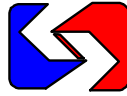
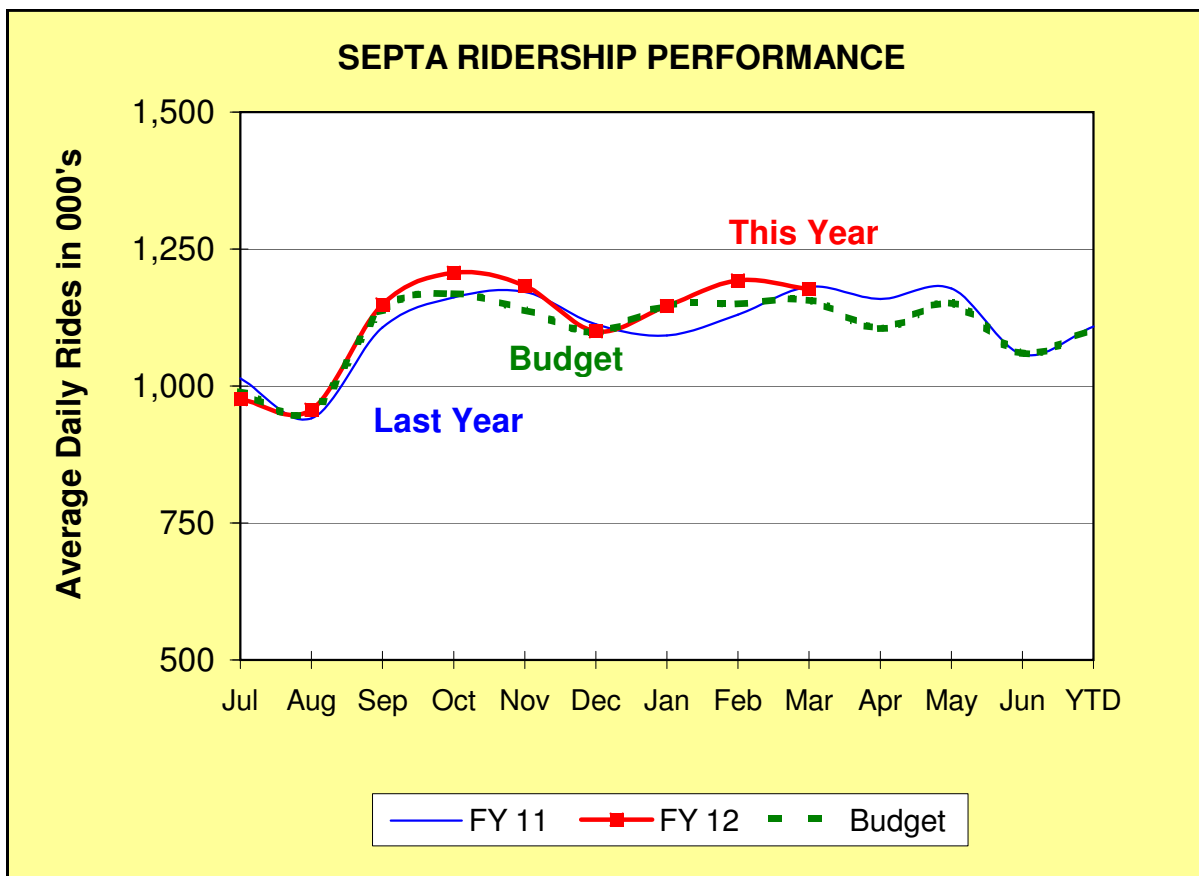


REVENUE & RIDERSHIP REPORT

MARCH 2012

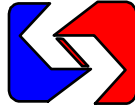


- After the third quarter, ridership has increased 2.5% above FY 2011
- Year-to-date trips & passenger revenue 2% above budget



Prepared By:
Revenue & Ridership Management
Southeastern Pennsylvania Transportation Authority

Revenue & Ridership Performance March FY 2012 & YTD



Ridership continues to out-pace last year with March trips up 0.6%. Monthly ridership totaled 34.56 million or 200 thousand trips above last year. Suburban Transit led ridership performance with a 3% increase, followed by a slight increase for Regional Rail and City Transit. Monthly ridership was 1.36 million trips or 4% above budget.

Monthly passenger revenue was on target with the goal and was 1.8% above last year. Suburban Transit led revenue performance with a 2.6% increase over budget, followed by a 2% increase for City Transit and a 4.6% decrease for Regional Rail.

Third quarter year-to-date totals indicate a shift in the percentage use of major fare instruments from last year. Cash fares continue to increase since the July 2010 fare increase when the pricing gap narrowed between pre-purchase fares and cash. Transit cash fares are up 12%, pass fares are up 3% and tokens are down 1%. On Transit, pass use accounts for 43% of ridership, followed by tokens at 23% and cash at 15%. On commuter Regional Rail cash fares are up 22%, pass fares are down 3% and tickets are up 8%. On Regional Rail, pass use accounts for 65% of ridership, followed by tickets at 18% and cash at 10%.

During the first three months in 2012, gas prices have increased fifty-five cents ending March at \$3.89 per gallon. At the end of March last year, gas was about \$3.60 per gallon and rising. The latest consolidated suburban unemployment rate is 7.3%, the City rate is 10.7%, and the State average is 8.2%. Compared to last year, the Suburban and State rates are slightly lower and the City unemployment rate is slightly higher.

Year-to-date total trips are up 9.5 million or 4%. Excluding July with the six extra reporting days over the prior year, the period between August and March puts ridership growth at 2.5% or 5.67 million trips above last year. The 2.5% growth in ridership is a better indicator of performance. Year-to-date total trips and passenger revenue are both 2% above budget.

March consolidated passenger revenue of \$43.75 million was on target with the budget and 1.8% or \$756 thousand above last year. Monthly passenger revenue reported City 2% and Suburban 2.6% above budget for the month. Regional Rail revenue was 4.6% below budget.

Year-to-date consolidated passenger revenue is \$6 million or 1.8% above budget and 4.3% or \$13.65 million above last year. Revenue totals show City and Suburban 3% above budget for the year. Regional Rail revenue is 1% below target.

March consolidated average daily linked ridership of 859,000 was 11,000 trips or 1% below last March and 20,000 trips or 2% above target. In March, 25.2 million originating trips were recorded or 2% above goal and slightly below last year. The weekday ridership trend graph indicates consistent ridership with only one dip for inclement weather.

Year-to-date average daily linked ridership of 831,000 trips is 1.4% above budget and 1% above last year.

- City Transit's 652,000 daily riders: 1.9% above budget and 1.1% above last year
- Suburban Transit's 58,000 daily riders: 5.2% above budget and 5.7% above last year
- Regional Rail's 121,000 daily riders: 2.8% below budget and 1.8% below last year

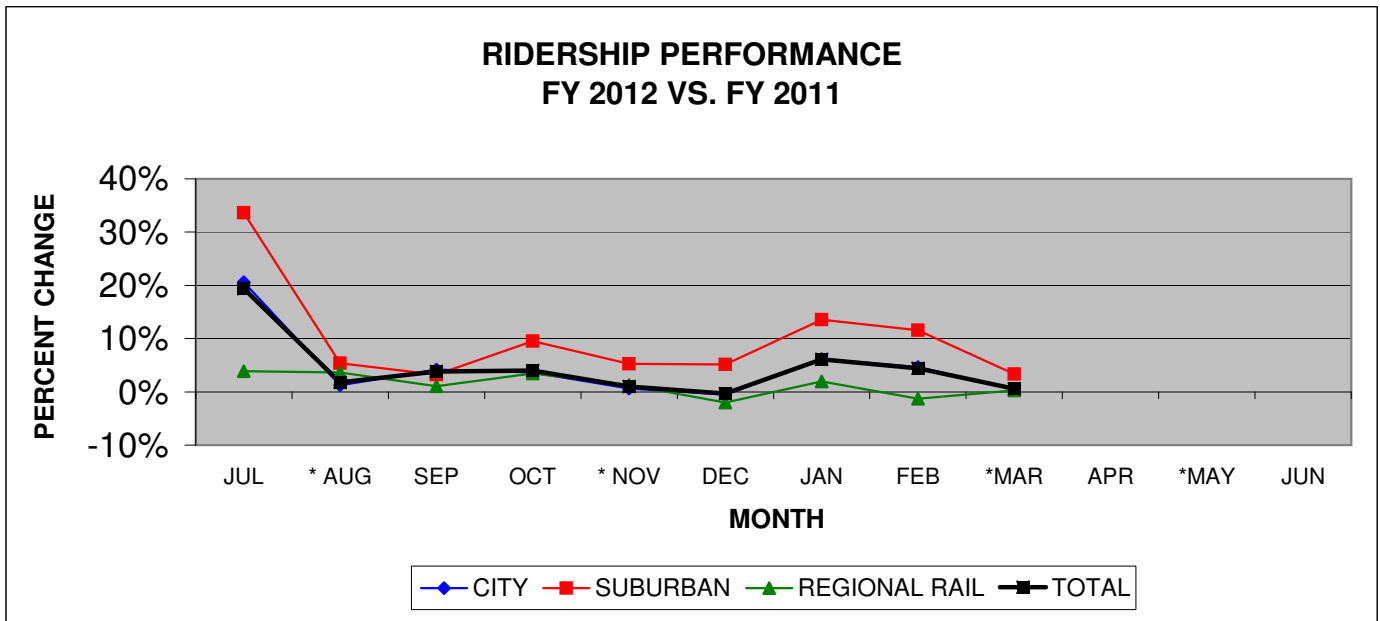
SEPTA RIDERSHIP PERFORMANCE BY DIVISION FISCAL YEAR 2012

MARCH 2012 VS. LAST YEAR

- * City up 128 thousand or 0%
- * Suburban up 68 thousand or 3%
- * Reg. Rail up 10 thousand or 0%
- * Total up 206 thousand or 1%

