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| **Ann Arbor, MI Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 3,318,800 | 4,411,090 | 32.9% | 1,567,740 | **12.9%** |
| **Average Fare (2018$)** | 0.54 | 0.44 | -18.4% | 494,290 | **4.1%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 521,740 | 560,270 | 7.4% | 188,840 | **1.6%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.36 | 0.37 | 4.8% | 85,970 | **0.7%** |
| **Average Gas Price (2018$)** | 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** | 12,163,008 | 12,065,044 | -0.81% | -97964.4 | **-0.8%** |
| **Total Observed Ridership** | 12,234,588 | 12,689,761 | 3.72% | 455173 | **3.7%** |
| **Unexplained Change** |  |  |  |  | **4.5%** |

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| **Appleton, WI Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 739,150 | 735,310 | -0.5% | -0,490 | **-0.1%** |
| **Average Fare (2018$)** | 0.82 | 0.77 | -5.3% | 9,900 | **1.2%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 348,170 | 368,170 | 5.7% | 9,350 | **1.2%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.12 | 0.12 | 3.9% | 1,430 | **0.2%** |
| **Average Gas Price (2018$)** | 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** | 797,798 | 692,243 | -13.23% | -105555 | **-13.2%** |
| **Total Observed Ridership** | 802,650 | 711,660 | -11.34% | -90990 | **-11.3%** |
| **Unexplained Change** |  |  |  |  | **1.9%** |

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| **Asheville, NC Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 854,180 | 1,108,880 | 29.8% | 214,310 | **13.0%** |
| **Average Fare (2018$)** | 0.58 | 0.33 | -43.7% | 167,820 | **10.2%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 628,200 | 684,620 | 9.0% | 32,200 | **2.0%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.06 | 0.07 | 22.0% | 7,550 | **0.5%** |
| **Average Gas Price (2018$)** | 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** | 1,649,329 | 1,780,722 | 7.97% | 131393 | **8.0%** |
| **Total Observed Ridership** | 1,466,247 | 1,949,255 | 32.94% | 483008 | **32.9%** |
| **Unexplained Change** |  |  |  |  | **25.0%** |

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| **Athens-Clarke County, GA Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,569,810 | 1,866,220 | 18.9% | 807,620 | **7.0%** |
| **Average Fare (2018$)** | 0.68 | 1.29 | 88.8% | -2,096,080 | **-18.1%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 281,660 | 308,880 | 9.7% | 212,950 | **1.8%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.24 | 0.20 | -14.4% | -171,890 | **-1.5%** |
| **Average Gas Price (2018$)** | 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** | 11,564,569 | 8,349,012 | -27.81% | -321556 | **-27.8%** |
| **Total Observed Ridership** | 12,936,904 | 7,252,138 | -43.94% | -568466 | **-43.9%** |
| **Unexplained Change** |  |  |  |  | **-16.1%** |

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| **Atlanta-Sandy Springs-Marietta, GA Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 22,698,560 | 27,713,920 | 22.1% | 5,467,120 | **8.9%** |
| **Average Fare (2018$)** | 1.07 | 1.09 | 2.8% | -449,910 | **-0.7%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 7,979,810 | 8,942,480 | 12.1% | 1,481,440 | **2.4%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.20 | 0.21 | 4.3% | 207,890 | **0.3%** |
| **Average Gas Price (2018$)** | 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** | 61,769,360 | 54,799,568 | -11.28% | -669792 | **-11.3%** |
| **Total Observed Ridership** | 59,778,703 | 49,099,634 | -17.86% | -1.1E+07 | **-17.9%** |
| **Unexplained Change** |  |  |  |  | **-6.6%** |

