|-------------|
| | <u>2026</u> | <u>2025</u> | <u>2026</u> | <u>2025</u> | <u>2026</u> | <u>2025</u> |
| Weekdays | 20 | 21 | 19 | 19 | 22 | 21 |
| Saturdays | 5 | 4 | 4 | 4 | 4 | 5 |
| Sundays | 4 | 4 | 4 | 4 | 5 | 5 |
| Holidays | 2 | 2 | 1 | 1 | 0 | 0 |

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS*

| MODE | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | % CHANGE (b) |
|-----------------------------|---------------------------|---------------------------|---------------------------|--|---------------------------|---------------------------|---------------------------|---------------------------------------|---------------------------|
| | <u>JAN '26</u> (000's) | <u>FEB '26</u> (000's) | <u>MAR '26</u> (000's) | <u>JAN '26- MAR '26</u> (000's) | <u>JAN '25</u> (000's) | <u>FEB '25</u> (000's) | <u>MAR '25</u> (000's) | <u>JAN '25 MAR '25</u> (000's) | <u>1st Qtr Change</u> |
| Heavy Rail | 235,738 | 226,043 | 273,935 | 735,716 | 229,451 | 218,713 | 254,152 | 702,316 | 4.76% |
| Light Rail | 30,896 | 30,233 | 35,930 | 97,058 | 30,638 | 29,383 | 33,424 | 93,445 | 3.87% |
| Commuter Rail | 30,357 | 27,883 | 33,305 | 91,545 | 30,071 | 27,929 | 32,188 | 90,188 | 1.50% |
| Trolleybus | 5,169 | 4,143 | 4,112 | 13,423 | 5,292 | 4,753 | 5,317 | 15,361 | -12.62% |
| Bus Population Group | | | | | | | | | |
| 2,000,000+ | 219,179 | 210,451 | 250,048 | 679,678 | 230,309 | 219,560 | 249,468 | 699,337 | -2.81% |
| 500,000 to 1,999,999 | 43,696 | 44,415 | 49,409 | 137,520 | 44,672 | 44,177 | 47,312 | 136,161 | 1.00% |
| 100,000 to 499,999 | 26,293 | 28,528 | 29,356 | 84,177 | 27,003 | 28,589 | 28,828 | 84,420 | -0.29% |
| Below 100,000 | 12,861 | 14,765 | 13,228 | 40,854 | 13,078 | 15,093 | 13,491 | 41,662 | -1.94% |
| Bus Total | 302,029 | 298,159 | 342,040 | 942,229 | 315,062 | 307,419 | 339,099 | 961,580 | -2.01% |
| Demand Response | 14,734 | 14,540 | 16,617 | 45,891 | 14,167 | 13,698 | 15,379 | 43,244 | 6.12% |
| Other (c) | 10,430 | 9,651 | 11,794 | 31,875 | 10,009 | 9,175 | 11,362 | 30,545 | 4.35% |
| United States Total | 629,353 | 610,652 | 717,733 | 1,957,738 | 634,689 | 611,070 | 690,920 | 1,936,679 | 1.09% |
| Canada | 183,750 | 177,316 | 197,797 | 558,863 | 199,000 | 180,208 | 203,606 | 582,814 | -4.11% |

* 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

PUBLIC TRANSPORTATION RIDERSHIP REPORT

First Quarter 2026

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | % CHANGE (b) | |
|------------------------|------------------------------|---------------------|------------------|------------------|------------------|-----------------------|------------------|------------------|------------------|------------------|---------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>JAN '26-</u> | | | <u>JAN '25-</u> | <u>1st Qtr</u> | |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>JAN '26</u> | <u>FEB '26</u> | <u>MAR '26</u> | <u>MAR '26</u> | <u>JAN '25</u> | <u>FEB '25</u> | <u>MAR '25</u> | <u>MAR '25</u> | <u>Change</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | |
| CA Los Angeles | Los Angeles County MTA | 61.0 | 1,683.6 | 1,547.1 | 1,811.1 | 5,041.8 | 1,737.0 | 1,676.0 | 1,862.7 | 5,275.7 | -4.43% |
| CA San Francisco | San Francisco Bay Area RTD | 286.2 | 4,472.1 | 4,440.0 | 5,240.5 | 14,152.6 | 4,017.4 | 3,900.7 | 4,272.2 | 12,190.3 | 16.10% |
| DC Washington | Washington Metro Area TA | 545.9 | 12,953.3 | 14,267.4 | 17,948.0 | 45,168.7 | 12,665.1 | 12,810.4 | 18,056.3 | 43,531.8 | 3.76% |
| FL Miami | Miami-Dade Transit Agency | 51.6 | 1,262.9 | 1,208.1 | 1,320.8 | 3,791.8 | 1,273.6 | 1,227.2 | 1,334.1 | 3,834.9 | -1.12% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 136.9 | 3,168.6 | 3,447.9 | 3,982.0 | 10,598.5 | 2,094.5 | 2,256.1 | 2,627.2 | 6,977.8 | 51.89% |
| HI Honolulu | City & Cnty of Honolulu DOTS | NA | 299.8 | 282.6 | 295.4 | 877.8 | 92.3 | 97.8 | 102.6 | 292.7 | 199.90% |
| IL Chicago | Chicago Transit Authority | 385.5 | 9,539.8 | 9,743.9 | 11,432.0 | 30,715.7 | 9,360.3 | 8,991.8 | 10,921.8 | 29,273.9 | 4.93% |
| MA Boston | Massachusetts Bay Tr Auth | 326.5 | 7,873.4 | 7,773.4 | 9,530.6 | 25,177.4 | 7,588.9 | 7,356.7 | 8,123.1 | 23,068.7 | 9.14% |
| MD Baltimore | Maryland Transit Admin | 11.5 | 314.8 | 288.6 | 367.6 | 971.0 | 504.4 | 446.8 | 494.4 | 1,445.6 | -32.83% |
| NJ Jersey City | Port Authority of NY & NJ | 210.0 | 4,784.5 | 4,734.6 | 5,882.0 | 15,401.1 | 4,788.6 | 4,117.1 | 5,312.6 | 14,218.3 | 8.32% |
| NJ Lindenwold | Port Authority Transit Corp | 18.5 | 433.5 | 428.1 | 527.9 | 1,389.5 | 456.4 | 472.3 | 500.2 | 1,428.9 | -2.76% |
| NY New York | MTA New York City Transit | 7,245.0 | 181,832.0 | 171,458.0 | 208,441.0 | 561,731.0 | 178,579.0 | 169,431.0 | 194,302.0 | 542,312.0 | 3.58% |
| NY New York | MTA Staten Island Railway | 19.0 | 428.3 | 391.7 | 516.9 | 1,336.9 | 430.4 | 405.5 | 479.7 | 1,315.6 | 1.62% |
| OH Cleveland | Greater Cleveland Reg TA | 7.6 | 198.3 | 192.4 | 232.9 | 623.6 | 262.7 | 241.8 | 265.5 | 770.0 | -19.01% |
| PA Philadelphia | Southeastern Penn TA | NA | 5,965.5 | 5,397.0 | 5,926.8 | 17,289.3 | 5,048.5 | 4,865.7 | 5,011.0 | 14,925.2 | 15.84% |
| PR San Juan | Puerto Rico DOT | 22.6 | 527.7 | 442.5 | 479.4 | 1,449.6 | 552.1 | 416.2 | 486.7 | 1,455.0 | -0.37% |
| REPORTED TOTAL | | 9,327.7 | 235,738.1 | 226,043.3 | 273,934.9 | 735,716.3 | 229,451.2 | 218,713.1 | 254,152.1 | 702,316.4 | 4.76% |
| PROJECTED TOTAL | | | 235,738.1 | 226,043.3 | 273,934.9 | 735,716.3 | 229,451.2 | 218,713.1 | 254,152.1 | 702,316.4 | 4.76% |

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

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

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

LIGHT RAIL

PUBLIC TRANSPORTATION RIDERSHIP REPORT

First Quarter 2026

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | % CHANGE (b) | |
|---------------------|---------------------------------|---------------------|----------------|----------------|----------------|-----------------------|----------------|----------------|----------------|-----------------|----------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>JAN '26-</u> | | | | <u>JAN '25-</u> | <u>1st Qtr</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>JAN '26</u> | <u>FEB '26</u> | <u>MAR '26</u> | <u>MAR '26</u> | <u>JAN '25</u> | <u>FEB '25</u> | <u>MAR '25</u> | <u>MAR '25</u> | <u>Change</u> |
| | | (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 | 5.5 | 6.3 | 7.7 | 19.5 | 2.8 | 3.8 | 8.5 | 15.1 | 29.14% |
| AZ Phoenix | Valley Metro Rail, Inc. | 36.4 | 1,005.1 | 1,036.8 | 1,034.4 | 3,076.3 | 863.2 | 823.3 | 891.5 | 2,578.0 | 19.33% |
| AZ Tucson | Sun Tran | 4.5 | 106.8 | 134.0 | 125.4 | 366.2 | 134.5 | 172.5 | 156.1 | 463.1 | -20.92% |
| CA Los Angeles | Los Angeles County MTA | 150.4 | 3,987.5 | 3,881.1 | 4,497.1 | 12,365.7 | 3,580.1 | 3,640.4 | 3,947.8 | 11,168.3 | 10.72% |
| CA Oceanside | North County Transit District | 5.2 | 136.6 | 121.1 | 147.6 | 405.3 | 138.2 | 137.4 | 162.8 | 438.4 | -7.55% |
| CA Sacramento | Sacramento Reg Tr Dist | NA | 614.7 | 545.8 | 648.8 | 1,809.3 | 581.5 | 669.8 | 647.7 | 1,899.0 | -4.72% |
| CA San Diego | San Diego Metrop Transit Syste | 119.3 | 3,232.0 | 3,081.8 | 3,619.6 | 9,933.4 | 3,354.3 | 3,118.0 | 3,469.1 | 9,941.4 | -0.08% |
| CA San Francisco | San Francisco Muni Rwy | 113.6 | 2,945.4 | 2,888.1 | 3,401.9 | 9,235.4 | 2,627.6 | 2,491.4 | 2,666.3 | 7,785.3 | 18.63% |
| CA San Jose | Santa Clara Valley Trp Auth | 53.8 | 381.5 | 398.9 | 420.8 | 1,201.2 | 385.9 | 347.5 | 111.7 | 845.1 | 42.14% |
| CO Denver | Regional Trp District | 38.4 | 792.7 | 758.9 | 872.2 | 2,423.8 | 767.5 | 740.7 | 862.9 | 2,371.1 | 2.22% |
| DC Washington | District Dept of Transp | 1.3 | 33.8 | 29.1 | 38.3 | 101.2 | 63.3 | 60.9 | 78.8 | 203.0 | -50.15% |
| FL Tampa | Hillsborough Area Reg TA | 3.1 | 112.5 | 103.9 | 130.1 | 346.5 | 106.2 | 108.9 | 143.3 | 358.4 | -3.32% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | 0.3 | 2.2 | 12.7 | 16.3 | 31.2 | 14.8 | 23.2 | 29.4 | 67.4 | -53.71% |
| LA New Orleans | Regional Transit Auth | NA | 257.5 | 216.3 | 377.7 | 851.5 | 143.5 | 218.7 | 251.9 | 614.1 | 38.66% |
| MA Boston | Massachusetts Bay Tr Auth | 124.9 | 3,348.1 | 3,037.7 | 3,819.6 | 10,205.4 | 3,524.3 | 3,296.3 | 3,742.2 | 10,562.8 | -3.38% |
| MD Baltimore | Maryland Transit Admin | 13.9 | 399.2 | 415.4 | 447.9 | 1,262.5 | 386.2 | 370.2 | 454.9 | 1,211.3 | 4.23% |
| MN Minneapolis | Metro Transit | 34.8 | 927.2 | 935.1 | 1,060.1 | 2,922.4 | 1,064.1 | 1,061.8 | 1,203.6 | 3,329.5 | -12.23% |
| MO Saint Louis | Bi-State Dev Agency | NA | 558.6 | 553.5 | 702.9 | 1,815.0 | 557.5 | 530.4 | 656.8 | 1,744.7 | 4.03% |
| NC Charlotte | Charlotte Area Transit | 18.7 | 451.9 | 440.8 | 562.4 | 1,455.1 | 468.7 | 457.8 | 547.9 | 1,474.4 | -1.31% |
| NJ Newark | New Jersey Transit Corp | NA | 1,588.8 | 1,438.1 | 1,853.8 | 4,880.7 | 1,677.7 | 1,613.7 | 1,862.0 | 5,153.4 | -5.29% |
| NY Buffalo | Niagara Frontier Trp Auth | 8.5 | 186.1 | 201.4 | 249.5 | 637.0 | 193.1 | 205.7 | 243.7 | 642.5 | -0.86% |
| OH Cleveland | Greater Cleveland Reg TA | 2.2 | 52.1 | 54.8 | 61.2 | 168.1 | 58.7 | 52.8 | 64.5 | 176.0 | -4.49% |
| OR Portland | Tri-County Metro Trp Dist | 63.4 | 1,723.0 | 1,642.0 | 1,893.8 | 5,258.8 | 1,760.7 | 1,629.6 | 1,877.5 | 5,267.8 | -0.17% |
| PA Philadelphia | Southeastern Penn TA | NA | 1,126.6 | 1,311.3 | 1,484.4 | 3,922.3 | 1,386.9 | 1,333.8 | 1,456.2 | 4,176.9 | -6.10% |
| PA Pittsburgh | Pittsburgh Regional Transit (PR | NA | 202.6 | 199.9 | 271.9 | 674.4 | 160.8 | 128.1 | 252.8 | 541.7 | 24.50% |

| <u>State and</u> <u>Primary City</u> | <u>Transit Agency</u> | <u>AVG</u> <u>WKDY</u> (000's) | <u>JAN '26</u> (000's) | <u>FEB '26</u> (000's) | <u>MAR '26</u> (000's) | <u>JAN '26-</u> <u>MAR '26</u> (000's) | <u>JAN '25</u> (000's) | <u>FEB '25</u> (000's) | <u>MAR '25</u> (000's) | <u>JAN '25-</u> <u>MAR '25</u> (000's) | <u>1st Qtr</u> <u>Change</u> |
|---|-------------------------------|--------------------------------------|---------------------------|---------------------------|---------------------------|--|---------------------------|---------------------------|---------------------------|--|---------------------------------|
| TN Memphis | Memphis Area Transit Auth | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| TX Dallas | Dallas Area Rapid Transit | 60.9 | 1,529.2 | 1,591.1 | 1,784.5 | 4,904.8 | 1,666.8 | 1,618.7 | 1,904.1 | 5,189.6 | -5.49% |
| TX Dallas | McKinney Avenue Transit Authc | 7.3 | 18.9 | 16.0 | 28.1 | 63.0 | 18.7 | 19.5 | 33.3 | 71.5 | -11.89% |
| TX El Paso | El Paso Mass Transit Dept | 1.3 | 31.5 | 35.1 | 37.0 | 103.6 | 22.5 | 29.1 | 28.3 | 79.9 | 29.66% |
| TX Houston | Metro Tr Auth of Harris Co | 35.6 | 822.7 | 837.9 | 1,367.1 | 3,027.7 | 912.6 | 997.7 | 1,518.6 | 3,428.9 | -11.70% |
| UT Salt Lake City | Utah Transit Authority | 40.3 | 1,045.1 | 987.7 | 1,109.6 | 3,142.4 | 1,111.8 | 1,029.9 | 1,175.1 | 3,316.8 | -5.26% |
| VA Hampton | Hampton Roads Transit | 2.1 | 51.6 | 49.6 | 68.1 | 169.3 | 47.9 | 45.9 | 71.5 | 165.3 | 2.42% |
| WA Seattle | King County Dept of Trp | 4.2 | 103.9 | 101.8 | 133.7 | 339.4 | 122.2 | 113.2 | 125.6 | 361.0 | -5.98% |
| WA Seattle | Sound Transit | 117.2 | 3,114.9 | 3,168.5 | 3,656.3 | 9,939.7 | 2,733.1 | 2,292.7 | 2,777.8 | 7,803.6 | 27.37% |
| REPORTED TOTAL | | 1,061.8 | 30,895.8 | 30,232.5 | 35,929.8 | 97,058.1 | 30,637.7 | 29,383.4 | 33,424.2 | 93,445.3 | 3.87% |
| PROJECTED TOTAL (c) | | | 30,895.8 | 30,232.5 | 35,929.8 | 97,058.1 | 30,637.7 | 29,383.4 | 33,424.2 | 93,445.3 | 3.87% |

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.

(c) Includes missing agencies.

COMMUTER RAIL
PUBLIC TRANSPORTATION RIDERSHIP REPORT
First Quarter 2026

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | % CHANGE (b) | |
|---------------------|------------------------------------|---------------------|----------------|----------------|----------------|-----------------------|----------------|----------------|----------------|-----------------|----------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>JAN '26-</u> | | | | <u>JAN '25-</u> | <u>1st Qtr</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>JAN '26</u> | <u>FEB '26</u> | <u>MAR '26</u> | <u>MAR '26</u> | <u>JAN '25</u> | <u>FEB '25</u> | <u>MAR '25</u> | <u>MAR '25</u> | <u>Change</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | |
| AK Anchorage | Alaska Railroad Corporation | 0.2 | 1.1 | 2.3 | 4.5 | 7.9 | 1.0 | 2.6 | 4.4 | 8.0 | -1.25% |
| CA Los Angeles | Southern California RRA | 20.4 | 475.9 | 476.0 | 534.5 | 1,486.4 | 436.7 | 471.7 | 529.9 | 1,438.3 | 3.34% |
| CA Oakland | Capitol Corridor Joint Powers Auth | NA | 102.4 | 102.3 | 118.6 | 323.3 | 85.3 | 83.1 | 94.4 | 262.8 | 23.02% |
| CA Oceanside | North County Transit District | 2.8 | 66.4 | 65.9 | 89.4 | 221.7 | 57.5 | 58.4 | 66.7 | 182.6 | 21.41% |
| CA San Carlos | Caltrain | 39.0 | 932.5 | 872.9 | 1,108.6 | 2,914.0 | 734.4 | 694.1 | 831.8 | 2,260.3 | 28.92% |
| CA San Francisco | San Francisco Bay Area RTD | 4.9 | 113.2 | 111.5 | 132.6 | 357.3 | 108.6 | 105.7 | 118.7 | 333.0 | 7.30% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | 4.4 | 110.7 | 101.9 | 124.9 | 337.5 | 92.5 | 81.7 | 94.9 | 269.1 | 25.42% |
| CO Denver | Regional Trp District | 33.6 | 704.4 | 657.6 | 755.4 | 2,117.4 | 615.4 | 529.6 | 633.4 | 1,778.4 | 19.06% |
| CT New Haven | Connecticut DOT | 0.7 | 18.1 | 17.3 | 22.4 | 57.8 | 14.0 | 13.2 | 16.6 | 43.8 | 31.96% |
| FL Orlando | SunRail | 5.6 | 111.6 | 107.3 | 136.7 | 355.6 | 109.4 | 108.0 | 125.6 | 343.0 | 3.67% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | NA | 361.8 | 345.5 | 402.6 | 1,109.9 | 389.0 | 370.2 | 396.8 | 1,156.0 | -3.99% |
| IL Chicago | Metra | 163.1 | 2,824.6 | 2,890.4 | 3,303.8 | 9,018.8 | 2,670.8 | 2,546.8 | 3,046.0 | 8,263.6 | 9.14% |
| IN Chesterton | Northern IN Commuter TD | 5.9 | 136.0 | 143.5 | 180.4 | 459.9 | 126.9 | 125.8 | 163.2 | 415.9 | 10.58% |
| MA Boston | Massachusetts Bay Tr Auth | 104.0 | 2,470.9 | 2,219.1 | 2,807.9 | 7,497.9 | 2,348.1 | 2,119.3 | 2,430.3 | 6,897.7 | 8.70% |
| MD Baltimore | Maryland Transit Admin | 17.1 | 336.1 | 386.4 | 491.2 | 1,213.7 | 305.7 | 336.8 | 439.9 | 1,082.4 | 12.13% |
| ME Portland | Northern NE Passenger RA | NA | 38.0 | 34.1 | 49.0 | 121.1 | 39.4 | 38.8 | 44.1 | 122.3 | -0.98% |
| MN Minneapolis | Metro Transit | 0.1 | 1.4 | 0.0 | 0.0 | 1.4 | 8.3 | 8.1 | 9.1 | 25.5 | -94.51% |
| NJ Newark | New Jersey Transit Corp | NA | 4,674.3 | 3,985.2 | 4,756.0 | 13,415.5 | 4,675.1 | 4,293.1 | 5,073.7 | 14,041.9 | -4.46% |
| NM Albuquerque | New Mexico Dept of Trp | 1.9 | 45.2 | 44.8 | 53.5 | 143.5 | 43.6 | 46.3 | 51.7 | 141.6 | 1.34% |
| NY New York | MTA Long Island Rail Road | 328.3 | 8,628.6 | 7,784.2 | 8,769.1 | 25,181.9 | 8,709.1 | 7,878.8 | 8,726.5 | 25,314.4 | -0.52% |
| NY New York | MTA Metro-North Railroad | 233.1 | 5,337.9 | 4,827.7 | 6,228.3 | 16,393.9 | 5,388.8 | 4,844.4 | 5,804.4 | 16,037.6 | 2.22% |
| OR Portland | Tri-County Metro Trp Dist | 0.5 | 9.5 | 9.2 | 11.3 | 30.0 | 9.9 | 9.1 | 10.1 | 29.1 | 3.09% |
| PA Harris-Phil | Penn DOT (Keystone) | 3.7 | 106.9 | 78.2 | 132.1 | 317.2 | 96.9 | 93.3 | 108.8 | 299.0 | 6.09% |
| PA Philadelphia | Southeastern Penn TA | NA | 1,760.2 | 1,622.7 | 1,937.5 | 5,320.4 | 2,098.1 | 2,172.6 | 2,247.8 | 6,518.5 | -18.38% |
| TN Nashville | Regional Transp Auth | 0.5 | 9.1 | 11.4 | 13.9 | 34.4 | 11.0 | 10.4 | 12.7 | 34.1 | 0.88% |

| <u>State and</u> <u>Primary City</u> | <u>Transit Agency</u> | <u>AVG</u> <u>WKDY</u> (000's) | <u>JAN '26</u> (000's) | <u>FEB '26</u> (000's) | <u>MAR '26</u> (000's) | <u>JAN '26-</u> <u>MAR '26</u> (000's) | <u>JAN '25</u> (000's) | <u>FEB '25</u> (000's) | <u>MAR '25</u> (000's) | <u>JAN '25-</u> <u>MAR '25</u> (000's) | <u>1st Qtr</u> <u>Change</u> |
|---|----------------------------------|--------------------------------------|---------------------------|---------------------------|---------------------------|--|---------------------------|---------------------------|---------------------------|--|---------------------------------|
| TX Austin | Capital Metropolitan Trp Auth | 2.1 | 39.9 | 51.5 | 71.0 | 162.4 | 33.6 | 42.1 | 71.4 | 147.1 | 10.40% |
| TX Dallas-Ft Worth | Trinity Railway Express | 5.9 | 130.7 | 140.6 | 166.8 | 438.1 | 107.9 | 93.9 | 118.6 | 320.4 | 36.74% |
| TX Fort Worth | Trinity Metro | 2.5 | 68.2 | 66.1 | 80.4 | 214.7 | 57.1 | 54.7 | 69.9 | 181.7 | 18.16% |
| TX Lewisville | Denton County Transportation Aut | 1.1 | 19.2 | 23.4 | 25.3 | 67.9 | 20.6 | 20.8 | 23.4 | 64.8 | 4.78% |
| UT Salt Lake City | Utah Transit Authority | 14.8 | 341.2 | 310.1 | 355.8 | 1,007.1 | 338.4 | 326.2 | 350.7 | 1,015.3 | -0.81% |
| VA Alexandria | Virginia Railway Express | 8.5 | 142.7 | 161.0 | 190.7 | 494.4 | 117.5 | 152.9 | 240.8 | 511.2 | -3.29% |
| WA Seattle | Sound Transit | 8.2 | 175.1 | 170.7 | 180.8 | 526.6 | 157.8 | 134.6 | 163.4 | 455.8 | 15.53% |
| REPORTED TOTAL | | 1,013.1 | 30,293.8 | 27,820.8 | 33,235.0 | 91,349.6 | 30,008.4 | 27,867.1 | 32,119.7 | 89,995.2 | 1.50% |
| PROJECTED TOTAL (c) | | | 30,357.1 | 27,882.5 | 33,305.2 | 91,544.8 | 30,071.1 | 27,928.9 | 32,187.5 | 90,187.5 | 1.50% |

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) Metro Transit ended Commuter Rail service in January, 2026.

TROLLEY BUS
PUBLIC TRANSPORTATION RIDERSHIP REPORT
First Quarter 2026

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | % CHANGE (b) | |
|------------------------|----------------------------|---------------------|----------------|----------------|----------------|-----------------------|----------------|----------------|----------------|-----------------|----------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>JAN '26-</u> | | | | <u>JAN '25-</u> | <u>1st Qtr</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>JAN '26</u> | <u>FEB '26</u> | <u>MAR '26</u> | <u>MAR '26</u> | <u>JAN '25</u> | <u>FEB '25</u> | <u>MAR '25</u> | <u>MAR '25</u> | <u>Change</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | |
| CA San Francisco | San Francisco Muni Rwy | 118.9 | 3,878.5 | 3,008.3 | 2,851.7 | 9,738.5 | 4,037.5 | 3,586.2 | 4,070.3 | 11,694.0 | -16.72% |
| OH Dayton | Greater Dayton Regional TA | 5.1 | 100.5 | 109.1 | 114.8 | 324.4 | 114.1 | 120.1 | 128.9 | 363.1 | -10.66% |
| PA Philadelphia | Southeastern Penn TA | NA | 272.0 | 226.1 | 276.2 | 774.3 | 270.3 | 239.3 | 276.7 | 786.3 | -1.53% |
| WA Seattle | King County Dept of Trp | 38.4 | 917.9 | 799.1 | 869.0 | 2,586.0 | 869.7 | 807.2 | 841.0 | 2,517.9 | 2.70% |
| REPORTED TOTAL | | 162.4 | 5,168.9 | 4,142.6 | 4,111.7 | 13,423.2 | 5,291.6 | 4,752.8 | 5,316.9 | 15,361.3 | -12.62% |
| PROJECTED TOTAL | | | 5,168.9 | 4,142.6 | 4,111.7 | 13,423.2 | 5,291.6 | 4,752.8 | 5,316.9 | 15,361.3 | -12.62% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

