

APPENDIX XX

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Akron, OH Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,862,980	4,437,370	14.9%	380,450	6.4%
Average Fare (2018\$)	1.06	0.96	-9.5%	167,770	2.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,035,790	1,050,320	1.4%	17,520	0.3%
Share of Population and Employment in Transit	0.18	0.18	0.3%	1,220	0.0%
Supportive Density					
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-245,340	-4.1%
Median Per Capita Income (2018\$)	27,860	31,390	12.7%	-47,120	-0.8%
% of Households with 0 Vehicles	9	7	-12.9%	-12,370	-0.2%
% Working at Home	3.0	5.5	84.2%	-109,020	-1.8%
Years Since Ride-hail Start	-	4	4	-758,330	-12.8%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-10.5%
Total Observed Ridership					-9.5%
Unexplained Change					1.0%

Albany-Schenectady-Troy, NY Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	7,450,810	8,389,540	12.6%	880,310	5.3%
Average Fare (2018\$)	1.07	1.27	17.9%	-838,780	-5.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,296,640	1,323,660	2.1%	72,460	0.4%
Share of Population and Employment in Transit Supportive Density	0.29	0.29	-2.3%	-43,880	-0.3%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-610,560	-3.7%
Median Per Capita Income (2018\$)	33,710	37,220	10.4%	-117,310	-0.7%
% of Households with 0 Vehicles	10	11	10.9%	37,230	0.2%
% Working at Home	3.6	4.4	20.8%	-91,230	-0.6%
Years Since Ride-hail Start	-	1	1	-544,090	-3.3%
Bike Share	-	1	1	- 178,050	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.5%
Total Observed Ridership					1.2%
Unexplained Change					9.7%

Albany, GA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	523,490	659,040	25.9%	92,400	11.0%
Average Fare (2018\$)	0.56	0.58	3.4%	-24,020	-2.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	217,560	215,650	-0.9%	-1,850	-0.2%
Share of Population and Employment in Transit Supportive Density	0.05	0.04	-12.1%	-2,420	-0.3%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-38,270	-4.5%
Median Per Capita Income (2018\$)	21,790	22,240	2.1%	-2,710	-0.3%
% of Households with 0 Vehicles	10	9	-8.8%	-0,190	-0.0%
% Working at Home	2.8	7.1	153.6%	-24,910	-3.0%
Years Since Ride-hail Start	-	1	1	-24,060	-2.9%
Bike Share	-	1	1	- 7,500	-0.9%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-2.9%
Total Observed Ridership					-27.3%
Unexplained Change					-24.4%

Albuquerque, NM Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	5,316,550	5,341,920	0.5%	49,360	0.4%
Average Fare (2018\$)	0.35	0.31	-12.4%	198,160	1.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,290,550	1,328,120	2.9%	69,940	0.6%
Share of Population and Employment in Transit Supportive Density	0.37	0.36	-2.7%	-51,190	-0.4%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-570,630	-4.6%
Median Per Capita Income (2018\$)	27,920	27,710	-0.8%	6,000	0.0%
% of Households with 0 Vehicles	6	5	-20.4%	-26,770	-0.2%
% Working at Home	4.4	6.2	41.5%	-155,000	-1.3%
Years Since Ride-hail Start	-	4	4	-1,505,700	-12.1%
Bike Share	-	1	1	- 138,900	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-16.5%
Total Observed Ridership					-26.4%
Unexplained Change					-9.8%

Albuquerque, NM Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,424,740	1,337,510	-6.1%	-38,660	-3.7%
Average Fare (2018\$)	2.53	2.51	-0.7%	-7,980	-0.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,290,550	1,328,120	2.9%	5,680	0.5%
Share of Population and Employment in Transit Supportive Density	0.37	0.36	-2.7%	-4,160	-0.4%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-47,340	-4.5%
Median Per Capita Income (2018\$)	27,920	27,710	-0.8%	0,560	0.1%
% of Households with 0 Vehicles	6	5	-20.4%	-2,160	-0.2%
% Working at Home	4.4	6.2	41.5%	-12,440	-1.2%
Years Since Ride-hail Start	-	4	4	-82,800	-7.8%
Bike Share	-	1	1	- 11,470	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-18.0%
Total Observed Ridership					-31.7%
Unexplained Change					-13.7%

Allentown-Bethlehem-Easton, PA-NJ Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,424,740	1,337,510	-6.1%	-38,660	-3.7%
Average Fare (2018\$)	2.53	2.51	-0.7%	-7,980	-0.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,290,550	1,328,120	2.9%	5,680	0.5%
Share of Population and Employment in Transit Supportive Density	0.37	0.36	-2.7%	-4,160	-0.4%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-47,340	-4.5%
Median Per Capita Income (2018\$)	27,920	27,710	-0.8%	0,560	0.1%
% of Households with 0 Vehicles	6	5	-20.4%	-2,160	-0.2%
% Working at Home	4.4	6.2	41.5%	-12,440	-1.2%
Years Since Ride-hail Start	-	4	4	-82,800	-7.8%
Bike Share	-	1	1	- 11,470	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-18.0%
Total Observed Ridership					-31.7%
Unexplained Change					-13.7%

Altoona, PA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	533,340	503,330	-5.6%	-17,600	-2.7%
Average Fare (2018\$)	1.26	1.25	-1.2%	2,700	0.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	184,360	179,470	-2.7%	-3,460	-0.5%
Share of Population and Employment in Transit Supportive Density	0.24	0.22	-9.0%	-5,460	-0.8%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-23,880	-3.7%
Median Per Capita Income (2018\$)	24,060	24,580	2.2%	-1,040	-0.2%
% of Households with 0 Vehicles	9	9	-4.1%	-0,260	-0.0%
% Working at Home	1.8	4.4	141.7%	-11,580	-1.8%
Years Since Ride-hail Start	-	2	2	-37,350	-5.7%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-15.1%
Total Observed Ridership					-20.9%
Unexplained Change					-5.7%

Ames, IA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,157,700	1,312,890	13.4%	368,410	5.5%
Average Fare (2018\$)	0.70	0.82	17.5%	-259,460	-3.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	142,560	155,400	9.0%	119,420	1.8%
Share of Population and Employment in Transit Supportive Density	0.16	0.14	-13.0%	-52,050	-0.8%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-262,320	-3.9%
Median Per Capita Income (2018\$)	21,950	24,640	12.3%	-56,040	-0.8%
% of Households with 0 Vehicles	6	7	15.7%	11,000	0.2%
% Working at Home	3.5	6.3	79.3%	-132,540	-2.0%
Years Since Ride-hail Start	-	3	3	-663,300	-9.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-13.3%
Total Observed Ridership					11.6%
Unexplained Change					24.8%

Anchorage, AK Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,870,510	2,195,800	17.4%	249,900	6.8%
Average Fare (2018\$)	1.16	0.85	-26.4%	299,140	8.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	582,390	588,250	1.0%	9,750	0.3%
Share of Population and Employment in Transit Supportive Density	0.46	0.48	4.3%	-17,180	-0.5%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-117,440	-3.2%
Median Per Capita Income (2018\$)	34,180	34,430	0.7%	-3,210	-0.1%
% of Households with 0 Vehicles	5	6	28.8%	10,470	0.3%
% Working at Home	4.9	4.0	-18.4%	26,090	0.7%
Years Since Ride-hail Start	-	1	1	-107,830	-2.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					12.5%
Total Observed Ridership					-21.1%
Unexplained Change					-33.6%

Ann Arbor, MI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,318,800	4,411,090	32.9%	1,567,740	12.9%
Average Fare (2018\$)	0.54	0.44	-18.4%	494,290	4.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	521,740	560,270	7.4%	188,840	1.6%
Share of Population and Employment in Transit Supportive Density	0.36	0.37	4.8%	85,970	0.7%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-476,500	-3.9%
Median Per Capita Income (2018\$)	29,830	33,530	12.4%	-101,110	-0.8%
% of Households with 0 Vehicles	8	6	-26.6%	-54,220	-0.4%
% Working at Home	5.6	5.3	-4.9%	26,300	0.2%
Years Since Ride-hail Start	-	4	4	-1,617,150	-13.3%
Bike Share	-	1	1	-131450	-1.1%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-0.8%
Total Observed Ridership					3.7%
Unexplained Change					4.5%

Appleton, WI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	739,150	735,310	-0.5%	-0,490	-0.1%
Average Fare (2018\$)	0.82	0.77	-5.3%	9,900	1.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	348,170	368,170	5.7%	9,350	1.2%
Share of Population and Employment in Transit Supportive Density	0.12	0.12	3.9%	1,430	0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-32,720	-4.1%
Median Per Capita Income (2018\$)	32,730	37,060	13.2%	-6,450	-0.8%
% of Households with 0 Vehicles	4	5	14.1%	0,730	0.1%
% Working at Home	3.7	6.1	63.5%	-13,010	-1.6%
Years Since Ride-hail Start	-	3	3	-73,630	-9.2%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-13.2%
Total Observed Ridership					-11.3%
Unexplained Change					1.9%

Asheville, NC Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	854,180	1,108,880	29.8%	214,310	13.0%
Average Fare (2018\$)	0.58	0.33	-43.7%	167,820	10.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	628,200	684,620	9.0%	32,200	2.0%
Share of Population and Employment in Transit Supportive Density	0.06	0.07	22.0%	7,550	0.5%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-51,360	-3.1%
Median Per Capita Income (2018\$)	25,570	27,750	8.5%	-9,830	-0.6%
% of Households with 0 Vehicles	7	5	-26.4%	-4,900	-0.3%
% Working at Home	5.5	11.8	114.1%	-91,080	-5.5%
Years Since Ride-hail Start	-	2	2	-139,310	-8.4%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					8.0%
Total Observed Ridership					32.9%
Unexplained Change					25.0%

Athens-Clarke County, GA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,569,810	1,866,220	18.9%	807,620	7.0%
Average Fare (2018\$)	0.68	1.29	88.8%	-2,096,080	-18.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	281,660	308,880	9.7%	212,950	1.8%
Share of Population and Employment in Transit Supportive Density	0.24	0.20	-14.4%	-171,890	-1.5%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-591,760	-5.1%
Median Per Capita Income (2018\$)	21,560	23,400	8.5%	-69,510	-0.6%
% of Households with 0 Vehicles	6	6	-8.2%	-2,930	-0.0%
% Working at Home	3.0	7.9	164.2%	-348,510	-3.0%
Years Since Ride-hail Start	-	4	4	-1,308,220	-11.3%
Bike Share	-	1	1	-79260	-0.7%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-27.8%
Total Observed Ridership					-43.9%
Unexplained Change					-16.1%

Atlanta-Sandy Springs-Marietta, GA Metro Area- Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	22,698,560	27,713,920	22.1%	5,467,120	8.9%
Average Fare (2018\$)	1.07	1.09	2.8%	-449,910	-0.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	7,979,810	8,942,480	12.1%	1,481,440	2.4%
Share of Population and Employment in Transit	0.20	0.21	4.3%	207,890	0.3%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-2,547,720	-4.1%
Median Per Capita Income (2018\$)	30,280	32,700	8.0%	-333,780	-0.5%
% of Households with 0 Vehicles	6	5	-16.6%	-120,780	-0.2%
% Working at Home	5.9	7.7	30.1%	-808,340	-1.3%
Years Since Ride-hail Start	-	6	6	-6,870,090	-11.1%
Bike Share	-	1	1	-665080	-1.1%
Electric Scooters	-	1	1	-2190080	-3.5%
New Reporters				-	0.0%
Total Modeled Ridership					-11.3%
Total Observed Ridership					-17.9%
Unexplained Change					-6.6%

Atlanta-Sandy Springs-Marietta, GA Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	17,714,780	22,301,780	25.9%	11,106,740	17.1%
Average Fare (2018\$)	1.09	1.16	6.5%	-817,100	-1.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	7,979,810	8,942,480	12.1%	1,740,910	2.7%
Share of Population and Employment in Transit	0.20	0.21	4.3%	240,380	0.4%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-2,924,250	-4.5%
Median Per Capita Income (2018\$)	30,280	32,700	8.0%	-388,900	-0.6%
% of Households with 0 Vehicles	6	5	-16.6%	-142,510	-0.2%
% Working at Home	5.9	7.7	30.1%	-952,220	-1.5%
Years Since Ride-hail Start	-	6	6	915,520	1.4%
Bike Share	-	1	1	-767580	-1.2%
Electric Scooters	-	1	1	-2638220	-4.1%
New Reporters				-	0.0%
Total Modeled Ridership					7.2%
Total Observed Ridership					-7.4%
Unexplained Change					-14.5%

Augusta-Richmond County, GA-SC Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	507,760	545,660	7.5%	25,960	3.4%
Average Fare (2018\$)	0.94	0.90	-4.8%	12,510	1.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	800,380	862,920	7.8%	12,300	1.6%
Share of Population and Employment in Transit Supportive Density	0.08	0.09	13.4%	2,940	0.4%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-32,350	-4.3%
Median Per Capita Income (2018\$)	25,240	24,940	-1.2%	0,280	0.0%
% of Households with 0 Vehicles	6	6	3.0%	0,140	0.0%
% Working at Home	1.5	3.2	111.7%	-8,880	-1.2%
Years Since Ride-hail Start	-	3	3	-74,860	-9.9%
Bike Share	-	1	1	-8550	-1.1%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-9.4%
Total Observed Ridership					-8.2%
Unexplained Change					1.2%

Austin-Round Rock-San Marcos, TX Metro Area- Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	13,621,910	16,576,090	21.7%	2,732,460	8.0%
Average Fare (2018\$)	0.52	0.68	31.4%	-2,040,940	-6.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,765,880	3,328,690	20.3%	1,282,280	3.8%
Share of Population and Employment in Transit	0.37	0.36	-3.3%	-165,660	-0.5%
Supportive Density					
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-1,445,130	-4.2%
Median Per Capita Income (2018\$)	32,770	38,260	16.8%	-349,620	-1.0%
% of Households with 0 Vehicles	5	4	-12.3%	-38,170	-0.1%
% Working at Home	6.4	9.0	39.8%	-630,110	-1.8%
Years Since Ride-hail Start	-	4	4	-3,999,860	-11.7%
Bike Share	-	1	1	-347900	-1.0%
Electric Scooters	-	1	1	-1079990	-3.2%
New Reporters				-	0.0%
Total Modeled Ridership					-17.7%
Total Observed Ridership					-21.4%
Unexplained Change					-3.7%

Bakersfield-Delano, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,841,870	3,899,170	1.5%	45,470	0.7%
Average Fare (2018\$)	0.85	0.70	-16.9%	254,910	4.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,196,510	1,253,570	4.8%	60,960	1.0%
Share of Population and Employment in Transit Supportive Density	0.31	0.29	-5.3%	-40,590	-0.6%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-165,010	-2.6%
Median Per Capita Income (2018\$)	22,010	23,610	7.3%	-30,540	-0.5%
% of Households with 0 Vehicles	7	7	-3.5%	-0,680	-0.0%
% Working at Home	2.7	3.5	27.8%	-33,790	-0.5%
Years Since Ride-hail Start	-	4	4	-742,950	-11.7%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-11.1%
Total Observed Ridership					-7.3%
Unexplained Change					3.8%

Baltimore-Towson, MD Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	24,945,290	26,918,880	7.9%	2,610,840	3.4%
Average Fare (2018\$)	1.12	1.08	-4.0%	847,790	1.1%
Network Restructure	-	1.000	-	#####	4.8%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	4,102,810	4,260,180	3.8%	614,470	0.8%
Share of Population and Employment in Transit Supportive Density	0.41	0.40	-3.3%	-411,180	-0.5%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-3,035,820	-4.0%
Median Per Capita Income (2018\$)	36,470	38,950	6.8%	-355,570	-0.5%
% of Households with 0 Vehicles	12	11	-9.6%	-162,400	-0.2%
% Working at Home	4.1	5.0	22.0%	-540,220	-0.7%
Years Since Ride-hail Start	-	5	5	-7,223,420	-9.5%
Bike Share	-	1	1	-850530	-1.1%
Electric Scooters	-	1	1	-2666440	-3.5%
New Reporters				-	0.0%
Total Modeled Ridership					-9.8%
Total Observed Ridership					-6.8%
Unexplained Change					3.0%

Baltimore-Towson, MD Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	14,274,160	13,455,480	-5.7%	-1,111,000	-3.5%
Average Fare (2018\$)	1.99	3.16	59.0%	-3,217,480	-10.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	4,102,810	4,260,180	3.8%	245,250	0.8%
Share of Population and Employment in Transit Supportive Density	0.41	0.40	-3.3%	-166,380	-0.5%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-1,221,660	-3.9%
Median Per Capita Income (2018\$)	36,470	38,950	6.8%	-139,700	-0.4%
% of Households with 0 Vehicles	12	11	-9.6%	-67,490	-0.2%
% Working at Home	4.1	5.0	22.0%	-200,590	-0.6%
Years Since Ride-hail Start	-	5	5	315,060	1.0%
Bike Share	-	1	1	-304640	-1.0%
Electric Scooters	-	1	1	-1013280	-3.2%
New Reporters				-	0.0%
Total Modeled Ridership					-21.5%
Total Observed Ridership					-27.1%
Unexplained Change					-5.6%

Baton Rouge, LA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,699,220	3,236,050	90.4%	1,174,620	35.8%
Average Fare (2018\$)	0.54	0.47	-11.7%	89,000	2.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,181,220	1,240,270	5.0%	39,980	1.2%
Share of Population and Employment in Transit Supportive Density	0.16	0.16	-0.1%	-0,180	-0.0%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-162,910	-5.0%
Median Per Capita Income (2018\$)	27,810	28,520	2.6%	-6,290	-0.2%
% of Households with 0 Vehicles	5	7	31.7%	12,080	0.4%
% Working at Home	2.5	3.0	20.0%	-14,040	-0.4%
Years Since Ride-hail Start	-	4	4	-510,440	-15.6%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					15.6%
Total Observed Ridership					7.3%
Unexplained Change					-8.3%

Bay City, MI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,034,760	975,900	-5.7%	-14,270	-2.6%
Average Fare (2018\$)	1.37	1.36	-0.7%	2,300	0.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	155,160	151,880	-2.1%	-2,290	-0.4%
Share of Population and Employment in Transit Supportive Density	0.07	0.07	-5.2%	-0,760	-0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-20,820	-3.8%
Median Per Capita Income (2018\$)	24,630	27,670	12.3%	-4,190	-0.8%
% of Households with 0 Vehicles	7	9	32.2%	2,530	0.5%
% Working at Home	1.9	2.4	25.0%	-1,840	-0.3%
Years Since Ride-hail Start	-	1	1	-16,170	-2.9%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-10.6%
Total Observed Ridership					-16.8%
Unexplained Change					-6.2%

Beaumont-Port Arthur, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	720,290	705,820	-2.0%	-4,900	-0.9%
Average Fare (2018\$)	0.85	0.85	0.4%	-5,430	-1.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	549,550	570,560	3.8%	4,470	0.8%
Share of Population and Employment in Transit Supportive Density	0.09	0.09	-1.0%	-0,180	-0.0%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-24,190	-4.5%
Median Per Capita Income (2018\$)	24,300	26,920	10.8%	-4,310	-0.8%
% of Households with 0 Vehicles	7	7	-1.4%	-0,180	-0.0%
% Working at Home	1.4	3.1	117.9%	-5,460	-1.0%
Years Since Ride-hail Start	-	3	3	-46,060	-8.5%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-15.3%
Total Observed Ridership					-28.7%
Unexplained Change					-13.4%

Bellingham, WA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,776,140	2,100,480	18.3%	373,480	6.8%
Average Fare (2018\$)	0.35	0.66	91.9%	-583,540	-10.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	299,990	331,960	10.7%	113,340	2.1%
Share of Population and Employment in Transit Supportive Density	0.25	0.25	-0.4%	-1,470	-0.0%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-173,690	-3.2%
Median Per Capita Income (2018\$)	24,490	31,680	29.4%	-91,570	-1.7%
% of Households with 0 Vehicles	9	9	-0.5%	-5,140	-0.1%
% Working at Home	6.7	6.2	-7.8%	39,250	0.7%
Years Since Ride-hail Start	-	3	3	-473,620	-8.6%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-15.6%
Total Observed Ridership					-22.5%
Unexplained Change					-6.9%

Billings, MT Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	601,430	603,080	0.3%	-2,350	-0.4%
Average Fare (2018\$)	0.61	0.87	41.6%	-40,030	-6.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	241,630	257,450	6.5%	7,890	1.4%
Share of Population and Employment in Transit Supportive Density	0.19	0.18	-3.9%	-1,800	-0.3%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-21,030	-3.6%
Median Per Capita Income (2018\$)	28,190	30,510	8.2%	-3,680	-0.6%
% of Households with 0 Vehicles	5	6	24.4%	1,210	0.2%
% Working at Home	3.0	5.8	92.5%	-11,410	-2.0%
Years Since Ride-hail Start	-	2	2	-31,440	-5.4%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-17.9%
Total Observed Ridership					-27.4%
Unexplained Change					-9.4%

Binghamton, NY Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,108,420	1,140,200	2.9%	30,130	1.3%
Average Fare (2018\$)	1.15	1.56	36.1%	-204,260	-8.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	357,830	342,690	-4.2%	-20,420	-0.9%
Share of Population and Employment in Transit Supportive Density	0.19	0.20	6.9%	11,170	0.5%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-91,080	-4.0%
Median Per Capita Income (2018\$)	25,820	26,750	3.6%	-5,310	-0.2%
% of Households with 0 Vehicles	10	14	31.7%	13,260	0.6%
% Working at Home	3.8	2.6	-30.9%	19,770	0.9%
Years Since Ride-hail Start	-	3	3	-206,490	-9.0%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-19.8%
Total Observed Ridership					-17.7%
Unexplained Change					2.1%

Birmingham-Hoover, AL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,508,550	2,892,640	15.3%	197,830	6.6%
Average Fare (2018\$)	0.87	0.55	-36.2%	338,780	11.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,639,100	1,675,140	2.2%	13,830	0.5%
Share of Population and Employment in Transit Supportive Density	0.17	0.17	0.4%	0,830	0.0%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-135,080	-4.5%
Median Per Capita Income (2018\$)	27,270	29,810	9.3%	-18,860	-0.6%
% of Households with 0 Vehicles	7	6	-13.2%	-5,240	-0.2%
% Working at Home	2.9	4.3	46.6%	-29,980	-1.0%
Years Since Ride-hail Start	-	3	3	-294,760	-9.8%
Bike Share	-	1	1	-34610	-1.2%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					0.3%
Total Observed Ridership					14.6%
Unexplained Change					14.3%

Blacksburg-Christiansburg-Radford, VA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	769,470	957,010	24.4%	375,430	9.8%
Average Fare (2018\$)	0.89	0.29	-68.0%	888,660	23.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	242,940	261,340	7.6%	56,730	1.5%
Share of Population and Employment in Transit	0.10	0.09	-10.6%	-15,650	-0.4%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-144,770	-3.8%
Median Per Capita Income (2018\$)	21,130	27,020	27.9%	-62,980	-1.6%
% of Households with 0 Vehicles	7	7	9.9%	5,130	0.1%
% Working at Home	3.8	7.6	100.0%	-106,580	-2.8%
Years Since Ride-hail Start	-	4	4	-488,290	-12.8%
Bike Share	-	1	1	-41700	-1.1%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					10.6%
Total Observed Ridership					23.2%
Unexplained Change					12.5%

Bloomington-Normal, IL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,314,720	1,296,250	-1.4%	-9,040	-0.4%
Average Fare (2018\$)	0.57	0.45	-21.3%	99,570	4.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	260,810	271,310	4.0%	16,480	0.7%
Share of Population and Employment in Transit Supportive Density	0.35	0.37	6.1%	18,560	0.8%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-105,480	-4.3%
Median Per Capita Income (2018\$)	30,300	33,260	9.8%	-16,860	-0.7%
% of Households with 0 Vehicles	6	7	11.0%	3,050	0.1%
% Working at Home	3.3	5.5	66.7%	-42,470	-1.7%
Years Since Ride-hail Start	-	3	3	-235,630	-9.6%
Bike Share	-	1	1	-23990	-1.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-11.1%
Total Observed Ridership					12.4%
Unexplained Change					23.5%

Bloomington, IN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	999,980	982,940	-1.7%	-25,170	-0.7%
Average Fare (2018\$)	0.49	0.52	5.8%	-36,910	-1.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	278,360	254,530	-8.6%	-64,610	-1.7%
Share of Population and Employment in Transit Supportive Density	0.28	0.28	-2.1%	-8,400	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-140,960	-3.8%
Median Per Capita Income (2018\$)	20,300	24,230	19.4%	-42,870	-1.1%
% of Households with 0 Vehicles	6	9	52.6%	21,850	0.6%
% Working at Home	4.9	7.1	43.9%	-53,030	-1.4%
Years Since Ride-hail Start	-	4	4	-457,500	-12.2%
Bike Share	1.00	1	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-21.3%
Total Observed Ridership					-8.7%
Unexplained Change					12.5%

Boise City-Nampa, ID Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,314,540	1,582,830	20.4%	116,870	8.2%
Average Fare (2018\$)	0.65	0.62	-5.3%	16,690	1.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	920,980	1,075,500	16.8%	46,970	3.3%
Share of Population and Employment in Transit Supportive Density	0.23	0.22	-3.2%	-4,250	-0.3%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-45,930	-3.2%
Median Per Capita Income (2018\$)	26,700	27,960	4.7%	-4,630	-0.3%
% of Households with 0 Vehicles	5	3	-30.5%	-3,900	-0.3%
% Working at Home	6.6	5.8	-11.7%	7,510	0.5%
Years Since Ride-hail Start	-	4	4	-181,430	-12.7%
Bike Share	-	1	1	-15190	-1.1%
Electric Scooters	-	1	1	-51680	-3.6%
New Reporters				-	0.0%
Total Modeled Ridership					-8.8%
Total Observed Ridership					-10.5%
Unexplained Change					-1.7%