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| **Atlanta-Sandy Springs-Marietta, GA Metro Area-Rail** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 17,714,780 | 22,301,780 | 25.9% | 11,106,740 | **17.1%** |
| **Average Fare (2018$)** | 1.09 | 1.16 | 6.5% | -817,100 | **-1.3%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 7,979,810 | 8,942,480 | 12.1% | 1,740,910 | **2.7%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.20 | 0.21 | 4.3% | 240,380 | **0.4%** |
| **Average Gas Price (2018$)** | 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** | 65,126,501 | 69,791,184 | 7.16% | 4664683 | **7.2%** |
| **Total Observed Ridership** | 70,196,148 | 65,024,528 | -7.37% | -517162 | **-7.4%** |
| **Unexplained Change** |  |  |  |  | **-14.5%** |

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| **Augusta-Richmond County, GA-SC Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 507,760 | 545,660 | 7.5% | 25,960 | **3.4%** |
| **Average Fare (2018$)** | 0.94 | 0.90 | -4.8% | 12,510 | **1.7%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 800,380 | 862,920 | 7.8% | 12,300 | **1.6%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.08 | 0.09 | 13.4% | 2,940 | **0.4%** |
| **Average Gas Price (2018$)** | 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** | 754,476 | 683,883 | -9.36% | -70593.2 | **-9.4%** |
| **Total Observed Ridership** | 718,406 | 659,598 | -8.19% | -58808 | **-8.2%** |
| **Unexplained Change** |  |  |  |  | **1.2%** |

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| **Austin-Round Rock-San Marcos, TX Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 13,621,910 | 16,576,090 | 21.7% | 2,732,460 | **8.0%** |
| **Average Fare (2018$)** | 0.52 | 0.68 | 31.4% | -2,040,940 | **-6.0%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 2,765,880 | 3,328,690 | 20.3% | 1,282,280 | **3.8%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.37 | 0.36 | -3.3% | -165,660 | **-0.5%** |
| **Average Gas Price (2018$)** | 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** | 34,129,428 | 28,074,874 | -17.74% | -654554 | **-17.7%** |
| **Total Observed Ridership** | 35,220,067 | 27,672,728 | -21.43% | 7547339 | **-21.4%** |
| **Unexplained Change** |  |  |  |  | **-3.7%** |

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| **Bakersfield-Delano, CA Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 3,841,870 | 3,899,170 | 1.5% | 45,470 | **0.7%** |
| **Average Fare (2018$)** | 0.85 | 0.70 | -16.9% | 254,910 | **4.0%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 1,196,510 | 1,253,570 | 4.8% | 60,960 | **1.0%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.31 | 0.29 | -5.3% | -40,590 | **-0.6%** |
| **Average Gas Price (2018$)** | 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** | 6,354,105 | 5,649,405 | -11.09% | -704700 | **-11.1%** |
| **Total Observed Ridership** | 6,833,733 | 6,333,242 | -7.32% | -500491 | **-7.3%** |
| **Unexplained Change** |  |  |  |  | **3.8%** |

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| **Baltimore-Towson, MD Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 24,945,290 | 26,918,880 | 7.9% | 2,610,840 | **3.4%** |
| **Average Fare (2018$)** | 1.12 | 1.08 | -4.0% | 847,790 | **1.1%** |
| **Network Restructure** | - | 1.000 | - | ######### | **4.8%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 4,102,810 | 4,260,180 | 3.8% | 614,470 | **0.8%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.41 | 0.40 | -3.3% | -411,180 | **-0.5%** |
| **Average Gas Price (2018$)** | 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** | 76,249,622 | 68,766,633 | -9.81% | -748299 | **-9.8%** |
| **Total Observed Ridership** | 71,023,438 | 66,180,222 | -6.82% | -484316 | **-6.8%** |
| **Unexplained Change** |  |  |  |  | **3.0%** |

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| **Baltimore-Towson, MD Metro Area-Rail** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 14,274,160 | 13,455,480 | -5.7% | -1,111,000 | **-3.5%** |
| **Average Fare (2018$)** | 1.99 | 3.16 | 59.0% | -3,217,480 | **-10.2%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 4,102,810 | 4,260,180 | 3.8% | 245,250 | **0.8%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.41 | 0.40 | -3.3% | -166,380 | **-0.5%** |
| **Average Gas Price (2018$)** | 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** | 31,670,460 | 24,851,039 | -21.53% | -681421 | **-21.5%** |
| **Total Observed Ridership** | 32,152,728 | 23,436,709 | -27.11% | -871609 | **-27.1%** |
| **Unexplained Change** |  |  |  |  | **-5.6%** |