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

First Quarter 2026

ESTIMATED UNLINKED TRANSIT PASSENGER TRIPS

| | | CURRENT YEAR (a)(b) | | | | PRECEDING YEAR (a)(b) | | | | % CHANGE (b) | |
|---------------------|--|---------------------|----------------|----------------|----------------|-----------------------|----------------|----------------|----------------|-----------------|----------------|
| <u>State and</u> | | <u>AVG</u> | | | | <u>JAN '26-</u> | | | | <u>JAN '25-</u> | <u>1st Qtr</u> |
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>JAN '26</u> | <u>FEB '26</u> | <u>MAR '26</u> | <u>MAR '26</u> | <u>JAN '25</u> | <u>FEB '25</u> | <u>MAR '25</u> | <u>MAR '25</u> | <u>Change</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | |
| AZ | Phoenix City of Phoenix PTD | 65.1 | 1,658.3 | 1,626.9 | 1,732.4 | 5,017.6 | 1,664.5 | 1,607.8 | 1,645.0 | 4,917.3 | 2.04% |
| CA | Long Beach Long Beach Transit | 61.6 | 1,592.1 | 1,510.0 | 1,738.0 | 4,840.1 | 1,605.6 | 1,492.1 | 1,655.7 | 4,753.4 | 1.82% |
| CA | Los Angeles Los Angeles County MTA | 714.3 | 18,720.9 | 18,090.4 | 20,492.3 | 57,303.6 | 20,041.0 | 18,711.8 | 20,700.6 | 59,453.4 | -3.62% |
| CA | Oakland Alameda-Contra Costa TD | 167.8 | 3,205.2 | 3,311.6 | 3,711.3 | 10,228.1 | 3,265.6 | 3,118.7 | 3,441.1 | 9,825.4 | 4.10% |
| CA | Orange Orange County Transp Auth | 108.5 | 2,656.0 | 2,721.9 | 3,003.6 | 8,381.5 | 2,977.6 | 2,814.9 | 3,123.9 | 8,916.4 | -6.00% |
| CA | San Diego San Diego Metrop Transit Sys | 126.8 | 3,136.1 | 3,074.0 | 3,468.8 | 9,678.9 | 3,134.0 | 3,032.3 | 3,186.3 | 9,352.6 | 3.49% |
| CA | San Francisco San Francisco Muni Rwy | 270.6 | 6,763.5 | 6,884.6 | 8,633.5 | 22,281.6 | 6,577.5 | 6,131.4 | 6,968.2 | 19,677.1 | 13.24% |
| CA | San Jose Santa Clara Valley Trp Auth | 76.1 | 1,913.7 | 1,830.9 | 2,146.7 | 5,891.3 | 2,002.9 | 1,872.0 | 760.6 | 4,635.5 | 27.09% |
| CA | Santa Monica Santa Monica's Big Blue Bus | 32.3 | 795.9 | 790.8 | 883.5 | 2,470.2 | 762.9 | 802.5 | 861.5 | 2,426.9 | 1.78% |
| CO | Denver Regional Trp District | 173.5 | 3,624.2 | 3,497.3 | 3,809.6 | 10,931.1 | 3,486.0 | 3,332.9 | 3,690.4 | 10,509.3 | 4.01% |
| DC | Washington Washington Metro Area TA | 344.0 | 8,302.8 | 8,107.5 | 10,204.0 | 26,614.3 | 8,953.8 | 9,150.7 | 10,871.8 | 28,976.3 | -8.15% |
| FL | Fort Lauderdale Broward County Transit | 70.4 | 1,808.3 | 1,762.9 | 1,946.2 | 5,517.4 | 1,976.7 | 2,007.7 | 2,064.7 | 6,049.1 | -8.79% |
| FL | Miami Miami-Dade Transit Agency | 179.5 | 4,651.4 | 4,480.2 | 4,878.1 | 14,009.7 | 4,973.3 | 4,715.9 | 4,907.5 | 14,596.7 | -4.02% |
| FL | Orlando Central Florida RTA | 62.8 | 1,660.3 | 1,596.0 | 1,741.3 | 4,997.6 | 1,693.0 | 1,670.6 | 1,851.0 | 5,214.6 | -4.16% |
| GA | Atlanta Metro Atlanta Rapid Tr Auth | 100.0 | 2,494.4 | 2,485.4 | 2,896.7 | 7,876.5 | 2,447.5 | 2,602.0 | 2,788.2 | 7,837.7 | 0.50% |
| IL | Arlington Heights PACE Suburban Bus | NA | 1,122.3 | 1,185.1 | 1,307.0 | 3,614.4 | 1,192.8 | 1,160.7 | 1,333.7 | 3,687.2 | -1.97% |
| IL | Chicago Chicago Transit Authority | 602.6 | 14,850.4 | 15,590.9 | 17,007.8 | 47,449.1 | 14,821.4 | 14,832.7 | 16,922.7 | 46,576.8 | 1.87% |
| MA | Boston Massachusetts Bay Tr Auth | 289.6 | 7,066.3 | 6,782.2 | 8,458.0 | 22,306.5 | 7,645.6 | 7,287.4 | 7,889.9 | 22,822.9 | -2.26% |
| MD | Baltimore Maryland Transit Admin | 142.3 | 3,666.6 | 3,669.6 | 4,315.5 | 11,651.7 | 4,029.9 | 3,717.2 | 4,471.1 | 12,218.2 | -4.64% |
| MD | Rockville Montgomery County Ride-On | 60.6 | 1,346.7 | 1,455.9 | 1,750.6 | 4,553.2 | 1,335.5 | 1,413.5 | 1,699.6 | 4,448.6 | 2.35% |
| MI | Detroit City of Detroit Dept of Trp | 41.6 | 1,029.7 | 1,024.1 | 1,256.2 | 3,310.0 | 1,040.0 | 996.5 | 1,192.7 | 3,229.2 | 2.50% |
| MN | Minneapolis Metro Transit | 111.0 | 2,708.5 | 2,883.7 | 3,292.5 | 8,884.7 | 2,767.7 | 2,642.8 | 3,073.0 | 8,483.5 | 4.73% |
| MO | Saint Louis Bi-State Dev Agency | NA | 790.4 | 801.5 | 889.7 | 2,481.6 | 867.4 | 918.8 | 1,071.3 | 2,857.5 | -13.15% |
| NJ | Newark New Jersey Transit Corp | NA | 9,929.5 | 9,286.0 | 11,519.6 | 30,735.1 | 11,042.7 | 10,211.1 | 11,825.7 | 33,079.5 | -7.09% |
| NV | Las Vegas RTC of Southern Nevada | NA | 4,542.1 | 4,269.8 | 4,712.0 | 13,523.9 | 4,629.6 | 4,320.9 | 4,770.7 | 13,721.2 | -1.44% |

| <u>State and</u> | | <u>AVG</u> | | | | <u>JAN '26-</u> | | | | <u>JAN '25-</u> | <u>1st Qtr</u> |
|-----------------------|--------------------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------------|
| <u>Primary City</u> | <u>Transit Agency</u> | <u>WKDY</u> | <u>JAN '26</u> | <u>FEB '26</u> | <u>MAR '26</u> | <u>MAR '26</u> | <u>JAN '25</u> | <u>FEB '25</u> | <u>MAR '25</u> | <u>MAR '25</u> | <u>Change</u> |
| | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | |
| NY New York | MTA Bus Company | 404.0 | 9,957.0 | 9,274.2 | 11,895.0 | 31,126.2 | 10,240.0 | 9,871.8 | 11,727.0 | 31,838.8 | -2.24% |
| NY New York | MTA New York City Transit | 1,975.9 | 49,580.9 | 45,088.0 | 58,567.4 | 153,236.3 | 55,613.7 | 51,953.2 | 60,438.5 | 168,005.4 | -8.79% |
| OH Cincinnati | Southwest Ohio RTA | 41.5 | 992.6 | 1,010.2 | 1,140.8 | 3,143.6 | 958.8 | 1,029.9 | 1,132.0 | 3,120.7 | 0.73% |
| OH Cleveland | Greater Cleveland Reg TA | 59.3 | 1,411.5 | 1,494.6 | 1,644.9 | 4,551.0 | 1,528.1 | 1,530.5 | 1,700.8 | 4,759.4 | -4.38% |
| OH Columbus | Central Ohio Transit Auth | 35.9 | 810.1 | 950.2 | 1,036.7 | 2,797.0 | 914.3 | 931.2 | 1,000.1 | 2,845.6 | -1.71% |
| OR Portland | Tri-County Metro Trp Dist | 131.3 | 3,493.0 | 3,313.8 | 3,676.3 | 10,483.1 | 3,462.6 | 3,130.9 | 3,557.9 | 10,151.4 | 3.27% |
| PA Philadelphia | Southeastern Penn TA | NA | 9,829.6 | 8,741.0 | 9,985.3 | 28,555.9 | 9,556.5 | 8,925.5 | 9,907.6 | 28,389.6 | 0.59% |
| PA Pittsburgh | Pittsburgh Regional Transit (P | NA | 2,504.2 | 2,726.3 | 3,001.1 | 8,231.6 | 2,500.0 | 2,596.6 | 2,812.3 | 7,908.9 | 4.08% |
| RI Providence | Rhode Island Public TA | NA | 813.4 | 713.9 | 953.8 | 2,481.1 | 926.5 | 865.8 | 1,049.6 | 2,841.9 | -12.70% |
| TX Dallas | Dallas Area Rapid Transit | 79.0 | 2,044.2 | 2,022.1 | 1,975.9 | 6,042.2 | 2,203.3 | 2,097.3 | 2,367.9 | 6,668.5 | -9.39% |
| TX Houston | Metro Tr Auth of Harris Co | 206.6 | 4,983.9 | 5,152.6 | 5,642.5 | 15,779.0 | 4,566.2 | 4,833.2 | 5,350.3 | 14,749.7 | 6.98% |
| TX San Antonio | VIA Metropolitan Transit | 95.0 | 2,410.0 | 2,476.8 | 2,671.4 | 7,558.2 | 2,224.8 | 2,198.4 | 2,467.7 | 6,890.9 | 9.68% |
| VA Hampton | Hampton Roads Transit | 22.8 | 580.5 | 544.3 | 679.6 | 1,804.4 | 561.6 | 505.9 | 633.6 | 1,701.1 | 6.07% |
| WA Seattle | King County Dept of Trp | 234.3 | 6,401.5 | 5,996.7 | 6,740.8 | 19,139.0 | 6,231.7 | 5,813.2 | 6,675.9 | 18,720.8 | 2.23% |
| WI Milwaukee | Milwaukee County Tr Sys | 62.1 | 1,559.2 | 1,608.3 | 1,709.1 | 4,876.6 | 1,951.7 | 1,874.1 | 2,135.9 | 5,961.7 | -18.20% |
| REPORTED TOTAL | | 7,149.0 | 207,407.2 | 199,832.2 | 237,115.5 | 644,354.9 | 218,374.3 | 208,722.4 | 235,724.0 | 662,820.7 | -2.79% |

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

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

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

APTA PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change | |
|----------------|----------------|----------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------|
| AK | Anchorage | Alaska Railroad Corporation | CR | 0.2 | 1.1 | 2.3 | 4.5 | 7.9 | 1.0 | 2.6 | 4.4 | 8.0 | -1.25% |
| AK | Anchorage | Alaska Railroad Corporation | TOTAL | 0.2 | 1.1 | 2.3 | 4.5 | 7.9 | 1.0 | 2.6 | 4.4 | 8.0 | -1.25% |
| AL | Birmingham | Birmingham-Jefferson Co TA | DR | 0.5 | 11.7 | 13.3 | 13.8 | 38.8 | 8.6 | 9.4 | 9.9 | 27.9 | 39.07% |
| AL | Birmingham | Birmingham-Jefferson Co TA | MB | 5.5 | 130.4 | 129.4 | 129.0 | 388.8 | 147.9 | 140.7 | 145.1 | 433.7 | -10.35% |
| AL | Birmingham | Birmingham-Jefferson Co TA | TOTAL | NA | 142.1 | 142.7 | 142.8 | 427.6 | 156.5 | 150.1 | 155.0 | 461.6 | -7.37% |
| AR | Little Rock | Rock Region Metro | DR | NA | 14.4 | 17.7 | 18.5 | 50.6 | 20.2 | 18.8 | 21.2 | 60.2 | -15.95% |
| AR | Little Rock | Rock Region Metro | LR | NA | 5.5 | 6.3 | 7.7 | 19.5 | 2.8 | 3.8 | 8.5 | 15.1 | 29.14% |
| AR | Little Rock | Rock Region Metro | MB | NA | 146.6 | 148.4 | 160.0 | 455.0 | 144.9 | 124.6 | 141.4 | 410.9 | 10.73% |
| AR | Little Rock | Rock Region Metro | TOTAL | NA | 166.5 | 172.4 | 186.2 | 525.1 | 167.9 | 147.2 | 171.1 | 486.2 | 8.00% |
| AZ | Flagstaff | Mountain Line | DR | 0.0 | 1.6 | 1.3 | 1.5 | 4.4 | 1.8 | 1.4 | 1.5 | 4.7 | -6.38% |
| AZ | Flagstaff | Mountain Line | MB | 9.9 | 228.9 | 261.2 | 239.2 | 729.3 | 158.2 | 175.0 | 157.1 | 490.3 | 48.75% |
| AZ | Flagstaff | Mountain Line | VP | 0.0 | 2.5 | 2.5 | 2.7 | 7.7 | 2.5 | 2.5 | 2.7 | 7.7 | 0.00% |
| AZ | Flagstaff | Mountain Line | TOTAL | 9.9 | 233.0 | 265.0 | 243.4 | 741.4 | 162.5 | 178.9 | 161.3 | 502.7 | 47.48% |
| AZ | Glendale | Glendale Transit | DR | NA | 4.9 | 4.7 | 5.2 | 14.8 | 4.9 | 4.8 | 5.1 | 14.8 | 0.00% |
| AZ | Glendale | Glendale Transit | MB | NA | 6.0 | 5.6 | 5.7 | 17.3 | 5.9 | 5.6 | 6.0 | 17.5 | -1.14% |
| AZ | Glendale | Glendale Transit | TOTAL | NA | 10.9 | 10.3 | 10.9 | 32.1 | 10.8 | 10.4 | 11.1 | 32.3 | -0.62% |
| AZ | Phoenix | City of Phoenix PTD | DR | 1.1 | 25.7 | 25.4 | 28.5 | 79.6 | 27.0 | 25.2 | 27.0 | 79.2 | 0.51% |
| AZ | Phoenix | City of Phoenix PTD | MB | 65.1 | 1,658.3 | 1,626.9 | 1,732.4 | 5,017.6 | 1,664.5 | 1,607.8 | 1,645.0 | 4,917.3 | 2.04% |
| AZ | Phoenix | City of Phoenix PTD | TOTAL | 66.2 | 1,684.0 | 1,652.3 | 1,760.9 | 5,097.2 | 1,691.5 | 1,633.0 | 1,672.0 | 4,996.5 | 2.02% |
| AZ | Phoenix | Valley Metro | DR | 2.5 | 62.7 | 61.2 | 63.8 | 187.7 | 56.4 | 53.8 | 54.7 | 164.9 | 13.83% |
| AZ | Phoenix | Valley Metro | MB | 32.8 | 801.0 | 863.4 | 862.4 | 2,526.8 | 819.2 | 764.1 | 780.2 | 2,363.5 | 6.91% |
| AZ | Phoenix | Valley Metro | VP | 2.6 | 62.1 | 59.3 | 66.3 | 187.7 | 65.8 | 57.6 | 65.2 | 188.6 | -0.48% |
| AZ | Phoenix | Valley Metro | TOTAL | 37.9 | 925.8 | 983.9 | 992.5 | 2,902.2 | 941.4 | 875.5 | 900.1 | 2,717.0 | 6.82% |
| AZ | Phoenix | Valley Metro Rail, Inc. | LR | 36.4 | 1,005.1 | 1,036.8 | 1,034.4 | 3,076.3 | 863.2 | 823.3 | 891.5 | 2,578.0 | 19.33% |
| AZ | Phoenix | Valley Metro Rail, Inc. | TOTAL | 36.4 | 1,005.1 | 1,036.8 | 1,034.4 | 3,076.3 | 863.2 | 823.3 | 891.5 | 2,578.0 | 19.33% |
| AZ | Tucson | Sun Tran | DR | 1.9 | 43.6 | 42.5 | 48.1 | 134.2 | 44.9 | 42.8 | 45.1 | 132.8 | 1.05% |
| AZ | Tucson | Sun Tran | LR | 4.5 | 106.8 | 134.0 | 125.4 | 366.2 | 134.5 | 172.5 | 156.1 | 463.1 | -20.92% |
| AZ | Tucson | Sun Tran | MB | 52.6 | 1,330.3 | 1,280.2 | 1,368.3 | 3,978.8 | 1,398.7 | 1,351.6 | 1,370.2 | 4,120.5 | -3.44% |
| AZ | Tucson | Sun Tran | TOTAL | 58.9 | 1,480.7 | 1,456.7 | 1,541.8 | 4,479.2 | 1,578.1 | 1,566.9 | 1,571.4 | 4,716.4 | -5.03% |
| AZ | Yuma | Yuma County Intergovernmental PT | DR | 0.0 | 0.5 | 0.5 | 0.6 | 1.6 | 0.5 | 0.5 | 0.6 | 1.6 | 0.00% |
| AZ | Yuma | Yuma County Intergovernmental PT | MB | 1.5 | 34.2 | 33.2 | 39.9 | 107.3 | 35.4 | 35.2 | 41.2 | 111.8 | -4.03% |
| AZ | Yuma | Yuma County Intergovernmental PT | TOTAL | 1.5 | 34.7 | 33.7 | 40.5 | 108.9 | 35.9 | 35.7 | 41.8 | 113.4 | -3.97% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|----------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CA Alturas | Modoc Transportation Agency | DR | 0.2 | 0.8 | 0.8 | 0.9 | 2.5 | 0.9 | 0.7 | 1.0 | 2.6 | -3.85% |
| CA Alturas | Modoc Transportation Agency | MB | 0.2 | 1.3 | 1.1 | 1.7 | 4.1 | 1.9 | 1.3 | 1.5 | 4.7 | -12.77% |
| CA Alturas | Modoc Transportation Agency | TOTAL | 0.4 | 2.1 | 1.9 | 2.6 | 6.6 | 2.8 | 2.0 | 2.5 | 7.3 | -9.59% |
| CA Anaheim | Anaheim Resort Transportation | DR | 0.2 | 2.3 | 2.2 | 0.0 | 4.5 | 3.8 | 4.2 | 3.8 | 11.8 | -61.86% |
| CA Anaheim | Anaheim Resort Transportation | MB | 94.1 | 709.1 | 633.2 | 700.5 | 2,042.8 | 727.0 | 654.6 | 754.2 | 2,135.8 | -4.35% |
| CA Anaheim | Anaheim Resort Transportation | TOTAL | 94.4 | 711.4 | 635.4 | 700.5 | 2,047.3 | 730.8 | 658.8 | 758.0 | 2,147.6 | -4.67% |
| CA Antioch | Eastern Contra Costa Tr Auth | DR | 0.9 | 20.6 | 18.0 | 20.0 | 58.6 | 20.5 | 17.1 | 18.5 | 56.1 | 4.46% |
| CA Antioch | Eastern Contra Costa Tr Auth | MB | 3.8 | 87.3 | 86.2 | 99.7 | 273.2 | 90.9 | 81.9 | 90.4 | 263.2 | 3.80% |
| CA Antioch | Eastern Contra Costa Tr Auth | TOTAL | 4.7 | 107.9 | 104.2 | 119.7 | 331.8 | 111.4 | 99.0 | 108.9 | 319.3 | 3.91% |
| CA Bakersfield | Golden Empire Transit District | DR | 0.4 | 10.1 | 10.5 | 11.1 | 31.7 | 8.0 | 8.3 | 8.8 | 25.1 | 26.29% |
| CA Bakersfield | Golden Empire Transit District | MB | 17.5 | 444.5 | 425.5 | 486.2 | 1,356.2 | 339.4 | 337.9 | 378.7 | 1,056.0 | 28.43% |
| CA Bakersfield | Golden Empire Transit District | TOTAL | 17.9 | 454.6 | 436.0 | 497.3 | 1,387.9 | 347.4 | 346.2 | 387.5 | 1,081.1 | 28.38% |
| CA Concord | Central Contra Costa TA | DR | 0.6 | 13.5 | 12.0 | 13.9 | 39.4 | 13.8 | 13.1 | 14.2 | 41.1 | -4.14% |
| CA Concord | Central Contra Costa TA | MB | 9.4 | 214.5 | 209.7 | 240.0 | 664.2 | 222.6 | 212.3 | 228.5 | 663.4 | 0.12% |
| CA Concord | Central Contra Costa TA | TOTAL | 10.0 | 228.0 | 221.7 | 253.9 | 703.6 | 236.4 | 225.4 | 242.7 | 704.5 | -0.13% |
| CA Culver City | Culver CityBus | DR | NA | 0.2 | 0.2 | 0.3 | 0.7 | 0.2 | 0.3 | 0.3 | 0.8 | -12.50% |
| CA Culver City | Culver CityBus | MB | 10.8 | 244.6 | 256.5 | 272.1 | 773.2 | 210.6 | 244.8 | 275.4 | 730.8 | 5.80% |
| CA Culver City | Culver CityBus | TOTAL | NA | 244.8 | 256.7 | 272.4 | 773.9 | 210.8 | 245.1 | 275.7 | 731.6 | 5.78% |
| CA Davis | Unitrans | MB | 19.6 | 453.2 | 417.8 | 337.3 | 1,208.3 | 457.0 | 432.0 | 324.5 | 1,213.5 | -0.43% |
| CA Davis | Unitrans | TOTAL | 19.6 | 453.2 | 417.8 | 337.3 | 1,208.3 | 457.0 | 432.0 | 324.5 | 1,213.5 | -0.43% |
| CA Escalon | City of Escalon | DR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| CA Escalon | City of Escalon | MB | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| CA Escalon | City of Escalon | TOTAL | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| CA Fairfield | City of Fairfield(CA) –FAST | DR | 0.1 | 2.1 | 2.1 | 2.5 | 6.7 | 2.1 | 1.8 | 1.9 | 5.8 | 15.52% |
| CA Fairfield | City of Fairfield(CA) –FAST | MB | 0.7 | 15.5 | 13.9 | 15.9 | 45.3 | 15.9 | 15.1 | 16.1 | 47.1 | -3.82% |
| CA Fairfield | City of Fairfield(CA) –FAST | TOTAL | 0.8 | 17.6 | 16.0 | 18.4 | 52.0 | 18.0 | 16.9 | 18.0 | 52.9 | -1.70% |
| CA Fresno | Fresno Area Express | DR | 0.7 | 13.9 | 13.6 | 15.4 | 42.9 | 13.6 | 13.6 | 14.9 | 42.1 | 1.90% |
| CA Fresno | Fresno Area Express | MB | 40.0 | 831.5 | 806.0 | 921.5 | 2,559.0 | 877.3 | 837.0 | 881.5 | 2,595.8 | -1.42% |
| CA Fresno | Fresno Area Express | TOTAL | 40.7 | 845.4 | 819.6 | 936.9 | 2,601.9 | 890.9 | 850.6 | 896.4 | 2,637.9 | -1.36% |
| CA Gardena | Gardena Municipal Bus Lines | DR | 0.0 | 1.0 | 1.1 | 1.2 | 3.3 | 1.0 | 1.1 | 1.2 | 3.3 | 0.00% |
| CA Gardena | Gardena Municipal Bus Lines | MB | 8.7 | 185.5 | 179.9 | 193.9 | 559.3 | 208.3 | 193.5 | 218.5 | 620.3 | -9.83% |
| CA Gardena | Gardena Municipal Bus Lines | TOTAL | 8.7 | 186.5 | 181.0 | 195.1 | 562.6 | 209.3 | 194.6 | 219.7 | 623.6 | -9.78% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|----------------|--------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CA Hesperia | Victor Valley Transit Authority | DR | NA | 11.0 | 11.1 | 12.5 | 34.6 | 11.3 | 11.1 | 11.8 | 34.2 | 1.17% |
| CA Hesperia | Victor Valley Transit Authority | MB | NA | 106.2 | 92.2 | 105.6 | 304.0 | 83.2 | 88.8 | 94.4 | 266.4 | 14.11% |
| CA Hesperia | Victor Valley Transit Authority | VP | NA | 51.0 | 49.0 | 56.9 | 156.9 | 42.9 | 40.5 | 44.4 | 127.8 | 22.77% |
| CA Hesperia | Victor Valley Transit Authority | TOTAL | NA | 168.2 | 152.3 | 175.0 | 495.5 | 137.4 | 140.4 | 150.6 | 428.4 | 15.66% |
| CA Lancaster | Antelope Valley Transit Auth | DR | 3.8 | 10.1 | 9.8 | 10.6 | 30.5 | 8.6 | 8.0 | 8.9 | 25.5 | 19.61% |
| CA Lancaster | Antelope Valley Transit Auth | MB | 6.3 | 149.3 | 147.9 | 162.8 | 460.0 | 120.8 | 126.3 | 132.8 | 379.9 | 21.08% |
| CA Lancaster | Antelope Valley Transit Auth | TOTAL | 10.1 | 159.4 | 157.7 | 173.4 | 490.5 | 129.4 | 134.3 | 141.7 | 405.4 | 20.99% |
| CA Livermore | Livermore/Amador Valley TA | DR | 0.2 | 2.2 | 2.0 | 2.4 | 6.6 | 2.7 | 2.7 | 2.8 | 8.2 | -19.51% |
| CA Livermore | Livermore/Amador Valley TA | MB | 4.9 | 108.7 | 106.6 | 121.3 | 336.6 | 112.4 | 106.9 | 115.9 | 335.2 | 0.42% |
| CA Livermore | Livermore/Amador Valley TA | TOTAL | 5.1 | 110.9 | 108.6 | 123.7 | 343.2 | 115.1 | 109.6 | 118.7 | 343.4 | -0.06% |
| CA Long Beach | Long Beach Transit | DR | 0.1 | 2.2 | 2.0 | 2.4 | 6.6 | 2.1 | 2.0 | 2.2 | 6.3 | 4.76% |
| CA Long Beach | Long Beach Transit | FB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| CA Long Beach | Long Beach Transit | MB | 61.6 | 1,592.1 | 1,510.0 | 1,738.0 | 4,840.1 | 1,605.6 | 1,492.1 | 1,655.7 | 4,753.4 | 1.82% |
| CA Long Beach | Long Beach Transit | TOTAL | 61.7 | 1,594.3 | 1,512.0 | 1,740.4 | 4,846.7 | 1,607.7 | 1,494.1 | 1,657.9 | 4,759.7 | 1.83% |
| CA Los Angeles | Access Services | DR | NA | 401.5 | 390.9 | 452.5 | 1,244.9 | 353.4 | 359.8 | 401.0 | 1,114.2 | 11.73% |
| CA Los Angeles | Access Services | TOTAL | NA | 401.5 | 390.9 | 452.5 | 1,244.9 | 353.4 | 359.8 | 401.0 | 1,114.2 | 11.73% |
| CA Los Angeles | Los Angeles County MTA | HR | 61.0 | 1,683.6 | 1,547.1 | 1,811.1 | 5,041.8 | 1,737.0 | 1,676.0 | 1,862.7 | 5,275.7 | -4.43% |
| CA Los Angeles | Los Angeles County MTA | LR | 150.4 | 3,987.5 | 3,881.1 | 4,497.1 | 12,365.7 | 3,580.1 | 3,640.4 | 3,947.8 | 11,168.3 | 10.72% |
| CA Los Angeles | Los Angeles County MTA | MB | 714.3 | 18,720.9 | 18,090.4 | 20,492.3 | 57,303.6 | 20,041.0 | 18,711.8 | 20,700.6 | 59,453.4 | -3.62% |
| CA Los Angeles | Los Angeles County MTA | TOTAL | 925.7 | 24,392.0 | 23,518.6 | 26,800.5 | 74,711.1 | 25,358.1 | 24,028.2 | 26,511.1 | 75,897.4 | -1.56% |
| CA Los Angeles | Southern California RRA | CR | 20.4 | 475.9 | 476.0 | 534.5 | 1,486.4 | 436.7 | 471.7 | 529.9 | 1,438.3 | 3.34% |
| CA Los Angeles | Southern California RRA | TOTAL | 20.4 | 475.9 | 476.0 | 534.5 | 1,486.4 | 436.7 | 471.7 | 529.9 | 1,438.3 | 3.34% |
| CA Modesto | Stanislaus Regional Transit Authorit | DR | 0.7 | 14.8 | 14.0 | 15.4 | 44.2 | 12.9 | 11.9 | 13.3 | 38.1 | 16.01% |
| CA Modesto | Stanislaus Regional Transit Authorit | MB | 12.7 | 263.4 | 252.3 | 289.2 | 804.9 | 272.9 | 264.8 | 287.6 | 825.3 | -2.47% |
| CA Modesto | Stanislaus Regional Transit Authorit | TOTAL | 13.4 | 278.2 | 266.3 | 304.6 | 849.1 | 285.8 | 276.7 | 300.9 | 863.4 | -1.66% |
| CA Montebello | Montebello Bus Lines | DR | NA | 7.4 | 7.7 | 8.4 | 23.5 | 7.0 | 7.2 | 6.1 | 20.3 | 15.76% |
| CA Montebello | Montebello Bus Lines | MB | NA | 250.4 | 234.1 | 274.3 | 758.8 | 221.8 | 202.9 | 242.5 | 667.2 | 13.73% |
| CA Montebello | Montebello Bus Lines | TOTAL | NA | 257.8 | 241.8 | 282.7 | 782.3 | 228.8 | 210.1 | 248.6 | 687.5 | 13.79% |
| CA Monterey | Monterey-Salinas Transit | DR | 0.5 | 11.1 | 12.0 | 12.5 | 35.6 | 11.1 | 11.0 | 11.6 | 33.7 | 5.64% |
| CA Monterey | Monterey-Salinas Transit | MB | 8.3 | 200.5 | 203.1 | 238.9 | 642.5 | 197.6 | 192.1 | 210.5 | 600.2 | 7.05% |
| CA Monterey | Monterey-Salinas Transit | VP | 0.2 | 5.0 | 4.7 | 5.2 | 14.9 | 5.8 | 5.3 | 5.5 | 16.6 | -10.24% |
| CA Monterey | Monterey-Salinas Transit | TOTAL | 9.0 | 216.6 | 219.8 | 256.6 | 693.0 | 214.5 | 208.4 | 227.6 | 650.5 | 6.53% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