Boston-Cambridge-Quincy, MA-NH Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	23,459,510	22,235,830	-5.2%	-2,714,510	-2.0%
Average Fare (2018\$)	0.78	0.98	25.4%	-7,018,690	-5.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	6,983,270	7,521,850	7.7%	1,892,720	1.4%
Share of Population and Employment in Transit Supportive Density	0.04	0.05	6.1%	129,820	0.1%
Average Gas Price (2018\$)	4.13	2.85	-31.0%	-5,003,000	-3.7%
Median Per Capita Income (2018\$)	35,660	41,690	16.9%	-1,304,940	-1.0%
% of Households with 0 Vehicles	13	13	-5.0%	-152,880	-0.1%
% Working at Home	4.4	5.5	23.9%	-921,250	-0.7%
Years Since Ride-hail Start	-	6	6	-	-
				13,530,990	-10.1%
Bike Share	1.00	1	-	0	0.0%
Electric Scooters	-	1	1	-4450530	-3.3%
New Reporters				-	0.0%
Total Modeled Ridership					-24.9%
Total Observed Ridership					-2.1%
Unexplained Change					22.7%

Boston-Cambridge-Quincy, MA-NH Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	49,831,430	51,940,820	4.2%	6,984,430	2.5%
Average Fare (2018\$)	1.48	2.25	52.2%	- 24,170,100	-8.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	6,983,270	7,521,850	7.7%	4,196,200	1.5%
Share of Population and Employment in Transit Supportive Density	0.04	0.05	6.1%	289,110	0.1%
Average Gas Price (2018\$)	4.13	2.85	-31.0%	- 11,013,810	-4.0%
Median Per Capita Income (2018\$)	35,660	41,690	16.9%	-2,865,230	-1.0%
% of Households with 0 Vehicles	13	13	-5.0%	-329,750	-0.1%
% Working at Home	4.4	5.5	23.9%	-2,069,290	-0.8%
Years Since Ride-hail Start	-	6	6	3,397,170	1.2%
Bike Share	1.00	1	-	0	0.0%
Electric Scooters	-	1	1	-9618260	-3.5%
New Reporters				-	0.0%
Total Modeled Ridership					-12.8%
Total Observed Ridership					-11.2%
Unexplained Change					1.6%

Bremerton-Silverdale, WA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,964,660	2,178,080	10.9%	124,370	4.7%
Average Fare (2018\$)	2.01	1.44	-28.7%	339,660	12.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	361,930	384,610	6.3%	36,240	1.4%
Share of Population and Employment in Transit Supportive Density	0.09	0.10	12.7%	13,230	0.5%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-84,170	-3.2%
Median Per Capita Income (2018\$)	33,010	38,390	16.3%	-27,540	-1.0%
% of Households with 0 Vehicles	6	5	-5.3%	-1,490	-0.1%
% Working at Home	7.4	8.4	12.8%	-15,570	-0.6%
Years Since Ride-hail Start	-	3	3	-264,090	-9.9%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					4.1%
Total Observed Ridership					-12.7%
Unexplained Change					-16.8%

Bridgeport-Stamford-Norwalk, CT Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	4,570,280	4,211,710	-7.8%	-332,790	-3.3%
Average Fare (2018\$)	1.13	1.09	-3.3%	66,490	0.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,370,730	1,415,060	3.2%	67,010	0.7%
Share of Population and Employment in Transit Supportive Density	0.41	0.41	0.6%	9,800	0.1%
Average Gas Price (2018\$)	4.13	2.85	-31.0%	-420,170	-4.2%
Median Per Capita Income (2018\$)	38,880	37,720	-3.0%	18,440	0.2%
% of Households with 0 Vehicles	9	8	-9.9%	-16,310	-0.2%
% Working at Home	5.2	6.4	22.6%	-81,790	-0.8%
Years Since Ride-hail Start	-	4	4	-1,219,560	-12.1%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-18.4%
Total Observed Ridership					-18.5%
Unexplained Change					-0.1%

Brownsville-Harlingen, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	821,560	1,216,860	48.1%	370,470	25.0%
Average Fare (2018\$)	0.66	0.89	35.0%	-118,960	-8.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	564,720	581,440	3.0%	10,450	0.7%
Share of Population and Employment in Transit Supportive Density	0.28	0.28	-2.1%	-4,000	-0.3%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-72,050	-4.9%
Median Per Capita Income (2018\$)	18,190	19,720	8.4%	-8,830	-0.6%
% of Households with 0 Vehicles	10	8	-17.1%	-7,150	-0.5%
% Working at Home	1.7	4.3	152.9%	-31,320	-2.1%
Years Since Ride-hail Start	-	1	1	-51,700	-3.5%
Bike Share	-	1	1	-16760	-1.1%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-1.1%
Total Observed Ridership					-14.1%
Unexplained Change					-13.1%

Buffalo-Niagara Falls, NY Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	8,732,470	8,431,730	-3.4%	-348,390	-1.4%
Average Fare (2018\$)	1.27	1.58	24.5%	-1,663,980	-6.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,653,500	1,664,080	0.6%	29,590	0.1%
Share of Population and Employment in Transit Supportive Density	0.35	0.35	-0.9%	-25,070	-0.1%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-838,040	-3.3%
Median Per Capita Income (2018\$)	29,100	30,900	6.2%	-95,230	-0.4%
% of Households with 0 Vehicles	13	12	-4.1%	-23,330	-0.1%
% Working at Home	2.3	3.3	44.6%	-174,830	-0.7%
Years Since Ride-hail Start	-	4	4	-2,908,990	-11.6%
Bike Share	-	1	1	-246750	-1.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-25.0%
Total Observed Ridership					-17.9%
Unexplained Change					7.1%

Buffalo-Niagara Falls, NY Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	987,040	910,270	-7.8%	-355,730	-6.0%
Average Fare (2018\$)	0.83	1.29	56.5%	-491,150	-8.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,653,500	1,664,080	0.6%	6,570	0.1%
Share of Population and Employment in Transit Supportive Density	0.35	0.35	-0.9%	-2,560	-0.0%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-174,890	-3.0%
Median Per Capita Income (2018\$)	29,100	30,900	6.2%	-17,720	-0.3%
% of Households with 0 Vehicles	13	12	-4.1%	-5,170	-0.1%
% Working at Home	2.3	3.3	44.6%	-43,880	-0.7%
Years Since Ride-hail Start	-	4	4	-429,030	-7.3%
Bike Share	-	1	1	-56260	-1.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-24.9%
Total Observed Ridership					-30.5%
Unexplained Change					-5.6%

Burlington-South Burlington, VT Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,525,590	1,621,080	6.3%	71,500	2.7%
Average Fare (2018\$)	1.00	0.89	-11.3%	75,200	2.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	336,010	343,960	2.4%	12,780	0.5%
Share of Population and Employment in Transit Supportive Density	0.20	0.22	6.6%	14,080	0.5%
Average Gas Price (2018\$)	4.13	2.85	-31.0%	-110,000	-4.2%
Median Per Capita Income (2018\$)	31,000	32,210	3.9%	-7,810	-0.3%
% of Households with 0 Vehicles	7	7	1.0%	-0,050	-0.0%
% Working at Home	7.2	5.0	-30.9%	44,580	1.7%
Years Since Ride-hail Start	-	4	4	-325,150	-12.4%
Bike Share	-	1	1	-24030	-0.9%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-9.7%
Total Observed Ridership					-14.7%
Unexplained Change					-5.1%

Canton-Massillon, OH Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,116,830	2,311,240	9.2%	97,050	3.7%
Average Fare (2018\$)	0.60	0.60	-0.6%	-4,710	-0.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	589,970	589,140	-0.1%	-0,730	-0.0%
Share of Population and Employment in Transit Supportive Density	0.11	0.11	3.1%	3,300	0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-109,420	-4.1%
Median Per Capita Income (2018\$)	25,830	26,410	2.2%	-5,480	-0.2%
% of Households with 0 Vehicles	7	9	23.0%	7,130	0.3%
% Working at Home	3.1	4.8	54.0%	-31,930	-1.2%
Years Since Ride-hail Start	-	4	4	-325,170	-12.2%
Bike Share	-	1	1	-28610	-1.1%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-14.4%
Total Observed Ridership					-9.1%
Unexplained Change					5.3%

Cape Coral-Fort Myers, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,154,690	3,169,800	0.5%	6,800	0.2%
Average Fare (2018\$)	0.79	0.83	5.8%	-78,900	-2.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	911,820	1,084,790	19.0%	146,970	3.7%
Share of Population and Employment in Transit Supportive Density	0.11	0.10	-8.0%	-14,510	-0.4%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-175,830	-4.4%
Median Per Capita Income (2018\$)	26,040	26,910	3.3%	-11,340	-0.3%
% of Households with 0 Vehicles	6	5	-19.8%	-9,560	-0.2%
% Working at Home	6.0	4.8	-20.0%	33,070	0.8%
Years Since Ride-hail Start	-	4	4	-482,700	-12.0%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-13.9%
Total Observed Ridership					-21.3%
Unexplained Change					-7.3%

Cedar Rapids, IA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	986,810	1,030,730	4.5%	23,630	1.7%
Average Fare (2018\$)	0.69	0.59	-15.0%	44,350	3.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	397,600	411,670	3.5%	9,430	0.7%
Share of Population and Employment in Transit Supportive Density	0.18	0.18	-0.6%	-0,570	-0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-54,060	-4.0%
Median Per Capita Income (2018\$)	32,200	33,490	4.0%	-3,690	-0.3%
% of Households with 0 Vehicles	6	3	-56.2%	-8,520	-0.6%
% Working at Home	5.3	5.7	6.6%	-3,800	-0.3%
Years Since Ride-hail Start	-	4	4	-170,420	-12.5%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-11.7%
Total Observed Ridership					5.3%
Unexplained Change					17.1%

Champaign-Urbana, IL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,937,720	3,184,740	8.4%	414,950	3.3%
Average Fare (2018\$)	0.61	0.64	4.5%	-169,930	-1.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	344,830	358,820	4.1%	109,730	0.9%
Share of Population and Employment in Transit Supportive Density	0.33	0.32	-2.9%	-51,600	-0.4%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-544,050	-4.3%
Median Per Capita Income (2018\$)	25,720	25,590	-0.5%	-14,010	-0.1%
% of Households with 0 Vehicles	11	12	4.6%	10,100	0.1%
% Working at Home	4.6	6.2	34.8%	-111,670	-0.9%
Years Since Ride-hail Start	-	3	3	-1,221,650	-9.6%
Bike Share	-	1	1	-123630	-1.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-12.4%
Total Observed Ridership					3.6%
Unexplained Change					16.0%

Charleston-North Charleston-Summerville, SC

Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,901,350	2,563,400	-11.6%	-249,310	-5.0%
Average Fare (2018\$)	0.80	1.63	102.8%	-825,920	-16.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,014,440	1,157,250	14.1%	130,610	2.6%
Share of Population and Employment in Transit	0.12	0.11	-6.4%	-15,060	-0.3%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-216,780	-4.4%
Median Per Capita Income (2018\$)	28,310	31,360	10.8%	-38,730	-0.8%
% of Households with 0 Vehicles	7	4	-48.6%	-29,130	-0.6%
% Working at Home	3.7	7.7	108.1%	-128,140	-2.6%
Years Since Ride-hail Start	-	4	4	-569,050	-11.5%
Bike Share	-	1	1	-41200	-0.8%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-38.2%
Total Observed Ridership					-36.9%
Unexplained Change					1.2%

Charleston, WV Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,499,270	2,288,710	-8.4%	-93,430	-3.5%
Average Fare (2018\$)	0.79	1.10	38.9%	-239,730	-8.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	433,080	333,250	-23.1%	-156,470	-5.8%
Share of Population and Employment in Transit Supportive Density	0.19	0.20	5.2%	11,440	0.4%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-127,360	-4.7%
Median Per Capita Income (2018\$)	27,230	25,630	-5.9%	12,570	0.5%
% of Households with 0 Vehicles	8	8	-1.3%	5,780	0.2%
% Working at Home	3.6	4.7	29.9%	-9,060	-0.3%
Years Since Ride-hail Start	-	4	4	-288,140	-10.7%
Bike Share	-	1	1	-19190	-0.7%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-31.4%
Total Observed Ridership					-40.0%
Unexplained Change					-8.7%

Charlotte-Gastonia-Rock Hill, NC-SC Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	9,888,670	10,247,760	3.6%	389,250	1.9%
Average Fare (2018\$)	0.94	1.83	94.8%	-3,846,570	-18.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,699,750	3,633,470	34.6%	1,318,720	6.4%
Share of Population and Employment in Transit Supportive Density	0.12	0.12	0.7%	7,930	0.0%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-884,200	-4.3%
Median Per Capita Income (2018\$)	29,250	31,910	9.1%	-119,630	-0.6%
% of Households with 0 Vehicles	6	5	-23.6%	-57,300	-0.3%
% Working at Home	5.9	7.3	23.3%	-169,630	-0.8%
Years Since Ride-hail Start	-	5	5	-3,148,320	-15.3%
Bike Share	1.00	1	-	0	0.0%
Electric Scooters	-	1	1	-622080	-3.0%
New Reporters				-	0.0%
Total Modeled Ridership					-33.5%
Total Observed Ridership					-38.2%
Unexplained Change					-4.8%

Charlotte-Gastonia-Rock Hill, NC-SC Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	789,350	1,890,100	139.5%	3,282,340	75.5%
Average Fare (2018\$)	0.83	0.39	-53.3%	478,260	11.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,699,750	3,633,470	34.6%	297,810	6.8%
Share of Population and Employment in Transit	0.12	0.12	0.7%	1,630	0.0%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-182,880	-4.2%
Median Per Capita Income (2018\$)	29,250	31,910	9.1%	-28,710	-0.7%
% of Households with 0 Vehicles	6	5	-23.6%	-13,290	-0.3%
% Working at Home	5.9	7.3	23.3%	-50,380	-1.2%
Years Since Ride-hail Start	-	5	5	-526,910	-12.1%
Bike Share	1.00	1	-	0	0.0%
Electric Scooters	-	1	1	-185740	-4.3%
New Reporters				-	0.0%
Total Modeled Ridership					68.9%
Total Observed Ridership					48.8%
Unexplained Change					-20.1%

Chattanooga, TN-GA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,907,910	2,268,800	18.9%	210,180	8.1%
Average Fare (2018\$)	0.86	0.90	4.8%	-29,950	-1.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	780,680	822,970	5.4%	28,370	1.1%
Share of Population and Employment in Transit Supportive Density	0.12	0.12	-0.7%	-1,060	-0.0%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-110,120	-4.2%
Median Per Capita Income (2018\$)	24,300	28,130	15.8%	-26,310	-1.0%
% of Households with 0 Vehicles	7	5	-23.5%	-8,700	-0.3%
% Working at Home	3.7	6.3	68.9%	-48,920	-1.9%
Years Since Ride-hail Start	-	4	4	-332,380	-12.8%
Bike Share	1.00	1	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-12.5%
Total Observed Ridership					-25.9%
Unexplained Change					-13.4%

Chicago-Joliet-Naperville, IL-IN-WI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	74,171,180	78,482,830	5.8%	7,837,860	2.3%
Average Fare (2018\$)	1.00	1.07	7.4%	-8,025,620	-2.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	13,960,840	14,226,680	1.9%	1,310,400	0.4%
Share of Population and Employment in Transit Supportive Density	0.51	0.50	-0.0%	5,300	0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-	-3.8%
Median Per Capita Income (2018\$)	31,470	34,240	8.8%	-1,847,920	-0.5%
% of Households with 0 Vehicles	13	12	-4.3%	-371,410	-0.1%
% Working at Home	4.2	5.2	24.4%	-2,452,380	-0.7%
Years Since Ride-hail Start	1.0	7	6	-	-10.5%
Bike Share	-	1	1	-3609020	-1.1%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-16.0%
Total Observed Ridership					-22.0%
Unexplained Change					-6.0%

Chicago-Joliet-Naperville, IL-IN-WI Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	111,850,000	121,364,970	8.5%	16,956,210	5.4%
Average Fare (2018\$)	2.05	2.28	11.4%	-7,990,450	-2.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	13,960,840	14,226,680	1.9%	1,276,810	0.4%
Share of Population and Employment in Transit Supportive Density	0.51	0.50	-0.0%	-11,600	-0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-	-4.0%
Median Per Capita Income (2018\$)	31,470	34,240	8.8%	-1,861,460	-0.6%
% of Households with 0 Vehicles	13	12	-4.3%	-329,080	-0.1%
% Working at Home	4.2	5.2	24.4%	-2,450,730	-0.8%
Years Since Ride-hail Start	1.0	7	6	4,073,990	1.3%
Bike Share	-	1	1	-3302870	-1.1%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-2.0%
Total Observed Ridership					-3.7%
Unexplained Change					-1.6%

Chico, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,109,320	1,024,840	-7.6%	-47,290	-3.6%
Average Fare (2018\$)	1.01	1.25	23.9%	-82,270	-6.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	310,250	330,410	6.5%	17,400	1.3%
Share of Population and Employment in Transit Supportive Density	0.21	0.23	11.2%	12,430	0.9%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-41,770	-3.1%
Median Per Capita Income (2018\$)	22,030	23,330	5.9%	-5,160	-0.4%
% of Households with 0 Vehicles	6	6	0.2%	0,450	0.0%
% Working at Home	6.0	4.4	-26.3%	15,160	1.1%
Years Since Ride-hail Start	-	3	3	-119,700	-9.0%
Bike Share	-	-	-	0	0.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-18.1%
Total Observed Ridership					-26.7%
Unexplained Change					-8.6%

Cincinnati-Middletown, OH-KY-IN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	12,219,570	12,659,930	3.6%	339,360	1.6%
Average Fare (2018\$)	1.80	1.76	-2.3%	151,600	0.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,149,390	3,274,360	4.0%	160,330	0.8%
Share of Population and Employment in Transit Supportive Density	0.23	0.23	0.1%	1,740	0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-834,610	-4.1%
Median Per Capita Income (2018\$)	29,610	32,130	8.5%	-116,180	-0.6%
% of Households with 0 Vehicles	8	8	-8.0%	-25,330	-0.1%
% Working at Home	3.5	4.6	31.4%	-177,980	-0.9%
Years Since Ride-hail Start	-	4	4	-2,500,160	-12.1%
Bike Share	-	1	1	-218490	-1.1%
Electric Scooters	-	1	1	-679130	-3.3%
New Reporters				-	0.0%
Total Modeled Ridership					-18.9%
Total Observed Ridership					-20.4%
Unexplained Change					-1.5%

Cleveland-Elyria-Mentor, OH Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	12,842,080	12,846,610	0.0%	216,790	0.6%
Average Fare (2018\$)	1.14	1.27	11.0%	-931,280	-2.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,031,150	3,042,220	0.4%	23,550	0.1%
Share of Population and Employment in Transit Supportive Density	0.30	0.30	0.5%	23,750	0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-1,582,320	-4.4%
Median Per Capita Income (2018\$)	27,860	30,230	8.5%	-209,880	-0.6%
% of Households with 0 Vehicles	11	10	-13.5%	-104,430	-0.3%
% Working at Home	3.6	4.5	25.0%	-242,330	-0.7%
Years Since Ride-hail Start	-	4	4	-4,511,530	-12.6%
Bike Share	-	1	1	-405090	-1.1%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-20.8%
Total Observed Ridership					-30.5%
Unexplained Change					-9.7%

Cleveland-Elyria-Mentor, OH Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,524,910	3,075,290	21.8%	1,199,620	15.2%
Average Fare (2018\$)	1.13	1.37	20.9%	-290,730	-3.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,031,150	3,042,220	0.4%	6,030	0.1%
Share of Population and Employment in Transit Supportive Density	0.30	0.30	0.5%	5,350	0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-348,430	-4.4%
Median Per Capita Income (2018\$)	27,860	30,230	8.5%	-48,680	-0.6%
% of Households with 0 Vehicles	11	10	-13.5%	-24,880	-0.3%
% Working at Home	3.6	4.5	25.0%	-58,040	-0.7%
Years Since Ride-hail Start	-	4	4	-742,770	-9.4%
Bike Share	-	1	1	-90960	-1.2%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-6.1%
Total Observed Ridership					-13.0%
Unexplained Change					-6.9%

Colorado Springs, CO Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,846,590	2,290,880	24.1%	340,980	11.6%
Average Fare (2018\$)	1.19	0.85	-28.1%	267,930	9.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	959,090	1,076,910	12.3%	75,120	2.5%
Share of Population and Employment in Transit Supportive Density	0.22	0.22	-3.7%	-8,690	-0.3%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-86,260	-2.9%
Median Per Capita Income (2018\$)	30,000	32,420	8.1%	-15,090	-0.5%
% of Households with 0 Vehicles	4	4	-6.6%	-2,000	-0.1%
% Working at Home	5.5	7.6	38.2%	-47,890	-1.6%
Years Since Ride-hail Start	-	4	4	-407,670	-13.8%
Bike Share	-	1	1	-34410	-1.2%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					1.4%
Total Observed Ridership					19.1%
Unexplained Change					17.7%

Columbia, MO Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	676,370	730,210	8.0%	94,000	5.3%
Average Fare (2018\$)	0.87	1.22	39.1%	-202,850	-11.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	274,690	279,900	1.9%	7,040	0.4%
Share of Population and Employment in Transit Supportive Density	0.14	0.14	0.2%	0,560	0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-91,920	-5.2%
Median Per Capita Income (2018\$)	26,730	25,620	-4.2%	1,500	0.1%
% of Households with 0 Vehicles	5	5	6.8%	3,540	0.2%
% Working at Home	3.3	6.4	92.4%	-27,290	-1.5%
Years Since Ride-hail Start	-	4	4	-217,960	-12.4%
Bike Share	-	1	1	-14970	-0.8%
Electric Scooters	-	1	1	-54210	-3.1%
New Reporters				-	0.0%
Total Modeled Ridership					-26.3%
Total Observed Ridership					-38.0%
Unexplained Change					-11.7%

Columbia, SC Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	976,610	2,680,390	174.5%	899,410	59.4%
Average Fare (2018\$)	1.39	0.71	-48.7%	342,330	22.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,135,040	1,218,190	7.3%	28,250	1.9%
Share of Population and Employment in Transit Supportive Density	0.16	0.13	-15.5%	-14,680	-1.0%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-60,740	-4.0%
Median Per Capita Income (2018\$)	27,950	27,610	-1.2%	1,800	0.1%
% of Households with 0 Vehicles	6	5	-6.5%	-3,670	-0.2%
% Working at Home	3.7	4.7	25.7%	-19,530	-1.3%
Years Since Ride-hail Start	-	4	4	-296,160	-19.6%
Bike Share	-	1	1	-26770	-1.8%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					58.2%
Total Observed Ridership					93.0%
Unexplained Change					34.9%

Columbus, OH Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	9,689,680	13,619,990	40.6%	2,902,940	15.4%
Average Fare (2018\$)	1.14	0.99	-13.6%	820,910	4.4%
Network Restructure	-	1.000	-	874,411.23	4.7%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,790,800	3,125,010	12.0%	459,090	2.4%
Share of Population and Employment in Transit Supportive Density	0.32	0.32	-0.2%	-5,040	-0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-758,220	-4.0%
Median Per Capita Income (2018\$)	31,170	33,070	6.1%	-79,060	-0.4%
% of Households with 0 Vehicles	7	6	-19.1%	-48,790	-0.3%
% Working at Home	4.3	5.7	31.4%	-191,520	-1.0%
Years Since Ride-hail Start	-	5	5	-3,106,320	-16.5%
Bike Share	-	1	1	-198620	-1.1%
Electric Scooters	-	1	1	-718780	-3.8%
New Reporters				-	0.0%
Total Modeled Ridership					-1.0%
Total Observed Ridership					2.7%
Unexplained Change					3.6%

Corpus Christi, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,004,790	3,721,240	23.8%	547,210	9.6%
Average Fare (2018\$)	0.27	0.28	7.1%	-51,790	-0.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	629,030	645,090	2.6%	31,910	0.6%
Share of Population and Employment in Transit Supportive Density	0.37	0.35	-4.0%	-33,700	-0.6%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-240,770	-4.2%
Median Per Capita Income (2018\$)	24,460	25,530	4.4%	-18,840	-0.3%
% of Households with 0 Vehicles	7	5	-29.0%	-22,000	-0.4%
% Working at Home	2.5	3.7	48.0%	-47,860	-0.8%
Years Since Ride-hail Start	-	4	4	-716,650	-12.6%
Bike Share	-	1	1	-59010	-1.0%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-11.1%
Total Observed Ridership					-10.6%
Unexplained Change					0.5%

Corvallis, OR Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	395,940	431,990	9.1%	46,070	4.0%
Average Fare (2018\$)	-	-	-	0,000	0.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	128,690	139,190	8.2%	19,890	1.7%
Share of Population and Employment in Transit Supportive Density	0.33	0.31	-4.8%	-6,280	-0.5%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-32,620	-2.8%
Median Per Capita Income (2018\$)	22,550	24,480	8.6%	-6,900	-0.6%
% of Households with 0 Vehicles	8	5	-30.1%	-5,500	-0.5%
% Working at Home	7.6	10.6	39.8%	-24,650	-2.1%
Years Since Ride-hail Start	-	1	1	-38,260	-3.3%
Bike Share	-	1	1	-12720	-1.1%
Electric Scooters	-	-	-	0	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-5.5%
Total Observed Ridership					-6.0%
Unexplained Change					-0.5%