FY 2012 YTD VS. LAST YEAR

- * City up 7.8 million or 4%
- * Suburban up 1.36 million or 9%
- * Reg. Rail up 348 thousand or 1%
- * Total up 9.5 million or 4%



| FY 2012 | JUL | *AUG | SEP | OCT | * NOV | DEC | JAN | FEB | *MAR | APR | *MAY | JUN | YTD |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----|------|-----|----------------|
| CITY | 19.568 | 23.031 | 21.825 | 23.262 | 27.662 | 21.160 | 21.585 | 23.193 | 29.060 | | | | 210.346 |
| SUBURBAN | 1.684 | 1.967 | 1.674 | 1.802 | 2.151 | 1.598 | 1.651 | 1.723 | 2.114 | | | | 16.364 |
| REGIONAL RAIL | 2.520 | 3.111 | 2.740 | 2.957 | 3.491 | 2.563 | 2.680 | 2.793 | 3.389 | | | | 26.244 |
| TOTAL | 23.772 | 28.109 | 26.239 | 28.021 | 33.304 | 25.321 | 25.916 | 27.709 | 34.563 | | | | 252.954 |

| FY 2011 | JUL | * AUG | SEP | OCT | * NOV | DEC | JAN | FEB | *MAR | APR | *MAY | JUN | YTD |
|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----|------|-----|----------------|
| CITY | 16.229 | 22.745 | 20.943 | 22.443 | 27.482 | 21.266 | 20.336 | 22.157 | 28.932 | | | | 202.533 |
| SUBURBAN | 1.260 | 1.867 | 1.622 | 1.645 | 2.043 | 1.520 | 1.454 | 1.544 | 2.046 | | | | 15.001 |
| REGIONAL RAIL | 2.426 | 3.001 | 2.712 | 2.858 | 3.447 | 2.615 | 2.629 | 2.829 | 3.379 | | | | 25.896 |
| TOTAL | 19.915 | 27.613 | 25.277 | 26.946 | 32.972 | 25.401 | 24.419 | 26.530 | 34.357 | | | | 243.430 |

| FY 2012 VS. 2011 | JUL | * AUG | SEP | OCT | * NOV | DEC | JAN | FEB | *MAR | APR | *MAY | JUN | YTD |
|------------------|------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----|------|-----|-----------|
| CITY | 21% | 1% | 4% | 4% | 1% | 0% | 6% | 5% | 0% | | | | 4% |
| SUBURBAN | 34% | 5% | 3% | 10% | 5% | 5% | 14% | 12% | 3% | | | | 9% |
| REGIONAL RAIL | 4% | 4% | 1% | 3% | 1% | -2% | 2% | -1% | 0% | | | | 1% |
| TOTAL | 19% | 2% | 4% | 4% | 1% | 0% | 6% | 4% | 1% | | | | 4% |

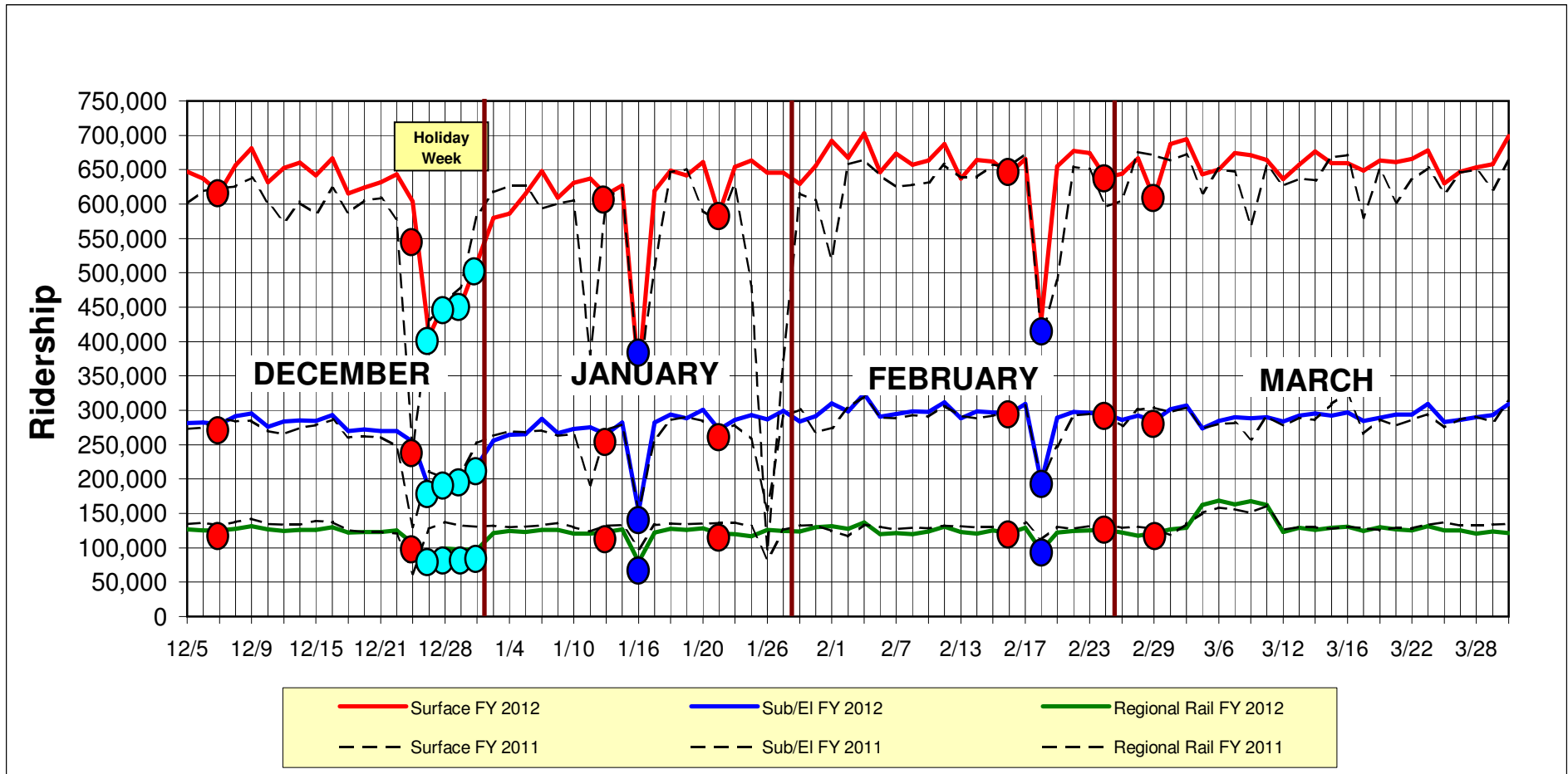
Notes: July and YTD increase impacted by six extra days in fiscal 2012 calendar compared to last year.

Above unlinked ridership totals in millions.

* Indicates five-week month.

Weekday Ridership Trends

December - March FY 2012 vs. FY 2011 (Unlinked)