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|------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CA Napa | Napa County Transportation and Pla | DR | 0.3 | 5.5 | 6.0 | 7.1 | 18.6 | 5.2 | 5.0 | 5.0 | 15.2 | 22.37% |
| CA Napa | Napa County Transportation and Pla | MB | 1.2 | 34.1 | 34.0 | 40.0 | 108.1 | 35.6 | 34.4 | 37.2 | 107.2 | 0.84% |
| CA Napa | Napa County Transportation and Pla | TOTAL | 1.5 | 39.6 | 40.0 | 47.1 | 126.7 | 40.8 | 39.4 | 42.2 | 122.4 | 3.51% |
| CA Norwalk | Norwalk Transit System | DR | 0.1 | 1.5 | 1.4 | 1.6 | 4.5 | 1.7 | 1.4 | 1.6 | 4.7 | -4.26% |
| CA Norwalk | Norwalk Transit System | MB | 4.8 | 109.3 | 103.0 | 120.3 | 332.6 | 104.3 | 103.8 | 109.5 | 317.6 | 4.72% |
| CA Norwalk | Norwalk Transit System | TOTAL | 4.9 | 110.8 | 104.4 | 121.9 | 337.1 | 106.0 | 105.2 | 111.1 | 322.3 | 4.59% |
| CA Oakland | Alameda-Contra Costa TD | DR | 2.0 | 41.4 | 38.8 | 44.4 | 124.6 | 42.2 | 40.4 | 45.3 | 127.9 | -2.58% |
| CA Oakland | Alameda-Contra Costa TD | MB | 167.8 | 3,205.2 | 3,311.6 | 3,711.3 | 10,228.1 | 3,265.6 | 3,118.7 | 3,441.1 | 9,825.4 | 4.10% |
| CA Oakland | Alameda-Contra Costa TD | TOTAL | 169.8 | 3,246.6 | 3,350.4 | 3,755.7 | 10,352.7 | 3,307.8 | 3,159.1 | 3,486.4 | 9,953.3 | 4.01% |
| CA Oakland | Capitol Corridor Joint Powers Auth | CR | NA | 102.4 | 102.3 | 118.6 | 323.3 | 85.3 | 83.1 | 94.4 | 262.8 | 23.02% |
| CA Oakland | Capitol Corridor Joint Powers Auth | TOTAL | NA | 102.4 | 102.3 | 118.6 | 323.3 | 85.3 | 83.1 | 94.4 | 262.8 | 23.02% |
| CA Oceanside | North County Transit District | CR | 2.8 | 66.4 | 65.9 | 89.4 | 221.7 | 57.5 | 58.4 | 66.7 | 182.6 | 21.41% |
| CA Oceanside | North County Transit District | DR | 0.6 | 12.7 | 12.2 | 14.0 | 38.9 | 11.3 | 11.0 | 11.8 | 34.1 | 14.08% |
| CA Oceanside | North County Transit District | LR | 5.2 | 136.6 | 121.1 | 147.6 | 405.3 | 138.2 | 137.4 | 162.8 | 438.4 | -7.55% |
| CA Oceanside | North County Transit District | MB | 18.4 | 461.2 | 451.2 | 509.1 | 1,421.5 | 448.3 | 429.3 | 471.5 | 1,349.1 | 5.37% |
| CA Oceanside | North County Transit District | TOTAL | 27.0 | 676.9 | 650.4 | 760.1 | 2,087.4 | 655.3 | 636.1 | 712.8 | 2,004.2 | 4.15% |
| CA Orange | Orange County Transp Auth | DR | 4.6 | 104.7 | 102.6 | 116.8 | 324.1 | 97.6 | 95.3 | 106.0 | 298.9 | 8.43% |
| CA Orange | Orange County Transp Auth | MB | 108.5 | 2,656.0 | 2,721.9 | 3,003.6 | 8,381.5 | 2,977.6 | 2,814.9 | 3,123.9 | 8,916.4 | -6.00% |
| CA Orange | Orange County Transp Auth | VP | 1.2 | 26.3 | 24.4 | 25.6 | 76.3 | 22.8 | 21.6 | 25.5 | 69.9 | 9.16% |
| CA Orange | Orange County Transp Auth | TOTAL | 114.3 | 2,787.0 | 2,848.9 | 3,146.0 | 8,781.9 | 3,098.0 | 2,931.8 | 3,255.4 | 9,285.2 | -5.42% |
| CA Oxnard | Gold Coast Transit | DR | 0.3 | 8.8 | 8.2 | 9.5 | 26.5 | 8.4 | 8.6 | 9.2 | 26.2 | 1.15% |
| CA Oxnard | Gold Coast Transit | MB | 11.7 | 276.8 | 268.1 | 324.1 | 869.0 | 284.6 | 270.2 | 302.0 | 856.8 | 1.42% |
| CA Oxnard | Gold Coast Transit | TOTAL | 12.0 | 285.6 | 276.3 | 333.6 | 895.5 | 293.0 | 278.8 | 311.2 | 883.0 | 1.42% |
| CA Redding | Redding Area Bus Authority | DR | NA | 6.4 | 5.9 | 7.2 | 19.5 | 4.9 | 5.2 | 6.3 | 16.4 | 18.90% |
| CA Redding | Redding Area Bus Authority | MB | NA | 26.8 | 24.6 | 26.1 | 77.5 | 31.2 | 27.2 | 29.7 | 88.1 | -12.03% |
| CA Redding | Redding Area Bus Authority | VP | NA | 0.9 | 0.8 | 0.8 | 2.5 | 0.6 | 0.5 | 0.5 | 1.6 | 56.25% |
| CA Redding | Redding Area Bus Authority | TOTAL | NA | 34.1 | 31.3 | 34.1 | 99.5 | 36.7 | 32.9 | 36.5 | 106.1 | -6.22% |
| CA Redondo Beach | City of Redondo Beach | DR | 0.0 | 0.9 | 1.0 | 1.1 | 3.0 | 0.8 | 0.8 | 0.8 | 2.4 | 25.00% |
| CA Redondo Beach | City of Redondo Beach | MB | 0.8 | 19.1 | 19.3 | 23.8 | 62.2 | 21.3 | 19.0 | 20.4 | 60.7 | 2.47% |
| CA Redondo Beach | City of Redondo Beach | TOTAL | 0.8 | 20.0 | 20.3 | 24.9 | 65.2 | 22.1 | 19.8 | 21.2 | 63.1 | 3.33% |
| CA Riverside | Riverside Transit Agency | DR | 1.0 | 25.7 | 24.5 | 28.9 | 79.1 | 26.9 | 25.7 | 28.6 | 81.2 | -2.59% |
| CA Riverside | Riverside Transit Agency | MB | 19.6 | 490.6 | 472.7 | 547.2 | 1,510.5 | 481.2 | 471.1 | 504.7 | 1,457.0 | 3.67% |
| CA Riverside | Riverside Transit Agency | TOTAL | 20.7 | 516.3 | 497.2 | 576.1 | 1,589.6 | 508.1 | 496.8 | 533.3 | 1,538.2 | 3.34% |

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 Roseville | Roseville Transit | DR | 0.1 | 3.3 | 3.2 | 3.7 | 10.2 | 3.2 | 3.1 | 3.3 | 9.6 | 6.25% |
| CA Roseville | Roseville Transit | MB | 0.8 | 17.0 | 16.2 | 18.5 | 51.7 | 14.8 | 14.1 | 15.5 | 44.4 | 16.44% |
| CA Roseville | Roseville Transit | TOTAL | 0.9 | 20.3 | 19.4 | 22.2 | 61.9 | 18.0 | 17.2 | 18.8 | 54.0 | 14.63% |
| CA Sacramento | Sacramento Reg Tr Dist | DR | NA | 43.4 | 40.3 | 40.3 | 124.0 | 35.7 | 33.1 | 36.6 | 105.4 | 17.65% |
| CA Sacramento | Sacramento Reg Tr Dist | LR | NA | 614.7 | 545.8 | 648.8 | 1,809.3 | 581.5 | 669.8 | 647.7 | 1,899.0 | -4.72% |
| CA Sacramento | Sacramento Reg Tr Dist | MB | NA | 848.9 | 803.4 | 886.4 | 2,538.7 | 823.2 | 821.8 | 844.5 | 2,489.5 | 1.98% |
| CA Sacramento | Sacramento Reg Tr Dist | TOTAL | NA | 1,507.0 | 1,389.5 | 1,575.5 | 4,472.0 | 1,440.4 | 1,524.7 | 1,528.8 | 4,493.9 | -0.49% |
| CA San Bernardino | OMNITRANS | DR | 0.5 | 12.3 | 11.6 | 13.4 | 37.3 | 12.1 | 12.1 | 12.7 | 36.9 | 1.08% |
| CA San Bernardino | OMNITRANS | MB | 25.1 | 620.4 | 578.7 | 680.2 | 1,879.3 | 607.8 | 566.7 | 617.8 | 1,792.3 | 4.85% |
| CA San Bernardino | OMNITRANS | TOTAL | 25.6 | 632.7 | 590.3 | 693.6 | 1,916.6 | 619.9 | 578.8 | 630.5 | 1,829.2 | 4.78% |
| CA San Carlos | Caltrain | CR | 39.0 | 932.5 | 872.9 | 1,108.6 | 2,914.0 | 734.4 | 694.1 | 831.8 | 2,260.3 | 28.92% |
| CA San Carlos | Caltrain | TOTAL | 39.0 | 932.5 | 872.9 | 1,108.6 | 2,914.0 | 734.4 | 694.1 | 831.8 | 2,260.3 | 28.92% |
| CA San Carlos | San Mateo County Tran Dist | DR | NA | 18.6 | 17.7 | 20.3 | 56.6 | 22.4 | 20.4 | 24.0 | 66.8 | -15.27% |
| CA San Carlos | San Mateo County Tran Dist | MB | NA | 805.1 | 761.1 | 826.8 | 2,393.0 | 906.3 | 802.5 | 934.0 | 2,642.8 | -9.45% |
| CA San Carlos | San Mateo County Tran Dist | TOTAL | NA | 823.7 | 778.8 | 847.1 | 2,449.6 | 928.7 | 822.9 | 958.0 | 2,709.6 | -9.60% |
| CA San Diego | San Diego Metrop Transit System | DR | 1.3 | 29.5 | 29.7 | 33.7 | 92.9 | 28.0 | 26.7 | 30.4 | 85.1 | 9.17% |
| CA San Diego | San Diego Metrop Transit System | LR | 119.3 | 3,232.0 | 3,081.8 | 3,619.6 | 9,933.4 | 3,354.3 | 3,118.0 | 3,469.1 | 9,941.4 | -0.08% |
| CA San Diego | San Diego Metrop Transit System | MB | 126.8 | 3,136.1 | 3,074.0 | 3,468.8 | 9,678.9 | 3,134.0 | 3,032.3 | 3,186.3 | 9,352.6 | 3.49% |
| CA San Diego | San Diego Metrop Transit System | TOTAL | 247.4 | 6,397.6 | 6,185.5 | 7,122.1 | 19,705.2 | 6,516.3 | 6,177.0 | 6,685.8 | 19,379.1 | 1.68% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | DR | 0.1 | 0.9 | 0.9 | 1.0 | 2.8 | 1.1 | 1.0 | 1.1 | 3.2 | -12.50% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | FB | 4.7 | 112.4 | 105.3 | 161.3 | 379.0 | 107.3 | 86.8 | 115.0 | 309.1 | 22.61% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | MB | 5.0 | 128.5 | 120.7 | 135.6 | 384.8 | 121.9 | 111.4 | 127.1 | 360.4 | 6.77% |
| CA San Francisco | Golden Gate Bridge, Hwy & TD | TOTAL | 9.8 | 241.8 | 226.9 | 297.9 | 766.6 | 230.3 | 199.2 | 243.2 | 672.7 | 13.96% |
| CA San Francisco | San Francisco Bay Area RTD | AG | 0.9 | 24.8 | 23.7 | 30.3 | 78.8 | 25.3 | 24.4 | 31.6 | 81.3 | -3.08% |
| CA San Francisco | San Francisco Bay Area RTD | CR | 4.9 | 113.2 | 111.5 | 132.6 | 357.3 | 108.6 | 105.7 | 118.7 | 333.0 | 7.30% |
| CA San Francisco | San Francisco Bay Area RTD | HR | 286.2 | 4,472.1 | 4,440.0 | 5,240.5 | 14,152.6 | 4,017.4 | 3,900.7 | 4,272.2 | 12,190.3 | 16.10% |
| CA San Francisco | San Francisco Bay Area RTD | TOTAL | 292.1 | 4,610.1 | 4,575.2 | 5,403.4 | 14,588.7 | 4,151.3 | 4,030.8 | 4,422.5 | 12,604.6 | 15.74% |
| CA San Francisco | San Francisco Muni Rwy | CC | NA | 210.4 | 198.8 | 267.9 | 677.1 | 165.4 | 154.9 | 245.2 | 565.5 | 19.73% |
| CA San Francisco | San Francisco Muni Rwy | LR | 113.6 | 2,945.4 | 2,888.1 | 3,401.9 | 9,235.4 | 2,627.6 | 2,491.4 | 2,666.3 | 7,785.3 | 18.63% |
| CA San Francisco | San Francisco Muni Rwy | MB | 270.6 | 6,763.5 | 6,884.6 | 8,633.5 | 22,281.6 | 6,577.5 | 6,131.4 | 6,968.2 | 19,677.1 | 13.24% |
| CA San Francisco | San Francisco Muni Rwy | TB | 118.9 | 3,878.5 | 3,008.3 | 2,851.7 | 9,738.5 | 4,037.5 | 3,586.2 | 4,070.3 | 11,694.0 | -16.72% |
| CA San Francisco | San Francisco Muni Rwy | TOTAL | NA | 13,797.8 | 12,979.8 | 15,155.0 | 41,932.6 | 13,408.0 | 12,363.9 | 13,950.0 | 39,721.9 | 5.57% |
| CA San Francisco | Water Emergency Tr Auth | FB | NA | 229.1 | 227.0 | 301.0 | 757.1 | 205.2 | 181.2 | 215.0 | 601.4 | 25.89% |
| CA San Francisco | Water Emergency Tr Auth | TOTAL | NA | 229.1 | 227.0 | 301.0 | 757.1 | 205.2 | 181.2 | 215.0 | 601.4 | 25.89% |

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

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|-------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CA San Jose | Santa Clara Valley Trp Auth | DR | 13.6 | 33.6 | 31.8 | 37.1 | 102.5 | 32.1 | 30.5 | 35.4 | 98.0 | 4.59% |
| CA San Jose | Santa Clara Valley Trp Auth | LR | 53.8 | 381.5 | 398.9 | 420.8 | 1,201.2 | 385.9 | 347.5 | 111.7 | 845.1 | 42.14% |
| CA San Jose | Santa Clara Valley Trp Auth | MB | 76.1 | 1,913.7 | 1,830.9 | 2,146.7 | 5,891.3 | 2,002.9 | 1,872.0 | 760.6 | 4,635.5 | 27.09% |
| CA San Jose | Santa Clara Valley Trp Auth | TOTAL | 143.5 | 2,328.8 | 2,261.6 | 2,604.6 | 7,195.0 | 2,420.9 | 2,250.0 | 907.7 | 5,578.6 | 28.98% |
| CA San Rafael | Marin County Transit District | DR | 0.3 | 6.3 | 6.0 | 6.9 | 19.2 | 6.8 | 6.6 | 7.4 | 20.8 | -7.69% |
| CA San Rafael | Marin County Transit District | MB | 9.9 | 249.8 | 233.5 | 283.5 | 766.8 | 262.8 | 230.1 | 272.2 | 765.1 | 0.22% |
| CA San Rafael | Marin County Transit District | TOTAL | 10.2 | 256.1 | 239.5 | 290.4 | 786.0 | 269.6 | 236.7 | 279.6 | 785.9 | 0.01% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | CR | 4.4 | 110.7 | 101.9 | 124.9 | 337.5 | 92.5 | 81.7 | 94.9 | 269.1 | 25.42% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | DR | 0.0 | 1.9 | 1.9 | 2.4 | 6.2 | 1.1 | 1.2 | 1.5 | 3.8 | 63.16% |
| CA San Rafael | Sonoma-Marín Area Rail Tr Dist (S | TOTAL | 4.4 | 112.6 | 103.8 | 127.3 | 343.7 | 93.6 | 82.9 | 96.4 | 272.9 | 25.94% |
| CA Santa Barbara | Santa Barbara MTD | DR | 0.2 | 3.4 | 3.3 | 3.8 | 10.5 | 3.9 | 3.0 | 3.3 | 10.2 | 2.94% |
| CA Santa Barbara | Santa Barbara MTD | MB | 16.2 | 408.3 | 401.7 | 391.3 | 1,201.3 | 440.5 | 416.0 | 393.6 | 1,250.1 | -3.90% |
| CA Santa Barbara | Santa Barbara MTD | TOTAL | 16.4 | 411.7 | 405.0 | 395.1 | 1,211.8 | 444.4 | 419.0 | 396.9 | 1,260.3 | -3.85% |
| CA Santa Clarita | Santa Clarita Transit | DR | 0.5 | 14.2 | 13.6 | 15.5 | 43.3 | 12.0 | 12.2 | 13.6 | 37.8 | 14.55% |
| CA Santa Clarita | Santa Clarita Transit | MB | 8.1 | 190.1 | 184.9 | 210.9 | 585.9 | 191.3 | 181.5 | 204.7 | 577.5 | 1.45% |
| CA Santa Clarita | Santa Clarita Transit | TOTAL | 8.6 | 204.3 | 198.5 | 226.4 | 629.2 | 203.3 | 193.7 | 218.3 | 615.3 | 2.26% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | DR | 0.2 | 5.0 | 5.2 | 6.2 | 16.4 | 4.7 | 5.0 | 5.9 | 15.6 | 5.13% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | MB | NA | 532.9 | 517.2 | 564.8 | 1,614.9 | 418.4 | 367.6 | 407.5 | 1,193.5 | 35.31% |
| CA Santa Cruz | Santa Cruz Metro Transit Dist | TOTAL | NA | 537.9 | 522.4 | 571.0 | 1,631.3 | 423.1 | 372.6 | 413.4 | 1,209.1 | 34.92% |
| CA Santa Monica | Santa Monica's Big Blue Bus | DR | 0.2 | 2.9 | 3.2 | 3.4 | 9.5 | 1.8 | 1.9 | 2.2 | 5.9 | 61.02% |
| CA Santa Monica | Santa Monica's Big Blue Bus | MB | 32.3 | 795.9 | 790.8 | 883.5 | 2,470.2 | 762.9 | 802.5 | 861.5 | 2,426.9 | 1.78% |
| CA Santa Monica | Santa Monica's Big Blue Bus | TOTAL | 32.5 | 798.8 | 794.0 | 886.9 | 2,479.7 | 764.7 | 804.4 | 863.7 | 2,432.8 | 1.93% |
| CA Simi Valley | City of Simi Valley/Transit | DR | 0.8 | 3.1 | 3.0 | 3.1 | 9.2 | 3.1 | 3.3 | 3.4 | 9.8 | -6.12% |
| CA Simi Valley | City of Simi Valley/Transit | MB | 4.5 | 17.1 | 16.7 | 20.3 | 54.1 | 13.4 | 13.8 | 13.8 | 41.0 | 31.95% |
| CA Simi Valley | City of Simi Valley/Transit | TOTAL | 5.3 | 20.2 | 19.7 | 23.4 | 63.3 | 16.5 | 17.1 | 17.2 | 50.8 | 24.61% |
| CA Stockton | San Joaquin Reg Trans Dist | DR | 0.2 | 5.6 | 5.5 | 6.1 | 17.2 | 5.5 | 5.0 | 5.4 | 15.9 | 8.18% |
| CA Stockton | San Joaquin Reg Trans Dist | MB | 10.0 | 230.3 | 221.5 | 249.6 | 701.4 | 230.1 | 209.3 | 222.3 | 661.7 | 6.00% |
| CA Stockton | San Joaquin Reg Trans Dist | TOTAL | 10.2 | 235.9 | 227.0 | 255.7 | 718.6 | 235.6 | 214.3 | 227.7 | 677.6 | 6.05% |
| CA Thousand Palms | SunLine Transit Agency | DR | 0.4 | 9.7 | 9.6 | 10.7 | 30.0 | 11.7 | 11.3 | 12.2 | 35.2 | -14.77% |
| CA Thousand Palms | SunLine Transit Agency | MB | 8.6 | 229.1 | 221.6 | 248.0 | 698.7 | 233.0 | 225.1 | 245.4 | 703.5 | -0.68% |
| CA Thousand Palms | SunLine Transit Agency | VP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| CA Thousand Palms | SunLine Transit Agency | TOTAL | 9.0 | 238.8 | 231.2 | 258.7 | 728.7 | 244.7 | 236.4 | 257.6 | 738.7 | -1.35% |

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

APTA PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|---------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CA Torrance | Torrance Transit System | DR | 0.3 | 6.5 | 6.0 | 6.3 | 18.8 | 3.8 | 3.9 | 4.0 | 11.7 | 60.68% |
| CA Torrance | Torrance Transit System | MB | 8.6 | 214.2 | 206.0 | 240.2 | 660.4 | 193.3 | 187.3 | 211.6 | 592.2 | 11.52% |
| CA Torrance | Torrance Transit System | TOTAL | 8.9 | 220.7 | 212.0 | 246.5 | 679.2 | 197.1 | 191.2 | 215.6 | 603.9 | 12.47% |
| CA Vallejo | Solano County Transit (SolTrans) | DR | NA | 2.0 | 1.9 | 2.0 | 5.9 | 1.5 | 1.6 | 1.9 | 5.0 | 18.00% |
| CA Vallejo | Solano County Transit (SolTrans) | MB | NA | 91.3 | 88.4 | 100.7 | 280.4 | 82.9 | 83.0 | 91.7 | 257.6 | 8.85% |
| CA Vallejo | Solano County Transit (SolTrans) | TOTAL | NA | 93.3 | 90.3 | 102.7 | 286.3 | 84.4 | 84.6 | 93.6 | 262.6 | 9.03% |
| CA Ventura | Ventura County Transp Comm | MB | 1.2 | 26.1 | 26.8 | 30.7 | 83.6 | 24.4 | 33.4 | 34.9 | 92.7 | -9.82% |
| CA Ventura | Ventura County Transp Comm | TOTAL | 1.2 | 26.1 | 26.8 | 30.7 | 83.6 | 24.4 | 33.4 | 34.9 | 92.7 | -9.82% |
| CA Visalia | Visalia City Coach | DR | 0.1 | 3.0 | 3.0 | 3.0 | 9.0 | 3.2 | 3.0 | 3.4 | 9.6 | -6.25% |
| CA Visalia | Visalia City Coach | MB | 2.2 | 51.2 | 55.1 | 52.5 | 158.8 | 57.0 | 58.2 | 60.2 | 175.4 | -9.46% |
| CA Visalia | Visalia City Coach | TOTAL | 2.3 | 54.2 | 58.1 | 55.5 | 167.8 | 60.2 | 61.2 | 63.6 | 185.0 | -9.30% |
| CA West Covina | Foothill Transit | MB | 32.2 | 802.3 | 795.2 | 946.1 | 2,543.6 | 831.2 | 790.2 | 880.8 | 2,502.2 | 1.65% |
| CA West Covina | Foothill Transit | TOTAL | 32.2 | 802.3 | 795.2 | 946.1 | 2,543.6 | 831.2 | 790.2 | 880.8 | 2,502.2 | 1.65% |
| CO Aspen | Roaring Fork Transp Auth | MB | NA | 592.0 | 478.1 | 446.6 | 1,516.7 | 643.9 | 582.7 | 589.9 | 1,816.5 | -16.50% |
| CO Aspen | Roaring Fork Transp Auth | TOTAL | NA | 592.0 | 478.1 | 446.6 | 1,516.7 | 643.9 | 582.7 | 589.9 | 1,816.5 | -16.50% |
| CO Colorado Springs | Mountain Metropolitan Transit | DR | 0.4 | 9.4 | 9.8 | 10.5 | 29.7 | 9.7 | 9.6 | 10.2 | 29.5 | 0.68% |
| CO Colorado Springs | Mountain Metropolitan Transit | MB | 7.8 | 188.3 | 196.5 | 219.0 | 603.8 | 179.1 | 186.4 | 216.2 | 581.7 | 3.80% |
| CO Colorado Springs | Mountain Metropolitan Transit | VP | 0.0 | 0.5 | 0.5 | 0.4 | 1.4 | 0.4 | 0.5 | 0.5 | 1.4 | 0.00% |
| CO Colorado Springs | Mountain Metropolitan Transit | TOTAL | 8.2 | 198.2 | 206.8 | 229.9 | 634.9 | 189.2 | 196.5 | 226.9 | 612.6 | 3.64% |
| CO Denver | Regional Trp District | CR | 33.6 | 704.4 | 657.6 | 755.4 | 2,117.4 | 615.4 | 529.6 | 633.4 | 1,778.4 | 19.06% |
| CO Denver | Regional Trp District | DR | 2.9 | 59.2 | 59.6 | 65.0 | 183.8 | 62.1 | 58.8 | 64.3 | 185.2 | -0.76% |
| CO Denver | Regional Trp District | LR | 38.4 | 792.7 | 758.9 | 872.2 | 2,423.8 | 767.5 | 740.7 | 862.9 | 2,371.1 | 2.22% |
| CO Denver | Regional Trp District | MB | 173.5 | 3,624.2 | 3,497.3 | 3,809.6 | 10,931.1 | 3,486.0 | 3,332.9 | 3,690.4 | 10,509.3 | 4.01% |
| CO Denver | Regional Trp District | VP | 0.8 | 16.7 | 16.3 | 16.2 | 49.2 | 16.7 | 16.3 | 16.2 | 49.2 | 0.00% |
| CO Denver | Regional Trp District | TOTAL | 249.2 | 5,197.2 | 4,989.7 | 5,518.4 | 15,705.3 | 4,947.7 | 4,678.3 | 5,267.2 | 14,893.2 | 5.45% |
| CO Fort Collins | Transfort | DR | 0.1 | 3.3 | 3.3 | 3.5 | 10.1 | 3.2 | 3.3 | 3.4 | 9.9 | 2.02% |
| CO Fort Collins | Transfort | MB | 11.1 | 216.8 | 285.8 | 264.2 | 766.8 | 212.2 | 288.7 | 267.0 | 767.9 | -0.14% |
| CO Fort Collins | Transfort | TOTAL | 11.2 | 220.1 | 289.1 | 267.7 | 776.9 | 215.4 | 292.0 | 270.4 | 777.8 | -0.12% |
| CO Grand Junction | Mesa County Reg Transp Office | DR | 0.1 | 2.3 | 2.2 | 2.4 | 6.9 | 2.7 | 2.4 | 2.5 | 7.6 | -9.21% |
| CO Grand Junction | Mesa County Reg Transp Office | MB | 2.0 | 47.8 | 44.4 | 45.9 | 138.1 | 49.3 | 48.2 | 47.5 | 145.0 | -4.76% |
| CO Grand Junction | Mesa County Reg Transp Office | TOTAL | 2.1 | 50.1 | 46.6 | 48.3 | 145.0 | 52.0 | 50.6 | 50.0 | 152.6 | -4.98% |
| CO Gypsum | Core Transit | DR | NA | NA | NA | NA | NA | 0.4 | 0.3 | 0.4 | 1.1 | NA |
| CO Gypsum | Core Transit | MB | 53.0 | 242.4 | 219.3 | 226.2 | 687.9 | 254.2 | 243.7 | 236.7 | 734.6 | -6.36% |
| CO Gypsum | Core Transit | TOTAL | NA | NA | NA | NA | NA | 254.6 | 244.0 | 237.1 | 735.7 | NA |

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

APTA PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|--------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| CT Hartford | Connecticut DOT | DR | 0.1 | 4.3 | 3.9 | 5.1 | 13.3 | 4.7 | 4.3 | 5.2 | 14.2 | -6.34% |
| CT Hartford | Connecticut DOT | TOTAL | 0.1 | 4.3 | 3.9 | 5.1 | 13.3 | 4.7 | 4.3 | 5.2 | 14.2 | -6.34% |
| CT Hartford | Connecticut Transit | MB | 64.4 | 1,529.1 | 1,475.3 | 1,825.6 | 4,830.0 | 1,601.0 | 1,498.6 | 1,679.7 | 4,779.3 | 1.06% |
| CT Hartford | Connecticut Transit | TOTAL | 64.4 | 1,529.1 | 1,475.3 | 1,825.6 | 4,830.0 | 1,601.0 | 1,498.6 | 1,679.7 | 4,779.3 | 1.06% |
| CT Hartford | Greater Hartford Tran Dist | DR | 1.6 | 37.4 | 36.0 | 44.2 | 117.6 | 40.0 | 35.8 | 42.3 | 118.1 | -0.42% |
| CT Hartford | Greater Hartford Tran Dist | TOTAL | 1.6 | 37.4 | 36.0 | 44.2 | 117.6 | 40.0 | 35.8 | 42.3 | 118.1 | -0.42% |
| CT New Haven | Connecticut DOT | CR | 0.7 | 18.1 | 17.3 | 22.4 | 57.8 | 14.0 | 13.2 | 16.6 | 43.8 | 31.96% |
| CT New Haven | Connecticut DOT | TOTAL | 0.7 | 18.1 | 17.3 | 22.4 | 57.8 | 14.0 | 13.2 | 16.6 | 43.8 | 31.96% |
| CT New Haven | Greater New Haven Transit Dist | DR | 0.6 | 13.9 | 13.0 | 16.8 | 43.7 | 15.1 | 14.1 | 15.9 | 45.1 | -3.10% |
| CT New Haven | Greater New Haven Transit Dist | TOTAL | 0.6 | 13.9 | 13.0 | 16.8 | 43.7 | 15.1 | 14.1 | 15.9 | 45.1 | -3.10% |
| CT Norwalk | Norwalk Transit District | DR | 0.4 | 8.3 | 8.2 | 10.4 | 26.9 | 9.4 | 8.3 | 12.1 | 29.8 | -9.73% |
| CT Norwalk | Norwalk Transit District | MB | 5.3 | 106.0 | 100.3 | 128.0 | 334.3 | 86.8 | 81.2 | 97.3 | 265.3 | 26.01% |
| CT Norwalk | Norwalk Transit District | TOTAL | 5.7 | 114.3 | 108.5 | 138.4 | 361.2 | 96.2 | 89.5 | 109.4 | 295.1 | 22.40% |
| DC Washington | District Dept of Transp | LR | 1.3 | 33.8 | 29.1 | 38.3 | 101.2 | 63.3 | 60.9 | 78.8 | 203.0 | -50.15% |
| DC Washington | District Dept of Transp | MB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| DC Washington | District Dept of Transp | TOTAL | 1.3 | 33.8 | 29.1 | 38.3 | 101.2 | 63.3 | 60.9 | 78.8 | 203.0 | -50.15% |
| DC Washington | Washington Metro Area TA | HR | 545.9 | 12,953.3 | 14,267.4 | 17,948.0 | 45,168.7 | 12,665.1 | 12,810.4 | 18,056.3 | 43,531.8 | 3.76% |
| DC Washington | Washington Metro Area TA | MB | 344.0 | 8,302.8 | 8,107.5 | 10,204.0 | 26,614.3 | 8,953.8 | 9,150.7 | 10,871.8 | 28,976.3 | -8.15% |
| DC Washington | Washington Metro Area TA | TOTAL | 889.9 | 21,256.1 | 22,374.9 | 28,152.0 | 71,783.0 | 21,618.9 | 21,961.1 | 28,928.1 | 72,508.1 | -1.00% |
| DE Wilmington | Delaware Transit Corp | DR | NA | 65.9 | 65.4 | 81.2 | 212.5 | 68.4 | 68.8 | 78.8 | 216.0 | -1.62% |
| DE Wilmington | Delaware Transit Corp | MB | NA | 482.2 | 453.9 | 541.4 | 1,477.5 | 499.3 | 495.6 | 566.2 | 1,561.1 | -5.36% |
| DE Wilmington | Delaware Transit Corp | TOTAL | NA | 548.1 | 519.3 | 622.6 | 1,690.0 | 567.7 | 564.4 | 645.0 | 1,777.1 | -4.90% |
| FL Bradenton | Manatee County Area Transit | DR | 0.3 | 7.2 | 6.7 | 7.3 | 21.2 | 6.2 | 6.0 | 6.7 | 18.9 | 12.17% |
| FL Bradenton | Manatee County Area Transit | MB | 6.2 | 150.9 | 151.1 | 197.1 | 499.1 | 162.9 | 175.2 | 193.4 | 531.5 | -6.10% |
| FL Bradenton | Manatee County Area Transit | TOTAL | 6.5 | 158.1 | 157.8 | 204.4 | 520.3 | 169.1 | 181.2 | 200.1 | 550.4 | -5.47% |
| FL Fort Lauderdale | Broward County Transit | DR | 4.2 | 100.4 | 96.9 | 109.2 | 306.5 | 94.7 | 91.8 | 98.6 | 285.1 | 7.51% |
| FL Fort Lauderdale | Broward County Transit | MB | 70.4 | 1,808.3 | 1,762.9 | 1,946.2 | 5,517.4 | 1,976.7 | 2,007.7 | 2,064.7 | 6,049.1 | -8.79% |
| FL Fort Lauderdale | Broward County Transit | TOTAL | 74.6 | 1,908.7 | 1,859.8 | 2,055.4 | 5,823.9 | 2,071.4 | 2,099.5 | 2,163.3 | 6,334.2 | -8.06% |
| FL Fort Myers | Lee Tran | DR | NA | NA | NA | NA | NA | 16.7 | 16.2 | 17.8 | 50.7 | NA |
| FL Fort Myers | Lee Tran | MB | 6.4 | 151.4 | 158.9 | 191.6 | 501.9 | 156.3 | 162.8 | 179.9 | 499.0 | 0.58% |
| FL Fort Myers | Lee Tran | TOTAL | NA | NA | NA | NA | NA | 173.0 | 179.0 | 197.7 | 549.7 | NA |