Crestview-Fort Walton Beach-Destin, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	289,690	214,340	-26.0%	-13,410	-12.3%
Average Fare (2018\$)	0.75	0.84	12.4%	-4,950	-4.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	275,390	372,380	35.2%	7,290	6.7%
Share of Population and Employment in Transit	0.09	0.09	2.7%	0,090	0.1%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-4,420	-4.1%
Median Per Capita Income (2018\$)	28,930	31,820	10.0%	-0,600	-0.6%
% of Households with 0 Vehicles	5	7	34.3%	0,310	0.3%
% Working at Home	2.0	4.3	113.8%	-2,070	-1.9%
Years Since Ride-hail Start	-	2	2	-5,600	-5.1%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-20.4%
Total Observed Ridership					-30.5%
Unexplained Change					-10.1%

Dallas-Fort Worth-Arlington, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	30,756,780	34,501,190	12.2%	2,421,580	5.1%
Average Fare (2018\$)	0.89	0.84	-5.3%	521,670	1.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	9,819,010	11,295,210	15.0%	1,379,270	2.9%
Share of Population and Employment in Transit Supportive Density	0.38	0.37	-1.2%	-86,740	-0.2%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-2,071,050	-4.3%
Median Per Capita Income (2018\$)	31,490	34,860	10.7%	-320,780	-0.7%
% of Households with 0 Vehicles	5	5	-11.4%	-52,980	-0.1%
% Working at Home	4.6	5.7	23.4%	-386,420	-0.8%
Years Since Ride-hail Start	-	6	6	-5,208,790	-10.9%
Bike Share	-	1	1	- 504,940	-1.1%
Electric Scooters	-	1	1	- 1,561,870	-3.3%
New Reporters				-	0.0%
Total Modeled Ridership					-12.3%
Total Observed Ridership					-19.2%
Unexplained Change					-7.0%

Dallas-Fort Worth-Arlington, TX Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	9,686,030	12,298,330	27.0%	5,156,930	16.7%
Average Fare (2018\$)	0.90	1.20	33.2%	-1,561,280	-5.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	9,819,010	11,295,210	15.0%	984,590	3.2%
Share of Population and Employment in Transit Supportive Density	0.38	0.37	-1.2%	-57,940	-0.2%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-1,344,800	-4.3%
Median Per Capita Income (2018\$)	31,490	34,860	10.7%	-233,680	-0.8%
% of Households with 0 Vehicles	5	5	-11.4%	-38,750	-0.1%
% Working at Home	4.6	5.7	23.4%	-267,740	-0.9%
Years Since Ride-hail Start	-	6	6	421,190	1.4%
Bike Share	-	1	1	- 341,360	-1.1%
Electric Scooters	-	1	1	- 1,268,740	-4.1%
New Reporters				-	0.0%
Total Modeled Ridership					4.1%
Total Observed Ridership					0.5%
Unexplained Change					-3.6%

Davenport-Moline-Rock Island, IA-IL Metro Area- Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,217,480	2,345,320	5.8%	81,290	2.3%
Average Fare (2018\$)	0.34	0.25	-26.0%	132,710	3.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	565,410	566,270	0.2%	0,980	0.0%
Share of Population and Employment in Transit Supportive Density	0.17	0.16	-3.1%	-7,150	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-140,180	-4.0%
Median Per Capita Income (2018\$)	30,330	29,770	-1.8%	3,670	0.1%
% of Households with 0 Vehicles	7	7	-0.6%	-0,560	-0.0%
% Working at Home	2.9	4.6	58.6%	-42,920	-1.2%
Years Since Ride-hail Start	-	3	3	-325,970	-9.4%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.7%
Total Observed Ridership					-8.5%
Unexplained Change					0.2%

Dayton, OH Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	5,672,970	5,970,030	5.2%	244,090	2.6%
Average Fare (2018\$)	0.98	0.70	-28.9%	813,840	8.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,219,820	1,199,840	-1.6%	-33,050	-0.4%
Share of Population and Employment in Transit Supportive Density	0.14	0.14	-0.8%	-4,060	-0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-396,870	-4.2%
Median Per Capita Income (2018\$)	26,900	28,760	6.9%	-42,770	-0.5%
% of Households with 0 Vehicles	8	7	-16.9%	-25,400	-0.3%
% Working at Home	3.4	3.6	6.6%	-16,240	-0.2%
Years Since Ride-hail Start	-	4	4	-1,217,310	-13.0%
Bike Share	-	1	1	- 105,500	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.4%
Total Observed Ridership					-9.6%
Unexplained Change					-1.2%

Decatur, IL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	968,330	977,210	0.9%	4,300	0.3%
Average Fare (2018\$)	0.39	0.41	7.0%	-15,980	-1.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	159,040	152,400	-4.2%	-12,850	-0.9%
Share of Population and Employment in Transit Supportive Density	0.24	0.25	2.0%	3,410	0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-62,510	-4.5%
Median Per Capita Income (2018\$)	26,520	28,100	6.0%	-5,400	-0.4%
% of Households with 0 Vehicles	11	7	-33.1%	-8,970	-0.6%
% Working at Home	2.9	4.6	56.9%	-17,040	-1.2%
Years Since Ride-hail Start	-	1	1	-38,580	-2.8%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-10.7%
Total Observed Ridership					-19.5%
Unexplained Change					-8.9%

Deltona-Daytona Beach-Ormond Beach, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,770,520	2,325,030	31.3%	321,000	12.1%
Average Fare (2018\$)	0.74	0.72	-3.0%	5,030	0.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	711,820	907,110	27.4%	142,500	5.4%
Share of Population and Employment in Transit	0.09	0.08	-11.5%	-11,270	-0.4%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-115,790	-4.4%
Median Per Capita Income (2018\$)	23,540	26,390	12.1%	-21,500	-0.8%
% of Households with 0 Vehicles	7	4	-43.3%	-14,900	-0.6%
% Working at Home	4.8	6.7	38.5%	-36,010	-1.4%
Years Since Ride-hail Start	-	4	4	-338,010	-12.7%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-2.6%
Total Observed Ridership					-12.6%
Unexplained Change					-10.0%

Denver-Aurora-Broomfield, CO Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	33,500,860	35,973,310	7.4%	2,492,800	3.3%
Average Fare (2018\$)	1.17	1.08	-8.1%	1,971,260	2.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,981,440	4,514,510	13.4%	2,036,680	2.7%
Share of Population and Employment in Transit Supportive Density	0.49	0.49	0.0%	-9,590	-0.0%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-2,596,210	-3.4%
Median Per Capita Income (2018\$)	34,700	39,680	14.4%	-704,660	-0.9%
% of Households with 0 Vehicles	6	6	-14.2%	-139,600	-0.2%
% Working at Home	6.3	9.0	42.9%	-1,517,280	-2.0%
Years Since Ride-hail Start	-	5	5	-7,049,520	-9.3%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	1	1	- 2,547,810	-3.4%
New Reporters				-	0.0%
Total Modeled Ridership					-11.0%
Total Observed Ridership					-8.1%
Unexplained Change					2.9%

Denver-Aurora-Broomfield, CO Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	8,441,560	14,313,000	69.6%	8,848,280	38.5%
Average Fare (2018\$)	1.51	2.09	38.0%	-1,534,540	-6.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,981,440	4,514,510	13.4%	710,540	3.1%
Share of Population and Employment in Transit Supportive Density	0.49	0.49	0.0%	4,130	0.0%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-698,500	-3.0%
Median Per Capita Income (2018\$)	34,700	39,680	14.4%	-257,100	-1.1%
% of Households with 0 Vehicles	6	6	-14.2%	-45,230	-0.2%
% Working at Home	6.3	9.0	42.9%	-539,800	-2.3%
Years Since Ride-hail Start	-	5	5	296,700	1.3%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	1	1	- 1,233,410	-5.4%
New Reporters				-	0.0%
Total Modeled Ridership					23.6%
Total Observed Ridership					59.6%
Unexplained Change					36.0%

Des Moines-West Des Moines, IA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,373,560	3,107,600	30.9%	521,030	12.4%
Average Fare (2018\$)	1.17	1.14	-2.2%	25,930	0.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	895,700	1,002,310	11.9%	104,640	2.5%
Share of Population and Employment in Transit Supportive Density	0.21	0.21	-3.2%	-11,540	-0.3%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-173,540	-4.1%
Median Per Capita Income (2018\$)	34,730	36,700	5.7%	-17,240	-0.4%
% of Households with 0 Vehicles	5	6	10.8%	5,150	0.1%
% Working at Home	4.0	6.2	54.4%	-70,910	-1.7%
Years Since Ride-hail Start	-	4	4	-578,810	-13.8%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-4.4%
Total Observed Ridership					2.1%
Unexplained Change					6.5%

Detroit-Warren-Livonia, MI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	19,625,060	23,290,660	18.7%	2,397,800	6.0%
Average Fare (2018\$)	0.95	0.90	-5.5%	536,200	1.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	6,096,220	6,348,000	4.1%	320,970	0.8%
Share of Population and Employment in Transit Supportive Density	0.29	0.28	-2.2%	-94,280	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-1,449,920	-3.6%
Median Per Capita Income (2018\$)	28,300	32,640	15.3%	-356,210	-0.9%
% of Households with 0 Vehicles	10	8	-16.7%	-119,380	-0.3%
% Working at Home	3.4	4.2	22.8%	-196,580	-0.5%
Years Since Ride-hail Start	-	5	5	-5,857,620	-14.6%
Bike Share	-	1	1	- 374,140	-0.9%
Electric Scooters	-	1	1	- 1,269,990	-3.2%
New Reporters				-	0.0%
Total Modeled Ridership					-16.5%
Total Observed Ridership					-23.6%
Unexplained Change					-7.1%

Duluth, MN-WI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,803,840	2,162,050	19.9%	230,620	7.4%
Average Fare (2018\$)	0.82	0.82	0.5%	-15,060	-0.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	412,510	418,140	1.4%	8,990	0.3%
Share of Population and Employment in Transit Supportive Density	0.23	0.24	2.6%	7,700	0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-129,570	-4.2%
Median Per Capita Income (2018\$)	25,640	29,640	15.6%	-30,780	-1.0%
% of Households with 0 Vehicles	8	6	-24.5%	-11,230	-0.4%
% Working at Home	4.6	5.1	10.3%	-7,260	-0.2%
Years Since Ride-hail Start	-	1	1	-92,700	-3.0%
Bike Share	-	1	1	- 30,050	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-1.8%
Total Observed Ridership					-15.4%
Unexplained Change					-13.6%

Durham-Chapel Hill, NC Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	6,659,030	7,241,070	8.7%	559,970	3.6%
Average Fare (2018\$)	0.87	0.83	-4.9%	159,620	1.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	773,690	864,430	11.7%	353,930	2.2%
Share of Population and Employment in Transit Supportive Density	0.15	0.16	5.2%	47,930	0.3%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-607,640	-3.9%
Median Per Capita Income (2018\$)	27,710	32,960	18.9%	-180,020	-1.1%
% of Households with 0 Vehicles	9	7	-22.9%	-58,840	-0.4%
% Working at Home	5.0	6.6	31.5%	-177,910	-1.1%
Years Since Ride-hail Start	-	4	4	-1,917,020	-12.2%
Bike Share	-	1	1	- 146,560	-0.9%
Electric Scooters	-	1	1	- 579,840	-3.7%
New Reporters				-	0.0%
Total Modeled Ridership					-16.2%
Total Observed Ridership					-9.5%
Unexplained Change					6.7%

Eau Claire, WI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	666,400	693,350	4.0%	19,540	2.0%
Average Fare (2018\$)	0.75	0.90	19.4%	-45,940	-4.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	249,490	259,520	4.0%	7,850	0.8%
Share of Population and Employment in Transit Supportive Density	0.14	0.13	-1.9%	-0,850	-0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-39,630	-4.1%
Median Per Capita Income (2018\$)	26,280	26,830	2.1%	-1,530	-0.2%
% of Households with 0 Vehicles	5	6	7.6%	0,920	0.1%
% Working at Home	5.1	8.0	56.9%	-19,290	-2.0%
Years Since Ride-hail Start	-	1	1	-28,790	-2.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-11.1%
Total Observed Ridership					-8.2%
Unexplained Change					3.0%

El Centro, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	663,220	881,300	32.9%	96,000	13.0%
Average Fare (2018\$)	0.92	0.77	-16.2%	27,830	3.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	234,530	244,710	4.3%	7,220	1.0%
Share of Population and Employment in Transit Supportive Density	0.26	0.26	1.8%	1,660	0.2%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-23,850	-3.2%
Median Per Capita Income (2018\$)	15,460	19,450	25.8%	-11,300	-1.5%
% of Households with 0 Vehicles	9	5	-48.0%	-5,650	-0.8%
% Working at Home	4.9	7.3	49.5%	-16,280	-2.2%
Years Since Ride-hail Start	-	3	3	-81,100	-11.0%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					1.3%
Total Observed Ridership					23.0%
Unexplained Change					21.6%

El Paso, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	6,927,890	6,741,400	-2.7%	-126,190	-0.9%
Average Fare (2018\$)	0.65	0.56	-14.1%	317,220	2.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,145,230	1,187,180	3.7%	98,810	0.7%
Share of Population and Employment in Transit Supportive Density	0.58	0.56	-3.5%	-104,070	-0.8%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-515,160	-3.7%
Median Per Capita Income (2018\$)	21,390	22,580	5.6%	-45,190	-0.3%
% of Households with 0 Vehicles	8	7	-18.6%	-36,290	-0.3%
% Working at Home	2.8	4.5	58.9%	-164,060	-1.2%
Years Since Ride-hail Start	-	4	4	-1,633,410	-11.8%
Bike Share	-	1	1	- 131,900	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-17.1%
Total Observed Ridership					-16.8%
Unexplained Change					0.3%

Elkhart-Goshen, IN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	608,560	592,360	-2.7%	-4,880	-1.2%
Average Fare (2018\$)	0.81	0.60	-26.0%	28,270	6.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	287,810	320,600	11.4%	9,850	2.3%
Share of Population and Employment in Transit Supportive Density	0.06	0.06	-3.0%	-0,260	-0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-18,750	-4.4%
Median Per Capita Income (2018\$)	25,500	31,230	22.5%	-6,510	-1.5%
% of Households with 0 Vehicles	9	9	-1.9%	-0,240	-0.1%
% Working at Home	2.3	5.2	125.0%	-10,030	-2.4%
Years Since Ride-hail Start	-	2	2	-26,870	-6.3%
Bike Share	-	1	1	- 4,180	-1.0%
Electric Scooters	-	1	1	- 15,140	-3.6%
New Reporters				-	0.0%
Total Modeled Ridership					-10.7%
Total Observed Ridership					13.3%
Unexplained Change					24.0%

Erie, PA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,970,580	2,205,710	11.9%	156,930	4.6%
Average Fare (2018\$)	0.74	1.18	59.7%	-414,450	-12.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	407,350	395,500	-2.9%	-19,440	-0.6%
Share of Population and Employment in Transit Supportive Density	0.27	0.27	1.1%	4,140	0.1%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-130,310	-3.9%
Median Per Capita Income (2018\$)	24,510	25,090	2.4%	-7,110	-0.2%
% of Households with 0 Vehicles	10	12	20.0%	12,600	0.4%
% Working at Home	3.4	3.3	-2.9%	1,180	0.0%
Years Since Ride-hail Start	-	3	3	-287,270	-8.5%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-19.9%
Total Observed Ridership					-27.4%
Unexplained Change					-7.5%

Eugene-Springfield, OR Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,196,690	3,764,010	17.7%	780,680	7.3%
Average Fare (2018\$)	0.64	0.74	15.7%	-387,900	-3.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	511,440	556,590	8.8%	193,700	1.8%
Share of Population and Employment in Transit Supportive Density	0.28	0.28	1.4%	17,390	0.2%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-314,000	-2.9%
Median Per Capita Income (2018\$)	22,980	25,630	11.5%	-83,960	-0.8%
% of Households with 0 Vehicles	9	7	-14.4%	-25,530	-0.2%
% Working at Home	6.7	7.1	5.2%	-10,790	-0.1%
Years Since Ride-hail Start	-	-	-	0,000	0.0%
Bike Share	-	1	1	- 109,730	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					0.7%
Total Observed Ridership					-11.3%
Unexplained Change					-12.0%

Evansville, IN-KY Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,351,600	1,156,320	-14.4%	-133,040	-6.6%
Average Fare (2018\$)	0.71	0.91	27.7%	-123,520	-6.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	527,700	499,190	-5.4%	-25,930	-1.3%
Share of Population and Employment in Transit Supportive Density	0.20	0.19	-1.3%	-1,740	-0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-88,190	-4.4%
Median Per Capita Income (2018\$)	27,190	29,610	8.9%	-10,700	-0.5%
% of Households with 0 Vehicles	7	5	-26.8%	-5,450	-0.3%
% Working at Home	2.8	3.4	19.6%	-3,670	-0.2%
Years Since Ride-hail Start	-	1	1	-49,710	-2.5%
Bike Share	-	1	1	- 21,290	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-21.8%
Total Observed Ridership					-31.0%
Unexplained Change					-9.2%

Fargo, ND-MN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,178,180	1,489,280	26.4%	216,010	10.6%
Average Fare (2018\$)	0.50	0.42	-16.5%	63,130	3.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	336,620	379,260	12.7%	54,100	2.7%
Share of Population and Employment in Transit Supportive Density	0.30	0.28	-5.8%	-15,030	-0.7%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-90,970	-4.5%
Median Per Capita Income (2018\$)	31,120	36,190	16.3%	-22,070	-1.1%
% of Households with 0 Vehicles	7	4	-42.7%	-10,900	-0.5%
% Working at Home	3.7	5.6	52.0%	-30,400	-1.5%
Years Since Ride-hail Start	-	3	3	-195,980	-9.7%
Bike Share	-	1	1	- 23,020	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-2.6%
Total Observed Ridership					-3.8%
Unexplained Change					-1.2%

Fayetteville, NC Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	887,750	1,275,840	43.7%	258,210	16.2%
Average Fare (2018\$)	0.60	0.83	37.6%	-123,350	-7.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	510,830	532,710	4.3%	13,360	0.8%
Share of Population and Employment in Transit Supportive Density	0.04	0.04	0.9%	0,220	0.0%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-65,840	-4.1%
Median Per Capita Income (2018\$)	27,900	24,590	-11.9%	13,610	0.9%
% of Households with 0 Vehicles	6	6	-9.8%	-1,640	-0.1%
% Working at Home	1.5	5.1	241.7%	-42,480	-2.7%
Years Since Ride-hail Start	-	4	4	-196,410	-12.3%
Bike Share	-	1	1	- 14,780	-0.9%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-10.5%
Total Observed Ridership					-18.7%
Unexplained Change					-8.2%

Flagstaff, AZ Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	713,410	926,070	29.8%	224,550	11.6%
Average Fare (2018\$)	0.81	0.52	-36.1%	206,390	10.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	200,930	213,780	6.4%	26,140	1.3%
Share of Population and Employment in Transit Supportive Density	0.11	0.10	-5.0%	-3,960	-0.2%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-45,460	-2.3%
Median Per Capita Income (2018\$)	22,570	24,860	10.1%	-12,810	-0.7%
% of Households with 0 Vehicles	6	3	-55.3%	-13,790	-0.7%
% Working at Home	7.3	5.2	-29.1%	31,420	1.6%
Years Since Ride-hail Start	-	4	4	-265,480	-13.7%
Bike Share	-	1	1	- 23,890	-1.2%
Electric Scooters	-	1	1	- 86,550	-4.5%
New Reporters				-	0.0%
Total Modeled Ridership					1.9%
Total Observed Ridership					40.0%
Unexplained Change					38.1%

Flint, MI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,132,870	3,675,900	17.3%	327,970	6.0%
Average Fare (2018\$)	0.92	1.21	31.6%	-418,720	-7.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	581,470	579,190	-0.4%	-3,820	-0.1%
Share of Population and Employment in Transit Supportive Density	0.09	0.09	-6.8%	-15,500	-0.3%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-212,570	-3.9%
Median Per Capita Income (2018\$)	24,460	26,000	6.3%	-20,020	-0.4%
% of Households with 0 Vehicles	9	9	6.0%	5,870	0.1%
% Working at Home	3.5	3.6	3.6%	4,670	0.1%
Years Since Ride-hail Start	-	4	4	-628,440	-11.5%
Bike Share	-	1	1	- 52,560	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-18.5%
Total Observed Ridership					-25.2%
Unexplained Change					-6.7%

Fort Collins-Loveland, CO Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	978,740	1,577,050	61.1%	562,300	19.1%
Average Fare (2018\$)	0.53	0.57	6.4%	47,020	1.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	471,770	545,300	15.6%	93,500	3.2%
Share of Population and Employment in Transit Supportive Density	0.20	0.20	0.2%	-0,680	-0.0%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-48,470	-1.6%
Median Per Capita Income (2018\$)	27,160	33,730	24.2%	-45,030	-1.5%
% of Households with 0 Vehicles	5	6	25.3%	11,070	0.4%
% Working at Home	7.9	10.8	37.0%	-103,380	-3.5%
Years Since Ride-hail Start	-	4	4	-451,830	-15.3%
Bike Share	-	1	1	- 33,430	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					2.0%
Total Observed Ridership					94.0%
Unexplained Change					92.0%

Fort Wayne, IN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,439,870	1,436,010	-0.3%	-0,430	-0.0%
Average Fare (2018\$)	0.78	0.88	12.8%	-64,530	-3.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	608,930	647,880	6.4%	25,720	1.3%
Share of Population and Employment in Transit Supportive Density	0.16	0.15	-2.4%	-3,200	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-83,080	-4.1%
Median Per Capita Income (2018\$)	29,470	29,510	0.1%	-0,010	-0.0%
% of Households with 0 Vehicles	7	5	-33.6%	-9,080	-0.4%
% Working at Home	4.4	3.7	-17.0%	10,950	0.5%
Years Since Ride-hail Start	-	3	3	-179,510	-8.8%
Bike Share	-	1	1	- 20,510	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-15.9%
Total Observed Ridership					-17.9%
Unexplained Change					-2.0%

Fresno, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,888,610	4,563,170	17.3%	712,610	6.5%
Average Fare (2018\$)	0.90	0.71	-21.5%	655,170	6.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,321,350	1,417,330	7.3%	164,780	1.5%
Share of Population and Employment in Transit Supportive Density	0.40	0.41	1.4%	25,540	0.2%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-335,020	-3.0%
Median Per Capita Income (2018\$)	21,520	25,280	17.5%	-120,650	-1.1%
% of Households with 0 Vehicles	9	7	-26.6%	-49,530	-0.5%
% Working at Home	4.7	3.7	-21.8%	83,080	0.8%
Years Since Ride-hail Start	-	4	4	-1,383,480	-12.6%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-2.0%
Total Observed Ridership					-13.0%
Unexplained Change					-11.0%

Gainesville, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,338,050	3,693,480	10.6%	479,570	4.4%
Average Fare (2018\$)	1.35	1.60	18.5%	-596,710	-5.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	396,170	428,980	8.3%	174,530	1.6%
Share of Population and Employment in Transit Supportive Density	0.28	0.27	-6.6%	-79,720	-0.7%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-450,420	-4.1%
Median Per Capita Income (2018\$)	23,490	24,010	2.2%	-18,460	-0.2%
% of Households with 0 Vehicles	9	7	-19.4%	-34,980	-0.3%
% Working at Home	4.9	4.8	-2.6%	11,680	0.1%
Years Since Ride-hail Start	-	4	4	-1,323,260	-12.0%
Bike Share	-	1	1	- 108,560	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-17.7%
Total Observed Ridership					-13.8%
Unexplained Change					3.9%

Grand Rapids-Wyoming, MI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	4,235,860	4,869,630	15.0%	637,640	5.9%
Average Fare (2018\$)	0.51	0.94	84.5%	-1,437,080	-13.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,156,420	1,501,640	29.9%	585,340	5.5%
Share of Population and Employment in Transit Supportive Density	0.18	0.18	-2.3%	-17,460	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-429,860	-4.0%
Median Per Capita Income (2018\$)	27,370	31,610	15.5%	-98,300	-0.9%
% of Households with 0 Vehicles	7	5	-30.7%	-44,160	-0.4%
% Working at Home	4.0	4.6	15.6%	-42,330	-0.4%
Years Since Ride-hail Start	-	4	4	-1,285,380	-12.0%
Bike Share	-	1	1	- 96,750	-0.9%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-20.8%
Total Observed Ridership					-14.2%
Unexplained Change					6.6%

Great Falls, MT Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	418,160	428,510	2.5%	4,440	1.0%
Average Fare (2018\$)	0.57	0.54	-5.3%	4,680	1.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	117,960	117,750	-0.2%	-0,160	-0.0%
Share of Population and Employment in Transit Supportive Density	0.23	0.23	-2.4%	-0,950	-0.2%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-14,450	-3.3%
Median Per Capita Income (2018\$)	24,730	28,410	14.9%	-4,150	-0.9%
% of Households with 0 Vehicles	9	11	14.1%	1,180	0.3%
% Working at Home	3.2	7.6	138.3%	-13,630	-3.1%
Years Since Ride-hail Start	-	2	2	-27,220	-6.1%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-11.4%
Total Observed Ridership					-4.7%
Unexplained Change					6.7%