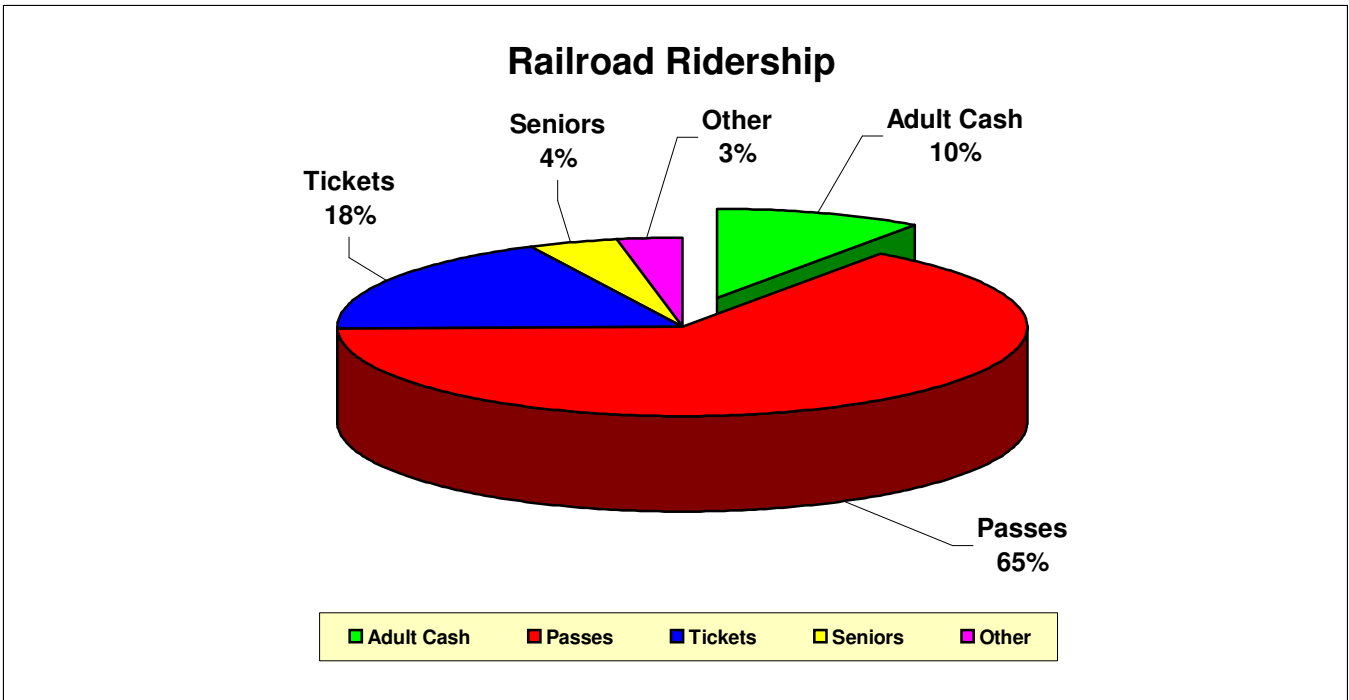
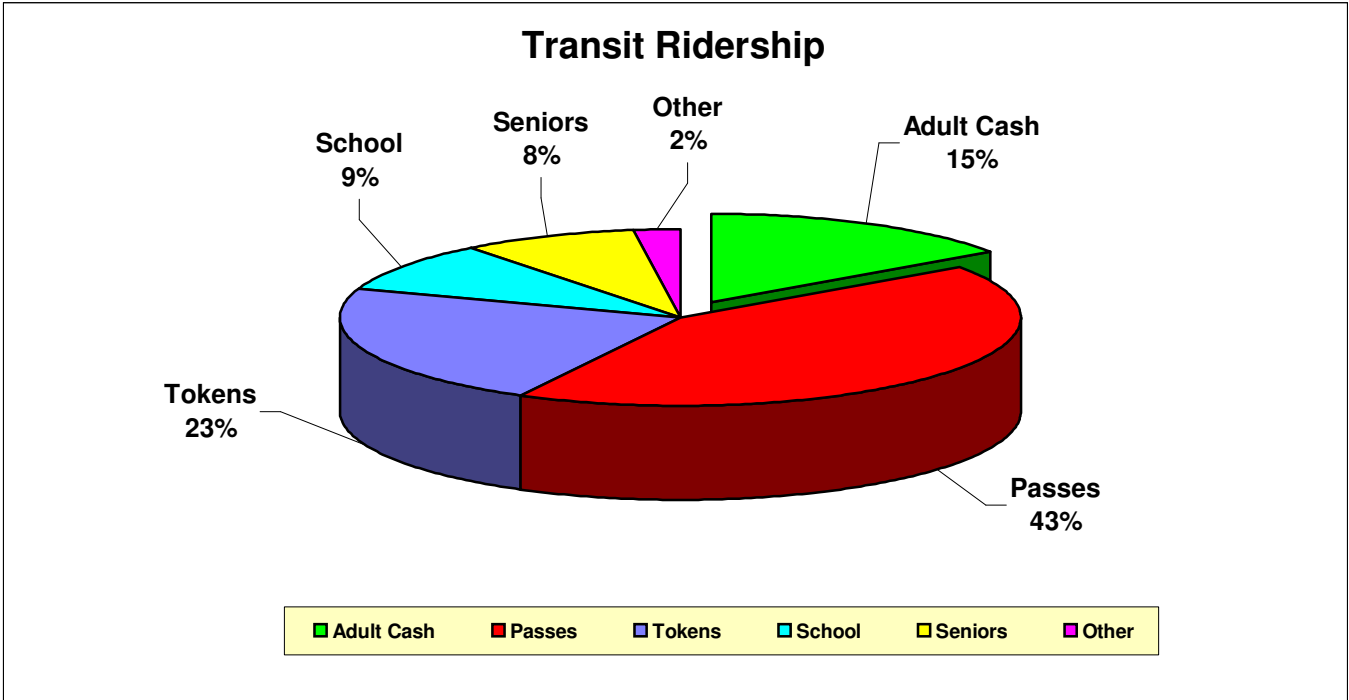
DEVIATIONS:

- Pre/Post Holiday
- Transit Promotion
- Holiday
- Significant Weather Precipitation
- Special Event
- Service Interruption

Note: Excludes average weekday free interchange ridership of 62,000.

RIDERSHIP FARE MIX

MARCH FY 2012 YTD



**REVENUE & PASSENGER ANALYSIS
MARCH 2012**

I. Consolidated Passenger Revenue (\$000)

| | <u>Budget</u> | <u>Actual</u> | <u>% Budget</u> | <u>Last Year</u> | <u>% Last Yr</u> |
|--------------------------------|-----------------|-----------------|-----------------|------------------|------------------|
| Surface | \$15,959 | \$16,567 | 3.8% | \$16,010 | 3.5% |
| Subway-Elevated | 9,132 | 9,455 | 3.5% | 9,387 | 0.7% |
| Light Rail | 2,881 | 2,500 | -13.2% | 2,890 | -13.5% |
| City Transit | \$27,972 | \$28,522 | 2.0% | \$28,287 | 0.8% |
| Victory | \$2,081 | \$2,117 | 1.7% | \$2,012 | 5.2% |
| Frontier | 536 | 568 | 6.0% | 535 | 6.2% |
| Suburban Transit | \$2,617 | \$2,685 | 2.6% | \$2,547 | 5.4% |
| Regional Rail | \$13,151 | \$12,540 | -4.6% | \$12,157 | 3.2% |
| Total Passenger Revenue | \$43,740 | \$43,747 | 0.0% | \$42,991 | 1.8% |

II. Consolidated Monthly Passengers (000's linked)

| | | | | | |
|-------------------------|---------------|---------------|--------------|---------------|--------------|
| Surface | 11,170 | 11,655 | 4.3% | 11,482 | 1.5% |
| Subway-Elevated | 6,167 | 6,552 | 6.2% | 6,569 | -0.3% |
| Light Rail | 1,983 | 1,753 | -11.6% | 2,041 | -14.1% |
| ADA ParaTransit | 70 | 67 | -4.3% | 70 | -4.3% |
| Shared Ride Program | 81 | 72 | -11.1% | 81 | -11.1% |
| City Transit | 19,471 | 20,099 | 3.2% | 20,243 | -0.7% |
| Victory | 1,275 | 1,313 | 3.0% | 1,275 | 3.0% |
| Frontier | 331 | 353 | 6.6% | 331 | 6.6% |
| ADA ParaTransit | 25 | 28 | 12.0% | 24 | 16.7% |
| Suburban Transit | 1,631 | 1,694 | 3.9% | 1,630 | 3.9% |
| Regional Rail | 3,506 | 3,389 | -3.3% | 3,379 | 0.3% |
| TOTAL | 24,608 | 25,182 | 2.3% | 25,252 | -0.3% |

III. Consolidated Monthly Passengers (000's unlinked)

| | | | | | |
|------------------|---------------|---------------|-------------|---------------|-------------|
| City Transit | 27,689 | 29,060 | 5.0% | 28,932 | 0.4% |
| Suburban Transit | 2,007 | 2,114 | 5.3% | 2,046 | 3.3% |
| Regional Rail | 3,506 | 3,389 | -3.3% | 3,379 | 0.3% |
| TOTAL | 33,202 | 34,563 | 4.1% | 34,357 | 0.6% |

IV. Key Statistics per Equivalent Day

| Average Daily Passengers (000's, linked): | | | | | |
|---|------------|------------|-------------|------------|--------------|
| City Transit | 660 | 681 | 3.2% | 693 | -1.7% |
| Suburban Transit | 55 | 57 | 3.9% | 56 | 3.2% |
| Regional Rail | 124 | 120 | -3.3% | 121 | -1.1% |
| TOTAL | 839 | 859 | 2.3% | 870 | -1.3% |

**REVENUE & PASSENGER ANALYSIS
MARCH FYTD 2012**

I. Consolidated Passenger Revenue (\$000)

| | <u>Budget</u> | <u>Actual</u> | <u>% Budget</u> | <u>Last Year</u> | <u>% Last Yr</u> |
|--------------------------------|------------------|------------------|-----------------|------------------|------------------|
| Surface | \$116,763 | \$121,849 | 4.4% | \$113,814 | 7.1% |
| Subway-Elevated | \$68,107 | \$70,371 | 3.3% | \$66,266 | 6.2% |
| Light Rail | \$21,137 | \$20,287 | -4.0% | \$20,707 | -2.0% |
| City Transit | \$206,007 | \$212,507 | 3.2% | \$200,787 | 5.8% |
| Victory | \$15,931 | \$16,358 | 2.7% | \$15,561 | 5.1% |
| Frontier | \$4,154 | \$4,391 | 5.7% | \$4,019 | 9.3% |
| Suburban Transit | \$20,085 | \$20,749 | 3.3% | \$19,580 | 6.0% |
| Regional Rail | \$101,308 | \$100,107 | -1.2% | \$99,343 | 0.8% |
| Total Passenger Revenue | \$327,400 | \$333,363 | 1.8% | \$319,710 | 4.3% |

II. Consolidated Monthly Passengers (000's linked)

| | | | | | |
|-------------------------|----------------|----------------|--------------|----------------|-------------|
| Surface | 82,498 | 84,094 | 1.9% | 80,569 | 4.4% |
| Subway-Elevated | 46,231 | 47,975 | 3.8% | 46,033 | 4.2% |
| Light Rail | 14,663 | 14,048 | -4.2% | 14,439 | -2.7% |
| ADA ParaTransit | 515 | 517 | 0.4% | 498 | 3.8% |
| Shared Ride Program | 599 | 580 | -3.2% | 595 | -2.5% |
| City Transit | 144,506 | 147,214 | 1.9% | 142,134 | 3.6% |
| Victory | 9,719 | 10,245 | 5.4% | 9,420 | 8.8% |
| Frontier | 2,560 | 2,673 | 4.4% | 2,509 | 6.5% |
| ADA ParaTransit | 202 | 213 | 5.4% | 200 | 6.5% |
| Suburban Transit | 12,481 | 13,131 | 5.2% | 12,129 | 8.3% |
| Regional Rail | 26,991 | 26,244 | -2.8% | 25,896 | 1.3% |
| TOTAL | 183,978 | 186,589 | 1.4% | 180,159 | 3.6% |