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

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|--------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| FL Hialeah | City of Hialeah Transportation | DR | 0.1 | 3.7 | 3.4 | 3.7 | 10.8 | 4.0 | 4.0 | 4.0 | 12.0 | -10.00% |
| FL Hialeah | City of Hialeah Transportation | MB | 1.9 | 36.3 | 34.8 | 41.2 | 112.3 | 40.5 | 39.6 | 41.1 | 121.2 | -7.34% |
| FL Hialeah | City of Hialeah Transportation | TOTAL | 2.0 | 40.0 | 38.2 | 44.9 | 123.1 | 44.5 | 43.6 | 45.1 | 133.2 | -7.58% |
| FL Jacksonville | Jacksonville Transp Auth | AG | 0.8 | 15.6 | 16.6 | 22.1 | 54.3 | 15.9 | 15.9 | 14.5 | 46.3 | 17.28% |
| FL Jacksonville | Jacksonville Transp Auth | DR | 1.3 | 32.2 | 33.6 | 37.6 | 103.4 | 28.6 | 28.7 | 30.7 | 88.0 | 17.50% |
| FL Jacksonville | Jacksonville Transp Auth | FB | 1.9 | 34.2 | 35.4 | 50.0 | 119.6 | 31.5 | 36.0 | 46.2 | 113.7 | 5.19% |
| FL Jacksonville | Jacksonville Transp Auth | MB | 20.9 | 518.0 | 506.6 | 596.5 | 1,621.1 | 507.1 | 524.3 | 521.2 | 1,552.6 | 4.41% |
| FL Jacksonville | Jacksonville Transp Auth | TOTAL | 25.0 | 600.0 | 592.2 | 706.2 | 1,898.4 | 583.1 | 604.9 | 612.6 | 1,800.6 | 5.43% |
| FL Miami | Miami-Dade Transit Agency | AG | 25.1 | 733.1 | 651.3 | 721.9 | 2,106.3 | 571.8 | 526.2 | 626.4 | 1,724.4 | 22.15% |
| FL Miami | Miami-Dade Transit Agency | DR | 5.6 | 136.6 | 132.8 | 149.0 | 418.4 | 130.9 | 128.7 | 139.5 | 399.1 | 4.84% |
| FL Miami | Miami-Dade Transit Agency | HR | 51.6 | 1,262.9 | 1,208.1 | 1,320.8 | 3,791.8 | 1,273.6 | 1,227.2 | 1,334.1 | 3,834.9 | -1.12% |
| FL Miami | Miami-Dade Transit Agency | MB | 179.5 | 4,651.4 | 4,480.2 | 4,878.1 | 14,009.7 | 4,973.3 | 4,715.9 | 4,907.5 | 14,596.7 | -4.02% |
| FL Miami | Miami-Dade Transit Agency | TOTAL | 261.8 | 6,784.0 | 6,472.4 | 7,069.8 | 20,326.2 | 6,949.6 | 6,598.0 | 7,007.5 | 20,555.1 | -1.11% |
| FL Orlando | Central Florida RTA | DR | 2.5 | 63.3 | 60.3 | 67.9 | 191.5 | 62.6 | 61.0 | 56.0 | 179.6 | 6.63% |
| FL Orlando | Central Florida RTA | MB | 62.8 | 1,660.3 | 1,596.0 | 1,741.3 | 4,997.6 | 1,693.0 | 1,670.6 | 1,851.0 | 5,214.6 | -4.16% |
| FL Orlando | Central Florida RTA | VP | 1.2 | 28.7 | 26.7 | 27.3 | 82.7 | 23.7 | 23.1 | 24.5 | 71.3 | 15.99% |
| FL Orlando | Central Florida RTA | TOTAL | 66.5 | 1,752.3 | 1,683.0 | 1,836.5 | 5,271.8 | 1,779.3 | 1,754.7 | 1,931.5 | 5,465.5 | -3.54% |
| FL Orlando | SunRail | CR | 5.6 | 111.6 | 107.3 | 136.7 | 355.6 | 109.4 | 108.0 | 125.6 | 343.0 | 3.67% |
| FL Orlando | SunRail | TOTAL | 5.6 | 111.6 | 107.3 | 136.7 | 355.6 | 109.4 | 108.0 | 125.6 | 343.0 | 3.67% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | CR | NA | 361.8 | 345.5 | 402.6 | 1,109.9 | 389.0 | 370.2 | 396.8 | 1,156.0 | -3.99% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | MB | NA | 37.3 | 37.2 | 47.2 | 121.7 | 38.1 | 34.2 | 38.8 | 111.1 | 9.54% |
| FL Pompano Beach | South Florida RTA (Tri-Rail) | TOTAL | NA | 399.1 | 382.7 | 449.8 | 1,231.6 | 427.1 | 404.4 | 435.6 | 1,267.1 | -2.80% |
| FL St. Petersburg | Pinellas Suncoast Tran Auth | DR | 0.7 | 17.8 | 17.0 | 19.0 | 53.8 | 12.6 | 12.2 | 13.4 | 38.2 | 40.84% |
| FL St. Petersburg | Pinellas Suncoast Tran Auth | MB | 29.8 | 756.9 | 741.7 | 888.4 | 2,387.0 | 800.2 | 794.9 | 898.6 | 2,493.7 | -4.28% |
| FL St. Petersburg | Pinellas Suncoast Tran Auth | TOTAL | 30.5 | 774.7 | 758.7 | 907.4 | 2,440.8 | 812.8 | 807.1 | 912.0 | 2,531.9 | -3.60% |
| FL Tampa | Hillsborough Area Reg TA | DR | 1.3 | 26.4 | 26.0 | 27.2 | 79.6 | 26.6 | 25.3 | 26.2 | 78.1 | 1.92% |
| FL Tampa | Hillsborough Area Reg TA | LR | 3.1 | 112.5 | 103.9 | 130.1 | 346.5 | 106.2 | 108.9 | 143.3 | 358.4 | -3.32% |
| FL Tampa | Hillsborough Area Reg TA | MB | 30.5 | 804.5 | 766.5 | 859.6 | 2,430.6 | 854.8 | 826.2 | 880.1 | 2,561.1 | -5.10% |
| FL Tampa | Hillsborough Area Reg TA | TOTAL | 34.9 | 943.4 | 896.4 | 1,016.9 | 2,856.7 | 987.6 | 960.4 | 1,049.6 | 2,997.6 | -4.70% |
| FL West Palm Beach | Palm Beach County STD | DR | 2.9 | 70.2 | 67.6 | 71.8 | 209.6 | 71.5 | 69.3 | 72.4 | 213.2 | -1.69% |
| FL West Palm Beach | Palm Beach County STD | MB | 27.5 | 697.6 | 667.8 | 727.5 | 2,092.9 | 751.1 | 714.5 | 739.8 | 2,205.4 | -5.10% |
| FL West Palm Beach | Palm Beach County STD | TOTAL | 30.4 | 767.8 | 735.4 | 799.3 | 2,302.5 | 822.6 | 783.8 | 812.2 | 2,418.6 | -4.80% |

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

APTA PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|------------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| GA Atlanta | Georgia Transportation Efficiency A | MB | 3.0 | 55.9 | 63.4 | 68.5 | 187.8 | 38.6 | 49.4 | 58.1 | 146.1 | 28.54% |
| GA Atlanta | Georgia Transportation Efficiency A | VP | 1.7 | 37.3 | 35.1 | 39.2 | 111.6 | 34.4 | 30.4 | 34.1 | 98.9 | 12.84% |
| GA Atlanta | Georgia Transportation Efficiency A | TOTAL | 4.7 | 93.2 | 98.5 | 107.7 | 299.4 | 73.0 | 79.8 | 92.2 | 245.0 | 22.20% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | DR | 2.7 | 57.6 | 61.7 | 81.9 | 201.2 | 57.0 | 66.5 | 72.9 | 196.4 | 2.44% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | HR | 136.9 | 3,168.6 | 3,447.9 | 3,982.0 | 10,598.5 | 2,094.5 | 2,256.1 | 2,627.2 | 6,977.8 | 51.89% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | LR | 0.3 | 2.2 | 12.7 | 16.3 | 31.2 | 14.8 | 23.2 | 29.4 | 67.4 | -53.71% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | MB | 100.0 | 2,494.4 | 2,485.4 | 2,896.7 | 7,876.5 | 2,447.5 | 2,602.0 | 2,788.2 | 7,837.7 | 0.50% |
| GA Atlanta | Metro Atlanta Rapid Tr Auth | TOTAL | 239.8 | 5,722.8 | 6,007.7 | 6,976.9 | 18,707.4 | NA | NA | NA | NA | NA |
| GA Lawrenceville | Gwinnett County DOT | DR | 0.3 | 7.6 | 8.1 | 9.2 | 24.9 | 6.0 | 6.5 | 7.1 | 19.6 | 27.04% |
| GA Lawrenceville | Gwinnett County DOT | MB | 4.3 | 84.7 | 91.1 | 101.3 | 277.1 | 93.6 | 105.7 | 120.0 | 319.3 | -13.22% |
| GA Lawrenceville | Gwinnett County DOT | TOTAL | 4.6 | 92.3 | 99.2 | 110.5 | 302.0 | 99.6 | 112.2 | 127.1 | 338.9 | -10.89% |
| GA Macon | Macon-Bibb County Transit Auth | DR | 0.2 | 3.5 | 3.8 | 4.0 | 11.3 | 3.2 | 3.8 | 3.6 | 10.6 | 6.60% |
| GA Macon | Macon-Bibb County Transit Auth | MB | 2.6 | 63.9 | 64.6 | 65.0 | 193.5 | 53.4 | 60.6 | 65.9 | 179.9 | 7.56% |
| GA Macon | Macon-Bibb County Transit Auth | TOTAL | 2.8 | 67.4 | 68.4 | 69.0 | 204.8 | 56.6 | 64.4 | 69.5 | 190.5 | 7.51% |
| GA Savannah | Chatham Area Transit Auth | DR | NA | 5.9 | 6.2 | NA | NA | 6.0 | 8.2 | 8.9 | 23.1 | NA |
| GA Savannah | Chatham Area Transit Auth | FB | NA | 33.0 | 44.8 | NA | NA | 26.8 | 48.6 | 54.1 | 129.5 | NA |
| GA Savannah | Chatham Area Transit Auth | MB | NA | 112.5 | 107.3 | NA | NA | 161.2 | 155.5 | 163.6 | 480.3 | NA |
| GA Savannah | Chatham Area Transit Auth | TOTAL | NA | 151.4 | 158.3 | NA | NA | 194.0 | 212.3 | 226.6 | 632.9 | NA |
| HI Honolulu | City & Cnty of Honolulu DOTS | DR | 3.4 | 89.4 | 82.8 | 88.3 | 260.5 | 86.8 | 81.4 | 88.1 | 256.3 | 1.64% |
| HI Honolulu | City & Cnty of Honolulu DOTS | HR | NA | 299.8 | 282.6 | 295.4 | 877.8 | 92.3 | 97.8 | 102.6 | 292.7 | >100% |
| HI Honolulu | City & Cnty of Honolulu DOTS | MB | NA | 3,504.9 | 3,291.0 | 3,415.7 | 10,211.6 | 3,456.0 | 3,342.0 | 3,443.0 | 10,241.0 | -0.29% |
| HI Honolulu | City & Cnty of Honolulu DOTS | TOTAL | NA | 3,894.1 | 3,656.4 | 3,799.4 | 11,349.9 | 3,635.1 | 3,521.2 | 3,633.7 | 10,790.0 | 5.19% |
| IA Ames | Ames Transit Agency | DR | 0.0 | 1.4 | 1.3 | 1.5 | 4.2 | 1.4 | 1.2 | 1.3 | 3.9 | 7.69% |
| IA Ames | Ames Transit Agency | MB | 22.6 | 346.3 | 643.1 | 511.9 | 1,501.3 | 320.3 | 636.2 | 448.5 | 1,405.0 | 6.85% |
| IA Ames | Ames Transit Agency | TOTAL | 22.6 | 347.7 | 644.4 | 513.4 | 1,505.5 | 321.7 | 637.4 | 449.8 | 1,408.9 | 6.86% |
| ID Boise | Valley Regional Transit | DR | 0.4 | 7.6 | 8.1 | 8.3 | 24.0 | 9.0 | 8.2 | 8.2 | 25.4 | -5.51% |
| ID Boise | Valley Regional Transit | MB | 3.4 | 76.5 | 74.2 | 80.9 | 231.6 | 81.9 | 76.1 | 80.1 | 238.1 | -2.73% |
| ID Boise | Valley Regional Transit | TOTAL | 3.8 | 84.1 | 82.3 | 89.2 | 255.6 | 90.9 | 84.3 | 88.3 | 263.5 | -3.00% |
| ID Moscow | Smart Transit | DR | NA | 0.7 | 0.9 | 0.9 | 2.5 | 1.4 | 1.2 | 1.5 | 4.1 | -39.02% |
| ID Moscow | Smart Transit | MB | NA | 10.1 | 10.9 | 8.8 | 29.8 | 14.5 | 12.1 | 12.2 | 38.8 | -23.20% |
| ID Moscow | Smart Transit | TOTAL | NA | 10.8 | 11.8 | 9.7 | 32.3 | 15.9 | 13.3 | 13.7 | 42.9 | -24.71% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change | |
|----------------|-------------------|--------------------------------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|---------|
| IL | Arlington Heights | PACE Suburban Bus | DR | NA | 28.8 | 27.6 | 34.1 | 90.5 | 33.0 | 31.2 | 34.4 | 98.6 | -8.22% |
| IL | Arlington Heights | PACE Suburban Bus | MB | NA | 1,122.3 | 1,185.1 | 1,307.0 | 3,614.4 | 1,192.8 | 1,160.7 | 1,333.7 | 3,687.2 | -1.97% |
| IL | Arlington Heights | PACE Suburban Bus | VP | NA | 44.8 | 46.9 | 46.4 | 138.1 | 35.8 | 35.0 | 38.0 | 108.8 | 26.93% |
| IL | Arlington Heights | PACE Suburban Bus | TOTAL | NA | 1,195.9 | 1,259.6 | 1,387.5 | 3,843.0 | 1,261.6 | 1,226.9 | 1,406.1 | 3,894.6 | -1.32% |
| IL | Chicago | Chicago Transit Authority | HR | 385.5 | 9,539.8 | 9,743.9 | 11,432.0 | 30,715.7 | 9,360.3 | 8,991.8 | 10,921.8 | 29,273.9 | 4.93% |
| IL | Chicago | Chicago Transit Authority | MB | 602.6 | 14,850.4 | 15,590.9 | 17,007.8 | 47,449.1 | 14,821.4 | 14,832.7 | 16,922.7 | 46,576.8 | 1.87% |
| IL | Chicago | Chicago Transit Authority | TOTAL | 988.1 | 24,390.2 | 25,334.8 | 28,439.8 | 78,164.8 | 24,181.7 | 23,824.5 | 27,844.5 | 75,850.7 | 3.05% |
| IL | Chicago | Metra | CR | 163.1 | 2,824.6 | 2,890.4 | 3,303.8 | 9,018.8 | 2,670.8 | 2,546.8 | 3,046.0 | 8,263.6 | 9.14% |
| IL | Chicago | Metra | TOTAL | 163.1 | 2,824.6 | 2,890.4 | 3,303.8 | 9,018.8 | 2,670.8 | 2,546.8 | 3,046.0 | 8,263.6 | 9.14% |
| IL | Granite City | Madison County Trans Dist | DR | 0.2 | 3.9 | 4.2 | 4.5 | 12.6 | 3.7 | 3.8 | 4.3 | 11.8 | 6.78% |
| IL | Granite City | Madison County Trans Dist | MB | 5.1 | 109.9 | 123.7 | 130.8 | 364.4 | 120.9 | 128.9 | 136.2 | 386.0 | -5.60% |
| IL | Granite City | Madison County Trans Dist | VP | 0.1 | 2.9 | 3.1 | 3.2 | 9.2 | 3.0 | 3.1 | 3.5 | 9.6 | -4.17% |
| IL | Granite City | Madison County Trans Dist | TOTAL | 5.4 | 116.7 | 131.0 | 138.5 | 386.2 | 127.6 | 135.8 | 144.0 | 407.4 | -5.20% |
| IL | Kankakee | River Valley Metro MTD | DR | 0.0 | 1.7 | 1.7 | 1.8 | 5.2 | 1.7 | 1.7 | 1.8 | 5.2 | 0.00% |
| IL | Kankakee | River Valley Metro MTD | MB | 1.5 | 43.0 | 43.2 | 48.9 | 135.1 | 45.0 | 44.3 | 48.8 | 138.1 | -2.17% |
| IL | Kankakee | River Valley Metro MTD | TOTAL | 1.5 | 44.7 | 44.9 | 50.7 | 140.3 | 46.7 | 46.0 | 50.6 | 143.3 | -2.09% |
| IL | Moline | Rock Island County MMTD | DR | 0.2 | 5.4 | 5.1 | 5.1 | 15.6 | 6.3 | 5.9 | 6.0 | 18.2 | -14.29% |
| IL | Moline | Rock Island County MMTD | FB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| IL | Moline | Rock Island County MMTD | MB | 5.9 | 168.7 | 179.0 | 182.1 | 529.8 | 164.5 | 161.7 | 169.1 | 495.3 | 6.97% |
| IL | Moline | Rock Island County MMTD | TOTAL | 6.1 | 174.1 | 184.1 | 187.2 | 545.4 | 170.8 | 167.6 | 175.1 | 513.5 | 6.21% |
| IL | Normal | Connect Transit | DR | 0.6 | 14.0 | 14.3 | 15.2 | 43.5 | 13.7 | 13.7 | 14.9 | 42.3 | 2.84% |
| IL | Normal | Connect Transit | MB | 7.9 | 188.3 | 210.4 | 194.0 | 592.7 | 171.1 | 196.3 | 185.7 | 553.1 | 7.16% |
| IL | Normal | Connect Transit | TOTAL | 8.5 | 202.3 | 224.7 | 209.2 | 636.2 | 184.8 | 210.0 | 200.6 | 595.4 | 6.85% |
| IL | Peoria | Greater Peoria Mass Tr Dist | DR | 0.5 | 10.4 | 9.1 | 10.3 | 29.8 | 9.0 | 8.1 | 9.1 | 26.2 | 13.74% |
| IL | Peoria | Greater Peoria Mass Tr Dist | MB | NA | 152.7 | 138.3 | 166.0 | 457.0 | 142.1 | 146.0 | 164.6 | 452.7 | 0.95% |
| IL | Peoria | Greater Peoria Mass Tr Dist | TOTAL | NA | 163.1 | 147.4 | 176.3 | 486.8 | 151.1 | 154.1 | 173.7 | 478.9 | 1.65% |
| IL | Rockford | Rockford Mass Transit Dist | DR | 0.5 | 11.4 | 11.9 | 12.5 | 35.8 | 12.9 | 11.0 | 11.9 | 35.8 | 0.00% |
| IL | Rockford | Rockford Mass Transit Dist | MB | 4.3 | 108.3 | 124.1 | 126.7 | 359.1 | 104.3 | 96.5 | 108.5 | 309.3 | 16.10% |
| IL | Rockford | Rockford Mass Transit Dist | TOTAL | 4.8 | 119.7 | 136.0 | 139.2 | 394.9 | 117.2 | 107.5 | 120.4 | 345.1 | 14.43% |
| IL | Springfield | Sangamon Mass Transit District | DR | 0.3 | 8.7 | 8.8 | 8.9 | 26.4 | 7.7 | 7.6 | 8.5 | 23.8 | 10.92% |
| IL | Springfield | Sangamon Mass Transit District | MB | 4.7 | 105.9 | 112.0 | 117.7 | 335.6 | 104.8 | 104.1 | 112.3 | 321.2 | 4.48% |
| IL | Springfield | Sangamon Mass Transit District | TOTAL | 5.0 | 114.6 | 120.8 | 126.6 | 362.0 | 112.5 | 111.7 | 120.8 | 345.0 | 4.93% |

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

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|-----------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| IL Urbana | Champaign-Urbana MTD | DR | 0.5 | 9.1 | 12.4 | 11.9 | 33.4 | 10.0 | 13.4 | 12.8 | 36.2 | -7.73% |
| IL Urbana | Champaign-Urbana MTD | MB | 46.3 | 836.5 | 1,356.7 | 1,142.2 | 3,335.4 | 828.8 | 1,354.9 | 1,075.7 | 3,259.4 | 2.33% |
| IL Urbana | Champaign-Urbana MTD | TOTAL | 46.8 | 845.6 | 1,369.1 | 1,154.1 | 3,368.8 | 838.8 | 1,368.3 | 1,088.5 | 3,295.6 | 2.22% |
| IN Chesterton | Northern IN Commuter TD | CR | 5.9 | 136.0 | 143.5 | 180.4 | 459.9 | 126.9 | 125.8 | 163.2 | 415.9 | 10.58% |
| IN Chesterton | Northern IN Commuter TD | TOTAL | 5.9 | 136.0 | 143.5 | 180.4 | 459.9 | 126.9 | 125.8 | 163.2 | 415.9 | 10.58% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | DR | NA | 5.0 | 5.3 | 5.8 | 16.1 | 7.2 | 6.7 | 7.2 | 21.1 | -23.70% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | MB | NA | 87.2 | 94.5 | 96.2 | 277.9 | 110.3 | 106.7 | 119.0 | 336.0 | -17.29% |
| IN Fort Wayne | Fort Wayne Public Tr Corp | TOTAL | NA | 92.2 | 99.8 | 102.0 | 294.0 | 117.5 | 113.4 | 126.2 | 357.1 | -17.67% |
| IN Indianapolis | Indianapolis Public Trp Corp | DR | 0.6 | 13.4 | 14.7 | 16.2 | 44.3 | 13.2 | 12.6 | 13.6 | 39.4 | 12.44% |
| IN Indianapolis | Indianapolis Public Trp Corp | MB | 21.1 | 505.0 | 520.2 | 573.0 | 1,598.2 | 503.2 | 508.3 | 565.2 | 1,576.7 | 1.36% |
| IN Indianapolis | Indianapolis Public Trp Corp | TOTAL | 21.6 | 518.4 | 534.9 | 589.2 | 1,642.5 | 516.4 | 520.9 | 578.8 | 1,616.1 | 1.63% |
| IN Lafayette | Greater Lafayette PTC | DR | 0.1 | 2.7 | 2.9 | 3.2 | 8.8 | 3.3 | 2.8 | 2.9 | 9.0 | -2.22% |
| IN Lafayette | Greater Lafayette PTC | MB | 8.2 | 174.3 | 202.2 | 188.0 | 564.5 | 382.8 | 451.1 | 375.4 | 1,209.3 | -53.32% |
| IN Lafayette | Greater Lafayette PTC | VP | NA | 0.8 | 1.4 | 1.9 | 4.1 | 0.4 | 0.5 | 0.6 | 1.5 | >100% |
| IN Lafayette | Greater Lafayette PTC | TOTAL | NA | 177.8 | 206.5 | 193.1 | 577.4 | 386.5 | 454.4 | 378.9 | 1,219.8 | -52.66% |
| IN Muncie | Muncie Indiana Transit Sys | DR | 0.1 | 2.6 | 2.5 | 2.8 | 7.9 | 3.0 | 2.5 | 2.7 | 8.2 | -3.66% |
| IN Muncie | Muncie Indiana Transit Sys | MB | 3.1 | 70.4 | 71.2 | 72.7 | 214.3 | 70.4 | 72.3 | 68.2 | 210.9 | 1.61% |
| IN Muncie | Muncie Indiana Transit Sys | TOTAL | 3.2 | 73.0 | 73.7 | 75.5 | 222.2 | 73.4 | 74.8 | 70.9 | 219.1 | 1.41% |
| IN South Bend | South Bend Public Transp | DR | 0.1 | 3.9 | 4.6 | 4.6 | 13.1 | 4.9 | 4.6 | 5.0 | 14.5 | -9.66% |
| IN South Bend | South Bend Public Transp | MB | 4.5 | 91.4 | 102.3 | 111.5 | 305.2 | 103.4 | 104.7 | 113.7 | 321.8 | -5.16% |
| IN South Bend | South Bend Public Transp | TOTAL | 4.6 | 95.3 | 106.9 | 116.1 | 318.3 | 108.3 | 109.3 | 118.7 | 336.3 | -5.35% |
| KS Olathe | Johnson County Transit | DR | 0.4 | 7.6 | 7.6 | 8.7 | 23.9 | 6.0 | 6.3 | 6.6 | 18.9 | 26.46% |
| KS Olathe | Johnson County Transit | MB | 1.5 | 29.0 | 34.0 | 34.0 | 97.0 | 24.6 | 26.2 | 32.3 | 83.1 | 16.73% |
| KS Olathe | Johnson County Transit | TOTAL | 1.9 | 36.6 | 41.6 | 42.7 | 120.9 | 30.6 | 32.5 | 38.9 | 102.0 | 18.53% |
| KS Wichita | Wichita Transit | MB | NA | 80.4 | 83.6 | 92.3 | 256.3 | 78.3 | 74.6 | 90.1 | 243.0 | 5.47% |
| KS Wichita | Wichita Transit | TOTAL | NA | 80.4 | 83.6 | 92.3 | 256.3 | 78.3 | 74.6 | 90.1 | 243.0 | 5.47% |
| KY Fort Wright | Tr Auth of Northern Kentucky | DR | 0.2 | 5.4 | 6.0 | 6.7 | 18.1 | 5.4 | 5.3 | 6.1 | 16.8 | 7.74% |
| KY Fort Wright | Tr Auth of Northern Kentucky | MB | 5.3 | 125.9 | 129.2 | 155.4 | 410.5 | 138.0 | 143.1 | 159.9 | 441.0 | -6.92% |
| KY Fort Wright | Tr Auth of Northern Kentucky | TOTAL | 5.5 | 131.3 | 135.2 | 162.1 | 428.6 | 143.4 | 148.4 | 166.0 | 457.8 | -6.38% |
| KY Lexington | Transit Auth Lexington-Fayette | DR | 0.6 | 13.6 | 14.1 | 16.2 | 43.9 | 12.6 | 12.8 | 14.7 | 40.1 | 9.48% |
| KY Lexington | Transit Auth Lexington-Fayette | MB | 0.5 | 233.1 | 289.0 | 280.1 | 802.2 | 318.6 | 318.2 | 321.2 | 958.0 | -16.26% |
| 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 | NA |
| KY Lexington | Transit Auth Lexington-Fayette | TOTAL | 1.1 | 246.7 | 303.1 | 296.3 | 846.1 | 331.2 | 331.0 | 335.9 | 998.1 | -15.23% |