Green Bay, WI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,082,310	1,183,480	9.3%	53,280	3.6%
Average Fare (2018\$)	0.68	0.48	-29.0%	93,690	6.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	468,950	493,650	5.3%	15,590	1.1%
Share of Population and Employment in Transit Supportive Density	0.16	0.16	0.1%	-0,020	-0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-59,920	-4.1%
Median Per Capita Income (2018\$)	30,090	32,780	8.9%	-8,300	-0.6%
% of Households with 0 Vehicles	5	5	-7.4%	-1,010	-0.1%
% Working at Home	4.4	5.1	15.9%	-6,420	-0.4%
Years Since Ride-hail Start	-	4	4	-179,300	-12.3%
Bike Share	-	1	1	- 13,400	-0.9%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-7.3%
Total Observed Ridership					-16.3%
Unexplained Change					-9.0%

Greensboro-High Point, NC Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,130,280	2,061,970	-3.2%	-60,940	-1.4%
Average Fare (2018\$)	0.78	0.80	3.5%	-49,100	-1.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,066,350	1,121,760	5.2%	46,140	1.0%
Share of Population and Employment in Transit Supportive Density	0.08	0.07	-10.5%	-14,560	-0.3%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-187,530	-4.2%
Median Per Capita Income (2018\$)	26,010	28,480	9.5%	-24,910	-0.6%
% of Households with 0 Vehicles	7	7	-4.6%	-3,840	-0.1%
% Working at Home	3.8	5.5	44.7%	-54,910	-1.2%
Years Since Ride-hail Start	-	4	4	-526,220	-11.7%
Bike Share	-	1	1	- 40,670	-0.9%
Electric Scooters	-	1	1	- 140,030	-3.1%
New Reporters				-	0.0%
Total Modeled Ridership					-23.1%
Total Observed Ridership					-30.0%
Unexplained Change					-6.9%

Gulfport-Biloxi, MS Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	797,950	657,000	-17.7%	-55,750	-8.9%
Average Fare (2018\$)	0.89	0.90	1.4%	-12,100	-1.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	362,940	503,770	38.8%	48,760	7.8%
Share of Population and Employment in Transit Supportive Density	0.02	0.02	1.3%	-0,020	-0.0%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-25,330	-4.0%
Median Per Capita Income (2018\$)	24,320	27,400	12.7%	-5,360	-0.9%
% of Households with 0 Vehicles	5	5	15.0%	1,080	0.2%
% Working at Home	1.6	1.8	14.1%	-1,740	-0.3%
Years Since Ride-hail Start	-	2	2	-39,000	-6.2%
Bike Share	-	1	1	- 6,900	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-13.8%
Total Observed Ridership					-22.7%
Unexplained Change					-8.8%

Hanford-Corcoran, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	628,360	772,530	22.9%	69,970	9.3%
Average Fare (2018\$)	0.85	0.67	-21.1%	42,050	5.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	201,410	203,190	0.9%	1,350	0.2%
Share of Population and Employment in Transit Supportive Density	0.17	0.16	-5.1%	-2,830	-0.4%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-21,900	-2.9%
Median Per Capita Income (2018\$)	24,280	25,500	5.0%	-2,530	-0.3%
% of Households with 0 Vehicles	7	10	39.8%	4,040	0.5%
% Working at Home	1.1	9.3	745.5%	-45,960	-6.1%
Years Since Ride-hail Start	-	2	2	-46,970	-6.2%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-0.5%
Total Observed Ridership					-9.9%
Unexplained Change					-9.3%

Harrisburg-Carlisle, PA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,469,200	1,528,750	4.1%	44,690	2.0%
Average Fare (2018\$)	1.35	1.32	-2.4%	6,500	0.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	825,520	860,080	4.2%	19,690	0.9%
Share of Population and Employment in Transit Supportive Density	0.16	0.16	0.6%	0,930	0.0%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-93,900	-4.2%
Median Per Capita Income (2018\$)	31,430	33,260	5.8%	-9,370	-0.4%
% of Households with 0 Vehicles	8	6	-25.0%	-7,990	-0.4%
% Working at Home	3.4	5.5	62.5%	-34,120	-1.5%
Years Since Ride-hail Start	-	3	3	-197,330	-8.9%
Bike Share	-	1	1	- 21,130	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-13.0%
Total Observed Ridership					-24.3%
Unexplained Change					-11.2%

Harrisonburg, VA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	562,790	607,150	7.9%	99,140	3.7%
Average Fare (2018\$)	0.61	0.80	30.3%	-164,290	-6.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	189,270	200,030	5.7%	31,600	1.2%
Share of Population and Employment in Transit Supportive Density	0.10	0.11	6.5%	7,520	0.3%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-117,470	-4.4%
Median Per Capita Income (2018\$)	21,670	23,950	10.5%	-20,650	-0.8%
% of Households with 0 Vehicles	8	7	-15.3%	-5,530	-0.2%
% Working at Home	6.0	4.8	-20.8%	23,010	0.9%
Years Since Ride-hail Start	-	3	3	-256,610	-9.6%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	1	1	- 88,750	-3.3%
New Reporters				-	0.0%
Total Modeled Ridership					-17.9%
Total Observed Ridership					-19.5%
Unexplained Change					-1.7%

Hartford-West Hartford-East Hartford, CT Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	7,239,350	10,527,780	45.4%	2,916,720	17.1%
Average Fare (2018\$)	0.98	1.04	6.3%	-294,220	-1.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,808,740	1,843,340	1.9%	69,340	0.4%
Share of Population and Employment in Transit	0.24	0.24	-0.5%	-8,140	-0.0%
Supportive Density					
Average Gas Price (2018\$)	4.13	2.85	-31.0%	-646,390	-3.8%
Median Per Capita Income (2018\$)	35,310	36,510	3.4%	-36,220	-0.2%
% of Households with 0 Vehicles	9	8	-11.5%	-37,200	-0.2%
% Working at Home	3.7	5.2	40.5%	-190,600	-1.1%
Years Since Ride-hail Start	-	4	4	-2,264,880	-13.3%
Bike Share	-	1	1	- 185,370	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-4.8%
Total Observed Ridership					7.5%
Unexplained Change					12.3%

Hartford-West Hartford-East Hartford, CT Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,116,200	1,350,390	21.0%	95,080	15.3%
Average Fare (2018\$)	3.87	4.09	5.5%	-28,140	-4.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,808,740	1,843,340	1.9%	3,600	0.6%
Share of Population and Employment in Transit	0.24	0.24	-0.5%	-0,560	-0.1%
Supportive Density					
Average Gas Price (2018\$)	4.13	2.85	-31.0%	-36,870	-5.9%
Median Per Capita Income (2018\$)	35,310	36,510	3.4%	-2,370	-0.4%
% of Households with 0 Vehicles	9	8	-11.5%	-2,220	-0.4%
% Working at Home	3.7	5.2	40.5%	-10,260	-1.6%
Years Since Ride-hail Start	-	4	4	-75,390	-12.1%
Bike Share	-	1	1	- 8,300	-1.3%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-4.4%
Total Observed Ridership					-4.3%
Unexplained Change					0.1%

Houston-Sugar Land-Baytown, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	41,607,220	46,020,100	10.6%	3,102,230	4.6%
Average Fare (2018\$)	0.99	0.77	-22.2%	4,653,240	6.8%
Network Restructure	-	-	-	141,901.97	0.2%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	9,121,500	10,278,730	12.7%	1,768,660	2.6%
Share of Population and Employment in Transit Supportive Density	0.41	0.40	-2.2%	-244,080	-0.4%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-2,826,660	-4.2%
Median Per Capita Income (2018\$)	29,800	32,300	8.4%	-389,220	-0.6%
% of Households with 0 Vehicles	6	5	-15.7%	-128,980	-0.2%
% Working at Home	3.5	5.3	50.0%	-899,360	-1.3%
Years Since Ride-hail Start	-	4	4	-5,209,450	-7.7%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-0.5%
Total Observed Ridership					2.4%
Unexplained Change					2.9%

Houston-Sugar Land-Baytown, TX Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	910,790	3,509,440	285.3%	13,194,380	149.0%
Average Fare (2018\$)	0.38	0.35	-8.7%	69,910	0.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	9,121,500	10,278,730	12.7%	377,620	4.3%
Share of Population and Employment in Transit Supportive Density	0.41	0.40	-2.2%	-50,070	-0.6%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-459,480	-5.2%
Median Per Capita Income (2018\$)	29,800	32,300	8.4%	-63,740	-0.7%
% of Households with 0 Vehicles	6	5	-15.7%	-26,730	-0.3%
% Working at Home	3.5	5.3	50.0%	-234,760	-2.7%
Years Since Ride-hail Start	-	4	4	145,710	1.6%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					138.6%
Total Observed Ridership					65.2%
Unexplained Change					-73.4%

Huntsville, AL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	604,830	573,980	-5.1%	-8,980	-1.5%
Average Fare (2018\$)	0.59	0.46	-22.5%	26,590	4.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	625,440	675,880	8.1%	9,570	1.6%
Share of Population and Employment in Transit Supportive Density	0.07	0.07	6.3%	0,900	0.2%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-22,350	-3.8%
Median Per Capita Income (2018\$)	29,650	31,750	7.1%	-2,480	-0.4%
% of Households with 0 Vehicles	5	4	-19.0%	-1,190	-0.2%
% Working at Home	2.4	3.5	44.8%	-3,850	-0.7%
Years Since Ride-hail Start	-	2	2	-40,900	-7.0%
Bike Share	-	1	1	- 6,630	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.6%
Total Observed Ridership					47.6%
Unexplained Change					56.2%

Indianapolis-Carmel, IN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	6,517,050	7,380,370	13.2%	536,610	5.3%
Average Fare (2018\$)	1.13	0.95	-15.8%	458,350	4.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,632,660	3,023,080	14.8%	295,570	2.9%
Share of Population and Employment in Transit Supportive Density	0.20	0.20	1.1%	9,550	0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-423,220	-4.2%
Median Per Capita Income (2018\$)	30,370	33,120	9.1%	-59,950	-0.6%
% of Households with 0 Vehicles	7	6	-6.0%	-8,550	-0.1%
% Working at Home	4.0	5.8	44.4%	-125,050	-1.2%
Years Since Ride-hail Start	-	5	5	-1,596,010	-15.8%
Bike Share	-	1	1	- 110,540	-1.1%
Electric Scooters	-	1	1	- 340,710	-3.4%
New Reporters				-	0.0%
Total Modeled Ridership					-13.4%
Total Observed Ridership					-11.6%
Unexplained Change					1.7%

Iowa City, IA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,472,670	1,406,150	-4.5%	-130,030	-1.9%
Average Fare (2018\$)	0.19	0.56	201.9%	-979,540	-14.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	247,210	269,880	9.2%	117,860	1.7%
Share of Population and Employment in Transit Supportive Density	0.37	0.36	-0.5%	-4,610	-0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-273,800	-3.9%
Median Per Capita Income (2018\$)	28,790	32,900	14.3%	-52,310	-0.8%
% of Households with 0 Vehicles	6	5	-24.5%	-16,540	-0.2%
% Working at Home	3.9	4.1	5.1%	-10,780	-0.2%
Years Since Ride-hail Start	-	2	2	-370,640	-5.3%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-24.8%
Total Observed Ridership					-20.4%
Unexplained Change					4.4%

Ithaca, NY Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,566,040	1,663,480	6.2%	110,860	2.6%
Average Fare (2018\$)	1.08	1.09	0.3%	-6,940	-0.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	154,250	154,130	-0.1%	-1,430	-0.0%
Share of Population and Employment in Transit Supportive Density	0.19	0.19	-1.6%	-5,980	-0.1%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-163,810	-3.8%
Median Per Capita Income (2018\$)	28,970	24,720	-14.7%	44,380	1.0%
% of Households with 0 Vehicles	14	19	35.5%	40,390	0.9%
% Working at Home	6.2	12.3	98.4%	-182,190	-4.3%
Years Since Ride-hail Start	-	1	1	-132,610	-3.1%
Bike Share	-	1	1	- 42,980	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.0%
Total Observed Ridership					1.0%
Unexplained Change					9.0%

Jackson, MI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	373,360	346,230	-7.3%	-18,960	-3.3%
Average Fare (2018\$)	0.75	0.67	-10.9%	12,230	2.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	225,760	229,610	1.7%	1,970	0.3%
Share of Population and Employment in Transit Supportive Density	0.25	0.24	-3.5%	-2,090	-0.4%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-23,190	-4.1%
Median Per Capita Income (2018\$)	23,700	28,360	19.7%	-6,690	-1.2%
% of Households with 0 Vehicles	7	4	-40.6%	-2,820	-0.5%
% Working at Home	3.1	4.2	33.9%	-3,360	-0.6%
Years Since Ride-hail Start	-	4	4	-69,170	-12.2%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-18.8%
Total Observed Ridership					-11.0%
Unexplained Change					7.8%

Jackson, MS Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	719,010	778,970	8.3%	20,850	3.4%
Average Fare (2018\$)	0.75	0.53	-28.7%	30,380	5.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	791,270	832,080	5.2%	6,820	1.1%
Share of Population and Employment in Transit Supportive Density	0.14	0.12	-8.5%	-2,810	-0.5%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-28,370	-4.6%
Median Per Capita Income (2018\$)	25,030	29,970	19.7%	-7,350	-1.2%
% of Households with 0 Vehicles	6	4	-32.8%	-1,870	-0.3%
% Working at Home	2.3	2.2	-4.3%	0,720	0.1%
Years Since Ride-hail Start	-	4	4	-70,010	-11.4%
Bike Share	-	1	1	- 4,830	-0.8%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.2%
Total Observed Ridership					-25.0%
Unexplained Change					-16.8%

Jacksonville, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	8,821,510	9,100,360	3.2%	159,430	1.4%
Average Fare (2018\$)	1.13	0.99	-12.3%	436,000	3.8%
Network Restructure	-	1.000	-	534,945.44	4.8%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,024,210	2,284,610	12.9%	296,790	2.6%
Share of Population and Employment in Transit Supportive Density	0.18	0.18	-1.7%	-14,380	-0.1%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-459,400	-4.0%
Median Per Capita Income (2018\$)	27,710	30,570	10.3%	-80,010	-0.7%
% of Households with 0 Vehicles	7	6	-17.4%	-27,660	-0.2%
% Working at Home	4.7	6.8	43.6%	-178,440	-1.6%
Years Since Ride-hail Start	-	4	4	-1,494,560	-13.1%
Bike Share	-	1	1	- 121,190	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.4%
Total Observed Ridership					-8.5%
Unexplained Change					-0.1%

Johnstown, PA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	938,230	929,600	-0.9%	-3,840	-0.4%
Average Fare (2018\$)	0.70	0.76	7.3%	-18,460	-1.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	201,760	187,460	-7.1%	-16,180	-1.5%
Share of Population and Employment in Transit Supportive Density	0.13	0.12	-12.0%	-6,730	-0.6%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-39,560	-3.6%
Median Per Capita Income (2018\$)	23,630	26,010	10.1%	-6,960	-0.6%
% of Households with 0 Vehicles	10	8	-19.4%	-3,760	-0.3%
% Working at Home	2.2	4.6	106.8%	-17,260	-1.6%
Years Since Ride-hail Start	-	2	2	-63,200	-5.8%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-16.3%
Total Observed Ridership					-10.6%
Unexplained Change					5.7%

Kalamazoo-Portage, MI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,501,930	1,739,310	15.8%	181,140	6.0%
Average Fare (2018\$)	0.92	1.03	12.6%	-77,720	-2.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	477,090	501,580	5.1%	31,480	1.0%
Share of Population and Employment in Transit Supportive Density	0.16	0.14	-9.6%	-16,810	-0.6%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-122,870	-4.1%
Median Per Capita Income (2018\$)	23,460	30,650	30.6%	-53,650	-1.8%
% of Households with 0 Vehicles	8	6	-21.2%	-8,450	-0.3%
% Working at Home	3.3	4.7	41.7%	-26,700	-0.9%
Years Since Ride-hail Start	-	4	4	-371,690	-12.4%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-15.8%
Total Observed Ridership					-8.4%
Unexplained Change					7.4%

Kankakee-Bradley, IL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	908,400	1,287,700	41.8%	152,570	18.9%
Average Fare (2018\$)	0.45	0.45	0.8%	-4,350	-0.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	163,820	164,680	0.5%	0,350	0.0%
Share of Population and Employment in Transit Supportive Density	0.13	0.14	4.0%	1,700	0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-41,360	-5.1%
Median Per Capita Income (2018\$)	27,750	30,380	9.5%	-4,810	-0.6%
% of Households with 0 Vehicles	6	11	77.4%	7,790	1.0%
% Working at Home	3.0	2.8	-8.3%	0,950	0.1%
Years Since Ride-hail Start	-	3	3	-83,420	-10.3%
Bike Share	-	1	1	- 7,420	-0.9%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					1.1%
Total Observed Ridership					-26.6%
Unexplained Change					-27.7%

Kansas City, MO-KS Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	9,105,260	9,370,100	2.9%	210,740	1.3%
Average Fare (2018\$)	0.82	0.62	-24.7%	996,440	6.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,087,270	3,262,940	5.7%	183,480	1.2%
Share of Population and Employment in Transit Supportive Density	0.21	0.21	-1.9%	-25,430	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-685,630	-4.3%
Median Per Capita Income (2018\$)	31,930	34,570	8.3%	-87,460	-0.5%
% of Households with 0 Vehicles	7	5	-21.6%	-42,510	-0.3%
% Working at Home	4.2	5.4	28.6%	-144,740	-0.9%
Years Since Ride-hail Start	-	4	4	-1,982,570	-12.4%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	1	1	- 530,360	-3.3%
New Reporters				-	0.0%
Total Modeled Ridership					-13.2%
Total Observed Ridership					-21.6%
Unexplained Change					-8.4%

Kennewick-Pasco-Richland, WA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,072,250	2,537,440	22.4%	215,860	8.2%
Average Fare (2018\$)	0.50	0.78	56.8%	-235,530	-9.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	387,070	428,320	10.7%	56,250	2.1%
Share of Population and Employment in Transit Supportive Density	0.25	0.26	2.2%	7,160	0.3%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-87,140	-3.3%
Median Per Capita Income (2018\$)	30,210	31,050	2.8%	-4,470	-0.2%
% of Households with 0 Vehicles	6	5	-25.2%	-9,490	-0.4%
% Working at Home	4.4	7.5	70.5%	-48,350	-1.8%
Years Since Ride-hail Start	-	2	2	-151,890	-5.8%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-10.3%
Total Observed Ridership					-32.7%
Unexplained Change					-22.4%

Killeen-Temple-Fort Hood, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	635,060	476,520	-25.0%	-65,760	-10.5%
Average Fare (2018\$)	0.61	0.84	36.9%	-37,770	-6.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	576,290	619,910	7.6%	9,770	1.6%
Share of Population and Employment in Transit Supportive Density	0.10	0.09	-8.0%	-2,180	-0.3%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-28,210	-4.5%
Median Per Capita Income (2018\$)	29,250	27,790	-5.0%	2,290	0.4%
% of Households with 0 Vehicles	5	5	8.8%	0,520	0.1%
% Working at Home	2.6	4.0	52.9%	-6,880	-1.1%
Years Since Ride-hail Start	-	3	3	-59,420	-9.5%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-29.0%
Total Observed Ridership					-29.2%
Unexplained Change					-0.2%

Knoxville, TN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,364,860	2,615,960	10.6%	129,540	4.3%
Average Fare (2018\$)	0.50	0.62	24.2%	-149,060	-4.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,041,780	1,240,740	19.1%	117,920	3.9%
Share of Population and Employment in Transit Supportive Density	0.10	0.09	-5.0%	-5,640	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-116,550	-3.8%
Median Per Capita Income (2018\$)	26,360	28,170	6.9%	-9,850	-0.3%
% of Households with 0 Vehicles	6	5	-15.3%	-3,750	-0.1%
% Working at Home	4.4	5.9	33.5%	-28,410	-0.9%
Years Since Ride-hail Start	-	4	4	-354,550	-11.7%
Bike Share	-	1	1	- 27,300	-0.9%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-15.4%
Total Observed Ridership					-19.4%
Unexplained Change					-3.9%

La Crosse, WI-MN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	768,080	843,910	9.9%	47,890	4.3%
Average Fare (2018\$)	0.61	0.63	3.4%	-8,810	-0.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	208,050	214,220	3.0%	7,090	0.6%
Share of Population and Employment in Transit Supportive Density	0.12	0.12	0.6%	0,320	0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-49,270	-4.5%
Median Per Capita Income (2018\$)	26,310	32,780	24.6%	-16,380	-1.5%
% of Households with 0 Vehicles	6	7	23.5%	3,010	0.3%
% Working at Home	4.2	3.7	-12.5%	4,490	0.4%
Years Since Ride-hail Start	-	1	1	-33,210	-3.0%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-4.1%
Total Observed Ridership					-16.9%
Unexplained Change					-12.8%

Lafayette, IN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,690,560	1,804,300	6.7%	137,150	2.5%
Average Fare (2018\$)	0.54	0.65	21.0%	-208,810	-3.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	301,670	329,280	9.2%	97,130	1.8%
Share of Population and Employment in Transit Supportive Density	0.25	0.24	-2.5%	-12,700	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-217,460	-4.0%
Median Per Capita Income (2018\$)	23,140	25,070	8.3%	-27,950	-0.5%
% of Households with 0 Vehicles	8	9	18.6%	12,310	0.2%
% Working at Home	2.8	4.7	66.1%	-64,060	-1.2%
Years Since Ride-hail Start	-	4	4	-649,370	-11.8%
Bike Share	-	1	1	- 51,380	-0.9%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-18.0%
Total Observed Ridership					-10.4%
Unexplained Change					7.7%

Lafayette, LA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	627,550	670,000	6.8%	42,510	3.7%
Average Fare (2018\$)	0.39	0.29	-26.0%	46,760	4.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	413,220	620,990	50.3%	108,340	9.5%
Share of Population and Employment in Transit Supportive Density	0.11	0.11	4.2%	2,000	0.2%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-42,340	-3.7%
Median Per Capita Income (2018\$)	25,570	25,430	-0.5%	0,760	0.1%
% of Households with 0 Vehicles	7	10	35.7%	6,140	0.5%
% Working at Home	2.6	4.5	71.2%	-18,000	-1.6%
Years Since Ride-hail Start	-	3	3	-122,000	-10.7%
Bike Share	-	1	1	- 12,560	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					0.1%
Total Observed Ridership					2.7%
Unexplained Change					2.7%

Lakeland-Winter Haven, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	951,750	1,462,180	53.6%	246,430	19.1%
Average Fare (2018\$)	1.15	2.46	114.6%	-322,630	-25.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	866,610	993,540	14.6%	38,830	3.0%
Share of Population and Employment in Transit Supportive Density	0.11	0.10	-11.4%	-6,750	-0.5%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-61,020	-4.7%
Median Per Capita Income (2018\$)	24,340	25,650	5.4%	-5,130	-0.4%
% of Households with 0 Vehicles	7	6	-17.8%	-3,890	-0.3%
% Working at Home	3.2	4.5	41.4%	-12,130	-0.9%
Years Since Ride-hail Start	-	2	2	-83,310	-6.5%
Bike Share	-	-	-	- 2,930	-0.2%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-16.8%
Total Observed Ridership					-0.7%
Unexplained Change					16.2%

Lansing-East Lansing, MI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,157,560	3,392,320	7.4%	341,790	3.0%
Average Fare (2018\$)	0.67	0.53	-21.0%	519,350	4.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	684,910	721,650	5.4%	121,820	1.1%
Share of Population and Employment in Transit Supportive Density	0.25	0.21	-14.8%	-160,240	-1.4%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-456,650	-4.0%
Median Per Capita Income (2018\$)	25,040	29,430	17.5%	-123,190	-1.1%
% of Households with 0 Vehicles	6	7	15.1%	21,620	0.2%
% Working at Home	4.5	4.0	-12.2%	50,230	0.4%
Years Since Ride-hail Start	-	4	4	-1,380,340	-12.1%
Bike Share	-	1	1	- 121,660	-1.1%
Electric Scooters	-	1	1	- 379,700	-3.3%
New Reporters				-	0.0%
Total Modeled Ridership					-14.1%
Total Observed Ridership					-10.4%
Unexplained Change					3.7%

Laredo, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,674,330	1,695,130	1.2%	18,140	0.6%
Average Fare (2018\$)	1.12	1.16	3.7%	-31,890	-1.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	361,240	388,870	7.6%	50,120	1.6%
Share of Population and Employment in Transit Supportive Density	0.44	0.42	-5.3%	-29,470	-0.9%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-134,790	-4.3%
Median Per Capita Income (2018\$)	19,020	22,640	19.0%	-38,040	-1.2%
% of Households with 0 Vehicles	9	6	-28.8%	-16,140	-0.5%
% Working at Home	3.4	2.7	-20.6%	18,180	0.6%
Years Since Ride-hail Start	-	1	1	-99,090	-3.2%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.3%
Total Observed Ridership					-18.0%
Unexplained Change					-9.7%

Las Vegas-Paradise, NV Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	15,185,730	18,877,330	24.3%	6,358,420	10.1%
Average Fare (2018\$)	1.19	1.00	-15.9%	3,334,690	5.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,887,730	3,301,380	14.3%	1,844,140	2.9%
Share of Population and Employment in Transit Supportive Density	0.66	0.65	-1.7%	-273,710	-0.4%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-1,732,440	-2.8%
Median Per Capita Income (2018\$)	29,010	31,800	9.6%	-421,770	-0.7%
% of Households with 0 Vehicles	9	8	-11.0%	-122,560	-0.2%
% Working at Home	2.9	4.6	59.5%	-844,540	-1.3%
Years Since Ride-hail Start	-	3	3	-6,498,090	-10.3%
Bike Share	-	1	1	- 721,920	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					1.3%
Total Observed Ridership					7.4%
Unexplained Change					6.1%