III. Consolidated Monthly Passengers (000's unlinked)

| | | | | | |
|------------------|----------------|----------------|-------------|----------------|-------------|
| City Transit | 204,896 | 210,346 | 2.7% | 202,533 | 3.9% |
| Suburban Transit | 15,323 | 16,364 | 6.8% | 15,001 | 9.1% |
| Regional Rail | 26,991 | 26,244 | -2.8% | 25,896 | 1.3% |
| TOTAL | 247,210 | 252,954 | 2.3% | 243,430 | 3.9% |

IV. Key Statistics per Equivalent Day

| Average Daily Passengers (000's, linked): | | | | | |
|---|------------|------------|-------------|------------|-------------|
| City Transit | 640 | 652 | 1.9% | 644 | 1.1% |
| Suburban Transit | 55 | 58 | 5.2% | 55 | 5.7% |
| Regional Rail | 125 | 121 | -2.8% | 123 | -1.8% |
| TOTAL | 819 | 831 | 1.4% | 823 | 1.0% |

Southeastern Pennsylvania Transportation Authority
Consolidated
Statement of Revenue and Passengers
for the Budget Month Ended March 2012

| Current month | | | | | | Passenger Revenue (000 omitted) | Year to Date | | | | | |
|------------------|------------------|-------------|-------------|------------------|-------------|------------------------------------|-------------------|-------------------|-----------------|-------------|-------------------|-------------|
| This Year | | | Last Year | | | | This Year | | | Last Year | | |
| Budget | Actual | Var. | Var. % | Actual | Var. % | Budget | Actual | Var. | Var. % | Actual | Var. % | |
| \$ 9,413 | \$ 9,805 | \$ 392 | 4.2% | \$ 9,580 | 2.3% | Adult Cash | \$ 72,725 | \$ 74,304 | \$ 1,579 | 2.2% | \$ 69,448 | 7.0% |
| \$ 18,881 | \$ 18,455 | \$ (426) | -2.3% | \$ 18,132 | 1.8% | Passes | \$ 145,741 | \$ 148,770 | \$ 3,029 | 2.1% | \$ 145,482 | 2.3% |
| \$ 10,489 | \$ 10,387 | \$ (102) | -1.0% | \$ 10,444 | -0.5% | Tickets/Tokens | \$ 80,974 | \$ 80,843 | \$ (131) | -0.2% | \$ 79,055 | 2.3% |
| \$ 38,783 | \$ 38,647 | \$ (136) | -0.4% | \$ 38,156 | 1.3% | Full Fare Adults | \$ 299,440 | \$ 303,917 | \$ 4,477 | 1.5% | \$ 293,985 | 3.4% |
| \$ 4,687 | \$ 4,779 | \$ 92 | 2.0% | \$ 4,583 | 4.3% | Other Fares | \$ 25,975 | \$ 27,058 | \$ 1,083 | 4.2% | \$ 23,891 | 13.3% |
| \$ 270 | \$ 321 | \$ 51 | 18.9% | \$ 252 | 27.4% | Half Fare | \$ 1,985 | \$ 2,388 | \$ 403 | 20.3% | \$ 1,834 | 30.2% |
| \$ 43,740 | \$ 43,747 | \$ 7 | 0.0% | \$ 42,991 | 1.8% | Total Passenger Revenue | \$ 327,400 | \$ 333,363 | \$ 5,963 | 1.8% | \$ 319,710 | 4.3% |

Passengers
(000 omitted)

| | | | | | | | | | | | | |
|---------------|---------------|------------|-------------|---------------|--------------|--------------------------------|----------------|----------------|--------------|-------------|----------------|-------------|
| 3,309 | 3,573 | 264 | 8.0% | 3,361 | 6.3% | Adult Cash | 25,571 | 26,822 | 1,251 | 4.9% | 23,806 | 12.7% |
| 10,841 | 11,120 | 279 | 2.6% | 11,496 | -3.3% | Passes | 83,719 | 84,939 | 1,220 | 1.5% | 83,402 | 1.8% |
| 5,366 | 5,235 | (131) | -2.4% | 5,379 | -2.7% | Tickets/Tokens | 41,448 | 40,703 | (745) | -1.8% | 40,841 | -0.3% |
| 19,516 | 19,928 | 412 | 2.1% | 20,236 | -1.5% | Full Fare Adults | 150,738 | 152,464 | 1,726 | 1.1% | 148,049 | 3.0% |
| 2,648 | 2,669 | 21 | 0.8% | 2,679 | -0.4% | School | 14,533 | 15,033 | 500 | 3.4% | 14,554 | 3.3% |
| 237 | 290 | 53 | 22.3% | 225 | 28.9% | Disabled | 1,733 | 2,160 | 427 | 24.6% | 1,615 | 33.7% |
| 1,847 | 1,946 | 99 | 5.4% | 1,763 | 10.4% | Senior | 14,251 | 14,253 | 2 | 0.0% | 13,256 | 7.5% |
| 184 | 182 | (2) | -1.1% | 174 | 4.6% | Other | 1,421 | 1,368 | (53) | -3.7% | 1,372 | -0.3% |
| 95 | 95 | - | 0.0% | 94 | 1.1% | Paratransit | 703 | 731 | 28 | 4.0% | 718 | 1.8% |
| 81 | 72 | (9) | -11.1% | 81 | -11.1% | Shared ride | 599 | 580 | (19) | -3.2% | 595 | -2.5% |
| 24,608 | 25,182 | 574 | 2.3% | 25,252 | -0.3% | Total Linked Passengers | 183,978 | 186,589 | 2,611 | 1.4% | 180,159 | 3.6% |

Southeastern Pennsylvania Transportation Authority
All Transit Divisions
Statement of Revenue and Passengers
for the Budget Month Ended March 2012

| Current month | | | | | | Passenger Revenue (000 omitted) | Year to Date | | | | | |
|------------------|------------------|---------------|-------------|------------------|-------------|------------------------------------|-------------------|-------------------|-----------------|-------------|-------------------|-------------|
| This Year | | | Last Year | | | | This Year | | | Last Year | | |
| Budget | Actual | Var. | Var. % | Actual | Var. % | Budget | Actual | Var. | Var. % | Actual | Var. % | |
| \$ 7,389 | \$ 7,801 | \$ 412 | 5.6% | \$ 7,490 | 4.2% | Adult Cash | \$ 57,137 | \$ 59,055 | \$ 1,918 | 3.4% | \$ 54,210 | 8.9% |
| \$ 11,034 | \$ 11,264 | \$ 230 | 2.1% | \$ 11,224 | 0.4% | Passes | \$ 85,263 | \$ 90,239 | \$ 4,976 | 5.8% | \$ 85,916 | 5.0% |
| \$ 7,379 | \$ 7,255 | \$ (124) | -1.7% | \$ 7,472 | -2.9% | Tokens | \$ 57,015 | \$ 55,872 | \$ (1,143) | -2.0% | \$ 55,742 | 0.2% |
| \$ 25,802 | \$ 26,320 | \$ 518 | 2.0% | \$ 26,186 | 0.5% | Full Fare Adults | \$ 199,415 | \$ 205,166 | \$ 5,751 | 2.9% | \$ 195,868 | 4.7% |
| \$ 4,562 | \$ 4,613 | \$ 51 | 1.1% | \$ 4,437 | 4.0% | School | \$ 25,030 | \$ 26,052 | \$ 1,022 | 4.1% | \$ 22,976 | 13.4% |
| \$ 225 | \$ 274 | \$ 49 | 21.8% | \$ 211 | 29.9% | Disabled | \$ 1,647 | \$ 2,038 | \$ 391 | 23.7% | \$ 1,522 | 33.9% |
| \$ 30,589 | \$ 31,207 | \$ 618 | 2.0% | \$ 30,834 | 1.2% | Total Passenger Revenue | \$ 226,092 | \$ 233,256 | \$ 7,164 | 3.2% | \$ 220,366 | 5.8% |