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| **Baton Rouge, LA Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,699,220 | 3,236,050 | 90.4% | 1,174,620 | **35.8%** |
| **Average Fare (2018$)** | 0.54 | 0.47 | -11.7% | 89,000 | **2.7%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 1,181,220 | 1,240,270 | 5.0% | 39,980 | **1.2%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.16 | 0.16 | -0.1% | -0,180 | **-0.0%** |
| **Average Gas Price (2018$)** | 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** | 3,277,794 | 3,788,709 | 15.59% | 510914.7 | **15.6%** |
| **Total Observed Ridership** | 3,611,582 | 3,875,024 | 7.29% | 263442 | **7.3%** |
| **Unexplained Change** |  |  |  |  | **-8.3%** |

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| **Bay City, MI Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,034,760 | 975,900 | -5.7% | -14,270 | **-2.6%** |
| **Average Fare (2018$)** | 1.37 | 1.36 | -0.7% | 2,300 | **0.4%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 155,160 | 151,880 | -2.1% | -2,290 | **-0.4%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.07 | 0.07 | -5.2% | -0,760 | **-0.1%** |
| **Average Gas Price (2018$)** | 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** | 548,258 | 490,093 | -10.61% | -58164.7 | **-10.6%** |
| **Total Observed Ridership** | 575,698 | 478,910 | -16.81% | -96788 | **-16.8%** |
| **Unexplained Change** |  |  |  |  | **-6.2%** |

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| **Beaumont-Port Arthur, TX Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 720,290 | 705,820 | -2.0% | -4,900 | **-0.9%** |
| **Average Fare (2018$)** | 0.85 | 0.85 | 0.4% | -5,430 | **-1.0%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 549,550 | 570,560 | 3.8% | 4,470 | **0.8%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.09 | 0.09 | -1.0% | -0,180 | **-0.0%** |
| **Average Gas Price (2018$)** | 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** | 540,501 | 457,770 | -15.31% | -82730.6 | **-15.3%** |
| **Total Observed Ridership** | 579,242 | 412,847 | -28.73% | -166395 | **-28.7%** |
| **Unexplained Change** |  |  |  |  | **-13.4%** |

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| **Bellingham, WA Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,776,140 | 2,100,480 | 18.3% | 373,480 | **6.8%** |
| **Average Fare (2018$)** | 0.35 | 0.66 | 91.9% | -583,540 | **-10.6%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 299,990 | 331,960 | 10.7% | 113,340 | **2.1%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.25 | 0.25 | -0.4% | -1,470 | **-0.0%** |
| **Average Gas Price (2018$)** | 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** | 5,495,858 | 4,639,171 | -15.59% | -856687 | **-15.6%** |
| **Total Observed Ridership** | 5,860,120 | 4,542,536 | -22.48% | -131584 | **-22.5%** |
| **Unexplained Change** |  |  |  |  | **-6.9%** |

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| **Billings, MT Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 601,430 | 603,080 | 0.3% | -2,350 | **-0.4%** |
| **Average Fare (2018$)** | 0.61 | 0.87 | 41.6% | -40,030 | **-6.9%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 241,630 | 257,450 | 6.5% | 7,890 | **1.4%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.19 | 0.18 | -3.9% | -1,800 | **-0.3%** |
| **Average Gas Price (2018$)** | 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** | 577,415 | 473,882 | -17.93% | -103532 | **-17.9%** |
| **Total Observed Ridership** | 615,546 | 447,045 | -27.37% | -168501 | **-27.4%** |
| **Unexplained Change** |  |  |  |  | **-9.4%** |