Lebanon, PA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	493,140	505,840	2.6%	3,350	1.0%
Average Fare (2018\$)	1.34	1.17	-12.7%	12,730	4.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	201,420	208,430	3.5%	2,370	0.7%
Share of Population and Employment in Transit Supportive Density	0.20	0.17	-16.2%	-3,700	-1.2%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-11,930	-3.7%
Median Per Capita Income (2018\$)	28,590	32,000	11.9%	-2,380	-0.7%
% of Households with 0 Vehicles	8	5	-37.5%	-1,940	-0.6%
% Working at Home	4.1	5.8	40.9%	-3,940	-1.2%
Years Since Ride-hail Start	-	2	2	-20,940	-6.5%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.0%
Total Observed Ridership					7.8%
Unexplained Change					15.7%

Lexington-Fayette, KY Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,271,520	1,829,370	-19.5%	-454,260	-8.6%
Average Fare (2018\$)	0.56	0.91	63.3%	-495,590	-9.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	727,370	782,510	7.6%	67,620	1.3%
Share of Population and Employment in Transit Supportive Density	0.29	0.27	-7.1%	-30,810	-0.6%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-176,600	-3.3%
Median Per Capita Income (2018\$)	27,760	30,760	10.8%	-28,240	-0.5%
% of Households with 0 Vehicles	7	8	0.5%	-0,460	-0.0%
% Working at Home	3.8	4.9	28.3%	-33,320	-0.6%
Years Since Ride-hail Start	-	4	4	-537,310	-10.1%
Bike Share	-	1	1	- 44,820	-0.8%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-33.6%
Total Observed Ridership					-18.5%
Unexplained Change					15.1%

Lincoln, NE Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,362,610	1,778,950	30.6%	264,780	10.5%
Average Fare (2018\$)	0.67	1.14	69.2%	-320,570	-12.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	479,580	511,610	6.7%	31,380	1.2%
Share of Population and Employment in Transit Supportive Density	0.37	0.37	-0.1%	0,050	0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-95,540	-3.8%
Median Per Capita Income (2018\$)	28,350	33,320	17.5%	-25,670	-1.0%
% of Households with 0 Vehicles	7	5	-24.6%	-8,260	-0.3%
% Working at Home	4.0	4.4	10.6%	-8,300	-0.3%
Years Since Ride-hail Start	-	4	4	-308,220	-12.2%
Bike Share	-	1	1	- 25,110	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-19.2%
Total Observed Ridership					19.2%
Unexplained Change					38.4%

Little Rock-North Little Rock-Conway, AR Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,307,900	2,431,010	5.3%	66,950	2.4%
Average Fare (2018\$)	0.77	0.77	-0.9%	5,460	0.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,040,440	1,085,910	4.4%	24,610	0.9%
Share of Population and Employment in Transit	0.17	0.16	-2.8%	-5,080	-0.2%
Supportive Density					
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-117,850	-4.3%
Median Per Capita Income (2018\$)	28,580	30,190	5.6%	-9,070	-0.3%
% of Households with 0 Vehicles	7	5	-19.3%	-6,660	-0.2%
% Working at Home	2.7	4.8	78.7%	-40,130	-1.5%
Years Since Ride-hail Start	-	4	4	-338,500	-12.4%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	1	1	- 92,130	-3.4%
New Reporters				-	0.0%
Total Modeled Ridership					-18.7%
Total Observed Ridership					-21.6%
Unexplained Change					-2.9%

Logan, UT-ID Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	812,880	819,150	0.8%	4,510	0.2%
Average Fare (2018\$)	-	-	-	0,000	0.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	188,810	209,350	10.9%	41,490	2.2%
Share of Population and Employment in Transit Supportive Density	0.20	0.20	-3.2%	-5,420	-0.3%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-68,670	-3.7%
Median Per Capita Income (2018\$)	21,220	22,360	5.4%	-8,610	-0.5%
% of Households with 0 Vehicles	4	2	-31.6%	-3,360	-0.2%
% Working at Home	4.4	2.7	-38.6%	17,960	1.0%
Years Since Ride-hail Start	-	1	1	-52,050	-2.8%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-3.5%
Total Observed Ridership					-28.3%
Unexplained Change					-24.8%

Los Angeles-Long Beach-Santa Ana, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	127,409,770	128,129,790	0.6%	1,835,070	0.4%
Average Fare (2018\$)	0.84	0.79	-5.7%	5,080,920	1.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	18,870,580	19,865,660	5.3%	5,229,020	1.1%
Share of Population and Employment in Transit	0.86	0.86	0.1%	238,560	0.0%
Supportive Density					
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-14,703,070	-3.1%
Median Per Capita Income (2018\$)	27,390	32,190	17.5%	-4,926,660	-1.0%
% of Households with 0 Vehicles	9	8	-12.7%	-1,043,430	-0.2%
% Working at Home	5.1	5.9	15.2%	-2,596,810	-0.5%
Years Since Ride-hail Start	-	6	6	-52,275,020	-10.9%
Bike Share	-	1	1	- 4,890,260	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-13.5%
Total Observed Ridership					-23.8%
Unexplained Change					-10.3%

Los Angeles-Long Beach-Santa Ana, CA Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	29,946,800	37,083,330	23.8%	17,024,750	14.9%
Average Fare (2018\$)	1.34	1.44	7.5%	-1,757,930	-1.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	18,870,580	19,865,660	5.3%	1,335,660	1.2%
Share of Population and Employment in Transit	0.86	0.86	0.1%	56,570	0.0%
Supportive Density					
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-3,213,290	-2.8%
Median Per Capita Income (2018\$)	27,390	32,190	17.5%	-1,365,980	-1.2%
% of Households with 0 Vehicles	9	8	-12.7%	-266,320	-0.2%
% Working at Home	5.1	5.9	15.2%	-706,670	-0.6%
Years Since Ride-hail Start	-	6	6	1,555,730	1.4%
Bike Share	-	1	1	- 1,239,100	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					9.8%
Total Observed Ridership					-2.1%
Unexplained Change					-11.9%

Louisville/Jefferson County, KY-IN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	7,140,180	7,079,300	-0.9%	-87,070	-0.5%
Average Fare (2018\$)	0.67	0.91	36.0%	-1,200,340	-7.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,905,800	1,967,840	3.3%	83,070	0.5%
Share of Population and Employment in Transit Supportive Density	0.26	0.26	-1.8%	-26,690	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-616,480	-3.8%
Median Per Capita Income (2018\$)	27,930	32,190	15.3%	-141,100	-0.9%
% of Households with 0 Vehicles	8	8	1.0%	-0,250	-0.0%
% Working at Home	3.2	5.5	70.3%	-224,680	-1.4%
Years Since Ride-hail Start	-	4	4	-1,770,470	-11.0%
Bike Share	-	1	1	- 138,490	-0.9%
Electric Scooters	-	1	1	- 471,830	-2.9%
New Reporters				-	0.0%
Total Modeled Ridership					-28.2%
Total Observed Ridership					-29.9%
Unexplained Change					-1.7%

Lubbock, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,747,930	1,889,720	8.1%	130,850	3.2%
Average Fare (2018\$)	1.13	1.17	3.2%	-39,810	-1.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	432,090	478,280	10.7%	83,300	2.1%
Share of Population and Employment in Transit Supportive Density	0.37	0.35	-5.2%	-29,790	-0.7%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-165,340	-4.1%
Median Per Capita Income (2018\$)	22,630	24,230	7.1%	-18,440	-0.5%
% of Households with 0 Vehicles	6	6	-5.5%	-2,390	-0.1%
% Working at Home	3.0	3.3	8.3%	-5,860	-0.1%
Years Since Ride-hail Start	-	4	4	-497,630	-12.3%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	1	1	- 137,930	-3.4%
New Reporters				-	0.0%
Total Modeled Ridership					-16.9%
Total Observed Ridership					-1.8%
Unexplained Change					15.1%

Lynchburg, VA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,036,550	1,008,590	-2.7%	1,830	0.1%
Average Fare (2018\$)	0.48	1.89	295.3%	-819,550	-28.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	372,920	379,020	1.6%	8,710	0.3%
Share of Population and Employment in Transit Supportive Density	0.04	0.04	-3.2%	-0,910	-0.0%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-113,200	-4.0%
Median Per Capita Income (2018\$)	25,130	27,000	7.4%	-12,770	-0.4%
% of Households with 0 Vehicles	8	5	-38.2%	-13,520	-0.5%
% Working at Home	3.3	5.4	62.9%	-36,760	-1.3%
Years Since Ride-hail Start	-	3	3	-225,370	-7.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-43.3%
Total Observed Ridership					-7.7%
Unexplained Change					35.6%

Madison, WI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	4,822,860	5,032,180	4.3%	288,330	1.9%
Average Fare (2018\$)	0.91	0.97	6.2%	-268,570	-1.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	908,510	1,023,550	12.7%	375,120	2.5%
Share of Population and Employment in Transit Supportive Density	0.25	0.25	-2.5%	-36,750	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-629,310	-4.2%
Median Per Capita Income (2018\$)	33,390	38,810	16.2%	-149,210	-1.0%
% of Households with 0 Vehicles	8	7	-4.1%	-10,770	-0.1%
% Working at Home	4.0	5.5	37.5%	-163,030	-1.1%
Years Since Ride-hail Start	-	4	4	-1,852,950	-12.3%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-15.9%
Total Observed Ridership					-9.3%
Unexplained Change					6.5%

Medford, OR Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	782,390	974,460	24.5%	99,170	7.4%
Average Fare (2018\$)	0.84	0.87	3.5%	-20,870	-1.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	293,870	319,750	8.8%	22,730	1.7%
Share of Population and Employment in Transit Supportive Density	0.29	0.28	-1.1%	-1,450	-0.1%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-40,540	-3.0%
Median Per Capita Income (2018\$)	23,270	29,110	25.1%	-19,240	-1.4%
% of Households with 0 Vehicles	6	6	8.0%	2,270	0.2%
% Working at Home	7.4	11.0	48.3%	-32,980	-2.5%
Years Since Ride-hail Start	-	1	1	-38,060	-2.8%
Bike Share	-	1	1	- 15,150	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-0.8%
Total Observed Ridership					-13.4%
Unexplained Change					-12.6%

Memphis, TN-MS-AR Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	5,657,310	5,103,640	-9.8%	-369,190	-4.5%
Average Fare (2018\$)	1.14	0.99	-13.1%	329,060	4.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,910,730	1,958,710	2.5%	39,500	0.5%
Share of Population and Employment in Transit Supportive Density	0.21	0.19	-6.6%	-44,180	-0.5%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-349,630	-4.2%
Median Per Capita Income (2018\$)	26,860	28,350	5.5%	-28,150	-0.3%
% of Households with 0 Vehicles	8	7	-22.5%	-27,330	-0.3%
% Working at Home	3.0	3.9	30.0%	-49,310	-0.6%
Years Since Ride-hail Start	-	4	4	-983,730	-11.9%
Bike Share	-	1	1	- 72,060	-0.9%
Electric Scooters	-	1	1	- 261,080	-3.1%
New Reporters				-	0.0%
Total Modeled Ridership					-21.9%
Total Observed Ridership					-29.0%
Unexplained Change					-7.1%

Merced, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,304,200	1,806,510	38.5%	130,640	16.4%
Average Fare (2018\$)	1.40	1.55	10.3%	-18,200	-2.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	358,540	383,510	7.0%	12,510	1.6%
Share of Population and Employment in Transit Supportive Density	0.19	0.17	-8.2%	-5,150	-0.6%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-24,760	-3.1%
Median Per Capita Income (2018\$)	22,650	24,450	7.9%	-4,560	-0.6%
% of Households with 0 Vehicles	7	5	-29.1%	-3,560	-0.4%
% Working at Home	3.8	4.2	10.5%	-2,600	-0.3%
Years Since Ride-hail Start	-	2	2	-56,380	-7.1%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					1.3%
Total Observed Ridership					9.0%
Unexplained Change					7.7%

Miami-Fort Lauderdale-Pompano Beach, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	49,778,410	48,777,740	-2.0%	-364,590	-0.3%
Average Fare (2018\$)	1.07	1.16	8.0%	-3,578,430	-2.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	8,430,430	9,275,700	10.0%	2,430,460	2.0%
Share of Population and Employment in Transit	0.64	0.63	-1.4%	-446,570	-0.4%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-5,442,930	-4.5%
Median Per Capita Income (2018\$)	25,020	26,980	7.8%	-650,140	-0.5%
% of Households with 0 Vehicles	9	8	-15.7%	-334,830	-0.3%
% Working at Home	5.0	6.3	25.0%	-1,038,400	-0.9%
Years Since Ride-hail Start	-	4	4	-8,490,510	-7.0%
Bike Share	-	1	1	- 1,383,490	-1.1%
Electric Scooters	-	1	1	- 3,677,830	-3.0%
New Reporters				-	0.0%
Total Modeled Ridership					-18.3%
Total Observed Ridership					-31.8%
Unexplained Change					-13.4%

Miami-Fort Lauderdale-Pompano Beach, FL Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	11,155,830	12,513,960	12.2%	2,564,960	7.8%
Average Fare (2018\$)	1.11	0.72	-34.6%	2,440,070	7.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	8,430,430	9,275,700	10.0%	726,330	2.2%
Share of Population and Employment in Transit Supportive Density	0.64	0.63	-1.4%	-122,870	-0.4%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-1,465,500	-4.5%
Median Per Capita Income (2018\$)	25,020	26,980	7.8%	-188,800	-0.6%
% of Households with 0 Vehicles	9	8	-15.7%	-102,570	-0.3%
% Working at Home	5.0	6.3	25.0%	-338,860	-1.0%
Years Since Ride-hail Start	-	4	4	306,950	0.9%
Bike Share	-	1	1	- 380,250	-1.2%
Electric Scooters	-	1	1	- 1,293,540	-4.0%
New Reporters				-	0.0%
Total Modeled Ridership					6.4%
Total Observed Ridership					-0.0%
Unexplained Change					-6.4%

Milwaukee-Waukesha-West Allis, WI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	15,509,680	16,381,050	5.6%	991,470	2.4%
Average Fare (2018\$)	1.01	1.14	12.7%	-1,248,770	-3.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,322,720	2,385,420	2.7%	237,240	0.6%
Share of Population and Employment in Transit Supportive Density	0.36	0.37	3.4%	200,590	0.5%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-1,705,060	-4.1%
Median Per Capita Income (2018\$)	30,680	32,910	7.3%	-198,200	-0.5%
% of Households with 0 Vehicles	11	9	-15.5%	-142,010	-0.3%
% Working at Home	3.2	5.2	62.5%	-599,340	-1.4%
Years Since Ride-hail Start	-	4	4	-5,162,200	-12.3%
Bike Share	-	1	1	- 454,270	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-19.0%
Total Observed Ridership					-32.7%
Unexplained Change					-13.7%

Minneapolis-St. Paul-Bloomington, MN-WI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	30,117,860	33,304,840	10.6%	3,670,540	4.7%
Average Fare (2018\$)	1.19	1.17	-1.4%	292,950	0.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	5,102,110	5,571,480	9.2%	1,459,580	1.9%
Share of Population and Employment in Transit	0.34	0.34	-0.8%	-81,010	-0.1%
Supportive Density					
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-3,307,810	-4.2%
Median Per Capita Income (2018\$)	35,980	39,580	10.0%	-504,550	-0.6%
% of Households with 0 Vehicles	7	7	-6.5%	-67,770	-0.1%
% Working at Home	5.0	5.8	15.5%	-447,730	-0.6%
Years Since Ride-hail Start	-	6	6	-8,707,900	-11.2%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	1	1	- 2,655,530	-3.4%
New Reporters				-	0.0%
Total Modeled Ridership					-13.3%
Total Observed Ridership					-19.3%
Unexplained Change					-6.0%

Minneapolis-St. Paul-Bloomington, MN-WI Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,584,240	5,866,990	127.0%	7,908,030	61.3%
Average Fare (2018\$)	1.25	1.07	-14.6%	426,060	3.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	5,102,110	5,571,480	9.2%	337,690	2.6%
Share of Population and Employment in Transit	0.34	0.34	-0.8%	-24,080	-0.2%
Supportive Density					
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-540,750	-4.2%
Median Per Capita Income (2018\$)	35,980	39,580	10.0%	-137,250	-1.1%
% of Households with 0 Vehicles	7	7	-6.5%	-28,060	-0.2%
% Working at Home	5.0	5.8	15.5%	-123,750	-1.0%
Years Since Ride-hail Start	-	6	6	241,760	1.9%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	1	1	- 961,080	-7.5%
New Reporters				-	0.0%
Total Modeled Ridership					66.4%
Total Observed Ridership					129.9%
Unexplained Change					63.5%

Missoula, MT Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	616,310	686,920	11.5%	39,280	3.5%
Average Fare (2018\$)	0.34	(0.08)	-122.5%	279,050	25.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	166,640	179,050	7.4%	19,050	1.7%
Share of Population and Employment in Transit Supportive Density	0.31	0.31	1.4%	0,960	0.1%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-19,850	-1.8%
Median Per Capita Income (2018\$)	25,400	27,840	9.6%	-11,430	-1.0%
% of Households with 0 Vehicles	6	6	9.0%	1,490	0.1%
% Working at Home	6.1	5.7	-6.1%	2,370	0.2%
Years Since Ride-hail Start	-	2	2	-103,670	-9.3%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					19.3%
Total Observed Ridership					75.3%
Unexplained Change					56.0%

Mobile, AL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,281,660	1,032,900	-19.4%	-87,740	-7.9%
Average Fare (2018\$)	0.83	0.68	-18.9%	58,000	5.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	585,240	592,210	1.2%	2,820	0.3%
Share of Population and Employment in Transit Supportive Density	0.16	0.16	0.7%	0,330	0.0%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-53,650	-4.8%
Median Per Capita Income (2018\$)	23,610	25,970	10.0%	-7,890	-0.7%
% of Households with 0 Vehicles	8	8	-3.1%	-1,150	-0.1%
% Working at Home	3.0	4.5	48.3%	-13,860	-1.2%
Years Since Ride-hail Start	-	3	3	-97,680	-8.8%
Bike Share	-	1	1	-9,150	-0.8%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-19.3%
Total Observed Ridership					-25.8%
Unexplained Change					-6.4%

Modesto, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,826,610	1,856,920	1.7%	51,550	1.5%
Average Fare (2018\$)	0.75	0.88	17.6%	-160,920	-4.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	727,660	781,420	7.4%	51,900	1.5%
Share of Population and Employment in Transit Supportive Density	0.43	0.43	-0.6%	-3,560	-0.1%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-115,000	-3.3%
Median Per Capita Income (2018\$)	23,340	28,230	21.0%	-44,070	-1.3%
% of Households with 0 Vehicles	6	4	-33.0%	-11,060	-0.3%
% Working at Home	4.5	6.0	32.8%	-35,500	-1.0%
Years Since Ride-hail Start	-	4	4	-421,420	-12.2%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-19.2%
Total Observed Ridership					-24.9%
Unexplained Change					-5.7%

Montgomery, AL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,102,730	1,179,300	6.9%	20,240	2.4%
Average Fare (2018\$)	0.89	1.00	12.5%	-24,380	-2.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	538,000	539,270	0.2%	0,320	0.0%
Share of Population and Employment in Transit	0.11	0.10	-3.7%	-1,490	-0.2%
Supportive Density					
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-40,740	-4.8%
Median Per Capita Income (2018\$)	24,730	23,620	-4.5%	1,040	0.1%
% of Households with 0 Vehicles	7	8	9.1%	1,110	0.1%
% Working at Home	2.4	3.6	49.0%	-7,290	-0.9%
Years Since Ride-hail Start	-	2	2	-45,510	-5.4%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-11.1%
Total Observed Ridership					-36.6%
Unexplained Change					-25.4%

Mount Vernon-Anacortes, WA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	918,500	1,338,790	45.8%	122,760	18.4%
Average Fare (2018\$)	0.73	0.52	-28.0%	52,050	7.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	169,820	183,860	8.3%	12,940	1.9%
Share of Population and Employment in Transit Supportive Density	0.11	0.12	2.6%	0,840	0.1%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-24,750	-3.7%
Median Per Capita Income (2018\$)	28,790	33,030	14.7%	-8,020	-1.2%
% of Households with 0 Vehicles	5	6	18.5%	0,980	0.1%
% Working at Home	4.8	7.9	64.1%	-16,410	-2.5%
Years Since Ride-hail Start	-	2	2	-45,310	-6.8%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					14.3%
Total Observed Ridership					4.7%
Unexplained Change					-9.6%

Muncie, IN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	783,720	738,400	-5.8%	-36,830	-2.1%
Average Fare (2018\$)	0.10	0.13	33.0%	-31,650	-1.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	167,110	167,900	0.5%	1,870	0.1%
Share of Population and Employment in Transit Supportive Density	0.18	0.18	5.0%	6,420	0.4%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-79,020	-4.5%
Median Per Capita Income (2018\$)	20,180	23,780	17.8%	-19,520	-1.1%
% of Households with 0 Vehicles	8	9	16.2%	3,130	0.2%
% Working at Home	3.6	8.5	136.8%	-50,650	-2.9%
Years Since Ride-hail Start	-	3	3	-154,070	-8.8%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-20.4%
Total Observed Ridership					-28.3%
Unexplained Change					-7.9%

Napa, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,112,450	1,629,940	46.5%	119,200	15.0%
Average Fare (2018\$)	2.11	1.08	-48.7%	207,810	26.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	204,800	211,440	3.2%	4,930	0.6%
Share of Population and Employment in Transit Supportive Density	0.33	0.33	-1.6%	-1,920	-0.2%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-21,860	-2.8%
Median Per Capita Income (2018\$)	32,590	40,860	25.4%	-18,850	-2.4%
% of Households with 0 Vehicles	4	3	-18.5%	-3,660	-0.5%
% Working at Home	4.8	2.1	-57.3%	30,070	3.8%
Years Since Ride-hail Start	-	4	4	-152,520	-19.2%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					28.3%
Total Observed Ridership					73.5%
Unexplained Change					45.1%

Nashville-Davidson--Murfreesboro--Franklin, TN

Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	4,872,490	6,382,170	31.0%	1,170,570	12.0%
Average Fare (2018\$)	1.11	0.94	-14.8%	443,920	4.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,451,350	2,901,540	18.4%	346,800	3.6%
Share of Population and Employment in Transit	0.21	0.19	-5.7%	-44,610	-0.5%
Supportive Density					
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-384,090	-3.9%
Median Per Capita Income (2018\$)	29,370	32,350	10.1%	-65,290	-0.7%
% of Households with 0 Vehicles	6	4	-26.5%	-28,140	-0.3%
% Working at Home	4.7	7.0	47.9%	-161,620	-1.7%
Years Since Ride-hail Start	-	5	5	-1,561,230	-16.0%
Bike Share	-	1	1	- 101,870	-1.0%
Electric Scooters	-	1	1	- 356,710	-3.7%
New Reporters				-	0.0%
Total Modeled Ridership					-8.3%
Total Observed Ridership					-0.8%
Unexplained Change					7.5%

New Haven-Milford, CT Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	4,339,510	4,564,350	5.2%	235,660	2.1%
Average Fare (2018\$)	0.94	0.91	-3.2%	80,060	0.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,278,000	1,299,030	1.6%	37,880	0.3%
Share of Population and Employment in Transit Supportive Density	0.29	0.29	0.3%	3,970	0.0%
Average Gas Price (2018\$)	4.13	2.85	-31.0%	-482,820	-4.4%
Median Per Capita Income (2018\$)	32,520	36,070	10.9%	-78,400	-0.7%
% of Households with 0 Vehicles	11	10	-8.2%	-16,220	-0.1%
% Working at Home	3.4	4.3	25.7%	-78,820	-0.7%
Years Since Ride-hail Start	-	4	4	-1,364,610	-12.3%
Bike Share	-	1	1	- 97,880	-0.9%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-15.4%
Total Observed Ridership					-20.8%
Unexplained Change					-5.4%

New Orleans-Metairie-Kenner, LA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	5,481,140	6,992,210	27.6%	1,554,890	10.5%
Average Fare (2018\$)	0.82	1.15	40.7%	-1,555,590	-10.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,728,670	1,849,330	7.0%	224,090	1.5%
Share of Population and Employment in Transit Supportive Density	0.47	0.48	0.7%	21,740	0.1%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-603,160	-4.1%
Median Per Capita Income (2018\$)	26,250	27,590	5.1%	-60,600	-0.4%
% of Households with 0 Vehicles	10	10	-4.1%	-2,690	-0.0%
% Working at Home	2.6	5.1	95.2%	-253,210	-1.7%
Years Since Ride-hail Start	-	3	3	-1,267,080	-8.6%
Bike Share	-	1	1	- 133,630	-0.9%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-13.9%
Total Observed Ridership					-32.2%
Unexplained Change					-18.3%

New Orleans-Metairie-Kenner, LA Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	821,840	1,218,960	48.3%	2,194,480	30.9%
Average Fare (2018\$)	0.88	0.88	-0.3%	-11,860	-0.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,728,670	1,849,330	7.0%	114,110	1.6%
Share of Population and Employment in Transit Supportive Density	0.47	0.48	0.7%	10,720	0.2%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-300,900	-4.2%
Median Per Capita Income (2018\$)	26,250	27,590	5.1%	-26,360	-0.4%
% of Households with 0 Vehicles	10	10	-4.1%	-9,490	-0.1%
% Working at Home	2.6	5.1	95.2%	-144,920	-2.0%
Years Since Ride-hail Start	-	3	3	-530,840	-7.5%
Bike Share	-	1	1	- 87,040	-1.2%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					14.2%
Total Observed Ridership					7.2%
Unexplained Change					-7.0%