Passengers
(000 omitted)

| | | | | | | | | | | | | |
|---------------|---------------|------------|-------------|---------------|--------------|--------------------------------|----------------|----------------|--------------|-------------|----------------|-------------|
| 2,973 | 3,248 | 275 | 9.2% | 3,025 | 7.4% | Adult Cash | 22,985 | 24,251 | 1,266 | 5.5% | 21,700 | 11.8% |
| 8,506 | 8,929 | 423 | 5.0% | 9,329 | -4.3% | Passes | 65,720 | 67,883 | 2,163 | 3.3% | 65,876 | 3.0% |
| 4,761 | 4,660 | (101) | -2.1% | 4,805 | -3.0% | Tokens | 36,789 | 36,015 | (774) | -2.1% | 36,489 | -1.3% |
| 16,240 | 16,837 | 597 | 3.7% | 17,159 | -1.9% | Full Fare Adults | 125,494 | 128,149 | 2,655 | 2.1% | 124,065 | 3.3% |
| 2,643 | 2,640 | (3) | -0.1% | 2,621 | 0.7% | School | 14,500 | 14,875 | 375 | 2.6% | 14,310 | 3.9% |
| 226 | 274 | 48 | 21.2% | 211 | 29.9% | Disabled | 1,647 | 2,041 | 394 | 23.9% | 1,524 | 33.9% |
| 1,708 | 1,763 | 55 | 3.2% | 1,602 | 10.0% | Senior | 13,202 | 13,134 | (68) | -0.5% | 12,242 | 7.3% |
| 109 | 112 | 3 | 2.8% | 105 | 6.7% | Other | 842 | 835 | (7) | -0.8% | 808 | 3.3% |
| 95 | 95 | - | 0.0% | 94 | 1.1% | Paratransit | 703 | 731 | 28 | 4.0% | 718 | 1.8% |
| 81 | 72 | (9) | -11.1% | 81 | -11.1% | Shared ride | 599 | 580 | (19) | -3.2% | 595 | -2.5% |
| 21,102 | 21,793 | 691 | 3.3% | 21,873 | -0.4% | Total Linked Passengers | 156,987 | 160,345 | 3,358 | 2.1% | 154,262 | 3.9% |

Southeastern Pennsylvania Transportation Authority
Regional Rail Division
Statement of Revenue and Passengers
for the Budget Month Ended March 2012

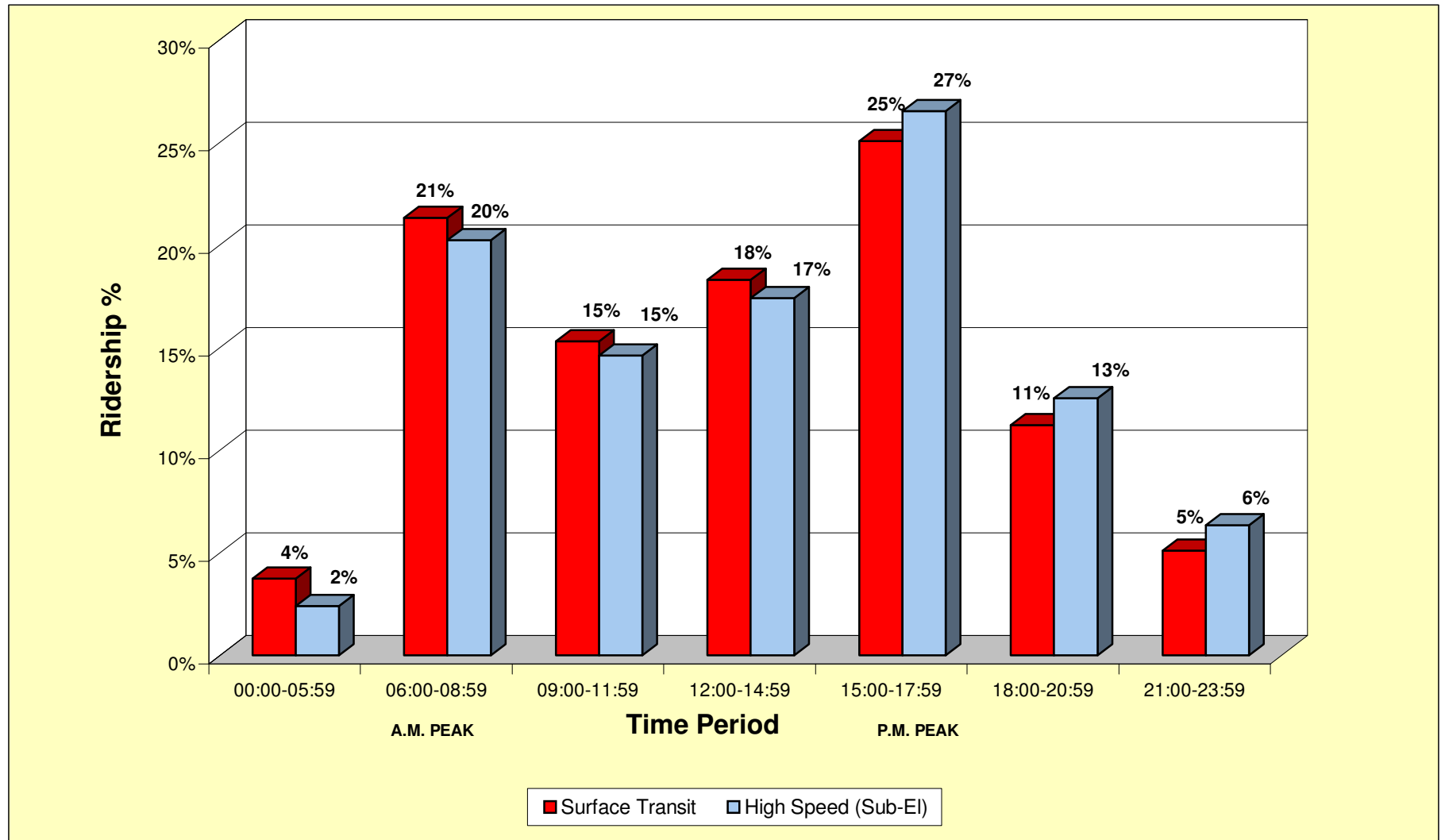
| Current month | | | | | | Passenger Revenue (000 omitted) | Year to Date | | | | | |
|------------------|------------------|-----------------|--------------|------------------|-------------|------------------------------------|-------------------|-------------------|-------------------|--------------|------------------|-------------|
| This Year | | | Last Year | | | | This Year | | | Last Year | | |
| Budget | Actual | Var. | Var. % | Actual | Var. % | Budget | Actual | Var. | Var. % | Actual | Var. % | |
| \$ 2,024 | \$ 2,004 | \$ (20) | -1.0% | \$ 2,090 | -4.1% | Adult Cash | \$ 15,588 | \$ 15,249 | \$ (339) | -2.2% | \$ 15,237 | 0.1% |
| \$ 7,847 | \$ 7,191 | \$ (656) | -8.4% | \$ 6,908 | 4.1% | Passes | \$ 60,478 | \$ 58,531 | \$ (1,947) | -3.2% | \$ 59,566 | -1.7% |
| \$ 3,110 | \$ 3,132 | \$ 22 | 0.7% | \$ 2,972 | 5.4% | Tickets/Vouchers | \$ 23,959 | \$ 24,971 | \$ 1,012 | 4.2% | \$ 23,313 | 7.1% |
| \$ 12,981 | \$ 12,327 | \$ (654) | -5.0% | \$ 11,970 | 3.0% | Full Fare Adults | \$ 100,025 | \$ 98,751 | \$ (1,274) | -1.3% | \$ 98,116 | 0.6% |
| \$ 125 | \$ 166 | \$ 41 | 32.8% | \$ 146 | 13.7% | Other Fares/Seniors | \$ 945 | \$ 1,006 | \$ 61 | 6.5% | \$ 915 | 9.9% |
| \$ 45 | \$ 47 | \$ 2 | 4.4% | \$ 41 | 14.6% | Half Fare | \$ 338 | \$ 350 | \$ 12 | 3.6% | \$ 312 | 12.2% |
| \$ 13,151 | \$ 12,540 | \$ (611) | -4.6% | \$ 12,157 | 3.2% | Total Passenger Revenue | \$ 101,308 | \$ 100,107 | \$ (1,201) | -1.2% | \$ 99,343 | 0.8% |

Passengers
(000 omitted)

| | | | | | | | | | | | | |
|--------------|--------------|--------------|--------------|--------------|-------------|--------------------------------|---------------|---------------|--------------|--------------|---------------|-------------|
| 336 | 325 | (11) | -3.3% | 336 | -3.3% | Adult Cash | 2,586 | 2,571 | (15) | -0.6% | 2,106 | 22.1% |
| 2,335 | 2,191 | (144) | -6.2% | 2,167 | 1.1% | Passes | 17,999 | 17,056 | (943) | -5.2% | 17,526 | -2.7% |
| 605 | 575 | (30) | -5.0% | 574 | 0.2% | Tickets/Vouchers | 4,659 | 4,688 | 29 | 0.6% | 4,352 | 7.7% |
| 3,276 | 3,091 | (185) | -5.6% | 3,077 | 0.5% | Full Fare Adults | 25,244 | 24,315 | (929) | -3.7% | 23,984 | 1.4% |
| 5 | 29 | 24 | 504.2% | 58 | -50.0% | School | 33 | 158 | 125 | 378.8% | 244 | -35.2% |
| 11 | 16 | 5 | 42.9% | 14 | 14.3% | Disabled | 86 | 119 | 33 | 38.4% | 91 | 30.8% |
| 139 | 183 | 44 | 31.7% | 161 | 13.7% | Senior | 1,049 | 1,119 | 70 | 6.7% | 1,014 | 10.4% |
| 75 | 70 | (5) | -6.7% | 69 | 1.4% | Other | 579 | 533 | (46) | -7.9% | 564 | -5.5% |
| 3,506 | 3,389 | (117) | -3.3% | 3,379 | 0.3% | Total Linked Passengers | 26,991 | 26,244 | (747) | -2.8% | 25,897 | 1.3% |