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| **Binghamton, NY Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,108,420 | 1,140,200 | 2.9% | 30,130 | **1.3%** |
| **Average Fare (2018$)** | 1.15 | 1.56 | 36.1% | -204,260 | **-8.9%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 357,830 | 342,690 | -4.2% | -20,420 | **-0.9%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.19 | 0.20 | 6.9% | 11,170 | **0.5%** |
| **Average Gas Price (2018$)** | 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** | 2,284,221 | 1,832,723 | -19.77% | -451498 | **-19.8%** |
| **Total Observed Ridership** | 2,335,329 | 1,922,806 | -17.66% | -412523 | **-17.7%** |
| **Unexplained Change** |  |  |  |  | **2.1%** |

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| **Birmingham-Hoover, AL Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 2,508,550 | 2,892,640 | 15.3% | 197,830 | **6.6%** |
| **Average Fare (2018$)** | 0.87 | 0.55 | -36.2% | 338,780 | **11.3%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 1,639,100 | 1,675,140 | 2.2% | 13,830 | **0.5%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.17 | 0.17 | 0.4% | 0,830 | **0.0%** |
| **Average Gas Price (2018$)** | 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** | 3,003,344 | 3,012,635 | 0.31% | 9290.903 | **0.3%** |
| **Total Observed Ridership** | 2,774,313 | 3,180,277 | 14.63% | 405964 | **14.6%** |
| **Unexplained Change** |  |  |  |  | **14.3%** |

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| **Blacksburg-Christiansburg-Radford, VA Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 769,470 | 957,010 | 24.4% | 375,430 | **9.8%** |
| **Average Fare (2018$)** | 0.89 | 0.29 | -68.0% | 888,660 | **23.3%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 242,940 | 261,340 | 7.6% | 56,730 | **1.5%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.10 | 0.09 | -10.6% | -15,650 | **-0.4%** |
| **Average Gas Price (2018$)** | 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** | 3,822,110 | 4,228,774 | 10.64% | 406664 | **10.6%** |
| **Total Observed Ridership** | 3,520,526 | 4,336,566 | 23.18% | 816040 | **23.2%** |
| **Unexplained Change** |  |  |  |  | **12.5%** |

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| **Bloomington-Normal, IL Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,314,720 | 1,296,250 | -1.4% | -9,040 | **-0.4%** |
| **Average Fare (2018$)** | 0.57 | 0.45 | -21.3% | 99,570 | **4.1%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 260,810 | 271,310 | 4.0% | 16,480 | **0.7%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.35 | 0.37 | 6.1% | 18,560 | **0.8%** |
| **Average Gas Price (2018$)** | 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** | 2,450,074 | 2,178,838 | -11.07% | -271235 | **-11.1%** |
| **Total Observed Ridership** | 2,055,793 | 2,310,524 | 12.39% | 254731 | **12.4%** |
| **Unexplained Change** |  |  |  |  | **23.5%** |

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| **Bloomington, IN Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 999,980 | 982,940 | -1.7% | -25,170 | **-0.7%** |
| **Average Fare (2018$)** | 0.49 | 0.52 | 5.8% | -36,910 | **-1.0%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 278,360 | 254,530 | -8.6% | -64,610 | **-1.7%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.28 | 0.28 | -2.1% | -8,400 | **-0.2%** |
| **Average Gas Price (2018$)** | 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** | 3,755,132 | 2,956,818 | -21.26% | -798314 | **-21.3%** |
| **Total Observed Ridership** | 3,402,150 | 3,104,755 | -8.74% | -297395 | **-8.7%** |
| **Unexplained Change** |  |  |  |  | **12.5%** |

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| **Boise City-Nampa, ID Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,314,540 | 1,582,830 | 20.4% | 116,870 | **8.2%** |
| **Average Fare (2018$)** | 0.65 | 0.62 | -5.3% | 16,690 | **1.2%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 920,980 | 1,075,500 | 16.8% | 46,970 | **3.3%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.23 | 0.22 | -3.2% | -4,250 | **-0.3%** |
| **Average Gas Price (2018$)** | 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** | 1,424,445 | 1,299,135 | -8.80% | -125310 | **-8.8%** |
| **Total Observed Ridership** | 1,436,882 | 1,285,338 | -10.55% | -151544 | **-10.5%** |
| **Unexplained Change** |  |  |  |  | **-1.7%** |