Ocala, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	436,900	480,450	10.0%	18,780	4.3%
Average Fare (2018\$)	0.85	0.71	-16.6%	19,120	4.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	452,260	489,580	8.3%	7,230	1.7%
Share of Population and Employment in Transit Supportive Density	0.10	0.10	5.3%	0,870	0.2%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-17,570	-4.0%
Median Per Capita Income (2018\$)	22,400	25,970	15.9%	-4,420	-1.0%
% of Households with 0 Vehicles	6	4	-31.3%	-1,530	-0.4%
% Working at Home	4.8	5.5	14.1%	-2,090	-0.5%
Years Since Ride-hail Start	-	4	4	-55,730	-12.8%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.4%
Total Observed Ridership					-4.6%
Unexplained Change					3.8%

Oklahoma City, OK Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,551,350	2,853,800	11.9%	148,840	4.7%
Average Fare (2018\$)	0.92	0.82	-10.1%	86,460	2.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,912,470	2,057,180	7.6%	47,540	1.5%
Share of Population and Employment in Transit Supportive Density	0.25	0.24	-5.9%	-18,450	-0.6%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-116,450	-3.7%
Median Per Capita Income (2018\$)	28,020	30,380	8.4%	-17,370	-0.5%
% of Households with 0 Vehicles	6	5	-14.8%	-5,310	-0.2%
% Working at Home	3.3	4.3	28.8%	-22,050	-0.7%
Years Since Ride-hail Start	-	5	5	-504,440	-15.9%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	1	1	- 119,250	-3.7%
New Reporters				-	0.0%
Total Modeled Ridership					-16.1%
Total Observed Ridership					1.2%
Unexplained Change					17.2%

Olympia, WA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,726,030	2,876,820	5.5%	108,390	2.5%
Average Fare (2018\$)	0.61	0.65	7.3%	-78,370	-1.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	371,140	415,740	12.0%	105,730	2.4%
Share of Population and Employment in Transit Supportive Density	0.22	0.23	4.1%	16,390	0.4%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-130,620	-3.0%
Median Per Capita Income (2018\$)	34,320	37,980	10.7%	-29,210	-0.7%
% of Households with 0 Vehicles	5	4	-26.9%	-11,070	-0.3%
% Working at Home	4.4	4.4	0.0%	-1,760	-0.0%
Years Since Ride-hail Start	-	2	2	-267,380	-6.1%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-6.6%
Total Observed Ridership					-17.6%
Unexplained Change					-11.0%

Omaha-Council Bluffs, NE-IA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,931,080	4,025,440	2.4%	41,820	1.0%
Average Fare (2018\$)	1.20	1.19	-0.5%	10,550	0.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,338,240	1,415,700	5.8%	47,840	1.2%
Share of Population and Employment in Transit Supportive Density	0.31	0.31	-1.6%	-8,610	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-167,300	-4.0%
Median Per Capita Income (2018\$)	31,780	36,390	14.5%	-36,850	-0.9%
% of Households with 0 Vehicles	7	6	-8.9%	-4,710	-0.1%
% Working at Home	3.4	4.6	34.6%	-32,860	-0.8%
Years Since Ride-hail Start	-	4	4	-500,280	-12.1%
Bike Share	-	1	1	- 45,050	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-16.8%
Total Observed Ridership					-19.3%
Unexplained Change					-2.5%

Orlando-Kissimmee-Sanford, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	15,866,260	16,599,940	4.6%	577,550	2.0%
Average Fare (2018\$)	1.03	0.89	-13.1%	1,067,920	3.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,288,560	3,876,460	17.9%	997,140	3.4%
Share of Population and Employment in Transit Supportive Density	0.22	0.22	-0.6%	-13,270	-0.0%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-1,229,050	-4.2%
Median Per Capita Income (2018\$)	25,430	27,260	7.2%	-146,840	-0.5%
% of Households with 0 Vehicles	6	5	-17.1%	-52,000	-0.2%
% Working at Home	4.6	5.9	28.3%	-282,220	-1.0%
Years Since Ride-hail Start	-	4	4	-3,632,190	-12.5%
Bike Share	-	1	1	- 316,590	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-10.3%
Total Observed Ridership					-15.7%
Unexplained Change					-5.4%

Oshkosh-Neenah, WI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	543,630	544,800	0.2%	0,980	0.1%
Average Fare (2018\$)	0.82	0.56	-32.4%	87,520	9.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	255,140	262,760	3.0%	5,820	0.6%
Share of Population and Employment in Transit Supportive Density	0.21	0.22	3.9%	3,200	0.4%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-36,240	-4.0%
Median Per Capita Income (2018\$)	28,580	30,570	7.0%	-4,310	-0.5%
% of Households with 0 Vehicles	6	6	3.1%	0,440	0.0%
% Working at Home	3.1	2.1	-31.5%	7,110	0.8%
Years Since Ride-hail Start	-	3	3	-90,300	-10.0%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-3.6%
Total Observed Ridership					-12.1%
Unexplained Change					-8.5%

Oxnard-Thousand Oaks-Ventura, CA Metro Area- Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,329,150	3,807,060	14.4%	282,660	6.2%
Average Fare (2018\$)	1.01	0.95	-5.6%	67,750	1.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,231,130	1,267,890	3.0%	28,710	0.6%
Share of Population and Employment in Transit	0.45	0.46	1.3%	11,280	0.2%
Supportive Density					
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-133,900	-2.9%
Median Per Capita Income (2018\$)	30,570	33,220	8.7%	-26,350	-0.6%
% of Households with 0 Vehicles	4	4	-4.3%	-1,800	-0.0%
% Working at Home	5.3	7.8	47.2%	-83,340	-1.8%
Years Since Ride-hail Start	-	4	4	-606,400	-13.3%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-9.8%
Total Observed Ridership					-3.7%
Unexplained Change					6.1%

Palm Bay-Melbourne-Titusville, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,512,360	1,862,790	23.2%	218,770	9.6%
Average Fare (2018\$)	0.46	0.30	-34.7%	160,920	7.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	785,270	861,350	9.7%	45,700	2.0%
Share of Population and Employment in Transit Supportive Density	0.04	0.03	-22.4%	-8,950	-0.4%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-97,040	-4.2%
Median Per Capita Income (2018\$)	26,040	27,600	6.0%	-8,900	-0.4%
% of Households with 0 Vehicles	5	5	-12.7%	-3,570	-0.2%
% Working at Home	4.6	8.0	72.8%	-56,110	-2.5%
Years Since Ride-hail Start	-	4	4	-301,060	-13.2%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-3.0%
Total Observed Ridership					-0.6%
Unexplained Change					2.4%

Pensacola-Ferry Pass-Brent, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,487,490	1,570,110	5.6%	34,480	2.4%
Average Fare (2018\$)	1.24	0.71	-42.7%	246,830	17.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	656,360	709,360	8.1%	24,780	1.7%
Share of Population and Employment in Transit Supportive Density	0.16	0.15	-3.4%	-3,210	-0.2%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-60,010	-4.2%
Median Per Capita Income (2018\$)	27,630	27,690	0.2%	-0,120	-0.0%
% of Households with 0 Vehicles	5	5	0.2%	0,030	0.0%
% Working at Home	6.9	5.1	-26.1%	19,440	1.4%
Years Since Ride-hail Start	-	4	4	-192,220	-13.4%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					3.3%
Total Observed Ridership					-7.7%
Unexplained Change					-11.0%

Peoria, IL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,854,440	2,008,590	8.3%	123,160	4.1%
Average Fare (2018\$)	0.80	0.58	-26.9%	248,560	8.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	562,770	541,370	-3.8%	-27,210	-0.9%
Share of Population and Employment in Transit Supportive Density	0.14	0.14	-0.0%	-0,440	-0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-145,420	-4.8%
Median Per Capita Income (2018\$)	29,700	31,500	6.1%	-15,000	-0.5%
% of Households with 0 Vehicles	7	7	1.7%	1,900	0.1%
% Working at Home	3.3	3.2	-4.5%	2,550	0.1%
Years Since Ride-hail Start	-	3	3	-289,970	-9.6%
Bike Share	-	1	1	- 30,240	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-5.3%
Total Observed Ridership					-19.9%
Unexplained Change					-14.6%

Philadelphia-Camden-Wilmington, PA-NJ-DE-MD

Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	48,015,420	50,123,460	4.4%	3,452,900	1.7%
Average Fare (2018\$)	1.08	1.11	2.7%	-1,413,110	-0.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	8,811,530	9,078,790	3.0%	1,235,370	0.6%
Share of Population and Employment in Transit	0.39	0.40	2.2%	674,340	0.3%
Supportive Density					
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-7,318,470	-3.6%
Median Per Capita Income (2018\$)	32,350	35,850	10.8%	-1,340,970	-0.7%
% of Households with 0 Vehicles	14	14	1.9%	68,940	0.0%
% Working at Home	4.2	5.7	34.5%	-2,091,710	-1.0%
Years Since Ride-hail Start	-	6	6	-21,820,620	-10.8%
Bike Share	-	1	1	- 2,045,690	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-14.9%
Total Observed Ridership					-15.8%
Unexplained Change					-0.8%

Philadelphia-Camden-Wilmington, PA-NJ-DE-MD Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	45,208,620	49,151,650	8.7%	9,660,080	5.5%
Average Fare (2018\$)	1.84	1.99	8.1%	-3,249,010	-1.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	8,811,530	9,078,790	3.0%	1,124,840	0.6%
Share of Population and Employment in Transit	0.39	0.40	2.2%	612,270	0.4%
Supportive Density					
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-6,658,450	-3.8%
Median Per Capita Income (2018\$)	32,350	35,850	10.8%	-1,233,850	-0.7%
% of Households with 0 Vehicles	14	14	1.9%	67,460	0.0%
% Working at Home	4.2	5.7	34.5%	-1,906,600	-1.1%
Years Since Ride-hail Start	-	6	6	2,256,580	1.3%
Bike Share	-	1	1	- 1,875,370	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-0.6%
Total Observed Ridership					-6.8%
Unexplained Change					-6.2%

Phoenix-Mesa-Glendale, AZ Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	27,603,180	34,792,530	26.0%	5,561,120	9.5%
Average Fare (2018\$)	0.76	0.66	-13.4%	1,593,100	2.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	6,223,120	7,090,130	13.9%	1,573,040	2.7%
Share of Population and Employment in Transit Supportive Density	0.45	0.44	-1.8%	-177,780	-0.3%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-1,652,940	-2.8%
Median Per Capita Income (2018\$)	29,870	32,320	8.2%	-306,230	-0.5%
% of Households with 0 Vehicles	7	5	-27.1%	-186,720	-0.3%
% Working at Home	5.6	7.0	25.4%	-596,260	-1.0%
Years Since Ride-hail Start	-	6	6	-6,376,850	-10.9%
Bike Share	-	1	1	- 630,170	-1.1%
Electric Scooters	-	1	1	- 2,080,100	-3.6%
New Reporters				-	0.0%
Total Modeled Ridership					-5.0%
Total Observed Ridership					-12.8%
Unexplained Change					-7.8%

Phoenix-Mesa-Glendale, AZ Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,442,460	3,286,320	34.5%	3,062,900	21.8%
Average Fare (2018\$)	0.92	0.88	-4.2%	102,150	0.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	6,223,120	7,090,130	13.9%	426,900	3.0%
Share of Population and Employment in Transit Supportive Density	0.45	0.44	-1.8%	-46,510	-0.3%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-353,900	-2.5%
Median Per Capita Income (2018\$)	29,870	32,320	8.2%	-85,050	-0.6%
% of Households with 0 Vehicles	7	5	-27.1%	-56,440	-0.4%
% Working at Home	5.6	7.0	25.4%	-161,320	-1.1%
Years Since Ride-hail Start	-	6	6	195,940	1.4%
Bike Share	-	1	1	- 153,380	-1.1%
Electric Scooters	-	1	1	- 635,480	-4.5%
New Reporters				-	0.0%
Total Modeled Ridership					15.4%
Total Observed Ridership					9.7%
Unexplained Change					-5.7%

Pittsburgh, PA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	21,046,970	23,599,770	12.1%	2,844,080	4.9%
Average Fare (2018\$)	1.54	1.45	-5.5%	1,060,450	1.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,499,540	3,472,700	-0.8%	-91,300	-0.2%
Share of Population and Employment in Transit Supportive Density	0.29	0.28	-1.0%	-62,280	-0.1%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-2,073,600	-3.6%
Median Per Capita Income (2018\$)	28,830	32,200	11.7%	-428,390	-0.7%
% of Households with 0 Vehicles	11	9	-13.7%	-164,910	-0.3%
% Working at Home	3.6	5.1	40.3%	-607,910	-1.1%
Years Since Ride-hail Start	-	4	4	-4,210,390	-7.3%
Bike Share	-	1	1	- 599,000	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-7.7%
Total Observed Ridership					-0.2%
Unexplained Change					7.5%

Pittsburgh, PA Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,983,660	2,202,450	11.0%	618,050	7.1%
Average Fare (2018\$)	1.27	1.10	-13.7%	226,920	2.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,499,540	3,472,700	-0.8%	-14,290	-0.2%
Share of Population and Employment in Transit Supportive Density	0.29	0.28	-1.0%	-10,250	-0.1%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-334,950	-3.9%
Median Per Capita Income (2018\$)	28,830	32,200	11.7%	-67,810	-0.8%
% of Households with 0 Vehicles	11	9	-13.7%	-25,220	-0.3%
% Working at Home	3.6	5.1	40.3%	-96,680	-1.1%
Years Since Ride-hail Start	-	4	4	74,580	0.9%
Bike Share	-	1	1	- 94,610	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					3.3%
Total Observed Ridership					-11.9%
Unexplained Change					-15.2%

Portland-South Portland-Biddeford, ME Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	829,840	1,149,490	38.5%	264,180	15.8%
Average Fare (2018\$)	1.32	1.05	-20.7%	116,780	7.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	789,450	828,630	5.0%	17,320	1.0%
Share of Population and Employment in Transit Supportive Density	0.14	0.14	0.4%	0,150	0.0%
Average Gas Price (2018\$)	4.13	2.85	-31.0%	-53,980	-3.2%
Median Per Capita Income (2018\$)	29,800	35,000	17.4%	-18,570	-1.1%
% of Households with 0 Vehicles	6	4	-30.4%	-7,540	-0.5%
% Working at Home	5.6	7.1	26.8%	-19,310	-1.2%
Years Since Ride-hail Start	-	4	4	-223,500	-13.4%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					2.7%
Total Observed Ridership					32.9%
Unexplained Change					30.2%

Portland-South Portland-Biddeford, ME Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,962,440	2,143,060	9.2%	28,230	5.0%
Average Fare (2018\$)	14.56	17.59	20.8%	-36,970	-6.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	789,450	828,630	5.0%	5,240	0.9%
Share of Population and Employment in Transit Supportive Density	0.14	0.14	0.4%	-0,080	-0.0%
Average Gas Price (2018\$)	4.13	2.85	-31.0%	-19,360	-3.5%
Median Per Capita Income (2018\$)	29,800	35,000	17.4%	-5,910	-1.1%
% of Households with 0 Vehicles	6	4	-30.4%	-1,770	-0.3%
% Working at Home	5.6	7.1	26.8%	-6,060	-1.1%
Years Since Ride-hail Start	-	4	4	-44,440	-7.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-14.1%
Total Observed Ridership					-3.8%
Unexplained Change					10.3%

Portland-Vancouver-Hillsboro, OR-WA Metro Area- Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	23,136,150	25,598,540	10.6%	2,989,940	4.3%
Average Fare (2018\$)	1.03	1.11	7.7%	-1,545,820	-2.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,392,830	3,749,980	10.5%	1,442,680	2.1%
Share of Population and Employment in Transit Supportive Density	0.49	0.49	-0.3%	-34,690	-0.0%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-1,940,320	-2.8%
Median Per Capita Income (2018\$)	30,810	36,970	20.0%	-848,870	-1.2%
% of Households with 0 Vehicles	9	7	-16.0%	-184,330	-0.3%
% Working at Home	6.4	8.3	30.1%	-953,140	-1.4%
Years Since Ride-hail Start	-	4	4	-5,047,730	-7.2%
Bike Share	-	1	1	- 725,790	-1.0%
Electric Scooters	-	1	1	- 2,466,000	-3.5%
New Reporters				-	0.0%
Total Modeled Ridership					-13.3%
Total Observed Ridership					-6.5%
Unexplained Change					6.8%

Portland-Vancouver-Hillsboro, OR-WA Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	8,180,790	9,568,050	17.0%	4,580,580	10.4%
Average Fare (2018\$)	1.05	1.21	14.9%	-1,138,690	-2.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,392,830	3,749,980	10.5%	958,380	2.2%
Share of Population and Employment in Transit Supportive Density	0.49	0.49	-0.3%	-25,450	-0.1%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-1,162,220	-2.6%
Median Per Capita Income (2018\$)	30,810	36,970	20.0%	-568,290	-1.3%
% of Households with 0 Vehicles	9	7	-16.0%	-123,780	-0.3%
% Working at Home	6.4	8.3	30.1%	-650,380	-1.5%
Years Since Ride-hail Start	-	4	4	384,390	0.9%
Bike Share	-	1	1	- 465,030	-1.1%
Electric Scooters	-	1	1	- 1,730,590	-3.9%
New Reporters				-	0.0%
Total Modeled Ridership					-0.1%
Total Observed Ridership					-2.0%
Unexplained Change					-1.9%

Providence-New Bedford-Fall River, RI-MA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	11,149,640	11,714,550	5.1%	462,180	2.2%
Average Fare (2018\$)	1.20	1.14	-5.2%	377,950	1.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,362,200	2,452,410	3.8%	169,460	0.8%
Share of Population and Employment in Transit	0.39	0.40	0.7%	24,540	0.1%
Supportive Density					
Average Gas Price (2018\$)	4.13	2.85	-31.0%	-923,540	-4.4%
Median Per Capita Income (2018\$)	28,990	31,600	9.0%	-135,150	-0.6%
% of Households with 0 Vehicles	11	9	-17.6%	-73,250	-0.3%
% Working at Home	3.2	4.9	53.9%	-263,140	-1.2%
Years Since Ride-hail Start	-	1	1	-626,920	-3.0%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	1	1	- 736,170	-3.5%
New Reporters				-	0.0%
Total Modeled Ridership					-8.6%
Total Observed Ridership					-11.9%
Unexplained Change					-3.3%

Pueblo, CO Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	554,300	546,630	-1.4%	-6,840	-0.7%
Average Fare (2018\$)	0.50	0.93	85.5%	-121,610	-12.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	227,370	239,890	5.5%	10,730	1.1%
Share of Population and Employment in Transit Supportive Density	0.22	0.21	-4.1%	-3,590	-0.4%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-35,370	-3.5%
Median Per Capita Income (2018\$)	23,710	23,960	1.1%	-0,460	-0.0%
% of Households with 0 Vehicles	8	8	-3.7%	-0,410	-0.0%
% Working at Home	3.1	3.2	1.6%	-0,150	-0.0%
Years Since Ride-hail Start	-	2	2	-55,430	-5.5%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-21.8%
Total Observed Ridership					-25.1%
Unexplained Change					-3.3%

Racine, WI Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,335,510	1,141,520	-14.5%	-94,080	-6.6%
Average Fare (2018\$)	1.10	0.98	-10.7%	40,450	2.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	286,830	292,980	2.1%	5,960	0.4%
Share of Population and Employment in Transit Supportive Density	0.22	0.23	2.5%	3,230	0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-59,630	-4.2%
Median Per Capita Income (2018\$)	29,660	33,290	12.2%	-10,280	-0.7%
% of Households with 0 Vehicles	7	5	-27.4%	-4,550	-0.3%
% Working at Home	2.7	4.1	51.9%	-13,050	-0.9%
Years Since Ride-hail Start	-	3	3	-123,930	-8.7%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-17.8%
Total Observed Ridership					-20.7%
Unexplained Change					-2.9%

Raleigh-Cary, NC Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,738,290	3,171,880	15.8%	371,650	6.1%
Average Fare (2018\$)	0.50	0.67	32.5%	-360,820	-5.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,757,100	2,055,330	17.0%	192,370	3.2%
Share of Population and Employment in Transit Supportive Density	0.21	0.18	-14.5%	-77,190	-1.3%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-256,140	-4.2%
Median Per Capita Income (2018\$)	34,440	37,590	9.1%	-30,470	-0.5%
% of Households with 0 Vehicles	5	3	-28.1%	-13,880	-0.2%
% Working at Home	6.2	9.9	59.3%	-156,260	-2.6%
Years Since Ride-hail Start	-	4	4	-700,760	-11.5%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	1	1	- 184,070	-3.0%
New Reporters				-	0.0%
Total Modeled Ridership					-20.2%
Total Observed Ridership					-21.6%
Unexplained Change					-1.4%

Redding, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	637,320	719,870	13.0%	41,080	5.4%
Average Fare (2018\$)	0.97	1.09	13.0%	-29,180	-3.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	243,810	251,240	3.0%	4,950	0.7%
Share of Population and Employment in Transit Supportive Density	0.05	0.05	-8.3%	-1,320	-0.2%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-23,250	-3.1%
Median Per Capita Income (2018\$)	23,610	28,540	20.9%	-9,880	-1.3%
% of Households with 0 Vehicles	6	10	54.0%	4,970	0.7%
% Working at Home	3.7	9.0	143.9%	-28,270	-3.7%
Years Since Ride-hail Start	-	2	2	-45,060	-6.0%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-11.2%
Total Observed Ridership					-20.4%
Unexplained Change					-9.1%

Reno-Sparks, NV Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,787,450	2,800,500	0.5%	26,740	0.3%
Average Fare (2018\$)	0.80	0.77	-4.1%	76,830	0.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	632,040	713,450	12.9%	206,810	2.5%
Share of Population and Employment in Transit Supportive Density	0.37	0.37	-1.9%	-22,580	-0.3%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-237,920	-2.9%
Median Per Capita Income (2018\$)	27,580	33,850	22.7%	-113,920	-1.4%
% of Households with 0 Vehicles	9	4	-55.4%	-77,710	-0.9%
% Working at Home	3.8	4.7	23.7%	-54,570	-0.7%
Years Since Ride-hail Start	-	4	4	-1,034,700	-12.4%
Bike Share	-	1	1	- 80,060	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-15.6%
Total Observed Ridership					-9.7%
Unexplained Change					5.9%

Richmond, VA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	4,606,840	4,583,660	-0.5%	-50,490	-0.6%
Average Fare (2018\$)	1.27	0.91	-29.0%	848,180	9.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,905,200	2,007,520	5.4%	92,050	1.1%
Share of Population and Employment in Transit Supportive Density	0.23	0.23	-2.3%	-18,630	-0.2%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-350,230	-4.0%
Median Per Capita Income (2018\$)	31,770	34,840	9.7%	-52,870	-0.6%
% of Households with 0 Vehicles	7	6	-5.7%	-5,480	-0.1%
% Working at Home	4.7	6.6	39.9%	-113,960	-1.3%
Years Since Ride-hail Start	-	4	4	-1,093,420	-12.5%
Bike Share	-	1	1	- 90,030	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-9.5%
Total Observed Ridership					-11.3%
Unexplained Change					-1.8%

Riverside-San Bernardino-Ontario, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	19,720,570	26,187,530	32.8%	3,759,680	13.2%
Average Fare (2018\$)	0.94	0.97	2.9%	-372,550	-1.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	6,012,760	6,591,110	9.6%	577,270	2.0%
Share of Population and Employment in Transit	0.39	0.39	-1.8%	-88,130	-0.3%
Supportive Density					
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-932,440	-3.3%
Median Per Capita Income (2018\$)	25,180	27,190	8.0%	-160,900	-0.6%
% of Households with 0 Vehicles	5	5	-17.9%	-57,330	-0.2%
% Working at Home	4.4	5.1	16.5%	-174,780	-0.6%
Years Since Ride-hail Start	-	4	4	-3,680,500	-12.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-3.9%
Total Observed Ridership					-21.2%
Unexplained Change					-17.3%

Roanoke, VA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,653,460	1,693,830	2.4%	25,970	1.1%
Average Fare (2018\$)	0.89	0.91	2.5%	-18,610	-0.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	459,270	466,120	1.5%	7,260	0.3%
Share of Population and Employment in Transit Supportive Density	0.06	0.08	50.6%	26,460	1.1%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-97,730	-4.1%
Median Per Capita Income (2018\$)	26,960	29,580	9.7%	-15,240	-0.6%
% of Households with 0 Vehicles	8	10	33.4%	10,700	0.4%
% Working at Home	3.7	7.9	113.5%	-68,240	-2.8%
Years Since Ride-hail Start	-	4	4	-293,640	-12.2%
Bike Share	-	1	1	- 23,390	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-18.3%
Total Observed Ridership					-21.5%
Unexplained Change					-3.2%

Rochester, MN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	965,350	1,432,600	48.4%	322,890	18.6%
Average Fare (2018\$)	1.24	1.34	8.3%	-40,360	-2.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	289,770	328,060	13.2%	47,150	2.7%
Share of Population and Employment in Transit Supportive Density	0.22	0.23	3.6%	5,350	0.3%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-65,040	-3.7%
Median Per Capita Income (2018\$)	34,950	39,130	12.0%	-13,860	-0.8%
% of Households with 0 Vehicles	6	4	-26.7%	-5,560	-0.3%
% Working at Home	4.0	6.8	68.8%	-36,590	-2.1%
Years Since Ride-hail Start	-	1	1	-61,140	-3.5%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					7.8%
Total Observed Ridership					15.6%
Unexplained Change					7.8%