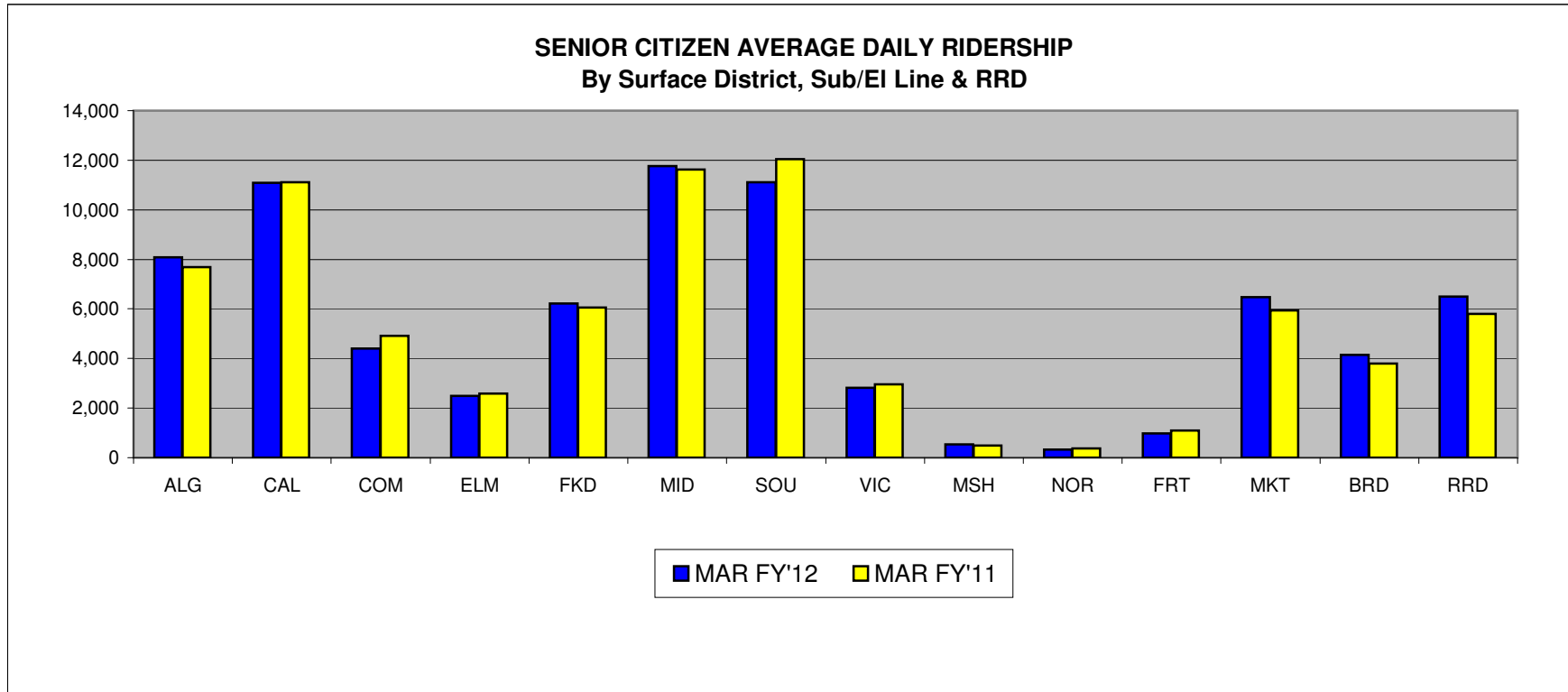
Ridership Percentage By Time Period

MARCH FY 2012



Note: Excludes Free Interchange Ridership

SENIOR CITIZEN RIDERSHIP MARCH FY 2012 Vs. FY 2011 (Unlinked)



| MODE | AVERAGE DAILY | | | MONTH | | | YEAR TO DATE | | |
|-------------------------|---------------|---------------|-----------|------------------|------------------|------------|-------------------|-------------------|-----------|
| | FY'12 | FY'11 | % VAR | FY'12 | FY'11 | % VAR | FY'12 | FY'11 | % VAR |
| CITY TRANSIT | | | | | | | | | |
| Surface | 55,244 | 56,093 | -2% | 1,937,917 | 1,761,206 | 10% | 14,450,484 | 13,498,319 | 7% |
| Hi-Speed | 10,605 | 9,737 | 9% | 312,858 | 284,329 | 10% | 2,332,887 | 2,179,171 | 7% |
| SUBURBAN TRANSIT | 4,656 | 4,908 | -5% | 163,871 | 151,839 | 8% | 1,231,275 | 1,120,410 | 10% |
| REGIONAL RAIL | 6,494 | 5,795 | 12% | 183,445 | 161,377 | 14% | 1,118,045 | 1,015,370 | 10% |
| TOTAL | 76,999 | 76,532 | 1% | 2,598,091 | 2,358,751 | 10% | 19,132,691 | 17,813,270 | 7% |

**AVERAGE WEEKDAY RIDERSHIP BY ROUTE
3RD QUARTER, FY 2012 VS. FY 2011**

| FY 2011 | | | CTD ROUTE | FY 2012 | | | 3RD QTR 12 VS. 11 % VAR | | | |
|------------------|--------|--------|--------------|---------|--------|--------|-------------------------------|--------|---|------|
| JAN'11 | FEB'11 | MAR'11 | | JAN'12 | FEB'12 | MAR'12 | | | | |
| 3,165 | 3,633 | 3,984 | 1 | 3,327 | ↑ | 3,876 | ↑ | 3,846 | ↓ | 2% |
| 5,107 | 5,440 | 5,773 | 2 | 5,803 | ↑ | 6,443 | ↑ | 7,456 | ↑ | 22% |
| 8,959 | 9,661 | 9,987 | 3 | 9,107 | ↑ | 10,413 | ↑ | 10,406 | ↑ | 5% |
| <i>New Route</i> | | | 4 | 0 | | 0 | | 5,824 | | |
| 3,744 | 4,172 | 4,157 | 5 | 3,845 | ↑ | 4,231 | ↑ | 4,327 | ↑ | 3% |
| 6,322 | 7,059 | 7,296 | 6 | 7,060 | ↑ | 7,742 | ↑ | 7,836 | ↑ | 9% |
| 4,465 | 4,929 | 5,512 | 7 | 5,279 | ↑ | 5,640 | ↑ | 5,467 | ↓ | 9% |
| 2,597 | 2,974 | 3,369 | 8 | 2,942 | ↑ | 3,315 | ↑ | 3,564 | ↑ | 9% |
| 3,813 | 4,309 | 4,617 | 9 | 4,677 | ↑ | 5,104 | ↑ | 5,292 | ↑ | 18% |
| 2,174 | 2,275 | 2,546 | 12 | 2,591 | ↑ | 2,753 | ↑ | 2,862 | ↑ | 17% |
| 9,825 | 10,556 | 10,518 | 14 | 11,052 | ↑ | 11,690 | ↑ | 11,370 | ↑ | 10% |
| <i>New Route</i> | | | 16 | 0 | | 0 | | 6,307 | | |
| 11,172 | 11,577 | 12,637 | 17 | 12,433 | ↑ | 13,448 | ↑ | 12,956 | ↑ | 9% |
| 15,343 | 16,274 | 18,445 | 18 | 16,717 | ↑ | 18,384 | ↑ | 18,246 | ↓ | 6% |
| 5,266 | 6,213 | 6,819 | 19/67 | 6,686 | ↑ | 7,060 | ↑ | 7,566 | ↑ | 16% |
| 7,789 | 8,168 | 8,612 | 20/50 | 7,847 | ↑ | 8,609 | ↑ | 8,785 | ↑ | 3% |
| 17,593 | 19,942 | 20,795 | 21/42 | 20,501 | ↑ | 22,341 | ↑ | 22,333 | ↑ | 11% |
| 4,294 | 5,058 | 4,909 | 22 | 5,278 | ↑ | 5,583 | ↑ | 4,825 | ↓ | 9% |
| 18,386 | 19,764 | 23,488 | 23 | 21,786 | ↑ | 23,871 | ↑ | 23,352 | ↓ | 11% |
| 2,281 | 2,346 | 2,529 | 24 | 2,479 | ↑ | 2,630 | ↑ | 2,595 | ↑ | 7% |
| 3,821 | 3,771 | 3,883 | 25 | 4,574 | ↑ | 5,068 | ↑ | 4,463 | ↑ | 22% |
| 10,670 | 11,716 | 12,500 | 26 | 11,534 | ↑ | 12,556 | ↑ | 12,434 | ↓ | 4% |
| 3,661 | 4,248 | 4,289 | 27 | 4,344 | ↑ | 4,497 | ↑ | 4,740 | ↑ | 11% |
| 1,618 | 1,897 | 2,152 | 28 | 2,005 | ↑ | 2,271 | ↑ | 2,308 | ↑ | 15% |
| 4,887 | 5,072 | 5,600 | 29 | 5,515 | ↑ | 6,049 | ↑ | 5,968 | ↑ | 12% |
| 1,723 | 1,861 | 1,735 | 30 | 1,554 | ↓ | 1,609 | ↓ | 1,659 | ↓ | -9% |
| 3,619 | 3,953 | 4,358 | 31 | 4,371 | ↑ | 4,769 | ↑ | 5,129 | ↑ | 19% |
| 4,459 | 4,969 | 5,146 | 32 | 5,072 | ↑ | 5,399 | ↑ | 5,675 | ↑ | 11% |
| 12,763 | 13,027 | 14,321 | 33 | 12,895 | ↑ | 14,554 | ↑ | 15,426 | ↑ | 7% |
| 92 | 104 | 104 | 35 | 127 | ↑ | 166 | ↑ | 166 | ↑ | 54% |
| 3,430 | 3,887 | 4,217 | 37 | 4,062 | ↑ | 4,220 | ↑ | 4,501 | ↑ | 10% |
| 2,324 | 2,333 | 2,967 | 38 | 3,086 | ↑ | 3,438 | ↑ | 3,372 | ↑ | 28% |
| 2,248 | 2,380 | 2,465 | 39 | 2,589 | ↑ | 2,916 | ↑ | 2,843 | ↑ | 18% |
| 4,831 | 5,074 | 5,393 | 40 | 5,987 | ↑ | 6,425 | ↑ | 7,076 | ↑ | 28% |
| 2,945 | 3,991 | 3,956 | 43 | 3,730 | ↑ | 4,595 | ↑ | 4,601 | ↑ | 18% |
| 3,477 | 3,842 | 4,207 | 44 | 4,170 | ↑ | 4,738 | ↑ | 4,647 | ↑ | 17% |
| 4,849 | 5,608 | 5,493 | 46 | 5,364 | ↑ | 5,821 | ↑ | 5,952 | ↑ | 7% |
| 18,475 | 18,357 | 20,997 | 47/47M | 20,253 | ↑ | 22,141 | ↑ | 22,721 | ↑ | 12% |
| 7,408 | 7,784 | 8,554 | 48 | 7,836 | ↑ | 8,694 | ↑ | 8,520 | ↓ | 5% |
| 13,819 | 16,270 | 16,362 | 52 | 15,241 | ↑ | 16,404 | ↑ | 16,500 | ↑ | 3% |
| 2,211 | 2,676 | 2,760 | 53 | 2,553 | ↑ | 2,759 | ↑ | 2,574 | ↓ | 2% |
| 7,779 | 8,923 | 10,109 | 54 | 8,785 | ↑ | 9,901 | ↑ | 10,109 | ↓ | 7% |
| 4,560 | 4,827 | 5,128 | 55 | 4,880 | ↑ | 5,275 | ↑ | 5,308 | ↑ | 6% |
| 9,585 | 11,458 | 11,549 | 56 | 11,008 | ↑ | 12,082 | ↑ | 12,344 | ↑ | 8% |
| 9,373 | 11,032 | 11,183 | 57 | 10,518 | ↑ | 11,769 | ↑ | 12,490 | ↑ | 10% |
| 8,334 | 9,217 | 10,069 | 58 | 9,055 | ↑ | 10,194 | ↑ | 10,538 | ↑ | 8% |
| 11,205 | 12,466 | 12,959 | 60 | 12,566 | ↑ | 13,219 | ↑ | 14,365 | ↑ | 10% |
| 3,894 | 4,153 | 4,654 | 61 | 4,179 | ↑ | 4,718 | ↑ | 4,990 | ↑ | 9% |
| 320 | 346 | 309 | 62 | 177 | ↓ | 205 | ↓ | 254 | ↓ | -33% |
| 4,894 | 5,504 | 5,666 | 64 | 5,789 | ↑ | 5,897 | ↑ | 5,902 | ↑ | 9% |