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

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|----------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| KY Louisville | Transit Auth of River City | DR | 1.3 | 30.1 | 32.3 | 35.1 | 97.5 | 29.1 | 30.4 | 34.3 | 93.8 | 3.94% |
| KY Louisville | Transit Auth of River City | MB | 19.6 | 443.9 | 477.7 | 508.6 | 1,430.2 | 429.4 | 469.7 | 532.2 | 1,431.3 | -0.08% |
| KY Louisville | Transit Auth of River City | TOTAL | 20.8 | 474.0 | 510.0 | 543.7 | 1,527.7 | 458.5 | 500.1 | 566.5 | 1,525.1 | 0.17% |
| KY Owensboro | Owensboro Transit System | DR | 0.0 | 0.9 | 0.9 | 0.9 | 2.7 | 1.2 | 0.9 | 1.1 | 3.2 | -15.63% |
| KY Owensboro | Owensboro Transit System | MB | 0.9 | 20.1 | 22.4 | 25.1 | 67.6 | 20.7 | 20.9 | 25.0 | 66.6 | 1.50% |
| KY Owensboro | Owensboro Transit System | TOTAL | 0.9 | 21.0 | 23.3 | 26.0 | 70.3 | 21.9 | 21.8 | 26.1 | 69.8 | 0.72% |
| LA Baton Rouge | Capital Area Transit System | MB | 2.5 | 74.9 | 78.1 | 78.8 | 231.8 | 107.3 | 114.4 | 101.0 | 322.7 | -28.17% |
| LA Baton Rouge | Capital Area Transit System | TOTAL | 2.5 | 74.9 | 78.1 | 78.8 | 231.8 | 107.3 | 114.4 | 101.0 | 322.7 | -28.17% |
| LA New Orleans | Regional Transit Auth | DR | NA | 17.9 | NA | NA | NA | 11.8 | 13.0 | 13.1 | 37.9 | NA |
| LA New Orleans | Regional Transit Auth | LR | NA | 257.5 | 216.3 | 377.7 | 851.5 | 143.5 | 218.7 | 251.9 | 614.1 | 38.66% |
| LA New Orleans | Regional Transit Auth | MB | NA | 810.0 | 897.0 | 995.9 | 2,702.9 | 778.6 | 916.4 | 933.0 | 2,628.0 | 2.85% |
| LA New Orleans | Regional Transit Auth | TOTAL | NA | 1,085.4 | NA | NA | NA | 933.9 | 1,148.1 | 1,198.0 | 3,280.0 | NA |
| MA Boston | Massachusetts Bay Tr Auth | CR | 104.0 | 2,470.9 | 2,219.1 | 2,807.9 | 7,497.9 | 2,348.1 | 2,119.3 | 2,430.3 | 6,897.7 | 8.70% |
| MA Boston | Massachusetts Bay Tr Auth | DR | 3.9 | 98.8 | 81.3 | 107.0 | 287.1 | 98.8 | 90.0 | 107.2 | 296.0 | -3.01% |
| MA Boston | Massachusetts Bay Tr Auth | FB | 2.7 | 60.7 | 31.3 | 82.1 | 174.1 | 72.6 | 64.4 | 83.1 | 220.1 | -20.90% |
| MA Boston | Massachusetts Bay Tr Auth | HR | 326.5 | 7,873.4 | 7,773.4 | 9,530.6 | 25,177.4 | 7,588.9 | 7,356.7 | 8,123.1 | 23,068.7 | 9.14% |
| MA Boston | Massachusetts Bay Tr Auth | LR | 124.9 | 3,348.1 | 3,037.7 | 3,819.6 | 10,205.4 | 3,524.3 | 3,296.3 | 3,742.2 | 10,562.8 | -3.38% |
| MA Boston | Massachusetts Bay Tr Auth | MB | 289.6 | 7,066.3 | 6,782.2 | 8,458.0 | 22,306.5 | 7,645.6 | 7,287.4 | 7,889.9 | 22,822.9 | -2.26% |
| MA Boston | Massachusetts Bay Tr Auth | TOTAL | 851.6 | 20,918.2 | 19,925.0 | 24,805.2 | 65,648.4 | 21,278.3 | 20,214.1 | 22,375.8 | 63,868.2 | 2.79% |
| MD Baltimore | Maryland Transit Admin | CR | 17.1 | 336.1 | 386.4 | 491.2 | 1,213.7 | 305.7 | 336.8 | 439.9 | 1,082.4 | 12.13% |
| MD Baltimore | Maryland Transit Admin | DR | 5.5 | 145.8 | 200.5 | 172.9 | 519.2 | 162.7 | 156.8 | 190.9 | 510.4 | 1.72% |
| MD Baltimore | Maryland Transit Admin | HR | 11.5 | 314.8 | 288.6 | 367.6 | 971.0 | 504.4 | 446.8 | 494.4 | 1,445.6 | -32.83% |
| MD Baltimore | Maryland Transit Admin | LR | 13.9 | 399.2 | 415.4 | 447.9 | 1,262.5 | 386.2 | 370.2 | 454.9 | 1,211.3 | 4.23% |
| MD Baltimore | Maryland Transit Admin | MB | 142.3 | 3,666.6 | 3,669.6 | 4,315.5 | 11,651.7 | 4,029.9 | 3,717.2 | 4,471.1 | 12,218.2 | -4.64% |
| MD Baltimore | Maryland Transit Admin | TOTAL | 190.3 | 4,862.5 | 4,960.5 | 5,795.1 | 15,618.1 | 5,388.9 | 5,027.8 | 6,051.2 | 16,467.9 | -5.16% |
| MD Largo | Prince Georges County Transp | DR | 0.1 | 3.2 | 3.2 | 4.8 | 11.2 | 3.5 | 3.1 | 4.5 | 11.1 | 0.90% |
| MD Largo | Prince Georges County Transp | MB | 12.6 | 276.2 | 267.5 | 326.6 | 870.3 | 156.1 | 167.3 | 219.5 | 542.9 | 60.31% |
| MD Largo | Prince Georges County Transp | TOTAL | 12.7 | 279.4 | 270.7 | 331.4 | 881.5 | 159.6 | 170.4 | 224.0 | 554.0 | 59.12% |
| MD Rockville | Montgomery County Ride-On | DR | 0.0 | 1.5 | 1.5 | 1.5 | 4.5 | 1.4 | 1.3 | 1.5 | 4.2 | 7.14% |
| MD Rockville | Montgomery County Ride-On | MB | 60.6 | 1,346.7 | 1,455.9 | 1,750.6 | 4,553.2 | 1,335.5 | 1,413.5 | 1,699.6 | 4,448.6 | 2.35% |
| MD Rockville | Montgomery County Ride-On | TOTAL | 60.6 | 1,348.2 | 1,457.4 | 1,752.1 | 4,557.7 | 1,336.9 | 1,414.8 | 1,701.1 | 4,452.8 | 2.36% |
| ME Portland | Greater Portland Transit District | MB | NA | 127.5 | 132.2 | NA | NA | 138.3 | 132.8 | 160.6 | 431.7 | NA |
| ME Portland | Greater Portland Transit District | TOTAL | NA | 127.5 | 132.2 | NA | NA | 138.3 | 132.8 | 160.6 | 431.7 | NA |

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

APTA PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|---------------------|--------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| ME Portland | Northern NE Passenger RA | CR | NA | 38.0 | 34.1 | 49.0 | 121.1 | 39.4 | 38.8 | 44.1 | 122.3 | -0.98% |
| ME Portland | Northern NE Passenger RA | TOTAL | NA | 38.0 | 34.1 | 49.0 | 121.1 | 39.4 | 38.8 | 44.1 | 122.3 | -0.98% |
| MI Ann Arbor | Ann Arbor Transportation Auth | DR | NA | 11.6 | 11.9 | 12.7 | 36.2 | 11.0 | 10.6 | 11.9 | 33.5 | 8.06% |
| MI Ann Arbor | Ann Arbor Transportation Auth | MB | NA | 424.4 | 445.3 | 475.3 | 1,345.0 | 456.5 | 462.0 | 471.8 | 1,390.3 | -3.26% |
| MI Ann Arbor | Ann Arbor Transportation Auth | VP | NA | 15.3 | 13.8 | 15.4 | 44.5 | 18.4 | 17.9 | 18.7 | 55.0 | -19.09% |
| MI Ann Arbor | Ann Arbor Transportation Auth | TOTAL | NA | 451.3 | 471.0 | 503.4 | 1,425.7 | 485.9 | 490.5 | 502.4 | 1,478.8 | -3.59% |
| MI Battle Creek | Ride Calhoun (TACC) | DR | 0.2 | 4.5 | 4.5 | 4.6 | 13.6 | 2.3 | 2.2 | 2.5 | 7.0 | 94.29% |
| MI Battle Creek | Ride Calhoun (TACC) | MB | 0.6 | 9.6 | 11.3 | 14.6 | 35.5 | 10.6 | 10.2 | 11.0 | 31.8 | 11.64% |
| MI Battle Creek | Ride Calhoun (TACC) | TOTAL | 0.8 | 14.1 | 15.8 | 19.2 | 49.1 | 12.9 | 12.4 | 13.5 | 38.8 | 26.55% |
| MI Detroit | City of Detroit Dept of Trp | MB | 41.6 | 1,029.7 | 1,024.1 | 1,256.2 | 3,310.0 | 1,040.0 | 996.5 | 1,192.7 | 3,229.2 | 2.50% |
| MI Detroit | City of Detroit Dept of Trp | TOTAL | 41.6 | 1,029.7 | 1,024.1 | 1,256.2 | 3,310.0 | 1,040.0 | 996.5 | 1,192.7 | 3,229.2 | 2.50% |
| MI Detroit | Detroit Transp Corp/DPM | AG | 3.0 | 96.9 | 90.1 | 50.5 | 237.5 | 109.1 | 80.7 | 130.9 | 320.7 | -25.94% |
| MI Detroit | Detroit Transp Corp/DPM | TOTAL | 3.0 | 96.9 | 90.1 | 50.5 | 237.5 | 109.1 | 80.7 | 130.9 | 320.7 | -25.94% |
| MI Flint | Mass Transportation Authority | DR | 1.7 | 38.5 | 38.2 | 42.6 | 119.3 | 41.1 | 38.3 | 41.6 | 121.0 | -1.40% |
| MI Flint | Mass Transportation Authority | MB | 9.0 | 199.4 | 212.2 | 236.3 | 647.9 | 202.0 | 212.0 | 226.1 | 640.1 | 1.22% |
| MI Flint | Mass Transportation Authority | TOTAL | 10.6 | 237.9 | 250.4 | 278.9 | 767.2 | 243.1 | 250.3 | 267.7 | 761.1 | 0.80% |
| MI Grand Rapids | Interurban Transit Partnership | DR | 0.7 | 18.4 | 20.4 | 22.8 | 61.6 | 19.3 | 19.1 | 20.7 | 59.1 | 4.23% |
| MI Grand Rapids | Interurban Transit Partnership | MB | 23.5 | 485.4 | 593.5 | 595.4 | 1,674.3 | 553.6 | 559.7 | 586.7 | 1,700.0 | -1.51% |
| MI Grand Rapids | Interurban Transit Partnership | TOTAL | 24.2 | 503.8 | 613.9 | 618.2 | 1,735.9 | 572.9 | 578.8 | 607.4 | 1,759.1 | -1.32% |
| MI Kalamazoo | KMETRO | DR | 0.5 | 10.2 | 11.8 | 12.6 | 34.6 | 10.3 | 10.4 | 11.7 | 32.4 | 6.79% |
| MI Kalamazoo | KMETRO | MB | 5.8 | 128.9 | 146.0 | 148.0 | 422.9 | 142.1 | 144.0 | 147.9 | 434.0 | -2.56% |
| MI Kalamazoo | KMETRO | TOTAL | 6.3 | 139.1 | 157.8 | 160.6 | 457.5 | 152.4 | 154.4 | 159.6 | 466.4 | -1.91% |
| MI Lansing | Capital Area Transp Authority | DR | 1.3 | 32.3 | 32.7 | 35.3 | 100.3 | 32.0 | 32.0 | 33.8 | 97.8 | 2.56% |
| MI Lansing | Capital Area Transp Authority | MB | 41.2 | 870.5 | 1,023.7 | 937.6 | 2,831.8 | 868.6 | 1,048.6 | 884.9 | 2,802.1 | 1.06% |
| MI Lansing | Capital Area Transp Authority | TOTAL | 42.5 | 902.8 | 1,056.4 | 972.9 | 2,932.1 | 900.6 | 1,080.6 | 918.7 | 2,899.9 | 1.11% |
| MI Monroe | Lake Erie Transp Commission | DR | 0.2 | 4.5 | 4.9 | 5.5 | 14.9 | 5.5 | 5.4 | 5.8 | 16.7 | -10.78% |
| MI Monroe | Lake Erie Transp Commission | MB | 0.8 | 15.6 | 16.7 | 17.7 | 50.0 | 15.2 | 14.9 | 16.5 | 46.6 | 7.30% |
| MI Monroe | Lake Erie Transp Commission | TOTAL | 1.0 | 20.1 | 21.6 | 23.2 | 64.9 | 20.7 | 20.3 | 22.3 | 63.3 | 2.53% |
| MI Muskegon Heights | Muskegon Area Transit Sys | DR | 0.3 | 6.7 | 6.1 | 6.1 | 18.9 | 5.5 | 6.3 | 6.8 | 18.6 | 1.61% |
| MI Muskegon Heights | Muskegon Area Transit Sys | MB | 0.6 | 11.9 | 13.0 | 14.2 | 39.1 | 14.6 | 14.6 | 16.2 | 45.4 | -13.88% |
| MI Muskegon Heights | Muskegon Area Transit Sys | TOTAL | 0.9 | 18.6 | 19.1 | 20.3 | 58.0 | 20.1 | 20.9 | 23.0 | 64.0 | -9.38% |

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

APTA PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|----------------|-------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| MI Port Huron | Blue Water Area Transp Comm | DR | 1.7 | 31.0 | 34.9 | 41.5 | 107.4 | 30.7 | 29.6 | 37.9 | 98.2 | 9.37% |
| MI Port Huron | Blue Water Area Transp Comm | MB | 2.6 | 49.8 | 53.9 | 59.3 | 163.0 | 47.7 | 47.3 | 54.6 | 149.6 | 8.96% |
| MI Port Huron | Blue Water Area Transp Comm | TOTAL | 4.3 | 80.8 | 88.8 | 100.8 | 270.4 | 78.4 | 76.9 | 92.5 | 247.8 | 9.12% |
| MN Burnsville | Minnesota Valley Transit Auth | DR | NA | 18.7 | 18.4 | 20.5 | 57.6 | 15.4 | 15.6 | 17.3 | 48.3 | 19.25% |
| MN Burnsville | Minnesota Valley Transit Auth | MB | NA | 75.9 | 90.0 | 99.0 | 264.9 | 79.1 | 84.0 | 85.5 | 248.6 | 6.56% |
| MN Burnsville | Minnesota Valley Transit Auth | TOTAL | NA | 94.6 | 108.4 | 119.5 | 322.5 | 94.5 | 99.6 | 102.8 | 296.9 | 8.62% |
| MN Minneapolis | Metro Transit | CR | 0.1 | 1.4 | 0.0 | 0.0 | 1.4 | 8.3 | 8.1 | 9.1 | 25.5 | -94.51% |
| MN Minneapolis | Metro Transit | LR | 34.8 | 927.2 | 935.1 | 1,060.1 | 2,922.4 | 1,064.1 | 1,061.8 | 1,203.6 | 3,329.5 | -12.23% |
| MN Minneapolis | Metro Transit | MB | 111.0 | 2,708.5 | 2,883.7 | 3,292.5 | 8,884.7 | 2,767.7 | 2,642.8 | 3,073.0 | 8,483.5 | 4.73% |
| MN Minneapolis | Metro Transit | TOTAL | 145.9 | 3,637.1 | 3,818.8 | 4,352.6 | 11,808.5 | 3,840.1 | 3,712.7 | 4,285.7 | 11,838.5 | -0.25% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | DR | 0.6 | 12.8 | 13.2 | 14.3 | 40.3 | 12.9 | 12.1 | 13.2 | 38.2 | 5.50% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | MB | 2.0 | 46.5 | 49.2 | 53.8 | 149.5 | 55.0 | 50.7 | 58.1 | 163.8 | -8.73% |
| MN Saint Cloud | St. Cloud Metrop Trans Comm | TOTAL | 2.6 | 59.3 | 62.4 | 68.1 | 189.8 | 67.9 | 62.8 | 71.3 | 202.0 | -6.04% |
| MO Kansas City | Kansas City Area Trp Auth | DR | 0.1 | 19.9 | 20.6 | 23.0 | 63.5 | 19.6 | 17.9 | 22.1 | 59.6 | 6.54% |
| MO Kansas City | Kansas City Area Trp Auth | MB | 31.7 | 776.7 | 813.5 | 881.8 | 2,472.0 | 837.1 | 796.9 | 960.1 | 2,594.1 | -4.71% |
| MO Kansas City | Kansas City Area Trp Auth | VP | 0.2 | 4.6 | 4.4 | 5.4 | 14.4 | 6.5 | 5.2 | 5.8 | 17.5 | -17.71% |
| MO Kansas City | Kansas City Area Trp Auth | TOTAL | 32.0 | 801.2 | 838.5 | 910.2 | 2,549.9 | 863.2 | 820.0 | 988.0 | 2,671.2 | -4.54% |
| MO Saint Louis | Bi-State Dev Agency | DR | NA | 41.5 | 44.3 | 49.1 | 134.9 | 29.1 | 31.5 | 36.9 | 97.5 | 38.36% |
| MO Saint Louis | Bi-State Dev Agency | LR | NA | 558.6 | 553.5 | 702.9 | 1,815.0 | 557.5 | 530.4 | 656.8 | 1,744.7 | 4.03% |
| MO Saint Louis | Bi-State Dev Agency | MB | NA | 790.4 | 801.5 | 889.7 | 2,481.6 | 867.4 | 918.8 | 1,071.3 | 2,857.5 | -13.15% |
| MO Saint Louis | Bi-State Dev Agency | TOTAL | NA | 1,390.5 | 1,399.3 | 1,641.7 | 4,431.5 | 1,454.0 | 1,480.7 | 1,765.0 | 4,699.7 | -5.71% |
| MS Jackson | Jackson Public Transportation | DR | NA | 3.5 | 3.6 | 3.9 | 11.0 | 4.1 | 4.1 | 4.1 | 12.3 | -10.57% |
| MS Jackson | Jackson Public Transportation | MB | NA | 34.3 | 35.7 | 37.2 | 107.2 | 25.9 | 31.9 | 36.3 | 94.1 | 13.92% |
| MS Jackson | Jackson Public Transportation | TOTAL | NA | 37.8 | 39.3 | 41.1 | 118.2 | 30.0 | 36.0 | 40.4 | 106.4 | 11.09% |
| MT Billings | City of Billings MET Transit | DR | 0.1 | 3.2 | 3.2 | 3.6 | 10.0 | 3.6 | 3.0 | 3.6 | 10.2 | -1.96% |
| MT Billings | City of Billings MET Transit | MB | 2.1 | 48.1 | 48.2 | 50.2 | 146.5 | 46.2 | 38.8 | 47.3 | 132.3 | 10.73% |
| MT Billings | City of Billings MET Transit | TOTAL | 2.2 | 51.3 | 51.4 | 53.8 | 156.5 | 49.8 | 41.8 | 50.9 | 142.5 | 9.82% |
| NC Chapel Hill | Chapel Hill Transit | DR | 0.3 | 6.2 | 6.3 | 7.3 | 19.8 | 4.6 | 4.5 | 5.3 | 14.4 | 37.50% |
| NC Chapel Hill | Chapel Hill Transit | MB | 18.5 | 396.3 | 389.6 | 389.3 | 1,175.2 | 372.0 | 382.8 | 377.5 | 1,132.3 | 3.79% |
| NC Chapel Hill | Chapel Hill Transit | TOTAL | 18.8 | 402.5 | 395.9 | 396.6 | 1,195.0 | 376.6 | 387.3 | 382.8 | 1,146.7 | 4.21% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

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|-----------------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| NC Charlotte | Charlotte Area Transit | DR | 1.0 | 24.4 | 24.3 | 28.5 | 77.2 | 17.1 | 17.5 | 21.1 | 55.7 | 38.60% |
| NC Charlotte | Charlotte Area Transit | LR | 18.7 | 451.9 | 440.8 | 562.4 | 1,455.1 | 468.7 | 457.8 | 547.9 | 1,474.4 | -1.31% |
| NC Charlotte | Charlotte Area Transit | MB | 30.3 | 591.9 | 585.6 | 669.4 | 1,846.9 | 568.7 | 528.1 | 563.5 | 1,660.3 | 11.24% |
| NC Charlotte | Charlotte Area Transit | VP | 0.1 | 2.8 | 2.5 | 2.6 | 7.9 | 3.4 | 3.1 | 3.4 | 9.9 | -20.20% |
| NC Charlotte | Charlotte Area Transit | TOTAL | 50.1 | 1,071.0 | 1,053.2 | 1,262.9 | 3,387.1 | 1,057.9 | 1,006.5 | 1,135.9 | 3,200.3 | 5.84% |
| NC Durham | GoDurham Transit | DR | 0.4 | 13.5 | 14.1 | 16.9 | 44.5 | 13.4 | 12.4 | 14.4 | 40.2 | 10.70% |
| NC Durham | GoDurham Transit | MB | 18.6 | 451.7 | 463.8 | 535.6 | 1,451.1 | 541.2 | 476.7 | 570.4 | 1,588.3 | -8.64% |
| NC Durham | GoDurham Transit | TOTAL | 19.0 | 465.2 | 477.9 | 552.5 | 1,495.6 | 554.6 | 489.1 | 584.8 | 1,628.5 | -8.16% |
| NC Greensboro | Greensboro Transit Auth | DR | 0.6 | 14.5 | 13.1 | 15.5 | 43.1 | 13.4 | 13.2 | 15.3 | 41.9 | 2.86% |
| NC Greensboro | Greensboro Transit Auth | MB | 6.3 | 145.4 | 147.2 | 177.6 | 470.2 | 167.0 | 176.2 | 197.4 | 540.6 | -13.02% |
| NC Greensboro | Greensboro Transit Auth | TOTAL | 6.9 | 159.9 | 160.3 | 193.1 | 513.3 | 180.4 | 189.4 | 212.7 | 582.5 | -11.88% |
| NC Raleigh | GoRaleigh | DR | 1.2 | 26.4 | 27.6 | 32.2 | 86.2 | 26.4 | 25.2 | 31.1 | 82.7 | 4.23% |
| NC Raleigh | GoRaleigh | MB | 23.3 | 620.6 | 576.3 | 665.7 | 1,862.6 | 599.5 | 539.0 | 629.7 | 1,768.2 | 5.34% |
| NC Raleigh | GoRaleigh | TOTAL | 24.5 | 647.0 | 603.9 | 697.9 | 1,948.8 | 625.9 | 564.2 | 660.8 | 1,850.9 | 5.29% |
| NC Resrch Trigle Park | GoTriangle | DR | 0.2 | 3.3 | 3.4 | 3.9 | 10.6 | 3.0 | 3.0 | 3.6 | 9.6 | 10.42% |
| NC Resrch Trigle Park | GoTriangle | MB | 5.5 | 133.5 | 123.5 | 142.4 | 399.4 | 88.4 | 92.1 | 110.9 | 291.4 | 37.06% |
| NC Resrch Trigle Park | GoTriangle | VP | 0.2 | 3.5 | 3.5 | 3.9 | 10.9 | 3.5 | 3.2 | 3.5 | 10.2 | 6.86% |
| NC Resrch Trigle Park | GoTriangle | TOTAL | 5.9 | 140.3 | 130.4 | 150.2 | 420.9 | 94.9 | 98.3 | 118.0 | 311.2 | 35.25% |
| NC Winston-Salem | Piedmont Auth for Regional Transp | DR | 0.0 | 1.7 | 1.7 | 2.2 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| NC Winston-Salem | Piedmont Auth for Regional Transp | MB | 0.7 | 16.0 | 14.4 | 18.2 | 48.6 | 19.1 | 18.0 | 21.0 | 58.1 | -16.35% |
| NC Winston-Salem | Piedmont Auth for Regional Transp | VP | 0.5 | 11.4 | 12.0 | 14.0 | 37.4 | 11.6 | 10.6 | 11.8 | 34.0 | 10.00% |
| NC Winston-Salem | Piedmont Auth for Regional Transp | TOTAL | 1.3 | 29.1 | 28.1 | 34.4 | 91.6 | 30.7 | 28.6 | 32.8 | 92.1 | -0.54% |
| NJ Jersey City | Port Authority of NY & NJ | AG | 17.2 | 525.1 | 459.4 | 572.0 | 1,556.5 | 543.3 | 496.4 | 607.5 | 1,647.2 | -5.51% |
| NJ Jersey City | Port Authority of NY & NJ | FB | 1.4 | 38.9 | 38.7 | 56.5 | 134.1 | 38.9 | 106.6 | 47.7 | 193.2 | -30.59% |
| NJ Jersey City | Port Authority of NY & NJ | HR | 210.0 | 4,784.5 | 4,734.6 | 5,882.0 | 15,401.1 | 4,788.6 | 4,117.1 | 5,312.6 | 14,218.3 | 8.32% |
| NJ Jersey City | Port Authority of NY & NJ | TOTAL | 228.6 | 5,348.5 | 5,232.7 | 6,510.5 | 17,091.7 | 5,370.8 | 4,720.1 | 5,967.8 | 16,058.7 | 6.43% |
| NJ Lindenwold | Port Authority Transit Corp | HR | 18.5 | 433.5 | 428.1 | 527.9 | 1,389.5 | 456.4 | 472.3 | 500.2 | 1,428.9 | -2.76% |
| NJ Lindenwold | Port Authority Transit Corp | TOTAL | 18.5 | 433.5 | 428.1 | 527.9 | 1,389.5 | 456.4 | 472.3 | 500.2 | 1,428.9 | -2.76% |
| NJ Newark | New Jersey Transit Corp | CR | NA | 4,674.3 | 3,985.2 | 4,756.0 | 13,415.5 | 4,675.1 | 4,293.1 | 5,073.7 | 14,041.9 | -4.46% |
| NJ Newark | New Jersey Transit Corp | LR | NA | 1,588.8 | 1,438.1 | 1,853.8 | 4,880.7 | 1,677.7 | 1,613.7 | 1,862.0 | 5,153.4 | -5.29% |
| NJ Newark | New Jersey Transit Corp | MB | NA | 9,929.5 | 9,286.0 | 11,519.6 | 30,735.1 | 11,042.7 | 10,211.1 | 11,825.7 | 33,079.5 | -7.09% |
| NJ Newark | New Jersey Transit Corp | TOTAL | NA | 16,192.6 | 14,709.3 | 18,129.4 | 49,031.3 | 17,395.5 | 16,117.9 | 18,761.4 | 52,274.8 | -6.20% |