Rochester, NY Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	5,029,450	5,094,270	1.3%	134,780	0.6%
Average Fare (2018\$)	0.64	1.51	136.5%	-4,618,190	-20.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,544,750	1,567,260	1.5%	68,610	0.3%
Share of Population and Employment in Transit Supportive Density	0.22	0.23	2.7%	40,340	0.2%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-685,370	-3.1%
Median Per Capita Income (2018\$)	29,040	30,520	5.1%	-55,990	-0.2%
% of Households with 0 Vehicles	11	10	-9.8%	-34,300	-0.2%
% Working at Home	3.2	4.7	45.3%	-190,960	-0.9%
Years Since Ride-hail Start	-	4	4	-2,155,180	-9.6%
Bike Share	-	1	1	- 170,220	-0.8%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-35.4%
Total Observed Ridership					-29.9%
Unexplained Change					5.4%

Rockford, IL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,350,790	1,215,130	-10.0%	-82,970	-4.5%
Average Fare (2018\$)	0.73	0.63	-14.1%	57,800	3.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	500,980	495,310	-1.1%	-4,490	-0.2%
Share of Population and Employment in Transit Supportive Density	0.14	0.13	-6.6%	-6,390	-0.3%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-73,000	-4.0%
Median Per Capita Income (2018\$)	28,040	30,400	8.4%	-8,640	-0.5%
% of Households with 0 Vehicles	8	8	4.6%	1,240	0.1%
% Working at Home	3.5	4.5	27.1%	-12,100	-0.7%
Years Since Ride-hail Start	-	3	3	-163,060	-8.8%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-15.8%
Total Observed Ridership					-14.1%
Unexplained Change					1.7%

Sacramento--Arden-Arcade--Roseville, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	9,474,330	9,865,230	4.1%	375,840	1.8%
Average Fare (2018\$)	1.02	1.42	39.9%	-1,987,580	-9.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,136,360	3,397,060	8.3%	332,170	1.6%
Share of Population and Employment in Transit	0.49	0.48	-3.0%	-119,020	-0.6%
Supportive Density					
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-627,000	-2.9%
Median Per Capita Income (2018\$)	29,290	32,550	11.1%	-153,280	-0.7%
% of Households with 0 Vehicles	7	6	-14.1%	-35,810	-0.2%
% Working at Home	6.0	7.8	29.6%	-250,750	-1.2%
Years Since Ride-hail Start	-	5	5	-3,129,800	-14.7%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-25.7%
Total Observed Ridership					-19.8%
Unexplained Change					5.9%

Sacramento--Arden-Arcade--Roseville, CA Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,886,330	4,497,350	15.7%	1,203,510	9.6%
Average Fare (2018\$)	1.16	1.59	36.9%	-712,400	-5.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,136,360	3,397,060	8.3%	216,670	1.7%
Share of Population and Employment in Transit	0.49	0.48	-3.0%	-76,380	-0.6%
Supportive Density					
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-374,770	-3.0%
Median Per Capita Income (2018\$)	29,290	32,550	11.1%	-95,020	-0.8%
% of Households with 0 Vehicles	7	6	-14.1%	-22,400	-0.2%
% Working at Home	6.0	7.8	29.6%	-155,190	-1.2%
Years Since Ride-hail Start	-	5	5	-1,380,320	-11.0%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-11.3%
Total Observed Ridership					-28.1%
Unexplained Change					-16.8%

Saginaw-Saginaw Township North, MI Metro Area- Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	681,620	953,800	39.9%	72,780	9.2%
Average Fare (2018\$)	0.87	1.06	21.9%	-25,180	-3.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	278,930	274,470	-1.6%	-2,960	-0.4%
Share of Population and Employment in Transit Supportive Density	0.04	0.04	-6.7%	-0,850	-0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-46,740	-5.9%
Median Per Capita Income (2018\$)	24,140	25,980	7.6%	-3,280	-0.4%
% of Households with 0 Vehicles	8	9	13.8%	1,520	0.2%
% Working at Home	3.0	5.1	70.8%	-7,540	-1.0%
Years Since Ride-hail Start	-	1	1	-17,260	-2.2%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-0.3%
Total Observed Ridership					-42.7%
Unexplained Change					-42.4%

Salem, OR Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,972,320	2,115,120	7.2%	110,940	3.4%
Average Fare (2018\$)	0.79	0.84	6.3%	-51,300	-1.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	563,970	625,470	10.9%	71,990	2.2%
Share of Population and Employment in Transit Supportive Density	0.28	0.27	-2.7%	-9,990	-0.3%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-99,250	-3.1%
Median Per Capita Income (2018\$)	24,540	27,630	12.6%	-27,750	-0.9%
% of Households with 0 Vehicles	8	6	-30.7%	-17,200	-0.5%
% Working at Home	4.6	6.8	47.8%	-49,000	-1.5%
Years Since Ride-hail Start	-	1	1	-100,270	-3.1%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-5.5%
Total Observed Ridership					-12.7%
Unexplained Change					-7.1%

Salinas, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	4,260,180	4,550,170	6.8%	130,980	2.8%
Average Fare (2018\$)	2.01	2.61	29.9%	-436,370	-9.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	619,360	649,300	4.8%	42,810	0.9%
Share of Population and Employment in Transit Supportive Density	0.37	0.38	1.7%	10,280	0.2%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-109,590	-2.4%
Median Per Capita Income (2018\$)	24,250	28,420	17.2%	-47,460	-1.0%
% of Households with 0 Vehicles	5	3	-41.2%	-17,900	-0.4%
% Working at Home	4.0	5.6	40.0%	-53,660	-1.2%
Years Since Ride-hail Start	-	4	4	-560,150	-12.2%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-22.4%
Total Observed Ridership					2.5%
Unexplained Change					24.9%

Salt Lake City, UT Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	15,931,530	17,895,280	12.3%	1,069,730	4.9%
Average Fare (2018\$)	1.11	1.22	9.3%	-526,620	-2.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,735,510	1,886,360	8.7%	364,710	1.7%
Share of Population and Employment in Transit Supportive Density	0.51	0.49	-2.9%	-121,220	-0.6%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-651,260	-3.0%
Median Per Capita Income (2018\$)	29,280	32,700	11.7%	-158,080	-0.7%
% of Households with 0 Vehicles	6	5	-27.2%	-69,630	-0.3%
% Working at Home	4.7	7.4	56.4%	-407,950	-1.9%
Years Since Ride-hail Start	-	4	4	-2,675,610	-12.3%
Bike Share	-	1	1	- 226,860	-1.0%
Electric Scooters	-	1	1	- 770,750	-3.5%
New Reporters				-	0.0%
Total Modeled Ridership					-19.2%
Total Observed Ridership					-6.8%
Unexplained Change					12.4%

Salt Lake City, UT Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	7,738,850	12,073,890	56.0%	6,608,310	33.7%
Average Fare (2018\$)	1.09	1.05	-4.0%	251,810	1.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,735,510	1,886,360	8.7%	434,730	2.2%
Share of Population and Employment in Transit Supportive Density	0.51	0.49	-2.9%	-130,870	-0.7%
Average Gas Price (2018\$)	3.88	2.89	-25.5%	-760,100	-3.9%
Median Per Capita Income (2018\$)	29,280	32,700	11.7%	-185,350	-0.9%
% of Households with 0 Vehicles	6	5	-27.2%	-70,910	-0.4%
% Working at Home	4.7	7.4	56.4%	-467,020	-2.4%
Years Since Ride-hail Start	-	4	4	-2,174,190	-11.1%
Bike Share	-	1	1	- 209,200	-1.1%
Electric Scooters	-	1	1	- 924,030	-4.7%
New Reporters				-	0.0%
Total Modeled Ridership					11.4%
Total Observed Ridership					18.3%
Unexplained Change					7.0%

San Antonio-New Braunfels, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	20,316,120	23,189,050	14.1%	2,364,690	5.5%
Average Fare (2018\$)	0.53	0.49	-8.9%	514,620	1.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	3,221,370	3,662,240	13.7%	1,137,320	2.7%
Share of Population and Employment in Transit Supportive Density	0.37	0.36	-4.0%	-257,300	-0.6%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-1,810,250	-4.2%
Median Per Capita Income (2018\$)	26,790	28,260	5.5%	-152,430	-0.4%
% of Households with 0 Vehicles	7	7	9.6%	47,500	0.1%
% Working at Home	4.1	4.9	18.9%	-241,800	-0.6%
Years Since Ride-hail Start	-	4	4	-5,085,870	-11.9%
Bike Share	-	1	1	- 448,680	-1.1%
Electric Scooters	-	1	1	- 1,414,820	-3.3%
New Reporters				-	0.0%
Total Modeled Ridership					-12.8%
Total Observed Ridership					-19.0%
Unexplained Change					-6.2%

San Diego-Carlsbad-San Marcos, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	23,175,910	25,702,230	10.9%	2,970,450	4.6%
Average Fare (2018\$)	1.05	1.01	-4.0%	576,660	0.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	4,576,940	4,896,460	7.0%	906,900	1.4%
Share of Population and Employment in Transit Supportive Density	0.63	0.61	-1.7%	-274,320	-0.4%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-1,893,270	-3.0%
Median Per Capita Income (2018\$)	30,970	33,990	9.8%	-398,400	-0.6%
% of Households with 0 Vehicles	6	5	-18.1%	-138,840	-0.2%
% Working at Home	6.6	6.8	3.0%	-94,830	-0.1%
Years Since Ride-hail Start	-	6	6	-7,032,120	-11.0%
Bike Share	-	1	1	- 692,670	-1.1%
Electric Scooters	-	1	1	- 2,158,350	-3.4%
New Reporters				-	0.0%
Total Modeled Ridership					-12.8%
Total Observed Ridership					-15.2%
Unexplained Change					-2.5%

San Diego-Carlsbad-San Marcos, CA Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	9,627,040	10,756,920	11.7%	2,793,950	7.2%
Average Fare (2018\$)	1.38	1.11	-19.7%	1,612,810	4.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	4,576,940	4,896,460	7.0%	597,510	1.5%
Share of Population and Employment in Transit Supportive Density	0.63	0.61	-1.7%	-169,560	-0.4%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-1,192,690	-3.1%
Median Per Capita Income (2018\$)	30,970	33,990	9.8%	-270,010	-0.7%
% of Households with 0 Vehicles	6	5	-18.1%	-92,960	-0.2%
% Working at Home	6.6	6.8	3.0%	-35,290	-0.1%
Years Since Ride-hail Start	-	6	6	536,370	1.4%
Bike Share	-	1	1	- 474,750	-1.2%
Electric Scooters	-	1	1	- 1,610,460	-4.1%
New Reporters				-	0.0%
Total Modeled Ridership					5.1%
Total Observed Ridership					16.2%
Unexplained Change					11.0%

San Francisco-Oakland-Fremont, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	56,186,380	61,778,690	10.0%	10,559,370	4.0%
Average Fare (2018\$)	1.03	1.03	-0.4%	380,700	0.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	6,661,390	7,287,030	9.4%	4,798,440	1.8%
Share of Population and Employment in Transit Supportive Density	0.71	0.71	-0.1%	-37,990	-0.0%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-6,843,860	-2.6%
Median Per Capita Income (2018\$)	38,660	44,200	14.3%	-2,327,980	-0.9%
% of Households with 0 Vehicles	13	12	-8.0%	-499,150	-0.2%
% Working at Home	6.1	7.0	15.2%	-1,714,900	-0.7%
Years Since Ride-hail Start	2.0	8	6	-28,190,460	-10.7%
Bike Share	-	1	1	- 2,663,690	-1.0%
Electric Scooters	-	1	1	- 9,330,560	-3.6%
New Reporters				-	0.0%
Total Modeled Ridership					-14.0%
Total Observed Ridership					-2.4%
Unexplained Change					11.6%

San Francisco-Oakland-Fremont, CA Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	77,061,460	93,622,590	21.5%	28,012,610	13.4%
Average Fare (2018\$)	2.74	3.14	14.4%	-7,420,200	-3.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	6,661,390	7,287,030	9.4%	4,092,400	2.0%
Share of Population and Employment in Transit Supportive Density	0.71	0.71	-0.1%	-35,970	-0.0%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-5,862,780	-2.8%
Median Per Capita Income (2018\$)	38,660	44,200	14.3%	-2,047,090	-1.0%
% of Households with 0 Vehicles	13	12	-8.0%	-434,090	-0.2%
% Working at Home	6.1	7.0	15.2%	-1,516,180	-0.7%
Years Since Ride-hail Start	2.0	8	6	2,748,660	1.3%
Bike Share	-	1	1	- 2,362,860	-1.1%
Electric Scooters	-	1	1	- 8,263,430	-4.0%
New Reporters				-	0.0%
Total Modeled Ridership					3.0%
Total Observed Ridership					7.8%
Unexplained Change					4.9%

San Jose-Sunnyvale-Santa Clara, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	14,683,630	16,138,260	9.9%	1,375,610	4.2%
Average Fare (2018\$)	0.96	0.86	-10.6%	910,640	2.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,802,300	3,073,170	9.7%	643,210	1.9%
Share of Population and Employment in Transit Supportive Density	0.83	0.83	-0.3%	-37,300	-0.1%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-981,540	-3.0%
Median Per Capita Income (2018\$)	39,610	46,660	17.8%	-367,700	-1.1%
% of Households with 0 Vehicles	5	5	-0.4%	-4,270	-0.0%
% Working at Home	4.6	5.3	14.7%	-172,790	-0.5%
Years Since Ride-hail Start	2.0	8	6	-3,677,760	-11.1%
Bike Share	-	1	1	- 310,700	-0.9%
Electric Scooters	-	1	1	- 1,125,700	-3.4%
New Reporters				-	0.0%
Total Modeled Ridership					-11.3%
Total Observed Ridership					-13.8%
Unexplained Change					-2.5%

San Jose-Sunnyvale-Santa Clara, CA Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,104,680	3,491,750	12.5%	789,730	8.1%
Average Fare (2018\$)	0.96	0.83	-13.7%	200,530	2.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,802,300	3,073,170	9.7%	210,280	2.2%
Share of Population and Employment in Transit Supportive Density	0.83	0.83	-0.3%	-9,500	-0.1%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-347,310	-3.6%
Median Per Capita Income (2018\$)	39,610	46,660	17.8%	-120,770	-1.2%
% of Households with 0 Vehicles	5	5	-0.4%	-1,440	-0.0%
% Working at Home	4.6	5.3	14.7%	-57,000	-0.6%
Years Since Ride-hail Start	2.0	8	6	135,850	1.4%
Bike Share	-	1	1	- 93,330	-1.0%
Electric Scooters	-	1	1	- 338,130	-3.5%
New Reporters				-	0.0%
Total Modeled Ridership					3.9%
Total Observed Ridership					-18.6%
Unexplained Change					-22.5%

Santa Cruz-Watsonville, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,026,360	2,907,740	-3.9%	-97,200	-1.7%
Average Fare (2018\$)	1.71	1.77	3.8%	-82,490	-1.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	392,030	415,230	5.9%	67,500	1.2%
Share of Population and Employment in Transit Supportive Density	0.47	0.47	-0.3%	-3,550	-0.1%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-161,490	-2.9%
Median Per Capita Income (2018\$)	31,130	31,620	1.6%	-6,610	-0.1%
% of Households with 0 Vehicles	5	6	28.9%	14,010	0.2%
% Working at Home	7.4	7.9	6.8%	-20,900	-0.4%
Years Since Ride-hail Start	-	4	4	-717,950	-12.7%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-16.9%
Total Observed Ridership					-4.4%
Unexplained Change					12.5%

Santa Fe, NM Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	859,490	864,910	0.6%	3,650	0.3%
Average Fare (2018\$)	0.36	0.32	-9.5%	15,830	1.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	215,770	220,010	2.0%	4,240	0.4%
Share of Population and Employment in Transit Supportive Density	0.23	0.22	-6.2%	-6,130	-0.6%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-46,660	-4.3%
Median Per Capita Income (2018\$)	29,810	31,380	5.3%	-4,440	-0.4%
% of Households with 0 Vehicles	4	4	-7.0%	-0,620	-0.1%
% Working at Home	6.8	5.7	-16.9%	7,560	0.7%
Years Since Ride-hail Start	-	4	4	-135,990	-12.4%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-14.5%
Total Observed Ridership					-12.8%
Unexplained Change					1.7%

Santa Rosa-Petaluma, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,763,360	2,816,870	1.9%	7,420	0.2%
Average Fare (2018\$)	0.97	1.02	6.0%	-110,190	-2.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	716,290	763,250	6.6%	55,880	1.3%
Share of Population and Employment in Transit Supportive Density	0.29	0.30	2.6%	11,920	0.3%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-121,950	-2.9%
Median Per Capita Income (2018\$)	30,620	38,470	25.6%	-60,600	-1.4%
% of Households with 0 Vehicles	5	5	0.2%	-0,270	-0.0%
% Working at Home	6.0	8.0	33.3%	-59,240	-1.4%
Years Since Ride-hail Start	-	4	4	-474,980	-11.4%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-17.0%
Total Observed Ridership					-32.8%
Unexplained Change					-15.8%

Savannah, GA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,479,860	2,216,640	-10.6%	-167,500	-4.5%
Average Fare (2018\$)	0.96	1.22	27.7%	-204,140	-5.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	519,420	571,350	10.0%	73,040	2.0%
Share of Population and Employment in Transit Supportive Density	0.22	0.21	-2.7%	-7,690	-0.2%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-155,100	-4.2%
Median Per Capita Income (2018\$)	26,320	27,980	6.3%	-18,240	-0.5%
% of Households with 0 Vehicles	7	7	-9.8%	-4,650	-0.1%
% Working at Home	3.5	3.7	5.0%	-6,700	-0.2%
Years Since Ride-hail Start	-	3	3	-329,530	-8.9%
Bike Share	-	-	-	- 6,400	-0.2%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-22.6%
Total Observed Ridership					-19.4%
Unexplained Change					3.1%

Scranton--Wilkes-Barre, PA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,142,600	2,140,880	-0.1%	2,610	0.1%
Average Fare (2018\$)	0.82	1.13	38.0%	-237,440	-8.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	819,950	819,840	-0.0%	-0,180	-0.0%
Share of Population and Employment in Transit Supportive Density	0.26	0.25	-4.4%	-10,530	-0.4%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-91,470	-3.4%
Median Per Capita Income (2018\$)	24,730	27,140	9.7%	-16,400	-0.6%
% of Households with 0 Vehicles	10	11	9.9%	4,520	0.2%
% Working at Home	2.9	4.3	46.6%	-23,740	-0.9%
Years Since Ride-hail Start	-	3	3	-221,680	-8.4%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-22.2%
Total Observed Ridership					-24.9%
Unexplained Change					-2.7%

Seattle-Tacoma-Bellevue, WA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	59,368,010	64,570,520	8.8%	6,087,810	3.5%
Average Fare (2018\$)	1.64	1.69	2.8%	-1,530,680	-0.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	5,311,660	5,964,580	12.3%	3,976,440	2.3%
Share of Population and Employment in Transit	0.50	0.50	0.2%	79,030	0.0%
Supportive Density					
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-4,285,950	-2.5%
Median Per Capita Income (2018\$)	35,990	42,280	17.5%	-1,803,430	-1.0%
% of Households with 0 Vehicles	8	7	-2.7%	-74,050	-0.0%
% Working at Home	5.5	6.5	18.6%	-1,241,760	-0.7%
Years Since Ride-hail Start	1.0	7	6	-18,102,080	-10.5%
Bike Share	-	1	1	- 1,666,070	-1.0%
Electric Scooters	-	1	1	- 6,224,890	-3.6%
New Reporters				-	0.0%
Total Modeled Ridership					-14.9%
Total Observed Ridership					6.0%
Unexplained Change					20.9%

Seattle-Tacoma-Bellevue, WA Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	4,414,860	8,150,160	84.6%	9,796,860	51.2%
Average Fare (2018\$)	2.98	2.76	-7.5%	464,620	2.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	5,311,660	5,964,580	12.3%	548,760	2.9%
Share of Population and Employment in Transit Supportive Density	0.50	0.50	0.2%	9,600	0.1%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-223,060	-1.2%
Median Per Capita Income (2018\$)	35,990	42,280	17.5%	-246,900	-1.3%
% of Households with 0 Vehicles	8	7	-2.7%	-24,610	-0.1%
% Working at Home	5.5	6.5	18.6%	-181,540	-0.9%
Years Since Ride-hail Start	1.0	7	6	281,420	1.5%
Bike Share	-	1	1	- 177,910	-0.9%
Electric Scooters	-	1	1	- 1,247,810	-6.5%
New Reporters				-	0.0%
Total Modeled Ridership					44.2%
Total Observed Ridership					119.0%
Unexplained Change					74.7%

Shreveport-Bossier City, LA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,274,520	2,277,250	0.1%	-4,580	-0.2%
Average Fare (2018\$)	0.84	0.69	-16.9%	120,370	4.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	575,230	604,480	5.1%	38,450	1.3%
Share of Population and Employment in Transit Supportive Density	0.14	0.14	-0.6%	-1,010	-0.0%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-140,300	-4.8%
Median Per Capita Income (2018\$)	26,260	21,680	-17.4%	38,740	1.3%
% of Households with 0 Vehicles	10	8	-15.5%	-9,480	-0.3%
% Working at Home	2.2	3.9	77.3%	-33,730	-1.2%
Years Since Ride-hail Start	-	-	-	0,000	0.0%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					1.3%
Total Observed Ridership					-25.2%
Unexplained Change					-26.5%

Sioux City, IA-NE-SD Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	621,900	591,630	-4.9%	-21,860	-2.1%
Average Fare (2018\$)	0.73	0.81	11.0%	-31,110	-2.9%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	216,680	244,810	13.0%	28,840	2.7%
Share of Population and Employment in Transit Supportive Density	0.16	0.15	-6.0%	-4,210	-0.4%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-47,010	-4.5%
Median Per Capita Income (2018\$)	25,830	32,260	24.9%	-16,820	-1.6%
% of Households with 0 Vehicles	5	9	64.4%	6,380	0.6%
% Working at Home	3.1	4.3	37.9%	-9,870	-0.9%
Years Since Ride-hail Start	-	1	1	-28,610	-2.7%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-11.2%
Total Observed Ridership					-22.0%
Unexplained Change					-10.8%

Sioux Falls, SD Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	735,270	735,940	0.1%	3,550	0.4%
Average Fare (2018\$)	0.60	0.50	-17.7%	31,250	3.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	369,020	410,590	11.3%	21,830	2.4%
Share of Population and Employment in Transit Supportive Density	0.31	0.34	8.1%	0,790	0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-40,530	-4.4%
Median Per Capita Income (2018\$)	32,010	33,220	3.8%	-2,710	-0.3%
% of Households with 0 Vehicles	4	3	-14.3%	-0,180	-0.0%
% Working at Home	4.0	5.5	36.3%	-8,680	-0.9%
Years Since Ride-hail Start	-	-	-	0,000	0.0%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					1.9%
Total Observed Ridership					-23.8%
Unexplained Change					-25.7%

Spokane, WA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	5,313,520	5,850,420	10.1%	459,570	4.2%
Average Fare (2018\$)	0.88	0.84	-4.5%	162,270	1.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	685,240	798,060	16.5%	363,560	3.3%
Share of Population and Employment in Transit Supportive Density	0.29	0.28	-3.5%	-42,750	-0.4%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-323,380	-2.9%
Median Per Capita Income (2018\$)	27,410	30,870	12.6%	-87,780	-0.8%
% of Households with 0 Vehicles	8	7	-12.8%	-22,870	-0.2%
% Working at Home	5.8	7.2	23.3%	-104,180	-0.9%
Years Since Ride-hail Start	-	4	4	-1,419,270	-12.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	1	1	- 400,960	-3.6%
New Reporters				-	0.0%
Total Modeled Ridership					-13.0%
Total Observed Ridership					-8.7%
Unexplained Change					4.3%

Springfield, IL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,423,550	1,438,250	1.0%	2,890	0.2%
Average Fare (2018\$)	0.56	0.54	-3.0%	5,170	0.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	317,790	311,890	-1.9%	-6,920	-0.4%
Share of Population and Employment in Transit Supportive Density	0.29	0.28	-3.1%	-7,050	-0.4%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-78,590	-4.2%
Median Per Capita Income (2018\$)	33,510	36,370	8.5%	-9,650	-0.5%
% of Households with 0 Vehicles	7	7	4.9%	1,380	0.1%
% Working at Home	3.1	4.2	34.7%	-14,890	-0.8%
Years Since Ride-hail Start	-	3	3	-170,320	-9.0%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-14.1%
Total Observed Ridership					-16.8%
Unexplained Change					-2.7%

Springfield, MO Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,096,190	1,073,390	-2.1%	-11,110	-0.7%
Average Fare (2018\$)	0.68	0.67	-0.9%	-7,420	-0.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	652,620	689,250	5.6%	18,200	1.2%
Share of Population and Employment in Transit Supportive Density	0.17	0.17	-4.5%	-5,620	-0.4%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-71,450	-4.6%
Median Per Capita Income (2018\$)	23,840	26,620	11.7%	-12,280	-0.8%
% of Households with 0 Vehicles	6	6	-3.1%	-0,310	-0.0%
% Working at Home	4.1	3.4	-17.7%	5,560	0.4%
Years Since Ride-hail Start	-	2	2	-89,590	-5.8%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-10.4%
Total Observed Ridership					-19.1%
Unexplained Change					-8.7%

St. Cloud, MN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,249,240	1,370,810	9.7%	83,990	4.4%
Average Fare (2018\$)	0.67	0.64	-4.4%	12,870	0.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	291,920	309,730	6.1%	24,870	1.3%
Share of Population and Employment in Transit Supportive Density	0.15	0.15	0.0%	-0,070	-0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-86,550	-4.5%
Median Per Capita Income (2018\$)	28,100	31,840	13.3%	-16,820	-0.9%
% of Households with 0 Vehicles	5	5	-1.3%	0,130	0.0%
% Working at Home	5.4	4.4	-18.5%	12,880	0.7%
Years Since Ride-hail Start	-	1	1	-55,180	-2.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-1.1%
Total Observed Ridership					-26.5%
Unexplained Change					-25.4%