**AVERAGE WEEKDAY RIDERSHIP BY ROUTE
3RD QUARTER, FY 2012 VS. FY 2011**

| FY 2011 | | | CTD ROUTE | FY 2012 | | | 3RD QTR 12 VS. 11 |
|----------------|----------------|----------------|-------------------|------------------|------------------|------------------|----------------------|
| JAN'11 | FEB'11 | MAR'11 | | JAN'12 | FEB'12 | MAR'12 | % VAR |
| 7,087 | 7,892 | 8,867 | 65 | 8,215 ↑ | 8,947 ↑ | 9,230 ↑ | 10% |
| 577 | 645 | 770 | 68 | 662 ↑ | 673 ↑ | 687 ↓ | 0% |
| 7,465 | 8,324 | 8,946 | 70 | 8,296 ↑ | 9,021 ↑ | 9,945 ↑ | 10% |
| 268 | 299 | 308 | 71 | 369 ↑ | 366 ↑ | 345 ↑ | 22% |
| 2,265 | 2,769 | 2,981 | 73 | 2,580 ↑ | 2,938 ↑ | 3,562 ↑ | 14% |
| 732 | 920 | 836 | 77 | 846 ↑ | 933 ↑ | 1,014 ↑ | 13% |
| 138 | 292 | 468 | 78 | 330 ↑ | 413 ↑ | 351 ↓ | 16% |
| 5,411 | 6,611 | 6,546 | 79 | 5,548 ↑ | 5,905 ↓ | 5,994 ↓ | -6% |
| 737 | 613 | 816 | 80 | 858 ↑ | 801 ↑ | 1,021 ↑ | 24% |
| 2,930 | 3,309 | 3,365 | 84 | 3,690 ↑ | 3,961 ↑ | 3,805 ↑ | 19% |
| 2,046 | 2,636 | 2,813 | 88 | 2,581 ↑ | 2,708 ↑ | 2,633 ↓ | 4% |
| 1,526 | 1,595 | 1,795 | 89 | 1,780 ↑ | 1,961 ↑ | 2,084 ↑ | 18% |
| 13,023 | 14,388 | 15,742 | C | 13,092 ↑ | 14,566 ↑ | 4,272 ↓ | -30% |
| 10,183 | 11,044 | 12,209 | G | 10,613 ↑ | 12,877 ↑ | 13,342 ↑ | 10% |
| 9,016 | 8,999 | 10,491 | HXH | 9,944 ↑ | 10,789 ↑ | 10,096 ↓ | 7% |
| 2,201 | 2,375 | 2,259 | J | 2,466 ↑ | 2,562 ↑ | 2,514 ↑ | 10% |
| 6,457 | 7,073 | 6,869 | K | 7,555 ↑ | 8,498 ↑ | 8,036 ↑ | 18% |
| 5,579 | 6,180 | 6,555 | L | 6,162 ↑ | 7,335 ↑ | 8,105 ↑ | 19% |
| 7,168 | 7,785 | 7,979 | R | 7,501 ↑ | 7,897 ↑ | 8,240 ↑ | 3% |
| 834 | 960 | 678 | BS Owl | 1,370 ↑ | 1,433 ↑ | 1,720 ↑ | 88% |
| 1,959 | 2,224 | 2,323 | MF Owl | 2,425 ↑ | 2,160 ↓ | 1,483 ↓ | -10% |
| 393,171 | 432,029 | 462,694 | CTD BUS | 440,112 ↑ | 482,226 ↑ | 491,269 ↑ | 9% |
| 7,204 | 8,087 | 8,317 | 10 | 8,267 ↑ | 9,093 ↑ | 9,232 ↑ | 12% |
| 8,179 | 9,403 | 9,463 | 11 | 9,356 ↑ | 10,406 ↑ | 10,097 ↑ | 10% |
| 6,977 | 8,115 | 7,895 | 13 | 7,191 ↑ | 8,008 ↓ | 7,891 ↓ | 0% |
| 8,673 | 9,513 | 10,486 | 15 | 10,544 ↑ | 11,586 ↑ | 11,638 ↑ | 17% |
| 7,474 | 8,800 | 8,517 | 34 | 8,095 ↑ | 8,902 ↑ | 8,853 ↑ | 4% |
| 8,170 | 9,500 | 9,491 | 36 | 8,436 ↑ | 9,505 ↑ | 9,723 ↑ | 2% |
| 46,677 | 53,418 | 54,169 | CTD LRV | 51,889 ↑ | 57,500 ↑ | 57,434 ↑ | 8% |
| 4,090 | 4,607 | 5,140 | 59 | 4,905 ↑ | 5,602 ↑ | 5,635 ↑ | 16% |
| 8,965 | 10,468 | 10,814 | 66 | 10,903 ↑ | 11,454 ↑ | 11,627 ↑ | 12% |
| 3,532 | 3,972 | 3,921 | 75 | 3,619 ↑ | 4,067 ↑ | 4,069 ↑ | 3% |
| 16,587 | 19,047 | 19,875 | CTD TT | 19,427 ↑ | 21,123 ↑ | 21,331 ↑ | 11% |
| 99,354 | 111,760 | 112,282 | BSL | 106,171 ↑ | 114,300 ↑ | 112,511 ↑ | 3% |
| 158,689 | 173,927 | 175,765 | MFL | 168,415 ↑ | 178,501 ↑ | 179,626 ↑ | 3% |
| 258,043 | 285,687 | 288,047 | CTD SUB/EL | 274,586 ↑ | 292,801 ↑ | 292,137 ↑ | 3% |
| 14,819 | 7,364 | 11,618 | OTHER | 27,022 ↑ | 10,494 ↑ | 9,769 ↓ | 35% |
| 729,297 | 797,545 | 836,403 | CTD TOTAL | 813,036 ↑ | 864,144 ↑ | 871,940 ↑ | 7% |

Notes: Arrows indicate monthly performance compared to prior year. Other category represents farebox data for school, special and misclassified route ridership.