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

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|----------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| NM Albuquerque | City of Albuquerque T & PD | DR | 0.8 | 18.9 | 18.5 | 20.2 | 57.6 | 17.1 | 17.1 | 18.6 | 52.8 | 9.09% |
| NM Albuquerque | City of Albuquerque T & PD | MB | 24.7 | 629.4 | 618.5 | 677.3 | 1,925.2 | 575.9 | 588.4 | 611.8 | 1,776.1 | 8.39% |
| NM Albuquerque | City of Albuquerque T & PD | TOTAL | 25.5 | 648.3 | 637.0 | 697.5 | 1,982.8 | 593.0 | 605.5 | 630.4 | 1,828.9 | 8.41% |
| NM Albuquerque | New Mexico Dept of Trp | CR | 1.9 | 45.2 | 44.8 | 53.5 | 143.5 | 43.6 | 46.3 | 51.7 | 141.6 | 1.34% |
| NM Albuquerque | New Mexico Dept of Trp | MB | 0.6 | 11.9 | 12.4 | 14.7 | 39.0 | 14.0 | 14.4 | 14.2 | 42.6 | -8.45% |
| NM Albuquerque | New Mexico Dept of Trp | VP | 0.8 | 19.3 | 17.9 | 19.2 | 56.4 | 21.6 | 19.7 | 20.9 | 62.2 | -9.32% |
| NM Albuquerque | New Mexico Dept of Trp | TOTAL | 3.3 | 76.4 | 75.1 | 87.4 | 238.9 | 79.2 | 80.4 | 86.8 | 246.4 | -3.04% |
| NM Los Alamos | Los Alamos County, Atomic City Tra | DR | 0.0 | 0.6 | 0.6 | 0.7 | 1.9 | 0.4 | 0.4 | 0.5 | 1.3 | 46.15% |
| NM Los Alamos | Los Alamos County, Atomic City Tra | MB | 0.9 | 17.6 | 16.8 | 20.4 | 54.8 | 16.0 | 16.1 | 15.8 | 47.9 | 14.41% |
| NM Los Alamos | Los Alamos County, Atomic City Tra | TOTAL | 0.9 | 18.2 | 17.4 | 21.1 | 56.7 | 16.4 | 16.5 | 16.3 | 49.2 | 15.24% |
| NM Santa Fe | Santa Fe Trails - City of Santa Fe | DR | NA | 3.9 | 3.2 | 3.4 | 10.5 | 2.1 | 2.1 | 2.1 | 6.3 | 66.67% |
| NM Santa Fe | Santa Fe Trails - City of Santa Fe | MB | NA | 20.3 | 23.5 | 30.1 | 73.9 | 28.2 | 30.3 | 28.1 | 86.6 | -14.67% |
| NM Santa Fe | Santa Fe Trails - City of Santa Fe | TOTAL | NA | 24.2 | 26.7 | 33.5 | 84.4 | 30.3 | 32.4 | 30.2 | 92.9 | -9.15% |
| NV Las Vegas | RTC of Southern Nevada | DR | 6.5 | 155.0 | 149.8 | 165.1 | 469.9 | 121.1 | 115.1 | 126.0 | 362.2 | 29.73% |
| NV Las Vegas | RTC of Southern Nevada | MB | NA | 4,542.1 | 4,269.8 | 4,712.0 | 13,523.9 | 4,629.6 | 4,320.9 | 4,770.7 | 13,721.2 | -1.44% |
| NV Las Vegas | RTC of Southern Nevada | TOTAL | NA | 4,697.1 | 4,419.6 | 4,877.1 | 13,993.8 | 4,750.7 | 4,436.0 | 4,896.7 | 14,083.4 | -0.64% |
| NV Reno | RTC of Washoe County | DR | NA | 23.6 | 21.3 | 24.9 | 69.8 | 19.5 | 18.4 | 21.6 | 59.5 | 17.31% |
| NV Reno | RTC of Washoe County | MB | 16.3 | 478.6 | 452.7 | 524.2 | 1,455.5 | 481.1 | 449.5 | 479.8 | 1,410.4 | 3.20% |
| NV Reno | RTC of Washoe County | TOTAL | NA | 502.2 | 474.0 | 549.1 | 1,525.3 | 500.6 | 467.9 | 501.4 | 1,469.9 | 3.77% |
| NY Albany | Capital District Transp Auth | DR | 1.6 | 39.1 | 39.4 | 44.6 | 123.1 | 42.0 | 38.9 | 45.4 | 126.3 | -2.53% |
| NY Albany | Capital District Transp Auth | MB | 53.3 | 1,274.7 | 1,274.7 | 1,509.1 | 4,058.5 | 1,369.7 | 1,330.9 | 1,542.1 | 4,242.7 | -4.34% |
| NY Albany | Capital District Transp Auth | VP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.1 | 3.2 | 3.4 | 11.7 | -100.00% |
| NY Albany | Capital District Transp Auth | TOTAL | 54.9 | 1,313.8 | 1,314.1 | 1,553.7 | 4,181.6 | 1,416.8 | 1,373.0 | 1,590.9 | 4,380.7 | -4.54% |
| NY Albion | Orleans Transit Service | DR | 0.0 | 0.1 | 0.1 | 0.2 | 0.4 | 0.0 | 0.1 | 0.1 | 0.2 | 100.00% |
| NY Albion | Orleans Transit Service | MB | 0.1 | 1.9 | 2.2 | 2.5 | 6.6 | 2.1 | 2.1 | 2.3 | 6.5 | 1.54% |
| NY Albion | Orleans Transit Service | TOTAL | 0.1 | 2.0 | 2.3 | 2.7 | 7.0 | 2.1 | 2.2 | 2.4 | 6.7 | 4.48% |
| NY Batavia | Batavia Bus Service | DR | 0.0 | 0.2 | 0.3 | 0.3 | 0.8 | 0.2 | 0.1 | 0.1 | 0.4 | 100.00% |
| NY Batavia | Batavia Bus Service | MB | 0.3 | 5.2 | 6.0 | 6.3 | 17.5 | 3.9 | 3.7 | 4.2 | 11.8 | 48.31% |
| NY Batavia | Batavia Bus Service | TOTAL | 0.3 | 5.4 | 6.3 | 6.6 | 18.3 | 4.1 | 3.8 | 4.3 | 12.2 | 50.00% |
| NY Buffalo | Niagara Frontier Trp Auth | DR | 1.0 | 19.2 | 22.9 | 25.0 | 67.1 | 22.5 | 19.6 | 21.8 | 63.9 | 5.01% |
| NY Buffalo | Niagara Frontier Trp Auth | LR | 8.5 | 186.1 | 201.4 | 249.5 | 637.0 | 193.1 | 205.7 | 243.7 | 642.5 | -0.86% |
| NY Buffalo | Niagara Frontier Trp Auth | MB | 47.0 | 901.5 | 985.7 | 1,181.8 | 3,069.0 | 996.8 | 983.8 | 1,180.0 | 3,160.6 | -2.90% |
| NY Buffalo | Niagara Frontier Trp Auth | TOTAL | 56.4 | 1,106.8 | 1,210.0 | 1,456.3 | 3,773.1 | 1,212.4 | 1,209.1 | 1,445.5 | 3,867.0 | -2.43% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|----------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| NY Canandaigua | Canandiagua Area Transit Service | DR | NA | 0.1 | 0.1 | 0.1 | 0.3 | 0.5 | 0.5 | 0.6 | 1.6 | -81.25% |
| NY Canandaigua | Canandiagua Area Transit Service | MB | 0.1 | 11.6 | 12.4 | 13.5 | 37.5 | 11.6 | 10.8 | 12.1 | 34.5 | 8.70% |
| NY Canandaigua | Canandiagua Area Transit Service | TOTAL | NA | 11.7 | 12.5 | 13.6 | 37.8 | 12.1 | 11.3 | 12.7 | 36.1 | 4.71% |
| NY Dansville | Livingston Area Transp Svce | DR | 0.1 | 1.4 | 1.7 | 1.5 | 4.6 | 1.8 | 1.8 | 1.9 | 5.5 | -16.36% |
| NY Dansville | Livingston Area Transp Svce | MB | 0.3 | 5.5 | 5.3 | 4.3 | 15.1 | 4.3 | 7.8 | 6.0 | 18.1 | -16.57% |
| NY Dansville | Livingston Area Transp Svce | TOTAL | 0.4 | 6.9 | 7.0 | 5.8 | 19.7 | 6.1 | 9.6 | 7.9 | 23.6 | -16.53% |
| NY Jamaica | AirTrain JFK | AG | NA | 786.1 | 708.7 | 896.2 | 2,391.0 | 763.2 | 682.2 | 847.1 | 2,292.5 | 4.30% |
| NY Jamaica | AirTrain JFK | TOTAL | NA | 786.1 | 708.7 | 896.2 | 2,391.0 | 763.2 | 682.2 | 847.1 | 2,292.5 | 4.30% |
| NY Lyons | Wayne Area Transp Service | DR | 0.0 | 0.2 | 0.2 | 0.2 | 0.6 | 0.2 | 0.2 | 0.2 | 0.6 | 0.00% |
| NY Lyons | Wayne Area Transp Service | MB | 0.3 | 5.9 | 6.1 | 7.6 | 19.6 | 6.8 | 6.4 | 7.5 | 20.7 | -5.31% |
| NY Lyons | Wayne Area Transp Service | TOTAL | 0.3 | 6.1 | 6.3 | 7.8 | 20.2 | 7.0 | 6.6 | 7.7 | 21.3 | -5.16% |
| NY New York | MTA Bus Company | MB | 404.0 | 9,957.0 | 9,274.2 | 11,895.0 | 31,126.2 | 10,240.0 | 9,871.8 | 11,727.0 | 31,838.8 | -2.24% |
| NY New York | MTA Bus Company | TOTAL | 404.0 | 9,957.0 | 9,274.2 | 11,895.0 | 31,126.2 | 10,240.0 | 9,871.8 | 11,727.0 | 31,838.8 | -2.24% |
| NY New York | MTA Long Island Rail Road | CR | 328.3 | 8,628.6 | 7,784.2 | 8,769.1 | 25,181.9 | 8,709.1 | 7,878.8 | 8,726.5 | 25,314.4 | -0.52% |
| NY New York | MTA Long Island Rail Road | TOTAL | 328.3 | 8,628.6 | 7,784.2 | 8,769.1 | 25,181.9 | 8,709.1 | 7,878.8 | 8,726.5 | 25,314.4 | -0.52% |
| NY New York | MTA Metro-North Railroad | CR | 233.1 | 5,337.9 | 4,827.7 | 6,228.3 | 16,393.9 | 5,388.8 | 4,844.4 | 5,804.4 | 16,037.6 | 2.22% |
| NY New York | MTA Metro-North Railroad | FB | 0.1 | 2.5 | 0.0 | 2.7 | 5.2 | 2.2 | 0.0 | 4.1 | 6.3 | -17.46% |
| NY New York | MTA Metro-North Railroad | MB | 1.0 | 20.3 | 19.3 | 23.0 | 62.6 | 19.7 | 17.7 | 20.7 | 58.1 | 7.75% |
| NY New York | MTA Metro-North Railroad | TOTAL | 234.2 | 5,360.7 | 4,847.0 | 6,254.0 | 16,461.7 | 5,410.7 | 4,862.1 | 5,829.2 | 16,102.0 | 2.23% |
| NY New York | MTA New York City Transit | DR | 48.4 | 1,224.8 | 1,123.3 | 1,447.5 | 3,795.6 | 1,148.5 | 1,098.2 | 1,286.1 | 3,532.8 | 7.44% |
| NY New York | MTA New York City Transit | HR | 7,245.0 | 181,832.0 | 171,458.0 | 208,441.0 | 561,731.0 | 178,579.0 | 169,431.0 | 194,302.0 | 542,312.0 | 3.58% |
| NY New York | MTA New York City Transit | MB | 1,975.9 | 49,580.9 | 45,088.0 | 58,567.4 | 153,236.3 | 55,613.7 | 51,953.2 | 60,438.5 | 168,005.4 | -8.79% |
| NY New York | MTA New York City Transit | TOTAL | 9,269.3 | 232,637.7 | 217,669.3 | 268,455.9 | 718,762.9 | 235,341.2 | 222,482.4 | 256,026.6 | 713,850.2 | 0.69% |
| NY New York | MTA Staten Island Railway | HR | 19.0 | 428.3 | 391.7 | 516.9 | 1,336.9 | 430.4 | 405.5 | 479.7 | 1,315.6 | 1.62% |
| NY New York | MTA Staten Island Railway | TOTAL | 19.0 | 428.3 | 391.7 | 516.9 | 1,336.9 | 430.4 | 405.5 | 479.7 | 1,315.6 | 1.62% |
| NY New York | New York City DOT | FB | NA | 1,086.3 | 1,004.1 | 1,300.0 | 3,390.4 | 1,091.4 | 1,016.4 | 1,290.7 | 3,398.5 | -0.24% |
| NY New York | New York City DOT | TOTAL | NA | 1,086.3 | 1,004.1 | 1,300.0 | 3,390.4 | 1,091.4 | 1,016.4 | 1,290.7 | 3,398.5 | -0.24% |
| NY Rochester | Lift Line | DR | 0.6 | 12.6 | 12.8 | 14.6 | 40.0 | 13.0 | 12.2 | 13.2 | 38.4 | 4.17% |
| NY Rochester | Lift Line | TOTAL | 0.6 | 12.6 | 12.8 | 14.6 | 40.0 | 13.0 | 12.2 | 13.2 | 38.4 | 4.17% |
| NY Rochester | Regional Transit Service (RTS) | DR | 0.8 | 20.1 | 19.1 | 21.1 | 60.3 | 24.2 | 22.7 | 24.5 | 71.4 | -15.55% |
| NY Rochester | Regional Transit Service (RTS) | MB | 34.8 | 839.7 | 824.9 | 933.0 | 2,597.6 | 842.2 | 811.2 | 951.1 | 2,604.5 | -0.26% |
| NY Rochester | Regional Transit Service (RTS) | TOTAL | 35.6 | 859.8 | 844.0 | 954.1 | 2,657.9 | 866.4 | 833.9 | 975.6 | 2,675.9 | -0.67% |

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 Rock Glen | Wyoming Transit Service | DR | 0.0 | 0.4 | 0.4 | 0.6 | 1.4 | 0.4 | 0.4 | 0.4 | 1.2 | 16.67% |
| NY Rock Glen | Wyoming Transit Service | MB | 0.2 | 3.4 | 3.5 | 3.7 | 10.6 | 3.1 | 3.1 | 3.5 | 9.7 | 9.28% |
| NY Rock Glen | Wyoming Transit Service | TOTAL | 0.2 | 3.8 | 3.9 | 4.3 | 12.0 | 3.5 | 3.5 | 3.9 | 10.9 | 10.09% |
| NY Syracuse | CNY Centro | DR | NA | 20.4 | 20.2 | 23.2 | 63.8 | 18.7 | 16.9 | 20.1 | 55.7 | 14.54% |
| NY Syracuse | CNY Centro | MB | NA | 592.8 | 653.9 | 670.3 | 1,917.0 | 577.1 | 612.4 | 668.0 | 1,857.5 | 3.20% |
| NY Syracuse | CNY Centro | TOTAL | NA | 613.2 | 674.1 | 693.5 | 1,980.8 | 595.8 | 629.3 | 688.1 | 1,913.2 | 3.53% |
| NY Waterloo | Seneca Transit Service | DR | 0.0 | 0.8 | 0.8 | 0.9 | 2.5 | 0.8 | 0.7 | 0.8 | 2.3 | 8.70% |
| NY Waterloo | Seneca Transit Service | MB | 0.2 | 3.3 | 3.1 | 3.7 | 10.1 | 3.0 | 2.9 | 3.2 | 9.1 | 10.99% |
| NY Waterloo | Seneca Transit Service | TOTAL | 0.2 | 4.1 | 3.9 | 4.6 | 12.6 | 3.8 | 3.6 | 4.0 | 11.4 | 10.53% |
| OH Akron | METRO Regional Transit Authority | DR | 0.7 | 14.2 | 14.9 | 15.7 | 44.8 | 17.1 | 16.5 | 17.6 | 51.2 | -12.50% |
| OH Akron | METRO Regional Transit Authority | MB | 17.5 | 408.2 | 425.7 | 475.8 | 1,309.7 | 399.6 | 398.7 | 450.2 | 1,248.5 | 4.90% |
| OH Akron | METRO Regional Transit Authority | TOTAL | 18.2 | 422.4 | 440.6 | 491.5 | 1,354.5 | 416.7 | 415.2 | 467.8 | 1,299.7 | 4.22% |
| OH Canton | Stark Area RTA | DR | 0.3 | 5.6 | 6.0 | 6.7 | 18.3 | 9.2 | 6.8 | 6.3 | 22.3 | -17.94% |
| OH Canton | Stark Area RTA | MB | 4.2 | 99.9 | 102.2 | 118.7 | 320.8 | 102.8 | 101.7 | 110.5 | 315.0 | 1.84% |
| OH Canton | Stark Area RTA | TOTAL | 4.4 | 105.5 | 108.2 | 125.4 | 339.1 | 112.0 | 108.5 | 116.8 | 337.3 | 0.53% |
| OH Cincinnati | Southwest Ohio RTA | DR | 1.1 | 27.2 | 27.6 | 30.1 | 84.9 | 22.5 | 22.8 | 26.4 | 71.7 | 18.41% |
| OH Cincinnati | Southwest Ohio RTA | MB | 41.5 | 992.6 | 1,010.2 | 1,140.8 | 3,143.6 | 958.8 | 1,029.9 | 1,132.0 | 3,120.7 | 0.73% |
| OH Cincinnati | Southwest Ohio RTA | TOTAL | 42.6 | 1,019.8 | 1,037.8 | 1,170.9 | 3,228.5 | 981.3 | 1,052.7 | 1,158.4 | 3,192.4 | 1.13% |
| OH Cleveland | Greater Cleveland Reg TA | DR | 10.5 | 56.2 | 60.9 | 57.4 | 174.5 | 55.9 | 55.0 | 63.1 | 174.0 | 0.29% |
| OH Cleveland | Greater Cleveland Reg TA | HR | 7.6 | 198.3 | 192.4 | 232.9 | 623.6 | 262.7 | 241.8 | 265.5 | 770.0 | -19.01% |
| OH Cleveland | Greater Cleveland Reg TA | LR | 2.2 | 52.1 | 54.8 | 61.2 | 168.1 | 58.7 | 52.8 | 64.5 | 176.0 | -4.49% |
| OH Cleveland | Greater Cleveland Reg TA | MB | 59.3 | 1,411.5 | 1,494.6 | 1,644.9 | 4,551.0 | 1,528.1 | 1,530.5 | 1,700.8 | 4,759.4 | -4.38% |
| OH Cleveland | Greater Cleveland Reg TA | TOTAL | 79.6 | 1,718.1 | 1,802.7 | 1,996.4 | 5,517.2 | 1,905.4 | 1,880.1 | 2,093.9 | 5,879.4 | -6.16% |
| OH Columbus | Central Ohio Transit Auth | DR | 0.9 | 19.8 | 20.9 | 23.6 | 64.3 | 19.5 | 20.1 | 22.7 | 62.3 | 3.21% |
| OH Columbus | Central Ohio Transit Auth | MB | 35.9 | 810.1 | 950.2 | 1,036.7 | 2,797.0 | 914.3 | 931.2 | 1,000.1 | 2,845.6 | -1.71% |
| OH Columbus | Central Ohio Transit Auth | TOTAL | 36.8 | 829.9 | 971.1 | 1,060.3 | 2,861.3 | 933.8 | 951.3 | 1,022.8 | 2,907.9 | -1.60% |
| OH Dayton | Greater Dayton Regional TA | DR | 6.1 | 16.1 | 17.4 | 19.5 | 53.0 | 17.9 | 17.5 | 19.4 | 54.8 | -3.28% |
| OH Dayton | Greater Dayton Regional TA | MB | 10.4 | 261.5 | 272.8 | 301.9 | 836.2 | 307.4 | 316.4 | 346.8 | 970.6 | -13.85% |
| OH Dayton | Greater Dayton Regional TA | TB | 5.1 | 100.5 | 109.1 | 114.8 | 324.4 | 114.1 | 120.1 | 128.9 | 363.1 | -10.66% |
| OH Dayton | Greater Dayton Regional TA | TOTAL | 21.7 | 378.1 | 399.3 | 436.2 | 1,213.6 | 439.4 | 454.0 | 495.1 | 1,388.5 | -12.60% |
| OH Delaware | Delaware Area Transit Agency | MB | 0.5 | 15.1 | 16.8 | 18.2 | 50.1 | 15.2 | 15.8 | 16.6 | 47.6 | 5.25% |
| OH Delaware | Delaware Area Transit Agency | TOTAL | 0.5 | 15.1 | 16.8 | 18.2 | 50.1 | 15.2 | 15.8 | 16.6 | 47.6 | 5.25% |

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

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|------------------|------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| OH Grand River | LAKETLAN | DR | 1.1 | 23.9 | 25.2 | 24.3 | 73.4 | 20.6 | 21.4 | 22.9 | 64.9 | 13.10% |
| OH Grand River | LAKETLAN | MB | 1.5 | 30.8 | 33.6 | 38.2 | 102.6 | 31.0 | 31.7 | 35.6 | 98.3 | 4.37% |
| OH Grand River | LAKETLAN | TOTAL | 2.6 | 54.7 | 58.8 | 62.5 | 176.0 | 51.6 | 53.1 | 58.5 | 163.2 | 7.84% |
| OH Kent | Portage Area Reg Trp Auth | DR | NA | 3.3 | 3.6 | 3.9 | 10.8 | 4.0 | 3.7 | 3.8 | 11.5 | -6.09% |
| OH Kent | Portage Area Reg Trp Auth | MB | NA | 77.7 | 110.1 | 93.0 | 280.8 | 81.6 | 106.6 | 89.7 | 277.9 | 1.04% |
| OH Kent | Portage Area Reg Trp Auth | TOTAL | NA | 81.0 | 113.7 | 96.9 | 291.6 | 85.6 | 110.3 | 93.5 | 289.4 | 0.76% |
| OH Toledo | Toledo Area Reg Transit Auth | DR | 9.3 | 25.8 | 25.4 | 28.1 | 79.3 | 25.7 | 24.3 | 26.0 | 76.0 | 4.34% |
| OH Toledo | Toledo Area Reg Transit Auth | MB | 6.6 | 169.3 | 163.8 | 178.5 | 511.6 | 160.1 | 159.9 | 179.5 | 499.5 | 2.42% |
| OH Toledo | Toledo Area Reg Transit Auth | TOTAL | 15.9 | 195.1 | 189.2 | 206.6 | 590.9 | 185.8 | 184.2 | 205.5 | 575.5 | 2.68% |
| OH Youngstown | Western Reserve Trans Auth | DR | 0.1 | 3.4 | 3.7 | 4.0 | 11.1 | 3.5 | 3.5 | 3.6 | 10.6 | 4.72% |
| OH Youngstown | Western Reserve Trans Auth | MB | 6.8 | 146.1 | 154.0 | 170.8 | 470.9 | 138.9 | 135.5 | 144.9 | 419.3 | 12.31% |
| OH Youngstown | Western Reserve Trans Auth | TOTAL | 6.9 | 149.5 | 157.7 | 174.8 | 482.0 | 142.4 | 139.0 | 148.5 | 429.9 | 12.12% |
| OK Lawton | Lawton Area Tr System (LATS) | MB | 0.6 | 15.0 | 19.0 | 18.7 | 52.7 | 20.9 | 17.9 | 21.6 | 60.4 | -12.75% |
| OK Lawton | Lawton Area Tr System (LATS) | TOTAL | 0.6 | 15.0 | 19.0 | 18.7 | 52.7 | 20.9 | 17.9 | 21.6 | 60.4 | -12.75% |
| OK Oklahoma City | Embark | DR | 0.1 | 3.4 | 3.7 | 4.1 | 11.2 | 3.5 | 3.2 | 3.9 | 10.6 | 5.66% |
| OK Oklahoma City | Embark | FB | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| OK Oklahoma City | Embark | MB | 12.1 | 229.1 | 244.9 | 264.1 | 738.1 | 249.1 | 221.5 | 268.7 | 739.3 | -0.16% |
| OK Oklahoma City | Embark | TOTAL | NA | 232.5 | 248.6 | 268.2 | 749.3 | 252.6 | 224.7 | 272.6 | 749.9 | -0.08% |
| OK Tulsa | Metro Tulsa Transit Auth | DR | 0.5 | 11.7 | 13.7 | 14.4 | 39.8 | 14.3 | 12.5 | 16.4 | 43.2 | -7.87% |
| OK Tulsa | Metro Tulsa Transit Auth | MB | 7.1 | 160.2 | 172.7 | 183.2 | 516.1 | 141.7 | 139.5 | 186.4 | 467.6 | 10.37% |
| OK Tulsa | Metro Tulsa Transit Auth | TOTAL | 7.6 | 171.9 | 186.4 | 197.6 | 555.9 | 156.0 | 152.0 | 202.8 | 510.8 | 8.83% |
| OR Eugene | Lane Transit District | DR | 0.5 | 13.0 | 12.4 | 12.7 | 38.1 | 13.4 | 12.0 | 13.2 | 38.6 | -1.30% |
| OR Eugene | Lane Transit District | MB | 21.0 | 439.2 | 442.0 | 442.0 | 1,323.2 | 538.6 | 503.2 | 529.4 | 1,571.2 | -15.78% |
| OR Eugene | Lane Transit District | TOTAL | 21.5 | 452.2 | 454.4 | 454.7 | 1,361.3 | 552.0 | 515.2 | 542.6 | 1,609.8 | -15.44% |
| OR Portland | Tri-County Metro Trp Dist | CR | 0.5 | 9.5 | 9.2 | 11.3 | 30.0 | 9.9 | 9.1 | 10.1 | 29.1 | 3.09% |
| OR Portland | Tri-County Metro Trp Dist | DR | 2.9 | 69.8 | 66.8 | 72.6 | 209.2 | 63.1 | 54.5 | 65.9 | 183.5 | 14.01% |
| OR Portland | Tri-County Metro Trp Dist | LR | 63.4 | 1,723.0 | 1,642.0 | 1,893.8 | 5,258.8 | 1,760.7 | 1,629.6 | 1,877.5 | 5,267.8 | -0.17% |
| OR Portland | Tri-County Metro Trp Dist | MB | 131.3 | 3,493.0 | 3,313.8 | 3,676.3 | 10,483.1 | 3,462.6 | 3,130.9 | 3,557.9 | 10,151.4 | 3.27% |
| OR Portland | Tri-County Metro Trp Dist | TOTAL | 198.1 | 5,295.3 | 5,031.8 | 5,654.0 | 15,981.1 | 5,296.3 | 4,824.1 | 5,511.4 | 15,631.8 | 2.23% |
| OR Salem | Salem-Keizer Transit | DR | 0.3 | 8.4 | 8.2 | 9.2 | 25.8 | 8.7 | 7.6 | 9.3 | 25.6 | 0.78% |
| OR Salem | Salem-Keizer Transit | MB | 19.7 | 271.5 | 263.7 | 281.5 | 816.7 | 275.8 | 236.2 | 274.1 | 786.1 | 3.89% |
| OR Salem | Salem-Keizer Transit | TOTAL | 20.0 | 279.9 | 271.9 | 290.7 | 842.5 | 284.5 | 243.8 | 283.4 | 811.7 | 3.79% |