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| **Boston-Cambridge-Quincy, MA-NH Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 23,459,510 | 22,235,830 | -5.2% | -2,714,510 | **-2.0%** |
| **Average Fare (2018$)** | 0.78 | 0.98 | 25.4% | -7,018,690 | **-5.3%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 6,983,270 | 7,521,850 | 7.7% | 1,892,720 | **1.4%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.04 | 0.05 | 6.1% | 129,820 | **0.1%** |
| **Average Gas Price (2018$)** | 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** | 133,611,749 | 100,396,113 | -24.86% | -3.3E+07 | **-24.9%** |
| **Total Observed Ridership** | 114,604,861 | 112,160,608 | -2.13% | -244253 | **-2.1%** |
| **Unexplained Change** |  |  |  |  | **22.7%** |

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| **Boston-Cambridge-Quincy, MA-NH Metro Area-Rail** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 49,831,430 | 51,940,820 | 4.2% | 6,984,430 | **2.5%** |
| **Average Fare (2018$)** | 1.48 | 2.25 | 52.2% | -24,170,100 | **-8.8%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 6,983,270 | 7,521,850 | 7.7% | 4,196,200 | **1.5%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.04 | 0.05 | 6.1% | 289,110 | **0.1%** |
| **Average Gas Price (2018$)** | 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** | 275,893,837 | 240,468,072 | -12.84% | -3.5E+07 | **-12.8%** |
| **Total Observed Ridership** | 265,206,408 | 235,388,524 | -11.24% | -3E+07 | **-11.2%** |
| **Unexplained Change** |  |  |  |  | **1.6%** |

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| **Bremerton-Silverdale, WA Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,964,660 | 2,178,080 | 10.9% | 124,370 | **4.7%** |
| **Average Fare (2018$)** | 2.01 | 1.44 | -28.7% | 339,660 | **12.8%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 361,930 | 384,610 | 6.3% | 36,240 | **1.4%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.09 | 0.10 | 12.7% | 13,230 | **0.5%** |
| **Average Gas Price (2018$)** | 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** | 2,658,409 | 2,766,310 | 4.06% | 107901.2 | **4.1%** |
| **Total Observed Ridership** | 2,875,831 | 2,510,211 | -12.71% | -365620 | **-12.7%** |
| **Unexplained Change** |  |  |  |  | **-16.8%** |

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| **Bridgeport-Stamford-Norwalk, CT Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 4,570,280 | 4,211,710 | -7.8% | -332,790 | **-3.3%** |
| **Average Fare (2018$)** | 1.13 | 1.09 | -3.3% | 66,490 | **0.7%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 1,370,730 | 1,415,060 | 3.2% | 67,010 | **0.7%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.41 | 0.41 | 0.6% | 9,800 | **0.1%** |
| **Average Gas Price (2018$)** | 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** | 10,111,042 | 8,248,076 | -18.43% | -186966 | **-18.4%** |
| **Total Observed Ridership** | 9,805,041 | 7,988,956 | -18.52% | -181085 | **-18.5%** |
| **Unexplained Change** |  |  |  |  | **-0.1%** |

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| **Brownsville-Harlingen, TX Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 821,560 | 1,216,860 | 48.1% | 370,470 | **25.0%** |
| **Average Fare (2018$)** | 0.66 | 0.89 | 35.0% | -118,960 | **-8.0%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 564,720 | 581,440 | 3.0% | 10,450 | **0.7%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.28 | 0.28 | -2.1% | -4,000 | **-0.3%** |
| **Average Gas Price (2018$)** | 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** | 1,482,088 | 1,466,509 | -1.05% | -15579.4 | **-1.1%** |
| **Total Observed Ridership** | 1,824,049 | 1,566,039 | -14.14% | -258010 | **-14.1%** |
| **Unexplained Change** |  |  |  |  | **-13.1%** |