St. Louis, MO-IL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	21,805,500	22,382,820	2.6%	371,490	1.1%
Average Fare (2018\$)	1.10	1.05	-4.1%	261,830	0.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	4,187,460	4,242,470	1.3%	89,440	0.3%
Share of Population and Employment in Transit Supportive Density	0.24	0.23	-2.6%	-81,480	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-1,375,860	-4.2%
Median Per Capita Income (2018\$)	29,340	32,370	10.3%	-228,110	-0.7%
% of Households with 0 Vehicles	9	8	-11.9%	-70,040	-0.2%
% Working at Home	4.2	5.2	23.2%	-227,650	-0.7%
Years Since Ride-hail Start	-	4	4	-3,970,250	-12.1%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	1	1	- 1,042,770	-3.2%
New Reporters				-	0.0%
Total Modeled Ridership					-18.7%
Total Observed Ridership					-21.6%
Unexplained Change					-2.8%

St. Louis, MO-IL Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	6,297,940	6,124,330	-2.8%	-279,820	-1.6%
Average Fare (2018\$)	1.12	1.06	-5.5%	132,520	0.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	4,187,460	4,242,470	1.3%	47,210	0.3%
Share of Population and Employment in Transit Supportive Density	0.24	0.23	-2.6%	-43,410	-0.3%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-717,770	-4.2%
Median Per Capita Income (2018\$)	29,340	32,370	10.3%	-119,590	-0.7%
% of Households with 0 Vehicles	9	8	-11.9%	-36,120	-0.2%
% Working at Home	4.2	5.2	23.2%	-117,910	-0.7%
Years Since Ride-hail Start	-	4	4	-1,419,890	-8.3%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	1	1	- 551,360	-3.2%
New Reporters				-	0.0%
Total Modeled Ridership					-17.8%
Total Observed Ridership					-22.8%
Unexplained Change					-5.0%

State College, PA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,510,820	1,792,270	18.6%	569,060	8.0%
Average Fare (2018\$)	0.90	1.06	17.9%	-340,790	-4.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	228,480	239,200	4.7%	71,600	1.0%
Share of Population and Employment in Transit Supportive Density	0.15	0.22	43.5%	211,350	3.0%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-277,510	-3.9%
Median Per Capita Income (2018\$)	23,870	25,670	7.5%	-37,490	-0.5%
% of Households with 0 Vehicles	9	9	3.7%	4,850	0.1%
% Working at Home	4.4	3.4	-23.3%	51,760	0.7%
Years Since Ride-hail Start	-	3	3	-692,050	-9.8%
Bike Share	-	1	1	- 75,550	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-7.8%
Total Observed Ridership					-7.0%
Unexplained Change					0.8%

Stockton, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,605,580	2,471,910	-5.1%	-82,310	-2.0%
Average Fare (2018\$)	1.22	0.89	-26.8%	351,000	8.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	969,670	1,064,700	9.8%	82,080	2.0%
Share of Population and Employment in Transit Supportive Density	0.47	0.46	-2.3%	-18,990	-0.5%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-135,560	-3.3%
Median Per Capita Income (2018\$)	24,910	30,780	23.6%	-60,790	-1.5%
% of Households with 0 Vehicles	7	4	-51.2%	-26,880	-0.7%
% Working at Home	3.5	3.4	-2.9%	-1,680	-0.0%
Years Since Ride-hail Start	-	4	4	-525,950	-12.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-9.5%
Total Observed Ridership					-14.0%
Unexplained Change					-4.5%

Syracuse, NY Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	3,016,920	4,900,810	62.4%	2,279,270	24.3%
Average Fare (2018\$)	1.37	1.48	8.3%	-281,710	-3.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	958,810	945,850	-1.4%	-30,000	-0.3%
Share of Population and Employment in Transit Supportive Density	0.23	0.23	2.3%	18,880	0.2%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-343,810	-3.7%
Median Per Capita Income (2018\$)	29,030	31,680	9.1%	-61,600	-0.7%
% of Households with 0 Vehicles	12	11	-10.7%	-22,700	-0.2%
% Working at Home	3.3	6.1	85.6%	-224,010	-2.4%
Years Since Ride-hail Start	-	1	1	-345,250	-3.7%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					9.2%
Total Observed Ridership					6.4%
Unexplained Change					-2.8%

Tallahassee, FL Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,125,840	1,979,780	-6.9%	-116,300	-2.5%
Average Fare (2018\$)	0.95	1.38	45.0%	-494,440	-10.8%
Network Restructure	1	1.000	0.0%	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	550,270	576,900	4.8%	37,470	0.8%
Share of Population and Employment in Transit Supportive Density	0.29	0.29	0.4%	1,870	0.0%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-178,640	-3.9%
Median Per Capita Income (2018\$)	24,310	27,770	14.2%	-38,920	-0.9%
% of Households with 0 Vehicles	8	5	-34.0%	-20,480	-0.4%
% Working at Home	2.8	3.9	37.5%	-37,280	-0.8%
Years Since Ride-hail Start	-	4	4	-495,250	-10.8%
Bike Share	-	1	1	- 35,920	-0.8%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-29.3%
Total Observed Ridership					-36.7%
Unexplained Change					-7.5%

Tampa-St. Petersburg-Clearwater, FL Metro Area- Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	17,578,140	18,547,270	5.5%	749,940	2.6%
Average Fare (2018\$)	1.06	0.89	-16.3%	1,367,280	4.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	4,137,580	4,635,160	12.0%	704,690	2.4%
Share of Population and Employment in Transit	0.31	0.31	0.3%	12,150	0.0%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-1,292,400	-4.4%
Median Per Capita Income (2018\$)	27,300	28,300	3.7%	-73,070	-0.3%
% of Households with 0 Vehicles	8	6	-17.3%	-75,270	-0.3%
% Working at Home	5.4	7.6	40.3%	-493,540	-1.7%
Years Since Ride-hail Start	-	4	4	-3,724,200	-12.7%
Bike Share	-	1	1	- 322,760	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-10.3%
Total Observed Ridership					-18.6%
Unexplained Change					-8.3%

Tampa-St. Petersburg-Clearwater, FL Metro Area- Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	67,500	75,120	11.3%	20,450	6.5%
Average Fare (2018\$)	2.06	1.24	-39.7%	33,090	10.5%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	4,137,580	4,635,160	12.0%	7,160	2.3%
Share of Population and Employment in Transit	0.31	0.31	0.3%	0,100	0.0%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-11,260	-3.6%
Median Per Capita Income (2018\$)	27,300	28,300	3.7%	-0,720	-0.2%
% of Households with 0 Vehicles	8	6	-17.3%	-0,790	-0.3%
% Working at Home	5.4	7.6	40.3%	-4,710	-1.5%
Years Since Ride-hail Start	-	4	4	-25,800	-8.2%
Bike Share	-	1	1	- 3,200	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					3.9%
Total Observed Ridership					40.3%
Unexplained Change					36.5%

Terre Haute, IN Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	360,290	426,230	18.3%	29,530	9.0%
Average Fare (2018\$)	0.44	0.43	-3.4%	-1,820	-0.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	245,000	236,300	-3.6%	-2,300	-0.7%
Share of Population and Employment in Transit Supportive Density	0.10	0.10	5.4%	0,800	0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-17,900	-5.5%
Median Per Capita Income (2018\$)	22,310	22,940	2.8%	-1,290	-0.4%
% of Households with 0 Vehicles	8	9	16.9%	0,500	0.2%
% Working at Home	1.2	2.1	72.9%	-2,890	-0.9%
Years Since Ride-hail Start	-	1	1	-8,620	-2.6%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-0.4%
Total Observed Ridership					-33.5%
Unexplained Change					-33.1%

Toledo, OH Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,685,850	2,771,330	3.2%	51,660	1.7%
Average Fare (2018\$)	1.29	1.96	52.5%	-370,570	-12.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	947,410	909,840	-4.0%	-25,640	-0.8%
Share of Population and Employment in Transit Supportive Density	0.17	0.17	-2.1%	-3,940	-0.1%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-113,940	-3.7%
Median Per Capita Income (2018\$)	25,750	26,770	4.0%	-7,680	-0.3%
% of Households with 0 Vehicles	10	9	-3.7%	-2,640	-0.1%
% Working at Home	3.1	4.1	31.5%	-17,060	-0.6%
Years Since Ride-hail Start	-	4	4	-343,870	-11.3%
Bike Share	-	1	1	- 25,800	-0.8%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-29.1%
Total Observed Ridership					-27.5%
Unexplained Change					1.6%

Topeka, KS Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	807,440	903,510	11.9%	60,970	4.9%
Average Fare (2018\$)	0.97	0.71	-27.3%	113,380	9.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	348,720	347,950	-0.2%	-0,590	-0.0%
Share of Population and Employment in Transit Supportive Density	0.20	0.21	3.4%	3,180	0.3%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-47,310	-3.8%
Median Per Capita Income (2018\$)	28,740	33,330	16.0%	-12,280	-1.0%
% of Households with 0 Vehicles	7	6	-19.7%	-3,440	-0.3%
% Working at Home	3.4	3.8	11.8%	-3,720	-0.3%
Years Since Ride-hail Start	-	3	3	-118,490	-9.5%
Bike Share	-	1	1	- 13,090	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-3.2%
Total Observed Ridership					11.0%
Unexplained Change					14.2%

Tucson, AZ Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	7,902,170	8,283,420	4.8%	294,610	1.6%
Average Fare (2018\$)	0.71	0.67	-6.0%	249,440	1.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,421,190	1,491,840	5.0%	186,850	1.0%
Share of Population and Employment in Transit Supportive Density	0.34	0.34	-1.3%	-26,220	-0.1%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-571,290	-3.0%
Median Per Capita Income (2018\$)	25,520	28,450	11.5%	-128,310	-0.7%
% of Households with 0 Vehicles	9	8	-14.3%	-42,010	-0.2%
% Working at Home	4.9	5.5	11.2%	-56,580	-0.3%
Years Since Ride-hail Start	-	5	5	-2,941,030	-15.5%
Bike Share	-	1	1	- 182,630	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-16.3%
Total Observed Ridership					-27.0%
Unexplained Change					-10.7%

Tulsa, OK Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,590,060	2,879,510	11.2%	141,030	4.4%
Average Fare (2018\$)	0.80	0.89	11.2%	-88,050	-2.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,393,410	1,463,670	5.0%	31,700	1.0%
Share of Population and Employment in Transit Supportive Density	0.22	0.21	-4.9%	-13,060	-0.4%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-125,440	-3.9%
Median Per Capita Income (2018\$)	27,950	29,000	3.8%	-8,280	-0.3%
% of Households with 0 Vehicles	6	5	-12.3%	-4,110	-0.1%
% Working at Home	3.3	4.2	28.0%	-21,160	-0.7%
Years Since Ride-hail Start	-	4	4	-387,830	-12.1%
Bike Share	-	1	1	- 33,270	-1.0%
Electric Scooters	-	1	1	- 109,080	-3.4%
New Reporters				-	0.0%
Total Modeled Ridership					-19.1%
Total Observed Ridership					-6.9%
Unexplained Change					12.2%

Vallejo-Fairfield, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,594,170	1,787,210	12.1%	53,050	5.3%
Average Fare (2018\$)	2.46	2.39	-2.9%	13,240	1.3%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	601,740	651,210	8.2%	17,840	1.8%
Share of Population and Employment in Transit Supportive Density	0.43	0.41	-5.0%	-9,220	-0.9%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-30,550	-3.1%
Median Per Capita Income (2018\$)	31,950	38,190	19.5%	-12,670	-1.3%
% of Households with 0 Vehicles	6	5	-13.0%	-1,650	-0.2%
% Working at Home	3.8	5.5	44.1%	-13,020	-1.3%
Years Since Ride-hail Start	-	2	2	-66,020	-6.6%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-4.9%
Total Observed Ridership					-7.8%
Unexplained Change					-2.9%

Virginia Beach-Norfolk-Newport News, VA-NC Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	11,378,290	11,583,310	1.8%	150,240	0.9%
Average Fare (2018\$)	0.88	0.99	12.2%	-530,760	-3.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,473,770	2,546,900	3.0%	108,760	0.6%
Share of Population and Employment in Transit	0.38	0.37	-1.4%	-39,540	-0.2%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-735,670	-4.2%
Median Per Capita Income (2018\$)	30,710	31,530	2.7%	-37,370	-0.2%
% of Households with 0 Vehicles	6	7	4.4%	11,910	0.1%
% Working at Home	4.3	3.3	-23.3%	142,060	0.8%
Years Since Ride-hail Start	-	4	4	-2,100,240	-11.9%
Bike Share	-	1	1	- 155,610	-0.9%
Electric Scooters	-	1	1	- 563,790	-3.2%
New Reporters				-	0.0%
Total Modeled Ridership					-21.4%
Total Observed Ridership					-29.3%
Unexplained Change					-7.9%

Virginia Beach-Norfolk-Newport News, VA-NC Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	375,060	383,470	2.2%	28,070	1.6%
Average Fare (2018\$)	0.45	0.83	84.4%	-133,920	-7.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	2,473,770	2,546,900	3.0%	9,810	0.6%
Share of Population and Employment in Transit	0.38	0.37	-1.4%	-3,410	-0.2%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-67,160	-3.9%
Median Per Capita Income (2018\$)	30,710	31,530	2.7%	-3,460	-0.2%
% of Households with 0 Vehicles	6	7	4.4%	0,930	0.1%
% Working at Home	4.3	3.3	-23.3%	12,330	0.7%
Years Since Ride-hail Start	-	4	4	-132,510	-7.7%
Bike Share	-	1	1	- 15,120	-0.9%
Electric Scooters	-	1	1	- 54,780	-3.2%
New Reporters				-	0.0%
Total Modeled Ridership					-21.2%
Total Observed Ridership					-11.5%
Unexplained Change					9.7%

Visalia-Porterville, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,572,880	2,005,190	27.5%	185,070	11.3%
Average Fare (2018\$)	0.72	0.99	37.6%	-141,730	-8.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	620,740	655,540	5.6%	19,370	1.2%
Share of Population and Employment in Transit Supportive Density	0.29	0.30	1.9%	3,760	0.2%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-52,000	-3.2%
Median Per Capita Income (2018\$)	20,090	21,960	9.3%	-11,060	-0.7%
% of Households with 0 Vehicles	6	4	-34.5%	-5,880	-0.4%
% Working at Home	2.9	6.0	106.0%	-33,780	-2.1%
Years Since Ride-hail Start	-	2	2	-97,090	-5.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-8.7%
Total Observed Ridership					-23.8%
Unexplained Change					-15.1%

Waco, TX Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	777,200	793,720	2.1%	11,550	0.9%
Average Fare (2018\$)	0.61	0.96	57.6%	-84,000	-6.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	343,610	384,870	12.0%	24,650	1.9%
Share of Population and Employment in Transit Supportive Density	0.18	0.18	-1.4%	-0,860	-0.1%
Average Gas Price (2018\$)	3.80	2.58	-32.2%	-42,980	-3.3%
Median Per Capita Income (2018\$)	23,450	24,890	6.1%	-4,540	-0.3%
% of Households with 0 Vehicles	8	10	18.7%	3,870	0.3%
% Working at Home	2.1	3.8	79.8%	-12,220	-0.9%
Years Since Ride-hail Start	-	4	4	-143,630	-11.0%
Bike Share	-	1	1	- 12,070	-0.9%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-24.7%
Total Observed Ridership					33.8%
Unexplained Change					58.5%

Washington-Arlington-Alexandria, DC-VA-MD-WV Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	71,106,130	72,283,800	1.7%	1,457,940	0.8%
Average Fare (2018\$)	1.09	1.11	1.5%	-1,536,590	-0.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	8,826,440	9,562,820	8.3%	3,102,010	1.6%
Share of Population and Employment in Transit	0.53	0.53	-0.6%	-249,840	-0.1%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-7,774,590	-4.0%
Median Per Capita Income (2018\$)	44,970	48,510	7.9%	-881,850	-0.5%
% of Households with 0 Vehicles	10	9	-12.2%	-430,090	-0.2%
% Working at Home	5.0	6.4	27.5%	-1,790,320	-0.9%
Years Since Ride-hail Start	1.0	7	6	-20,434,730	-10.6%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	1	1	- 6,307,740	-3.3%
New Reporters				-	0.0%
Total Modeled Ridership					-17.9%
Total Observed Ridership					-15.5%
Unexplained Change					2.4%

Washington-Arlington-Alexandria, DC-VA-MD-WV Metro Area-Rail

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	75,874,570	85,666,380	12.9%	21,233,450	7.8%
Average Fare (2018\$)	2.32	2.20	-5.1%	1,731,380	0.6%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	1	-	- 18,462,651	-6.5%
Population + Employment	8,826,440	9,562,820	8.3%	4,590,670	1.7%
Share of Population and Employment in Transit	0.53	0.53	-0.6%	-365,890	-0.1%
Supportive Density					
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-11,644,380	-4.3%
Median Per Capita Income (2018\$)	44,970	48,510	7.9%	-1,281,610	-0.5%
% of Households with 0 Vehicles	10	9	-12.2%	-627,560	-0.2%
% Working at Home	5.0	6.4	27.5%	-2,637,990	-1.0%
Years Since Ride-hail Start	1.0	7	6	3,426,880	1.3%
Bike Share	1.00	1	-	-	0.0%
Electric Scooters	-	1	1	- 9,189,850	-3.4%
New Reporters				-	0.0%
Total Modeled Ridership					-4.3%
Total Observed Ridership					-17.6%
Unexplained Change					-13.3%

Wenatchee-East Wenatchee, WA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,593,730	1,797,060	12.8%	53,350	5.9%
Average Fare (2018\$)	0.92	0.62	-32.9%	91,550	10.0%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	168,630	182,820	8.4%	17,090	1.9%
Share of Population and Employment in Transit Supportive Density	0.09	0.09	3.4%	1,020	0.1%
Average Gas Price (2018\$)	4.35	3.40	-21.8%	-26,720	-2.9%
Median Per Capita Income (2018\$)	24,710	27,520	11.4%	-7,390	-0.8%
% of Households with 0 Vehicles	6	4	-37.2%	-5,020	-0.6%
% Working at Home	3.2	7.1	120.3%	-27,390	-3.0%
Years Since Ride-hail Start	-	2	2	-64,320	-7.1%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					3.6%
Total Observed Ridership					9.9%
Unexplained Change					6.3%

Wheeling, WV-OH Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	701,920	717,450	2.2%	4,420	1.1%
Average Fare (2018\$)	1.04	1.12	7.9%	-9,100	-2.2%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	208,690	200,770	-3.8%	-3,350	-0.8%
Share of Population and Employment in Transit Supportive Density	0.24	0.24	0.3%	0,100	0.0%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-17,590	-4.3%
Median Per Capita Income (2018\$)	23,480	27,130	15.5%	-4,090	-1.0%
% of Households with 0 Vehicles	10	6	-40.2%	-3,110	-0.8%
% Working at Home	2.8	2.4	-14.3%	0,950	0.2%
Years Since Ride-hail Start	-	1	1	-12,190	-3.0%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-10.5%
Total Observed Ridership					-14.5%
Unexplained Change					-4.0%

Wichita, KS Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,519,830	1,800,240	18.5%	119,650	7.1%
Average Fare (2018\$)	1.02	0.92	-9.8%	11,680	0.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	914,890	940,320	2.8%	11,140	0.7%
Share of Population and Employment in Transit Supportive Density	0.14	0.14	-2.4%	-2,540	-0.2%
Average Gas Price (2018\$)	3.93	2.72	-30.9%	-86,150	-5.1%
Median Per Capita Income (2018\$)	28,750	29,190	1.5%	-4,020	-0.2%
% of Households with 0 Vehicles	6	6	11.2%	2,080	0.1%
% Working at Home	3.4	2.9	-15.4%	4,030	0.2%
Years Since Ride-hail Start	-	4	4	-207,810	-12.3%
Bike Share	-	1	1	- 13,310	-0.8%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-7.0%
Total Observed Ridership					-26.5%
Unexplained Change					-19.5%

Williamsport, PA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	826,820	992,430	20.0%	108,730	8.2%
Average Fare (2018\$)	0.68	0.62	-8.6%	28,450	2.1%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	174,980	166,050	-5.1%	-14,880	-1.1%
Share of Population and Employment in Transit Supportive Density	0.19	0.20	4.4%	4,210	0.3%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-49,800	-3.7%
Median Per Capita Income (2018\$)	26,340	26,410	0.3%	0,260	0.0%
% of Households with 0 Vehicles	8	4	-53.5%	-10,900	-0.8%
% Working at Home	2.4	4.7	95.8%	-22,770	-1.7%
Years Since Ride-hail Start	-	2	2	-85,780	-6.4%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-3.7%
Total Observed Ridership					-5.3%
Unexplained Change					-1.6%

Winston-Salem, NC Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,323,070	1,878,220	42.0%	375,750	14.7%
Average Fare (2018\$)	0.60	0.53	-11.5%	46,920	1.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	700,030	910,110	30.0%	169,460	6.6%
Share of Population and Employment in Transit Supportive Density	0.10	0.08	-13.2%	-15,630	-0.6%
Average Gas Price (2018\$)	3.95	2.71	-31.3%	-125,600	-4.9%
Median Per Capita Income (2018\$)	25,660	28,850	12.4%	-21,350	-0.8%
% of Households with 0 Vehicles	7	6	-15.8%	-5,560	-0.2%
% Working at Home	4.2	4.9	16.7%	-13,170	-0.5%
Years Since Ride-hail Start	-	4	4	-337,470	-13.2%
Bike Share	-	1	1	- 27,230	-1.1%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					3.2%
Total Observed Ridership					-28.1%
Unexplained Change					-31.4%

Worcester, MA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	2,158,540	2,596,170	20.3%	331,200	8.5%
Average Fare (2018\$)	1.11	1.02	-7.7%	103,970	2.7%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	1,194,130	1,380,880	15.6%	124,430	3.2%
Share of Population and Employment in Transit Supportive Density	0.11	0.12	4.1%	8,050	0.2%
Average Gas Price (2018\$)	4.13	2.85	-31.0%	-179,640	-4.6%
Median Per Capita Income (2018\$)	33,210	34,200	3.0%	-9,860	-0.3%
% of Households with 0 Vehicles	9	11	21.6%	15,810	0.4%
% Working at Home	3.7	6.3	68.9%	-79,600	-2.1%
Years Since Ride-hail Start	-	4	4	-549,740	-14.2%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-5.2%
Total Observed Ridership					-12.0%
Unexplained Change					-6.8%

York-Hanover, PA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,838,860	1,677,010	-8.8%	-74,370	-4.1%
Average Fare (2018\$)	1.15	1.14	-1.2%	7,090	0.4%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	653,750	672,990	2.9%	10,570	0.6%
Share of Population and Employment in Transit Supportive Density	0.17	0.18	4.2%	4,850	0.3%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-62,880	-3.5%
Median Per Capita Income (2018\$)	30,530	32,730	7.2%	-7,940	-0.4%
% of Households with 0 Vehicles	6	7	12.7%	2,460	0.1%
% Working at Home	3.1	4.5	44.4%	-17,380	-1.0%
Years Since Ride-hail Start	-	2	2	-108,100	-5.9%
Bike Share	-	1	1	- 17,780	-1.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					-14.7%
Total Observed Ridership					-9.9%
Unexplained Change					4.8%

Youngstown-Warren-Boardman, OH-PA Metro Area- Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,001,750	1,319,290	31.7%	180,120	12.8%
Average Fare (2018\$)	0.70	0.62	-11.1%	38,860	2.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	796,260	765,380	-3.9%	-12,570	-0.9%
Share of Population and Employment in Transit Supportive Density	0.04	0.04	-7.9%	-1,940	-0.1%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-57,690	-4.1%
Median Per Capita Income (2018\$)	23,700	26,490	11.8%	-11,560	-0.8%
% of Households with 0 Vehicles	8	9	8.4%	1,520	0.1%
% Working at Home	3.0	2.8	-6.7%	1,430	0.1%
Years Since Ride-hail Start	-	2	2	-96,680	-6.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					3.1%
Total Observed Ridership					4.6%
Unexplained Change					1.5%

Yuba City, CA Metro Area-Bus

Description	Average Values			Ridership Effect	
	2012	2018	% Diff	Absolute	% Diff
Vehicle Revenue Miles	1,001,750	1,319,290	31.7%	180,120	12.8%
Average Fare (2018\$)	0.70	0.62	-11.1%	38,860	2.8%
Network Restructure	-	-	-	-	0.0%
Major Maintenance Event	-	-	-	-	0.0%
Population + Employment	796,260	765,380	-3.9%	-12,570	-0.9%
Share of Population and Employment in Transit Supportive Density	0.04	0.04	-7.9%	-1,940	-0.1%
Average Gas Price (2018\$)	4.11	2.92	-28.9%	-57,690	-4.1%
Median Per Capita Income (2018\$)	23,700	26,490	11.8%	-11,560	-0.8%
% of Households with 0 Vehicles	8	9	8.4%	1,520	0.1%
% Working at Home	3.0	2.8	-6.7%	1,430	0.1%
Years Since Ride-hail Start	-	2	2	-96,680	-6.9%
Bike Share	-	-	-	-	0.0%
Electric Scooters	-	-	-	-	0.0%
New Reporters				-	0.0%
Total Modeled Ridership					3.1%
Total Observed Ridership					4.6%
Unexplained Change					1.5%