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| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|-----------------|-------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| OR Tillamook | Tillamook County Transportation Dis | DR | NA | 0.7 | 0.7 | 0.8 | 2.2 | 0.7 | 0.8 | 0.9 | 2.4 | -8.33% |
| OR Tillamook | Tillamook County Transportation Dis | MB | NA | 6.8 | 7.5 | 9.0 | 23.3 | 7.0 | 6.3 | 7.3 | 20.6 | 13.11% |
| OR Tillamook | Tillamook County Transportation Dis | TOTAL | NA | 7.5 | 8.2 | 9.8 | 25.5 | 7.7 | 7.1 | 8.2 | 23.0 | 10.87% |
| PA Allentown | Lehigh & Northampton Trp Auth | DR | 0.9 | 16.5 | 19.6 | 22.8 | 58.9 | 18.3 | 17.1 | 20.3 | 55.7 | 5.75% |
| PA Allentown | Lehigh & Northampton Trp Auth | MB | 12.1 | 268.2 | 285.3 | 335.9 | 889.4 | 299.2 | 281.8 | 343.3 | 924.3 | -3.78% |
| PA Allentown | Lehigh & Northampton Trp Auth | TOTAL | 13.0 | 284.7 | 304.9 | 358.7 | 948.3 | 317.5 | 298.9 | 363.6 | 980.0 | -3.23% |
| PA Altoona | Altoona Metro Transit | DR | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| PA Altoona | Altoona Metro Transit | MB | NA | 40.3 | 44.6 | 45.5 | 130.4 | 39.4 | 40.4 | 44.3 | 124.1 | 5.08% |
| PA Altoona | Altoona Metro Transit | TOTAL | NA | 40.3 | 44.6 | 45.5 | 130.4 | 39.4 | 40.4 | 44.3 | 124.1 | 5.08% |
| PA Erie | Erie Metropolitan Transit Authority | MB | 3.5 | 100.0 | 110.0 | 118.0 | 328.0 | 111.0 | 117.0 | 123.0 | 351.0 | -6.55% |
| PA Erie | Erie Metropolitan Transit Authority | TOTAL | 3.5 | 100.0 | 110.0 | 118.0 | 328.0 | 111.0 | 117.0 | 123.0 | 351.0 | -6.55% |
| PA Harris-Phil | Penn DOT (Keystone) | CR | 3.7 | 106.9 | 78.2 | 132.1 | 317.2 | 96.9 | 93.3 | 108.8 | 299.0 | 6.09% |
| PA Harris-Phil | Penn DOT (Keystone) | TOTAL | 3.7 | 106.9 | 78.2 | 132.1 | 317.2 | 96.9 | 93.3 | 108.8 | 299.0 | 6.09% |
| PA Johnsonburg | Area Transp Auth NC PA | DR | 0.5 | 9.4 | 10.0 | 11.2 | 30.6 | 11.1 | 11.3 | 11.7 | 34.1 | -10.26% |
| PA Johnsonburg | Area Transp Auth NC PA | MB | 0.6 | 13.6 | 15.0 | 16.4 | 45.0 | 16.2 | 15.5 | 15.5 | 47.2 | -4.66% |
| PA Johnsonburg | Area Transp Auth NC PA | VP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.2 | 0.6 | -100.00% |
| PA Johnsonburg | Area Transp Auth NC PA | TOTAL | 1.0 | 23.0 | 25.0 | 27.6 | 75.6 | 27.5 | 27.0 | 27.4 | 81.9 | -7.69% |
| PA Johnstown | Cambria County Transit Auth | DR | 0.3 | 7.8 | 8.4 | 9.4 | 25.6 | 0.4 | 0.4 | 0.4 | 1.2 | >100% |
| PA Johnstown | Cambria County Transit Auth | MB | 2.1 | 58.5 | 59.9 | 65.8 | 184.2 | 59.6 | 59.6 | 67.6 | 186.8 | -1.39% |
| PA Johnstown | Cambria County Transit Auth | TOTAL | 2.4 | 66.3 | 68.3 | 75.2 | 209.8 | 60.0 | 60.0 | 68.0 | 188.0 | 11.60% |
| PA Lancaster | Red Rose Transit Authority | DR | 7.6 | 14.4 | 15.4 | 17.6 | 47.4 | 14.5 | 13.6 | 15.4 | 43.5 | 8.97% |
| PA Lancaster | Red Rose Transit Authority | MB | 4.6 | 84.9 | 91.1 | 108.0 | 284.0 | 86.1 | 82.6 | 99.3 | 268.0 | 5.97% |
| PA Lancaster | Red Rose Transit Authority | TOTAL | 12.2 | 99.3 | 106.5 | 125.6 | 331.4 | 100.6 | 96.2 | 114.7 | 311.5 | 6.39% |
| PA Lebanon | County of Lebanon Tr Auth | DR | 0.1 | 3.2 | 3.3 | 3.8 | 10.3 | 3.0 | 2.9 | 3.3 | 9.2 | 11.96% |
| PA Lebanon | County of Lebanon Tr Auth | MB | 0.7 | 14.1 | 14.8 | 16.8 | 45.7 | 15.0 | 14.8 | 16.3 | 46.1 | -0.87% |
| PA Lebanon | County of Lebanon Tr Auth | TOTAL | 0.8 | 17.3 | 18.1 | 20.6 | 56.0 | 18.0 | 17.7 | 19.6 | 55.3 | 1.27% |
| PA Philadelphia | Southeastern Penn TA | CR | NA | 1,760.2 | 1,622.7 | 1,937.5 | 5,320.4 | 2,098.1 | 2,172.6 | 2,247.8 | 6,518.5 | -18.38% |
| PA Philadelphia | Southeastern Penn TA | DR | NA | 68.2 | 57.8 | 67.2 | 193.2 | 67.8 | 68.5 | 83.5 | 219.8 | -12.10% |
| PA Philadelphia | Southeastern Penn TA | HR | NA | 5,965.5 | 5,397.0 | 5,926.8 | 17,289.3 | 5,048.5 | 4,865.7 | 5,011.0 | 14,925.2 | 15.84% |
| PA Philadelphia | Southeastern Penn TA | LR | NA | 1,126.6 | 1,311.3 | 1,484.4 | 3,922.3 | 1,386.9 | 1,333.8 | 1,456.2 | 4,176.9 | -6.10% |
| PA Philadelphia | Southeastern Penn TA | MB | NA | 9,829.6 | 8,741.0 | 9,985.3 | 28,555.9 | 9,556.5 | 8,925.5 | 9,907.6 | 28,389.6 | 0.59% |
| PA Philadelphia | Southeastern Penn TA | TB | NA | 272.0 | 226.1 | 276.2 | 774.3 | 270.3 | 239.3 | 276.7 | 786.3 | -1.53% |
| PA Philadelphia | Southeastern Penn TA | TOTAL | NA | 19,022.1 | 17,355.9 | 19,677.4 | 56,055.4 | 18,428.1 | 17,605.4 | 18,982.8 | 55,016.3 | 1.89% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|------------------|---------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| PA Pittsburgh | Pittsburgh Regional Transit (PRT) | DR | NA | 60.4 | 66.2 | 74.5 | 201.1 | 67.5 | 67.3 | 74.3 | 209.1 | -3.83% |
| PA Pittsburgh | Pittsburgh Regional Transit (PRT) | IP | NA | 31.7 | 30.4 | 59.9 | 122.0 | 28.2 | 32.6 | 62.2 | 123.0 | -0.81% |
| PA Pittsburgh | Pittsburgh Regional Transit (PRT) | LR | NA | 202.6 | 199.9 | 271.9 | 674.4 | 160.8 | 128.1 | 252.8 | 541.7 | 24.50% |
| PA Pittsburgh | Pittsburgh Regional Transit (PRT) | MB | NA | 2,504.2 | 2,726.3 | 3,001.1 | 8,231.6 | 2,500.0 | 2,596.6 | 2,812.3 | 7,908.9 | 4.08% |
| PA Pittsburgh | Pittsburgh Regional Transit (PRT) | TOTAL | NA | 2,798.9 | 3,022.8 | 3,407.4 | 9,229.1 | 2,756.5 | 2,824.6 | 3,201.6 | 8,782.7 | 5.08% |
| PA Reading | Berks Area Reading Trp Auth | DR | 6.0 | 11.6 | 12.0 | 13.7 | 37.3 | 12.7 | 13.6 | 13.1 | 39.4 | -5.33% |
| PA Reading | Berks Area Reading Trp Auth | MB | 7.5 | 146.1 | 147.0 | 169.9 | 463.0 | 164.0 | 159.3 | 180.7 | 504.0 | -8.13% |
| PA Reading | Berks Area Reading Trp Auth | TOTAL | 13.5 | 157.7 | 159.0 | 183.6 | 500.3 | 176.7 | 172.9 | 193.8 | 543.4 | -7.93% |
| PA Rochester | Beaver County Transit Authority | DR | 3.1 | 6.0 | 6.5 | 7.4 | 19.9 | 5.7 | 5.6 | 6.3 | 17.6 | 13.07% |
| PA Rochester | Beaver County Transit Authority | MB | 1.6 | 34.1 | 37.2 | 41.2 | 112.5 | 33.0 | 33.2 | 37.7 | 103.9 | 8.28% |
| PA Rochester | Beaver County Transit Authority | TOTAL | 4.7 | 40.1 | 43.7 | 48.6 | 132.4 | 38.7 | 38.8 | 44.0 | 121.5 | 8.97% |
| PA State College | Centre Area Transp Auth | DR | NA | 4.6 | 5.1 | 5.4 | 15.1 | 4.3 | 4.4 | 4.8 | 13.5 | 11.85% |
| PA State College | Centre Area Transp Auth | MB | 102.4 | 406.4 | 553.9 | 424.5 | 1,384.8 | 433.3 | 581.7 | 442.5 | 1,457.5 | -4.99% |
| PA State College | Centre Area Transp Auth | VP | NA | 4.2 | 3.2 | 2.3 | 9.7 | 3.9 | 5.1 | 4.7 | 13.7 | -29.20% |
| PA State College | Centre Area Transp Auth | TOTAL | NA | 415.2 | 562.2 | 432.2 | 1,409.6 | 441.5 | 591.2 | 452.0 | 1,484.7 | -5.06% |
| PA York | Susquehanna Regional Transportati | DR | 2.8 | 56.9 | 59.0 | 65.9 | 181.8 | 64.3 | 62.1 | 69.4 | 195.8 | -7.15% |
| PA York | Susquehanna Regional Transportati | MB | 9.0 | 179.3 | 183.2 | 205.9 | 568.4 | 194.5 | 196.2 | 213.2 | 603.9 | -5.88% |
| PA York | Susquehanna Regional Transportati | VP | 0.0 | 0.2 | 0.4 | 1.1 | 1.7 | NA | NA | NA | NA | NA |
| PA York | Susquehanna Regional Transportati | TOTAL | 11.9 | 236.4 | 242.6 | 272.9 | 751.9 | NA | NA | NA | NA | NA |
| PR San Juan | Puerto Rico DOT | DR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| PR San Juan | Puerto Rico DOT | HR | 22.6 | 527.7 | 442.5 | 479.4 | 1,449.6 | 552.1 | 416.2 | 486.7 | 1,455.0 | -0.37% |
| PR San Juan | Puerto Rico DOT | MB | 9.1 | 191.2 | 182.8 | 213.7 | 587.7 | 224.8 | 192.3 | 203.7 | 620.8 | -5.33% |
| PR San Juan | Puerto Rico DOT | TOTAL | 31.7 | 718.9 | 625.3 | 693.1 | 2,037.3 | 776.9 | 608.5 | 690.4 | 2,075.8 | -1.85% |
| RI Providence | Rhode Island Public TA | DR | NA | 28.6 | 25.5 | 36.8 | 90.9 | 27.6 | 24.3 | 28.5 | 80.4 | 13.06% |
| RI Providence | Rhode Island Public TA | MB | NA | 813.4 | 713.9 | 953.8 | 2,481.1 | 926.5 | 865.8 | 1,049.6 | 2,841.9 | -12.70% |
| RI Providence | Rhode Island Public TA | VP | NA | 6.0 | 5.2 | 6.0 | 17.2 | 6.7 | 6.0 | 6.3 | 19.0 | -9.47% |
| RI Providence | Rhode Island Public TA | TOTAL | NA | 848.0 | 744.6 | 996.6 | 2,589.2 | 960.8 | 896.1 | 1,084.4 | 2,941.3 | -11.97% |
| SC Anderson | Electric City Transit/City of Anderso | MB | 0.9 | 16.6 | 17.3 | 20.1 | 54.0 | 17.8 | 16.6 | 19.3 | 53.7 | 0.56% |
| SC Anderson | Electric City Transit/City of Anderso | TOTAL | 0.9 | 16.6 | 17.3 | 20.1 | 54.0 | 17.8 | 16.6 | 19.3 | 53.7 | 0.56% |
| SC Charleston | Charleston Area RTA | DR | 0.3 | 8.6 | 8.2 | 8.9 | 25.7 | 6.5 | 8.0 | 7.9 | 22.4 | 14.73% |
| SC Charleston | Charleston Area RTA | MB | 8.8 | 226.0 | 199.3 | 239.3 | 664.6 | 145.5 | 160.2 | 169.1 | 474.8 | 39.97% |
| SC Charleston | Charleston Area RTA | TOTAL | 9.1 | 234.6 | 207.5 | 248.2 | 690.3 | 152.0 | 168.2 | 177.0 | 497.2 | 38.84% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|----------------|----------------|---|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| SC | Columbia | Central Midlands Regional Transit A DR | 0.3 | 5.8 | 5.9 | 6.7 | 18.4 | 6.0 | 6.1 | 6.6 | 18.7 | -1.60% |
| SC | Columbia | Central Midlands Regional Transit A MB | 5.8 | 212.1 | 214.0 | 240.1 | 666.2 | 163.6 | 164.3 | 165.3 | 493.2 | 35.08% |
| SC | Columbia | Central Midlands Regional Transit A VP | 0.2 | 5.3 | 4.9 | 5.3 | 15.5 | 4.8 | 4.0 | 4.9 | 13.7 | 13.14% |
| SC | Columbia | Central Midlands Regional Transit A TOTAL | 6.3 | 223.2 | 224.8 | 252.1 | 700.1 | 174.4 | 174.4 | 176.8 | 525.6 | 33.20% |
| SC | Conway | Lymo Waccamaw Regional TA DR | 1.3 | 3.3 | 3.1 | 3.6 | 10.0 | 2.6 | 2.8 | 2.9 | 8.3 | 20.48% |
| SC | Conway | Lymo Waccamaw Regional TA MB | 1.4 | 37.8 | 31.5 | 52.2 | 121.5 | 29.7 | 32.1 | 47.1 | 108.9 | 11.57% |
| SC | Conway | Lymo Waccamaw Regional TA TOTAL | 2.8 | 41.1 | 34.6 | 55.8 | 131.5 | 32.3 | 34.9 | 50.0 | 117.2 | 12.20% |
| TN | Chattanooga | Chattanooga Area RTA DR | 0.5 | 10.0 | 10.1 | 11.5 | 31.6 | 9.4 | 10.2 | 10.5 | 30.1 | 4.98% |
| TN | Chattanooga | Chattanooga Area RTA IP | 0.7 | 15.0 | 17.0 | 45.8 | 77.8 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| TN | Chattanooga | Chattanooga Area RTA MB | 3.8 | 81.0 | 90.1 | 106.3 | 277.4 | 87.3 | 96.8 | 109.4 | 293.5 | -5.49% |
| TN | Chattanooga | Chattanooga Area RTA TOTAL | 4.9 | 106.0 | 117.2 | 163.6 | 386.8 | 96.7 | 107.0 | 119.9 | 323.6 | 19.53% |
| TN | Knoxville | Knoxville Area Transit DR | 0.3 | 5.3 | 5.5 | 6.2 | 17.0 | 5.4 | 5.5 | 6.1 | 17.0 | 0.00% |
| TN | Knoxville | Knoxville Area Transit MB | 7.5 | 180.5 | 182.1 | 210.3 | 572.9 | 200.1 | 191.0 | 211.4 | 602.5 | -4.91% |
| TN | Knoxville | Knoxville Area Transit TOTAL | 7.7 | 185.8 | 187.6 | 216.5 | 589.9 | 205.5 | 196.5 | 217.5 | 619.5 | -4.78% |
| TN | Memphis | Memphis Area Transit Auth DR | NA | 14.8 | 14.0 | 18.3 | 47.1 | 17.3 | 15.1 | 17.7 | 50.1 | -5.99% |
| TN | Memphis | Memphis Area Transit Auth LR | NA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| TN | Memphis | Memphis Area Transit Auth MB | NA | 185.3 | 205.6 | 241.9 | 632.8 | 158.9 | 157.0 | 191.4 | 507.3 | 24.74% |
| TN | Memphis | Memphis Area Transit Auth TOTAL | NA | 200.1 | 219.6 | 260.2 | 679.9 | 176.2 | 172.1 | 209.1 | 557.4 | 21.98% |
| TN | Murfreesboro | City of Murfreesboro MB | 0.4 | 7.0 | 8.3 | 7.6 | 22.9 | 6.9 | 7.7 | 8.5 | 23.1 | -0.87% |
| TN | Murfreesboro | City of Murfreesboro TOTAL | 0.4 | 7.0 | 8.3 | 7.6 | 22.9 | 6.9 | 7.7 | 8.5 | 23.1 | -0.87% |
| TN | Nashville | Regional Transp Auth CR | 0.5 | 9.1 | 11.4 | 13.9 | 34.4 | 11.0 | 10.4 | 12.7 | 34.1 | 0.88% |
| TN | Nashville | Regional Transp Auth MB | 0.3 | 4.8 | 6.2 | 6.7 | 17.7 | 5.9 | 5.3 | 6.4 | 17.6 | 0.57% |
| TN | Nashville | Regional Transp Auth VP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.7 | 0.6 | 2.0 | -100.00% |
| TN | Nashville | Regional Transp Auth TOTAL | 0.8 | 13.9 | 17.6 | 20.6 | 52.1 | 17.6 | 16.4 | 19.7 | 53.7 | -2.98% |
| TN | Nashville | WeGo Public Transit DR | 1.0 | 17.3 | 22.3 | 24.4 | 64.0 | 24.1 | 23.5 | 26.6 | 74.2 | -13.75% |
| TN | Nashville | WeGo Public Transit MB | 29.8 | 702.8 | 775.0 | 878.1 | 2,355.9 | 664.2 | 643.3 | 732.4 | 2,039.9 | 15.49% |
| TN | Nashville | WeGo Public Transit TOTAL | 30.8 | 720.1 | 797.3 | 902.5 | 2,419.9 | 688.3 | 666.8 | 759.0 | 2,114.1 | 14.46% |
| TX | Austin | Capital Metropolitan Trp Auth CR | 2.1 | 39.9 | 51.5 | 71.0 | 162.4 | 33.6 | 42.1 | 71.4 | 147.1 | 10.40% |
| TX | Austin | Capital Metropolitan Trp Auth DR | 4.1 | 92.6 | 97.3 | 104.4 | 294.3 | 91.0 | 93.0 | 100.7 | 284.7 | 3.37% |
| TX | Austin | Capital Metropolitan Trp Auth MB | 72.4 | 1,758.0 | 1,901.5 | 2,042.4 | 5,701.9 | 1,903.9 | 1,914.9 | 2,163.0 | 5,981.8 | -4.68% |
| TX | Austin | Capital Metropolitan Trp Auth VP | 1.5 | 34.3 | 31.5 | 34.7 | 100.5 | 32.6 | 30.9 | 32.9 | 96.4 | 4.25% |
| TX | Austin | Capital Metropolitan Trp Auth TOTAL | 80.1 | 1,924.8 | 2,081.8 | 2,252.5 | 6,259.1 | 2,061.1 | 2,080.9 | 2,368.0 | 6,510.0 | -3.85% |

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

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|--------------------|--|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| TX Bryan | Brazos Transit District | DR | 0.4 | 8.4 | 9.0 | 9.6 | 27.0 | 8.3 | 8.6 | 9.4 | 26.3 | 2.66% |
| TX Bryan | Brazos Transit District | MB | 1.6 | 31.2 | 31.3 | 35.4 | 97.9 | 31.7 | 30.0 | 34.9 | 96.6 | 1.35% |
| TX Bryan | Brazos Transit District | TOTAL | 2.0 | 39.6 | 40.3 | 45.0 | 124.9 | 40.0 | 38.6 | 44.3 | 122.9 | 1.63% |
| TX Corpus Christi | Corpus Christi Regional TA | DR | 0.8 | 16.3 | 16.5 | 18.5 | 51.3 | 15.0 | 15.2 | 16.6 | 46.8 | 9.62% |
| TX Corpus Christi | Corpus Christi Regional TA | MB | 14.9 | 306.5 | 302.5 | 312.4 | 921.4 | 259.4 | 275.7 | 293.8 | 828.9 | 11.16% |
| TX Corpus Christi | Corpus Christi Regional TA | VP | 0.4 | 8.4 | 7.2 | 8.1 | 23.7 | 9.2 | 8.4 | 9.1 | 26.7 | -11.24% |
| TX Corpus Christi | Corpus Christi Regional TA | TOTAL | 16.1 | 331.2 | 326.2 | 339.0 | 996.4 | 283.6 | 299.3 | 319.5 | 902.4 | 10.42% |
| TX Dallas | Dallas Area Rapid Transit | DR | 10.0 | 237.2 | 247.2 | 276.2 | 760.6 | 241.3 | 238.7 | 253.2 | 733.2 | 3.74% |
| TX Dallas | Dallas Area Rapid Transit | LR | 60.9 | 1,529.2 | 1,591.1 | 1,784.5 | 4,904.8 | 1,666.8 | 1,618.7 | 1,904.1 | 5,189.6 | -5.49% |
| TX Dallas | Dallas Area Rapid Transit | MB | 79.0 | 2,044.2 | 2,022.1 | 1,975.9 | 6,042.2 | 2,203.3 | 2,097.3 | 2,367.9 | 6,668.5 | -9.39% |
| TX Dallas | Dallas Area Rapid Transit | TOTAL | 149.9 | 3,810.6 | 3,860.4 | 4,036.6 | 11,707.6 | 4,111.4 | 3,954.7 | 4,525.2 | 12,591.3 | -7.02% |
| TX Dallas | McKinney Avenue Transit Authority, LR | LR | 7.3 | 18.9 | 16.0 | 28.1 | 63.0 | 18.7 | 19.5 | 33.3 | 71.5 | -11.89% |
| TX Dallas | McKinney Avenue Transit Authority, MB | MB | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | NA |
| TX Dallas | McKinney Avenue Transit Authority, TOTAL | TOTAL | 7.3 | 18.9 | 16.0 | 28.1 | 63.0 | 18.7 | 19.5 | 33.3 | 71.5 | -11.89% |
| TX Dallas-Ft Worth | Trinity Railway Express | CR | 5.9 | 130.7 | 140.6 | 166.8 | 438.1 | 107.9 | 93.9 | 118.6 | 320.4 | 36.74% |
| TX Dallas-Ft Worth | Trinity Railway Express | TOTAL | 5.9 | 130.7 | 140.6 | 166.8 | 438.1 | 107.9 | 93.9 | 118.6 | 320.4 | 36.74% |
| TX El Paso | El Paso Mass Transit Dept | DR | 0.7 | 16.2 | 16.6 | 18.3 | 51.1 | 18.0 | 18.1 | 18.2 | 54.3 | -5.89% |
| TX El Paso | El Paso Mass Transit Dept | LR | 1.3 | 31.5 | 35.1 | 37.0 | 103.6 | 22.5 | 29.1 | 28.3 | 79.9 | 29.66% |
| TX El Paso | El Paso Mass Transit Dept | MB | 19.4 | 491.0 | 503.9 | 447.3 | 1,442.2 | 468.6 | 399.6 | 451.4 | 1,319.6 | 9.29% |
| TX El Paso | El Paso Mass Transit Dept | TOTAL | 21.4 | 538.7 | 555.6 | 502.6 | 1,596.9 | 509.1 | 446.8 | 497.9 | 1,453.8 | 9.84% |
| TX Fort Worth | Trinity Metro | CR | 2.5 | 68.2 | 66.1 | 80.4 | 214.7 | 57.1 | 54.7 | 69.9 | 181.7 | 18.16% |
| TX Fort Worth | Trinity Metro | DR | 2.2 | 47.4 | 52.3 | 53.1 | 152.8 | 51.1 | 47.4 | 50.4 | 148.9 | 2.62% |
| TX Fort Worth | Trinity Metro | MB | 14.7 | 328.4 | 372.7 | 400.5 | 1,101.6 | 357.4 | 353.9 | 394.1 | 1,105.4 | -0.34% |
| TX Fort Worth | Trinity Metro | VP | 1.5 | 33.7 | 32.7 | 36.5 | 102.9 | 35.8 | 32.9 | 36.4 | 105.1 | -2.09% |
| TX Fort Worth | Trinity Metro | TOTAL | 20.9 | 477.7 | 523.8 | 570.5 | 1,572.0 | 501.4 | 488.9 | 550.8 | 1,541.1 | 2.01% |
| TX Houston | Metro Tr Auth of Harris Co | DR | 5.6 | 129.8 | 137.7 | 154.0 | 421.5 | 131.0 | 140.3 | 157.0 | 428.3 | -1.59% |
| TX Houston | Metro Tr Auth of Harris Co | LR | 35.6 | 822.7 | 837.9 | 1,367.1 | 3,027.7 | 912.6 | 997.7 | 1,518.6 | 3,428.9 | -11.70% |
| TX Houston | Metro Tr Auth of Harris Co | MB | 206.6 | 4,983.9 | 5,152.6 | 5,642.5 | 15,779.0 | 4,566.2 | 4,833.2 | 5,350.3 | 14,749.7 | 6.98% |
| TX Houston | Metro Tr Auth of Harris Co | VP | 0.5 | 7.8 | 18.1 | 25.0 | 50.9 | 45.2 | 47.4 | 48.9 | 141.5 | -64.03% |
| TX Houston | Metro Tr Auth of Harris Co | TOTAL | 248.4 | 5,944.2 | 6,146.3 | 7,188.6 | 19,279.1 | 5,655.0 | 6,018.6 | 7,074.8 | 18,748.4 | 2.83% |
| TX Lewisville | Denton County Transportation Auth | CR | 1.1 | 19.2 | 23.4 | 25.3 | 67.9 | 20.6 | 20.8 | 23.4 | 64.8 | 4.78% |
| TX Lewisville | Denton County Transportation Auth | DR | 2.3 | 61.8 | 68.3 | 77.9 | 208.0 | 71.4 | 70.2 | 76.2 | 217.8 | -4.50% |
| TX Lewisville | Denton County Transportation Auth | MB | 6.5 | 118.1 | 162.9 | 138.3 | 419.3 | 129.8 | 173.4 | 146.7 | 449.9 | -6.80% |
| TX Lewisville | Denton County Transportation Auth | TOTAL | 9.9 | 199.1 | 254.6 | 241.5 | 695.2 | 221.8 | 264.4 | 246.3 | 732.5 | -5.09% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|-------------------|------------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| TX Lubbock | Citibus | DR | 0.5 | 10.1 | 10.6 | 11.2 | 31.9 | 15.2 | 14.0 | 15.0 | 44.2 | -27.83% |
| TX Lubbock | Citibus | MB | 10.0 | 156.6 | 260.2 | 204.9 | 621.7 | 208.3 | 317.4 | 199.1 | 724.8 | -14.22% |
| TX Lubbock | Citibus | TOTAL | 10.5 | 166.7 | 270.8 | 216.1 | 653.6 | 223.5 | 331.4 | 214.1 | 769.0 | -15.01% |
| TX McAllen | City of McAllen | MB | 1.4 | 38.4 | 42.2 | 46.3 | 126.9 | 50.2 | 46.9 | 54.2 | 151.3 | -16.13% |
| TX McAllen | City of McAllen | TOTAL | 1.4 | 38.4 | 42.2 | 46.3 | 126.9 | 50.2 | 46.9 | 54.2 | 151.3 | -16.13% |
| TX San Antonio | VIA Metropolitan Transit | DR | 4.0 | 96.5 | 91.2 | 99.7 | 287.4 | 82.5 | 83.7 | 90.5 | 256.7 | 11.96% |
| TX San Antonio | VIA Metropolitan Transit | MB | 95.0 | 2,410.0 | 2,476.8 | 2,671.4 | 7,558.2 | 2,224.8 | 2,198.4 | 2,467.7 | 6,890.9 | 9.68% |
| TX San Antonio | VIA Metropolitan Transit | TOTAL | 99.0 | 2,506.5 | 2,568.0 | 2,771.1 | 7,845.6 | 2,307.3 | 2,282.1 | 2,558.2 | 7,147.6 | 9.77% |
| TX Sugar Land | Fort Bend County Public Transporta | DR | 0.0 | 9.6 | 11.0 | 12.2 | 32.8 | 9.3 | 10.0 | 10.9 | 30.2 | 8.61% |
| TX Sugar Land | Fort Bend County Public Transporta | MB | 1.3 | 22.8 | 26.2 | 27.7 | 76.7 | 20.2 | 23.6 | 24.3 | 68.1 | 12.63% |
| TX Sugar Land | Fort Bend County Public Transporta | TOTAL | 1.3 | 32.4 | 37.2 | 39.9 | 109.5 | 29.5 | 33.6 | 35.2 | 98.3 | 11.39% |
| TX Uvalde | Southwest Area Regional Transit Di | DR | 1.7 | 6.5 | 7.0 | 7.0 | 20.5 | 5.7 | 6.5 | 6.4 | 18.6 | 10.22% |
| TX Uvalde | Southwest Area Regional Transit Di | MB | 0.8 | 2.4 | 3.0 | 4.0 | 9.4 | 2.2 | 2.2 | 3.3 | 7.7 | 22.08% |
| TX Uvalde | Southwest Area Regional Transit Di | TOTAL | 2.5 | 8.9 | 10.0 | 11.0 | 29.9 | 7.9 | 8.7 | 9.7 | 26.3 | 13.69% |
| TX Waco | Waco Transit System | DR | 0.3 | 5.3 | 6.1 | 6.3 | 17.7 | 5.2 | 5.4 | 5.3 | 15.9 | 11.32% |
| TX Waco | Waco Transit System | MB | 2.9 | 51.3 | 82.9 | 67.4 | 201.6 | 58.6 | 72.9 | 73.4 | 204.9 | -1.61% |
| TX Waco | Waco Transit System | TOTAL | 3.2 | 56.6 | 89.0 | 73.7 | 219.3 | 63.8 | 78.3 | 78.7 | 220.8 | -0.68% |
| UT Park City | High Valley Transit | DR | 1.5 | 45.4 | 40.9 | 41.9 | 128.2 | 39.7 | 35.3 | 36.5 | 111.5 | 14.98% |
| UT Park City | High Valley Transit | MB | 6.4 | 229.2 | 182.7 | 170.1 | 582.0 | 237.5 | 215.6 | 211.2 | 664.3 | -12.39% |
| UT Park City | High Valley Transit | TOTAL | 7.9 | 274.6 | 223.6 | 212.0 | 710.2 | 277.2 | 250.9 | 247.7 | 775.8 | -8.46% |
| UT Park City | Park City Transit | DR | 0.0 | 0.7 | 0.7 | 0.7 | 2.1 | 0.7 | 0.7 | 0.7 | 2.1 | 0.00% |
| UT Park City | Park City Transit | MB | 7.5 | 290.4 | 229.0 | 194.0 | 713.4 | 273.0 | 245.3 | 233.7 | 752.0 | -5.13% |
| UT Park City | Park City Transit | TOTAL | 7.5 | 291.1 | 229.7 | 194.7 | 715.5 | 273.7 | 246.0 | 234.4 | 754.1 | -5.12% |
| UT Salt Lake City | Utah Transit Authority | CR | 14.8 | 341.2 | 310.1 | 355.8 | 1,007.1 | 338.4 | 326.2 | 350.7 | 1,015.3 | -0.81% |
| UT Salt Lake City | Utah Transit Authority | DR | 3.6 | 83.1 | 78.7 | 86.4 | 248.2 | 85.0 | 77.8 | 84.6 | 247.4 | 0.32% |
| UT Salt Lake City | Utah Transit Authority | LR | 40.3 | 1,045.1 | 987.7 | 1,109.6 | 3,142.4 | 1,111.8 | 1,029.9 | 1,175.1 | 3,316.8 | -5.26% |
| UT Salt Lake City | Utah Transit Authority | MB | 75.6 | 1,782.1 | 1,741.9 | 1,898.8 | 5,422.8 | 1,788.2 | 1,707.6 | 1,821.5 | 5,317.3 | 1.98% |
| UT Salt Lake City | Utah Transit Authority | VP | 4.2 | 108.5 | 119.2 | 102.9 | 330.6 | 111.9 | 125.5 | 112.4 | 349.8 | -5.49% |
| UT Salt Lake City | Utah Transit Authority | TOTAL | 138.5 | 3,360.0 | 3,237.6 | 3,553.5 | 10,151.1 | 3,435.3 | 3,267.0 | 3,544.3 | 10,246.6 | -0.93% |
| VA Alexandria | Virginia Railway Express | CR | 8.5 | 142.7 | 161.0 | 190.7 | 494.4 | 117.5 | 152.9 | 240.8 | 511.2 | -3.29% |
| VA Alexandria | Virginia Railway Express | TOTAL | 8.5 | 142.7 | 161.0 | 190.7 | 494.4 | 117.5 | 152.9 | 240.8 | 511.2 | -3.29% |
| VA Arlington | Arlington Transit (ART) | DR | 0.1 | 3.9 | 3.9 | 4.4 | 12.2 | 3.4 | 3.2 | 3.7 | 10.3 | 18.45% |
| VA Arlington | Arlington Transit (ART) | MB | 8.0 | 172.8 | 183.3 | 221.9 | 578.0 | 184.4 | 196.8 | 237.4 | 618.6 | -6.56% |
| VA Arlington | Arlington Transit (ART) | TOTAL | 8.1 | 176.7 | 187.2 | 226.3 | 590.2 | 187.8 | 200.0 | 241.1 | 628.9 | -6.15% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|-------------------|----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| VA Blacksburg | Blacksburg Transit | DR | 0.1 | 1.8 | 2.0 | 2.2 | 6.0 | 2.1 | 2.2 | 2.4 | 6.7 | -10.45% |
| VA Blacksburg | Blacksburg Transit | MB | 19.6 | 279.7 | 588.0 | 463.9 | 1,331.6 | 330.1 | 572.9 | 477.0 | 1,380.0 | -3.51% |
| VA Blacksburg | Blacksburg Transit | TOTAL | 19.7 | 281.5 | 590.0 | 466.1 | 1,337.6 | 332.2 | 575.1 | 479.4 | 1,386.7 | -3.54% |
| VA Fairfax | City of Fairfax CUE Bus | MB | 2.7 | 52.8 | 66.9 | 71.5 | 191.2 | 64.1 | 71.7 | 82.4 | 218.2 | -12.37% |
| VA Fairfax | City of Fairfax CUE Bus | TOTAL | 2.7 | 52.8 | 66.9 | 71.5 | 191.2 | 64.1 | 71.7 | 82.4 | 218.2 | -12.37% |
| VA Fairfax | Fairfax County Dept of Transp | MB | 29.7 | 664.6 | 643.7 | 809.3 | 2,117.6 | 705.5 | 701.2 | 843.7 | 2,250.4 | -5.90% |
| VA Fairfax | Fairfax County Dept of Transp | TOTAL | 29.7 | 664.6 | 643.7 | 809.3 | 2,117.6 | 705.5 | 701.2 | 843.7 | 2,250.4 | -5.90% |
| VA Fredericksburg | Fredericksburg Regional Transit | MB | 1.2 | 20.2 | 20.9 | 28.8 | 69.9 | 25.4 | 21.2 | 25.5 | 72.1 | -3.05% |
| VA Fredericksburg | Fredericksburg Regional Transit | TOTAL | 1.2 | 20.2 | 20.9 | 28.8 | 69.9 | 25.4 | 21.2 | 25.5 | 72.1 | -3.05% |
| VA Hampton | Hampton Roads Transit | DR | 2.1 | 41.5 | 40.0 | 48.7 | 130.2 | 32.7 | 29.5 | 38.5 | 100.7 | 29.29% |
| VA Hampton | Hampton Roads Transit | FB | 0.2 | 6.7 | 5.8 | 16.1 | 28.6 | 5.3 | 6.0 | 17.1 | 28.4 | 0.70% |
| VA Hampton | Hampton Roads Transit | LR | 2.1 | 51.6 | 49.6 | 68.1 | 169.3 | 47.9 | 45.9 | 71.5 | 165.3 | 2.42% |
| VA Hampton | Hampton Roads Transit | MB | 22.8 | 580.5 | 544.3 | 679.6 | 1,804.4 | 561.6 | 505.9 | 633.6 | 1,701.1 | 6.07% |
| VA Hampton | Hampton Roads Transit | VP | 0.2 | 4.2 | 4.3 | 4.6 | 13.1 | 3.5 | 4.0 | 4.4 | 11.9 | 10.08% |
| VA Hampton | Hampton Roads Transit | TOTAL | 27.4 | 684.5 | 644.0 | 817.1 | 2,145.6 | 651.0 | 591.3 | 765.1 | 2,007.4 | 6.88% |
| VA Richmond | GRTC Transit System | DR | 0.1 | 3.1 | 3.4 | 3.8 | 10.3 | 3.5 | 3.3 | 4.1 | 10.9 | -5.50% |
| VA Richmond | GRTC Transit System | MB | 32.5 | 862.9 | 789.2 | 958.0 | 2,610.1 | 877.6 | 836.9 | 994.6 | 2,709.1 | -3.65% |
| VA Richmond | GRTC Transit System | VP | 0.7 | 14.2 | 14.4 | 15.9 | 44.5 | 14.0 | 14.1 | 17.4 | 45.5 | -2.20% |
| VA Richmond | GRTC Transit System | TOTAL | 33.3 | 880.2 | 807.0 | 977.7 | 2,664.9 | 895.1 | 854.3 | 1,016.1 | 2,765.5 | -3.64% |
| VA Williamsburg | Williamsburg Area Transport | DR | 0.0 | 1.3 | 1.6 | 1.7 | 4.6 | 1.1 | 1.1 | 1.5 | 3.7 | 24.32% |
| VA Williamsburg | Williamsburg Area Transport | MB | 2.1 | 76.3 | 76.8 | 112.5 | 265.6 | 76.4 | 85.6 | 123.5 | 285.5 | -6.97% |
| VA Williamsburg | Williamsburg Area Transport | TOTAL | 2.1 | 77.6 | 78.4 | 114.2 | 270.2 | 77.5 | 86.7 | 125.0 | 289.2 | -6.57% |
| VA Woodbridge | PRTC Omni-Ride | DR | 0.2 | 3.1 | 3.6 | 4.1 | 10.8 | 3.5 | 3.4 | 4.2 | 11.1 | -2.70% |
| VA Woodbridge | PRTC Omni-Ride | MB | 9.6 | 172.0 | 192.6 | 231.9 | 596.5 | 131.5 | 172.8 | 238.8 | 543.1 | 9.83% |
| VA Woodbridge | PRTC Omni-Ride | TOTAL | 9.8 | 175.1 | 196.2 | 236.0 | 607.3 | 135.0 | 176.2 | 243.0 | 554.2 | 9.58% |
| WA Bellingham | Whatcom Transportation Authority | DR | NA | 16.4 | 16.1 | 17.9 | 50.4 | 15.8 | 14.1 | 16.1 | 46.0 | 9.57% |
| WA Bellingham | Whatcom Transportation Authority | MB | NA | 355.0 | 344.0 | 318.5 | 1,017.5 | 356.7 | 341.1 | 319.2 | 1,017.0 | 0.05% |
| WA Bellingham | Whatcom Transportation Authority | VP | NA | 1.9 | 2.3 | 2.6 | 6.8 | 2.9 | 2.5 | 2.5 | 7.9 | -13.92% |
| WA Bellingham | Whatcom Transportation Authority | TOTAL | NA | 373.3 | 362.4 | 339.0 | 1,074.7 | 375.4 | 357.7 | 337.8 | 1,070.9 | 0.35% |
| WA Bremerton | Kitsap Transit | DR | 6.1 | 21.1 | 19.6 | 23.0 | 63.7 | 21.0 | 16.3 | 20.9 | 58.2 | 9.45% |
| WA Bremerton | Kitsap Transit | FB | 4.4 | 90.6 | 89.6 | 98.1 | 278.3 | 90.7 | 77.3 | 96.6 | 264.6 | 5.18% |
| WA Bremerton | Kitsap Transit | MB | 6.1 | 127.7 | 126.3 | 138.5 | 392.5 | 126.4 | 103.4 | 131.1 | 360.9 | 8.76% |
| WA Bremerton | Kitsap Transit | VP | 0.3 | 5.4 | 5.6 | 6.8 | 17.8 | 5.8 | 5.5 | 6.7 | 18.0 | -1.11% |
| WA Bremerton | Kitsap Transit | TOTAL | 16.9 | 244.8 | 241.1 | 266.4 | 752.3 | 243.9 | 202.5 | 255.3 | 701.7 | 7.21% |