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| **Buffalo-Niagara Falls, NY Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 8,732,470 | 8,431,730 | -3.4% | -348,390 | **-1.4%** |
| **Average Fare (2018$)** | 1.27 | 1.58 | 24.5% | -1,663,980 | **-6.6%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 1,653,500 | 1,664,080 | 0.6% | 29,590 | **0.1%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.35 | 0.35 | -0.9% | -25,070 | **-0.1%** |
| **Average Gas Price (2018$)** | 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** | 25,137,420 | 18,860,290 | -24.97% | 6277130 | **-25.0%** |
| **Total Observed Ridership** | 23,303,285 | 19,138,055 | -17.87% | 4165230 | **-17.9%** |
| **Unexplained Change** |  |  |  |  | **7.1%** |

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| **Buffalo-Niagara Falls, NY Metro Area-Rail** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 987,040 | 910,270 | -7.8% | -355,730 | **-6.0%** |
| **Average Fare (2018$)** | 0.83 | 1.29 | 56.5% | -491,150 | **-8.3%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 1,653,500 | 1,664,080 | 0.6% | 6,570 | **0.1%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.35 | 0.35 | -0.9% | -2,560 | **-0.0%** |
| **Average Gas Price (2018$)** | 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** | 5,898,094 | 4,432,253 | -24.85% | -146841 | **-24.9%** |
| **Total Observed Ridership** | 6,460,209 | 4,492,168 | -30.46% | -196041 | **-30.5%** |
| **Unexplained Change** |  |  |  |  | **-5.6%** |

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| **Burlington-South Burlington, VT Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,525,590 | 1,621,080 | 6.3% | 71,500 | **2.7%** |
| **Average Fare (2018$)** | 1.00 | 0.89 | -11.3% | 75,200 | **2.9%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 336,010 | 343,960 | 2.4% | 12,780 | **0.5%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.20 | 0.22 | 6.6% | 14,080 | **0.5%** |
| **Average Gas Price (2018$)** | 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** | 2,620,784 | 2,367,837 | -9.65% | -252947 | **-9.7%** |
| **Total Observed Ridership** | 2,702,852 | 2,305,024 | -14.72% | -397828 | **-14.7%** |
| **Unexplained Change** |  |  |  |  | **-5.1%** |

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| **Canton-Massillon, OH Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 2,116,830 | 2,311,240 | 9.2% | 97,050 | **3.7%** |
| **Average Fare (2018$)** | 0.60 | 0.60 | -0.6% | -4,710 | **-0.2%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 589,970 | 589,140 | -0.1% | -0,730 | **-0.0%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.11 | 0.11 | 3.1% | 3,300 | **0.1%** |
| **Average Gas Price (2018$)** | 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** | 2,658,570 | 2,274,911 | -14.43% | -383660 | **-14.4%** |
| **Total Observed Ridership** | 2,510,846 | 2,282,689 | -9.09% | -228157 | **-9.1%** |
| **Unexplained Change** |  |  |  |  | **5.3%** |

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| **Cape Coral-Fort Myers, FL Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 3,154,690 | 3,169,800 | 0.5% | 6,800 | **0.2%** |
| **Average Fare (2018$)** | 0.79 | 0.83 | 5.8% | -78,900 | **-2.0%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 911,820 | 1,084,790 | 19.0% | 146,970 | **3.7%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.11 | 0.10 | -8.0% | -14,510 | **-0.4%** |
| **Average Gas Price (2018$)** | 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** | 4,026,385 | 3,465,300 | -13.94% | -561085 | **-13.9%** |
| **Total Observed Ridership** | 4,073,030 | 3,206,240 | -21.28% | -866790 | **-21.3%** |
| **Unexplained Change** |  |  |  |  | **-7.3%** |