**AVERAGE WEEKDAY RIDERSHIP BY ROUTE
3RD QUARTER, FY 2012 VS. FY 2011**

| FY 2011 | | | STD ROUTE | FY 2012 | | | 3RD QTR 12 VS. 11 |
|------------------|--------|--------|--------------|----------|----------|----------|----------------------|
| JAN'11 | FEB'11 | MAR'11 | | JAN'12 | FEB'12 | MAR'12 | % VAR |
| 490 | 506 | 559 | 90 | 488 ↓ | 547 ↑ | 555 ↓ | 2% |
| 396 | 387 | 407 | 92 | 415 ↑ | 484 ↑ | 459 ↑ | 14% |
| 1,127 | 1,134 | 1,150 | 93 | 1,195 ↑ | 1,346 ↑ | 1,393 ↑ | 16% |
| 492 | 580 | 434 | 94 | 325 ↓ | 384 ↓ | 444 ↑ | -22% |
| 269 | 249 | 251 | 95 | 578 ↑ | 664 ↑ | 630 ↑ | 144% |
| 1,165 | 1,375 | 1,399 | 96 | 1,511 ↑ | 1,723 ↑ | 1,678 ↑ | 24% |
| 621 | 740 | 829 | 97 | 829 ↑ | 992 ↑ | 897 ↑ | 23% |
| 1,084 | 1,187 | 1,301 | 98 | 870 ↓ | 909 ↓ | 928 ↓ | -25% |
| 1,090 | 1,058 | 1,198 | 99 | 1,300 ↑ | 1,338 ↑ | 1,328 ↑ | 18% |
| 591 | 850 | 1,392 | 103 | 1,627 ↑ | 1,679 ↑ | 1,733 ↑ | 71% |
| 3,168 | 3,494 | 3,240 | 104 | 2,968 ↓ | 3,310 ↓ | 3,344 ↑ | -2% |
| 2,082 | 2,006 | 1,188 | 105 | 1,359 ↓ | 1,471 ↓ | 1,492 ↑ | -15% |
| 473 | 483 | 779 | 106 | 650 ↑ | 751 ↑ | 842 ↑ | 27% |
| 764 | 828 | 919 | 107 | 747 ↓ | 815 ↓ | 830 ↓ | -5% |
| 5,031 | 5,488 | 6,461 | 108 | 6,165 ↑ | 6,415 ↑ | 6,222 ↓ | 9% |
| 4,209 | 4,457 | 4,683 | 109 | 4,587 ↑ | 5,104 ↑ | 4,837 ↑ | 8% |
| 1,551 | 1,770 | 1,916 | 110 | 1,792 ↑ | 1,995 ↑ | 2,278 ↑ | 16% |
| 1,906 | 2,133 | 2,395 | 111 | 1,738 ↓ | 1,944 ↓ | 1,753 ↓ | -17% |
| 1,233 | 1,603 | 1,636 | 112 | 1,471 ↑ | 1,597 ↓ | 1,758 ↑ | 8% |
| 6,271 | 6,620 | 6,399 | 113 | 7,023 ↑ | 7,699 ↑ | 7,648 ↑ | 16% |
| 1,351 | 1,479 | 1,518 | 114 | 1,627 ↑ | 1,679 ↑ | 1,608 ↑ | 12% |
| 906 | 956 | 933 | 115 | 1,098 ↑ | 1,146 ↑ | 954 ↑ | 13% |
| 263 | 370 | 518 | 116 | 401 ↑ | 334 ↓ | 187 ↓ | -25% |
| 1,755 | 1,841 | 1,859 | 117 | 2,192 ↑ | 2,442 ↑ | 2,250 ↑ | 26% |
| 443 | 525 | 514 | 118 | 516 ↑ | 582 ↑ | 551 ↑ | 11% |
| 537 | 612 | 655 | 119 | 515 ↓ | 544 ↓ | 553 ↓ | -11% |
| 434 | 686 | 720 | 120 | 436 ↑ | 604 ↓ | 606 ↓ | -11% |
| 1,310 | 1,244 | 1,304 | 123 | 1,303 ↓ | 1,304 ↑ | 1,396 ↑ | 4% |
| 1,281 | 1,227 | 1,391 | 124 | 1,559 ↑ | 1,596 ↑ | 1,616 ↑ | 22% |
| 1,429 | 1,483 | 1,604 | 125 | 1,709 ↑ | 1,813 ↑ | 1,833 ↑ | 18% |
| <i>New Route</i> | | | 126 | 571 | 725 | 813 | |
| 332 | 348 | 398 | 127 | 367 ↑ | 417 ↑ | 426 ↑ | 12% |
| 269 | 317 | 299 | 128 | 233 ↓ | 298 ↓ | 320 ↑ | -3% |
| 629 | 678 | 841 | 129 | 867 ↑ | 954 ↑ | 927 ↑ | 26% |
| 479 | 590 | 592 | 130 | 427 ↓ | 566 ↓ | 612 ↑ | -3% |
| 382 | 422 | 469 | 131 | 462 ↑ | 478 ↑ | 489 ↑ | 11% |
| 328 | 340 | 383 | 132 | 448 ↑ | 432 ↑ | 400 ↑ | 20% |
| <i>New Route</i> | | | 133 | 188 | 122 | 132 | |
| 89 | 105 | 155 | 134 | 158 ↑ | 195 ↑ | 193 ↑ | 53% |
| 363 | 403 | 422 | 139 | 226 ↓ | 318 ↓ | 442 ↑ | -15% |
| 109 | 123 | 134 | 150 | 124 ↑ | 155 ↑ | 153 ↑ | 18% |
| 201 | 195 | 205 | 201 | 182 ↓ | 179 ↓ | 184 ↓ | -9% |
| 137 | 133 | 127 | 206 | 169 ↑ | 166 ↑ | 192 ↑ | 34% |
| 148 | 163 | 180 | 304 | 0 ↓ | 0 ↓ | 0 ↓ | -100% |
| 47,188 | 51,188 | 53,757 | STD BUS | 53,416 ↑ | 58,216 ↑ | 57,886 ↑ | 9% |
| 8,771 | 9,733 | 9,914 | NHSL | 9,172 ↑ | 9,931 ↑ | 10,169 ↑ | 3% |
| 7,078 | 7,849 | 8,290 | 101/102 | 8,144 ↑ | 8,768 ↑ | 9,056 ↑ | 12% |
| 1,082 | 310 | 325 | OTHER | 2,014 ↑ | 301 ↓ | 442 ↑ | 59% |
| 64,119 | 69,080 | 72,286 | STD TOTAL | 72,746 ↑ | 77,216 ↑ | 77,553 ↑ | 9% |

Notes: Arrows indicate monthly performance compared to prior year. Other category represents farebox data for school, special and misclassified route ridership.

**AVERAGE WEEKDAY RIDERSHIP BY ROUTE
3RD QUARTER, FY 2012 VS. FY 2011**

| FY 2011 | | | RRD LINE | FY 2012 | | | 3RD QTR 12 VS. 11 |
|----------------|----------------|----------------|------------------|------------------|------------------|------------------|----------------------|
| JAN'11 | FEB'11 | MAR'11 | | JAN'12 | FEB'12 | MAR'12 | % VAR |
| 6,935 | 6,089 | 6,700 | AIRPORT | 6,125 ↓ | 5,930 ↓ | 6,833 ↑ | -4% |
| 5,727 | 5,952 | 6,117 | CH. HILL E. | 5,624 ↓ | 5,606 ↓ | 5,873 ↓ | -4% |
| 5,861 | 6,118 | 6,495 | CH. HILL W. | 5,658 ↓ | 5,606 ↓ | 6,059 ↓ | -6% |
| 493 | 589 | 733 | CYNWYD | 635 ↑ | 685 ↑ | 809 ↑ | 17% |
| 18,310 | 18,346 | 19,274 | DOYLESTOWN | 16,561 ↓ | 17,437 ↓ | 18,553 ↓ | -6% |
| 5,143 | 5,445 | 6,001 | FOX CHASE | 4,949 ↓ | 5,265 ↓ | 5,600 ↓ | -5% |
| 10,076 | 11,458 | 11,998 | MEDIA | 9,639 ↓ | 10,036 ↓ | 11,391 ↓ | -7% |
| 10,405 | 10,670 | 10,221 | NORRISTOWN | 9,925 ↓ | 9,690 ↓ | 10,583 ↑ | -3% |
| 23,006 | 20,716 | 21,069 | PAOLI | 21,144 ↓ | 21,798 ↑ | 22,737 ↑ | 2% |
| 11,153 | 11,809 | 11,999 | TRENTON | 11,198 ↑ | 11,011 ↓ | 12,412 ↑ | -1% |
| 9,427 | 9,560 | 10,235 | WARMINSTER | 7,631 ↓ | 8,069 ↓ | 8,512 ↓ | -17% |
| 11,338 | 11,870 | 13,121 | W. TRENTON | 12,611 ↑ | 12,958 ↑ | 13,552 ↑ | 7% |
| 8,869 | 9,308 | 9,767 | WILMINGTON | 9,430 ↑ | 9,855 ↑ | 10,358 ↑ | 6% |
| 126,743 | 127,929 | 133,730 | RRD TOTAL | 121,130 ↓ | 123,946 ↓ | 133,272 ↓ | -2% |

Notes: Arrows indicate monthly performance compared to prior year.

Route Ridership Data Sources:

Data for this report is derived from a variety of sources and represents the best available ridership information at the time of publication. Although the individual data collection processes include inherent weaknesses, daily data is supported by a high degree of reliability and consistency. The derived average weekday statistic is of sufficient quality to utilize for trending, scheduling and planning purposes, subject to the following:

Fareboxes on City and Suburban surface routes. Operators are required to input correct route information and key transfers and seniors representing 20% of total farebox ridership. All other passenger types (cash, token, and pass) are recorded electronically. Routes having rear-door entry are likely to be under-counted. Light Rail trips originating at 13th, 15th and 30th Street Stations are included within Subway-Elevated data sets.

Turnstiles and cashier electrofares providing access to Subway-Elevated Stations. Token and pass passengers are recorded electronically while cashier keys categorize cash, transfer and senior passengers. Free interchange trips averaging 62,000 are excluded.

Regional Rail conductors record maximum loads on every train entering and leaving Central Philadelphia. Travel between intermediate stations is likely to be under-counted.