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 PUBLIC TRANSPORTATION RIDERSHIP REPORT

| State and City | Transit Agency | Mode | Average Weekday (000's) | Trips for Jan '26 (000's) | Trips for Feb '26 (000's) | Trips for Mar '26 (000's) | Trips Thru Mar '26 (000's) | Trips for Jan '25 (000's) | Trips for Feb '25 (000's) | Trips for Mar '25 (000's) | Trips Thru Mar '25 (000's) | Quarterly Change |
|----------------|---------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| WA Burlington | Skagit Transit (SKAT) | DR | 0.2 | 7.0 | 7.2 | 7.4 | 21.6 | 6.3 | 5.7 | 6.9 | 18.9 | 14.29% |
| WA Burlington | Skagit Transit (SKAT) | MB | 2.0 | 42.8 | 41.3 | 44.9 | 129.0 | 41.4 | 37.2 | 42.0 | 120.6 | 6.97% |
| WA Burlington | Skagit Transit (SKAT) | TOTAL | 2.2 | 49.8 | 48.5 | 52.3 | 150.6 | 47.7 | 42.9 | 48.9 | 139.5 | 7.96% |
| WA Everett | Snohomish County PTBA | DR | 1.7 | 46.8 | 42.8 | 48.8 | 138.4 | 24.5 | 24.1 | 30.8 | 79.4 | 74.31% |
| WA Everett | Snohomish County PTBA | MB | 27.6 | 727.0 | 688.5 | 748.8 | 2,164.3 | 686.8 | 593.3 | 688.1 | 1,968.2 | 9.96% |
| WA Everett | Snohomish County PTBA | VP | 1.7 | 38.1 | 36.6 | 40.2 | 114.9 | 34.0 | 30.4 | 35.0 | 99.4 | 15.59% |
| WA Everett | Snohomish County PTBA | TOTAL | 31.1 | 811.9 | 767.9 | 837.8 | 2,417.6 | 745.3 | 647.8 | 753.9 | 2,147.0 | 12.60% |
| WA Olympia | Intercity Transit | DR | NA | 12.2 | 11.4 | 12.8 | 36.4 | 11.7 | 10.7 | 12.4 | 34.8 | 4.60% |
| WA Olympia | Intercity Transit | MB | 14.4 | 384.3 | 367.8 | 413.2 | 1,165.3 | 371.0 | 348.4 | 391.0 | 1,110.4 | 4.94% |
| WA Olympia | Intercity Transit | VP | 3.9 | 15.7 | 14.2 | 16.2 | 46.1 | 17.4 | 15.4 | 17.6 | 50.4 | -8.53% |
| WA Olympia | Intercity Transit | TOTAL | NA | 412.2 | 393.4 | 442.2 | 1,247.8 | 400.1 | 374.5 | 421.0 | 1,195.6 | 4.37% |
| WA Richland | Ben Franklin Transit | DR | 1.7 | 41.8 | 40.0 | 44.7 | 126.5 | 32.7 | 29.5 | 33.5 | 95.7 | 32.18% |
| WA Richland | Ben Franklin Transit | MB | 21.0 | 225.6 | 223.9 | 258.8 | 708.3 | 230.3 | 214.4 | 253.0 | 697.7 | 1.52% |
| WA Richland | Ben Franklin Transit | VP | 1.2 | 26.1 | 25.0 | 27.7 | 78.8 | 29.9 | 27.4 | 29.7 | 87.0 | -9.43% |
| WA Richland | Ben Franklin Transit | TOTAL | 23.9 | 293.5 | 288.9 | 331.2 | 913.6 | 292.9 | 271.3 | 316.2 | 880.4 | 3.77% |
| WA Seattle | King County Dept of Trp | DR | 4.2 | 138.3 | 130.1 | 142.6 | 411.0 | 134.0 | 117.1 | 133.4 | 384.5 | 6.89% |
| WA Seattle | King County Dept of Trp | FB | 1.3 | 32.2 | 33.4 | 35.2 | 100.8 | 26.9 | 22.4 | 30.7 | 80.0 | 26.00% |
| WA Seattle | King County Dept of Trp | LR | 4.2 | 103.9 | 101.8 | 133.7 | 339.4 | 122.2 | 113.2 | 125.6 | 361.0 | -5.98% |
| WA Seattle | King County Dept of Trp | MB | 234.3 | 6,401.5 | 5,996.7 | 6,740.8 | 19,139.0 | 6,231.7 | 5,813.2 | 6,675.9 | 18,720.8 | 2.23% |
| WA Seattle | King County Dept of Trp | TB | 38.4 | 917.9 | 799.1 | 869.0 | 2,586.0 | 869.7 | 807.2 | 841.0 | 2,517.9 | 2.70% |
| WA Seattle | King County Dept of Trp | VP | 6.0 | 133.0 | 124.5 | 133.7 | 391.2 | 131.5 | 119.6 | 134.9 | 386.0 | 1.35% |
| WA Seattle | King County Dept of Trp | TOTAL | 288.4 | 7,726.8 | 7,185.6 | 8,055.0 | 22,967.4 | 7,516.0 | 6,992.7 | 7,941.5 | 22,450.2 | 2.30% |
| WA Seattle | Sound Transit | CR | 8.2 | 175.1 | 170.7 | 180.8 | 526.6 | 157.8 | 134.6 | 163.4 | 455.8 | 15.53% |
| WA Seattle | Sound Transit | DR | 0.5 | 9.2 | 8.9 | 10.4 | 28.5 | 7.6 | 6.8 | 7.8 | 22.2 | 28.38% |
| WA Seattle | Sound Transit | LR | 117.2 | 3,114.9 | 3,168.5 | 3,656.3 | 9,939.7 | 2,733.1 | 2,292.7 | 2,777.8 | 7,803.6 | 27.37% |
| WA Seattle | Sound Transit | MB | 30.0 | 762.6 | 716.4 | 804.1 | 2,283.1 | 774.7 | 683.5 | 758.1 | 2,216.3 | 3.01% |
| WA Seattle | Sound Transit | TOTAL | 155.9 | 4,061.8 | 4,064.5 | 4,651.6 | 12,777.9 | 3,673.2 | 3,117.6 | 3,707.1 | 10,497.9 | 21.72% |
| WA Seattle | Washington State Ferries | FB | 42.5 | 1,329.4 | 1,256.4 | 1,484.0 | 4,069.8 | 1,287.7 | 1,114.1 | 1,471.4 | 3,873.2 | 5.08% |
| WA Seattle | Washington State Ferries | TOTAL | 42.5 | 1,329.4 | 1,256.4 | 1,484.0 | 4,069.8 | 1,287.7 | 1,114.1 | 1,471.4 | 3,873.2 | 5.08% |
| WA Spokane | Spokane Transit Authority | DR | 1.4 | 34.1 | 32.2 | 35.3 | 101.6 | 34.0 | 32.2 | 33.8 | 100.0 | 1.60% |
| WA Spokane | Spokane Transit Authority | MB | 35.3 | 869.9 | 839.0 | 926.2 | 2,635.1 | 883.2 | 816.4 | 894.2 | 2,593.8 | 1.59% |
| WA Spokane | Spokane Transit Authority | VP | 0.4 | 9.2 | 8.4 | 9.6 | 27.2 | 8.5 | 7.9 | 8.5 | 24.9 | 9.24% |
| WA Spokane | Spokane Transit Authority | TOTAL | 37.1 | 913.2 | 879.6 | 971.1 | 2,763.9 | 925.7 | 856.5 | 936.5 | 2,718.7 | 1.66% |

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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|----------------|-----------------------------------|-------|-------------------------|---------------------------|---------------------------|---------------------------|----------------------------|---------------------------|---------------------------|---------------------------|----------------------------|------------------|
| WA Tacoma | Pierce Transit | DR | 1.5 | 35.4 | 34.8 | 38.2 | 108.4 | 30.2 | 28.0 | 32.8 | 91.0 | 19.12% |
| WA Tacoma | Pierce Transit | MB | 23.8 | 600.9 | 567.9 | 624.3 | 1,793.1 | 573.9 | 522.7 | 604.0 | 1,700.6 | 5.44% |
| WA Tacoma | Pierce Transit | VP | 1.5 | 33.9 | 31.2 | 35.1 | 100.2 | 33.4 | 29.9 | 34.0 | 97.3 | 2.98% |
| WA Tacoma | Pierce Transit | TOTAL | 26.7 | 670.2 | 633.9 | 697.6 | 2,001.7 | 637.5 | 580.6 | 670.8 | 1,888.9 | 5.97% |
| WA Vancouver | C-TRAN – Clark County PTBA | DR | 1.2 | 29.9 | 28.2 | 32.6 | 90.7 | 26.0 | 23.0 | 27.6 | 76.6 | 18.41% |
| WA Vancouver | C-TRAN – Clark County PTBA | MB | 15.5 | 407.3 | 377.2 | 432.8 | 1,217.3 | 397.4 | 360.5 | 412.4 | 1,170.3 | 4.02% |
| WA Vancouver | C-TRAN – Clark County PTBA | VP | 0.1 | 1.5 | 1.5 | 1.6 | 4.6 | 1.6 | 1.5 | 1.5 | 4.6 | 0.00% |
| WA Vancouver | C-TRAN – Clark County PTBA | TOTAL | 16.8 | 438.7 | 406.9 | 467.0 | 1,312.6 | 425.0 | 385.0 | 441.5 | 1,251.5 | 4.88% |
| WA Wenatchee | Chelan-Douglas PTBA | DR | 0.4 | 9.4 | 9.3 | 10.5 | 29.2 | 9.5 | 8.9 | 9.7 | 28.1 | 3.91% |
| WA Wenatchee | Chelan-Douglas PTBA | MB | 4.4 | 110.1 | 110.0 | 119.6 | 339.7 | 104.4 | 93.8 | 108.4 | 306.6 | 10.80% |
| WA Wenatchee | Chelan-Douglas PTBA | TOTAL | 4.8 | 119.5 | 119.3 | 130.1 | 368.9 | 113.9 | 102.7 | 118.1 | 334.7 | 10.22% |
| WI Green Bay | Green Bay Metro Transit | DR | 0.2 | 5.6 | 5.9 | 5.3 | 16.8 | 6.7 | 6.4 | 7.3 | 20.4 | -17.65% |
| WI Green Bay | Green Bay Metro Transit | MB | 2.8 | 60.5 | 63.5 | 63.4 | 187.4 | 68.0 | 64.8 | 67.4 | 200.2 | -6.39% |
| WI Green Bay | Green Bay Metro Transit | TOTAL | 3.0 | 66.1 | 69.4 | 68.7 | 204.2 | 74.7 | 71.2 | 74.7 | 220.6 | -7.43% |
| WI Madison | Metro Transit | DR | 0.5 | 11.5 | 12.5 | 12.6 | 36.6 | 10.3 | 10.2 | 11.3 | 31.8 | 15.09% |
| WI Madison | Metro Transit | MB | NA | 943.7 | 1,250.0 | NA | NA | 881.4 | 1,198.6 | 1,059.8 | 3,139.8 | NA |
| WI Madison | Metro Transit | TOTAL | NA | 955.2 | 1,262.5 | NA | NA | 891.7 | 1,208.8 | 1,071.1 | 3,171.6 | NA |
| WI Milwaukee | Milwaukee County Tr Sys | DR | 1.3 | 30.0 | 31.5 | 32.9 | 94.4 | 31.6 | 29.7 | 33.0 | 94.3 | 0.11% |
| WI Milwaukee | Milwaukee County Tr Sys | MB | 62.1 | 1,559.2 | 1,608.3 | 1,709.1 | 4,876.6 | 1,951.7 | 1,874.1 | 2,135.9 | 5,961.7 | -18.20% |
| WI Milwaukee | Milwaukee County Tr Sys | TOTAL | 63.4 | 1,589.2 | 1,639.8 | 1,742.0 | 4,971.0 | 1,983.3 | 1,903.8 | 2,168.9 | 6,056.0 | -17.92% |
| WV Huntington | Tri-State Transit Authority (TTA) | DR | 0.8 | 3.5 | 3.5 | 4.0 | 11.0 | 3.4 | 3.8 | 4.4 | 11.6 | -5.17% |
| WV Huntington | Tri-State Transit Authority (TTA) | MB | 13.3 | 50.5 | 52.4 | 57.0 | 159.9 | 52.6 | 54.8 | 60.4 | 167.8 | -4.71% |
| WV Huntington | Tri-State Transit Authority (TTA) | TOTAL | 14.1 | 54.0 | 55.9 | 61.0 | 170.9 | 56.0 | 58.6 | 64.8 | 179.4 | -4.74% |

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APTA PUBLIC TRANSPORTATION RIDERSHIP REPORT

| CANADA | | | Average | Trips for | Trips for | Trips for | Trips Thru | Trips for | Trips for | Trips for | Trips Thru | Quarterly |
|-------------------|-------------------------------------|-------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|-----------|
| Province and City | Transit Agency | Mode | Weekday (000's) | Jan '26 (000's) | Feb '26 (000's) | Mar '26 (000's) | Mar '26 (000's) | Jan '25 (000's) | Feb '25 (000's) | Mar '25 (000's) | Mar '25 (000's) | Change |
| AB Banff | Bow Valley Regional Transit Service | MB | 3.9 | 118.5 | 109.9 | 125.0 | 353.4 | 112.1 | 108.8 | 121.7 | 342.6 | 3.15% |
| AB Banff | Bow Valley Regional Transit Service | TOTAL | 3.9 | 118.5 | 109.9 | 125.0 | 353.4 | 112.1 | 108.8 | 121.7 | 342.6 | 3.15% |
| AB Calgary | Calgary Transit | LR | 152.7 | 4,018.5 | 3,568.2 | 4,027.2 | 11,613.9 | 4,280.0 | 3,605.6 | 4,283.8 | 12,169.4 | -4.56% |
| AB Calgary | Calgary Transit | MB | 236.7 | 6,113.0 | 5,540.7 | 6,252.4 | 17,906.1 | 6,022.0 | 5,326.9 | 6,330.0 | 17,678.9 | 1.29% |
| AB Calgary | Calgary Transit | TOTAL | 389.4 | 10,131.5 | 9,108.9 | 10,279.6 | 29,520.0 | 10,302.0 | 8,932.5 | 10,613.8 | 29,848.3 | -1.10% |
| AB Edmonton | Edmonton Transit Service | LR | 105.1 | 2,653.8 | 2,382.4 | 2,838.8 | 7,875.0 | 2,749.0 | 2,417.6 | 2,873.5 | 8,040.1 | -2.05% |
| AB Edmonton | Edmonton Transit Service | MB | 234.2 | 5,904.7 | 5,300.4 | 6,321.1 | 17,526.2 | 6,114.3 | 5,370.2 | 6,389.5 | 17,874.0 | -1.95% |
| AB Edmonton | Edmonton Transit Service | TOTAL | 339.3 | 8,558.5 | 7,682.8 | 9,159.9 | 25,401.2 | 8,863.3 | 7,787.8 | 9,263.0 | 25,914.1 | -1.98% |
| BC Burnaby | TransLink | AG | 427.0 | 11,536.2 | 10,724.2 | 12,009.5 | 34,269.9 | 12,337.8 | 10,896.3 | 12,370.8 | 35,604.9 | -3.75% |
| BC Burnaby | TransLink | CR | 7.2 | 151.9 | 142.8 | 154.7 | 449.4 | 152.8 | 126.9 | 146.1 | 425.8 | 5.54% |
| BC Burnaby | TransLink | DR | 5.6 | 134.1 | 125.7 | 142.1 | 401.9 | 123.7 | 95.9 | 124.9 | 344.5 | 16.66% |
| BC Burnaby | TransLink | FB | 14.0 | 404.2 | 374.6 | 423.5 | 1,202.3 | 414.4 | 360.0 | 421.4 | 1,195.8 | 0.54% |
| BC Burnaby | TransLink | MB | 598.2 | 16,031.3 | 14,700.7 | 16,305.3 | 47,037.3 | 17,643.4 | 15,335.8 | 17,569.0 | 50,548.2 | -6.95% |
| BC Burnaby | TransLink | TB | 112.4 | 3,010.7 | 2,770.3 | 3,140.5 | 8,921.5 | 3,113.2 | 2,776.0 | 3,220.1 | 9,109.3 | -2.06% |
| BC Burnaby | TransLink | TOTAL | 1,164.5 | 31,268.4 | 28,838.3 | 32,175.6 | 92,282.3 | 33,785.3 | 29,590.9 | 33,852.3 | 97,228.5 | -5.09% |
| BC Victoria | BC Transit | DR | 1.2 | 24.7 | 23.4 | 26.6 | 74.7 | 25.6 | 20.2 | 25.0 | 70.8 | 5.51% |
| BC Victoria | BC Transit | MB | 102.1 | 2,226.0 | 2,021.1 | 2,285.3 | 6,532.4 | 2,405.6 | 2,030.8 | 2,322.6 | 6,759.0 | -3.35% |
| BC Victoria | BC Transit | TOTAL | 103.2 | 2,250.7 | 2,044.5 | 2,311.9 | 6,607.1 | 2,431.2 | 2,051.0 | 2,347.6 | 6,829.8 | -3.26% |
| MB Winnipeg | Winnipeg Transit | DR | 0.4 | 16.8 | 15.3 | 16.8 | 48.9 | 4.6 | 4.2 | 4.7 | 13.5 | >100% |
| MB Winnipeg | Winnipeg Transit | MB | 196.9 | 4,597.4 | 4,333.1 | 5,012.0 | 13,942.5 | 5,460.6 | 4,932.1 | 5,798.3 | 16,191.0 | -13.89% |
| MB Winnipeg | Winnipeg Transit | TOTAL | 197.3 | 4,614.2 | 4,348.4 | 5,028.8 | 13,991.4 | 5,465.2 | 4,936.3 | 5,803.0 | 16,204.5 | -13.66% |
| ON Mississauga | Mississauga Transit | MB | 151.6 | 3,632.1 | 3,514.9 | 4,060.8 | 11,207.8 | 4,417.0 | 3,880.5 | 4,509.5 | 12,807.0 | -12.49% |
| ON Mississauga | Mississauga Transit | TOTAL | 151.6 | 3,632.1 | 3,514.9 | 4,060.8 | 11,207.8 | 4,417.0 | 3,880.5 | 4,509.5 | 12,807.0 | -12.49% |
| ON Ottawa | OC Transpo/Para Transpo | DR | 3.0 | 75.3 | 73.3 | 81.1 | 229.7 | 72.0 | 65.6 | 73.8 | 211.4 | 8.66% |
| ON Ottawa | OC Transpo/Para Transpo | LR | 100.5 | 2,501.5 | 2,361.3 | 2,410.4 | 7,273.2 | 2,815.8 | 2,455.3 | 2,817.3 | 8,088.4 | -10.08% |
| ON Ottawa | OC Transpo/Para Transpo | MB | 217.7 | 8,577.8 | 7,547.7 | 8,333.3 | 24,458.8 | 9,196.0 | 8,272.8 | 9,245.4 | 26,714.2 | -8.44% |
| ON Ottawa | OC Transpo/Para Transpo | TOTAL | 321.2 | 11,154.6 | 9,982.3 | 10,824.8 | 31,961.7 | 12,083.8 | 10,793.7 | 12,136.5 | 35,014.0 | -8.72% |
| ON Richmond Hill | York Region Transit | MB | 73.7 | 1,725.7 | 1,703.8 | 1,964.0 | 5,393.5 | 1,871.2 | 1,691.2 | 1,989.1 | 5,551.5 | -2.85% |
| ON Richmond Hill | York Region Transit | TOTAL | 73.7 | 1,725.7 | 1,703.8 | 1,964.0 | 5,393.5 | 1,871.2 | 1,691.2 | 1,989.1 | 5,551.5 | -2.85% |
| ON Toronto | GO Transit | CR | 230.6 | 4,524.3 | 4,352.3 | 5,442.9 | 14,319.5 | 4,429.9 | 3,948.9 | 4,814.0 | 13,192.8 | 8.54% |
| ON Toronto | GO Transit | MB | 68.6 | 1,402.0 | 1,282.0 | 1,571.3 | 4,255.3 | 1,555.6 | 1,316.5 | 1,630.6 | 4,502.7 | -5.49% |
| ON Toronto | GO Transit | TOTAL | 299.2 | 5,926.3 | 5,634.3 | 7,014.2 | 18,574.8 | 5,985.5 | 5,265.4 | 6,444.6 | 17,695.5 | 4.97% |

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|-------------------|----------------------------------|-------|---------|----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|-----------|
| Province and City | Transit Agency | Mode | Weekday | (000's) | Jan '26 | Feb '26 | Mar '26 | Mar '26 | Jan '25 | Feb '25 | Mar '25 | Mar '25 | Change |
| | | | | | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | (000's) | |
| ON Toronto | Toronto Transit Commission | DR | NA | 256.3 | 320.2 | 444.0 | 1,020.5 | 243.8 | 281.9 | 388.0 | 913.7 | 11.69% | |
| ON Toronto | Toronto Transit Commission | HR | 1,089.3 | 27,560.0 | 26,102.0 | 29,791.0 | 83,453.0 | 29,096.0 | 26,012.0 | 29,162.0 | 84,270.0 | -0.97% | |
| ON Toronto | Toronto Transit Commission | LR | 324.3 | 7,644.0 | 8,814.0 | 10,071.0 | 26,529.0 | 6,985.0 | 6,209.0 | 7,313.0 | 20,507.0 | 29.37% | |
| ON Toronto | Toronto Transit Commission | MB | 1,069.3 | 27,374.0 | 26,135.0 | 29,042.0 | 82,551.0 | 31,769.0 | 28,595.0 | 32,243.0 | 92,607.0 | -10.86% | |
| ON Toronto | Toronto Transit Commission | TOTAL | NA | 62,834.3 | 61,371.2 | 69,348.0 | 193,553.5 | 68,093.8 | 61,097.9 | 69,106.0 | 198,297.7 | -2.39% | |
| QC Montreal | Societe de transport de Montreal | DR | 17.5 | 413.6 | 431.3 | 449.0 | 1,293.9 | 354.7 | 315.4 | 385.2 | 1,055.3 | 22.61% | |
| QC Montreal | Societe de transport de Montreal | HR | 1,019.2 | 25,162.5 | 25,750.5 | 26,613.1 | 77,526.1 | 26,886.0 | 26,186.0 | 28,056.9 | 81,128.9 | -4.44% | |
| QC Montreal | Societe de transport de Montreal | MB | 692.0 | 15,959.0 | 16,794.4 | 18,442.4 | 51,195.8 | 18,348.6 | 17,570.5 | 18,977.0 | 54,896.1 | -6.74% | |
| QC Montreal | Societe de transport de Montreal | TOTAL | 1,728.7 | 41,535.1 | 42,976.2 | 45,504.5 | 130,015.8 | 45,589.3 | 44,071.9 | 47,419.1 | 137,080.3 | -5.15% | |

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