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| **Cedar Rapids, IA Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 986,810 | 1,030,730 | 4.5% | 23,630 | **1.7%** |
| **Average Fare (2018$)** | 0.69 | 0.59 | -15.0% | 44,350 | **3.3%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 397,600 | 411,670 | 3.5% | 9,430 | **0.7%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.18 | 0.18 | -0.6% | -0,570 | **-0.0%** |
| **Average Gas Price (2018$)** | 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** | 1,361,056 | 1,201,180 | -11.75% | -159876 | **-11.7%** |
| **Total Observed Ridership** | 1,216,293 | 1,281,279 | 5.34% | 64986 | **5.3%** |
| **Unexplained Change** |  |  |  |  | **17.1%** |

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| **Champaign-Urbana, IL Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 2,937,720 | 3,184,740 | 8.4% | 414,950 | **3.3%** |
| **Average Fare (2018$)** | 0.61 | 0.64 | 4.5% | -169,930 | **-1.3%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 344,830 | 358,820 | 4.1% | 109,730 | **0.9%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.33 | 0.32 | -2.9% | -51,600 | **-0.4%** |
| **Average Gas Price (2018$)** | 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** | 12,675,767 | 11,102,829 | -12.41% | -157298 | **-12.4%** |
| **Total Observed Ridership** | 11,258,845 | 11,664,375 | 3.60% | 405530 | **3.6%** |
| **Unexplained Change** |  |  |  |  | **16.0%** |

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| **Charleston-North Charleston-Summerville, SC Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 2,901,350 | 2,563,400 | -11.6% | -249,310 | **-5.0%** |
| **Average Fare (2018$)** | 0.80 | 1.63 | 102.8% | -825,920 | **-16.7%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 1,014,440 | 1,157,250 | 14.1% | 130,610 | **2.6%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.12 | 0.11 | -6.4% | -15,060 | **-0.3%** |
| **Average Gas Price (2018$)** | 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** | 4,956,075 | 3,064,331 | -38.17% | -189744 | **-38.2%** |
| **Total Observed Ridership** | 4,859,889 | 3,064,526 | -36.94% | -179363 | **-36.9%** |
| **Unexplained Change** |  |  |  |  | **1.2%** |

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| **Charleston, WV Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 2,499,270 | 2,288,710 | -8.4% | -93,430 | **-3.5%** |
| **Average Fare (2018$)** | 0.79 | 1.10 | 38.9% | -239,730 | **-8.9%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 433,080 | 333,250 | -23.1% | -156,470 | **-5.8%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.19 | 0.20 | 5.2% | 11,440 | **0.4%** |
| **Average Gas Price (2018$)** | 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** | 2,697,262 | 1,851,219 | -31.37% | -846043 | **-31.4%** |
| **Total Observed Ridership** | 2,903,578 | 1,740,814 | -40.05% | -116764 | **-40.0%** |
| **Unexplained Change** |  |  |  |  | **-8.7%** |

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| **Charlotte-Gastonia-Rock Hill, NC-SC Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 9,888,670 | 10,247,760 | 3.6% | 389,250 | **1.9%** |
| **Average Fare (2018$)** | 0.94 | 1.83 | 94.8% | -3,846,570 | **-18.6%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 2,699,750 | 3,633,470 | 34.6% | 1,318,720 | **6.4%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.12 | 0.12 | 0.7% | 7,930 | **0.0%** |
| **Average Gas Price (2018$)** | 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** | 20,625,265 | 13,722,982 | -33.47% | -690283 | **-33.5%** |
| **Total Observed Ridership** | 20,850,513 | 12,881,425 | -38.22% | -796988 | **-38.2%** |
| **Unexplained Change** |  |  |  |  | **-4.8%** |

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| **Charlotte-Gastonia-Rock Hill, NC-SC Metro Area-Rail** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 789,350 | 1,890,100 | 139.5% | 3,282,340 | **75.5%** |
| **Average Fare (2018$)** | 0.83 | 0.39 | -53.3% | 478,260 | **11.0%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 2,699,750 | 3,633,470 | 34.6% | 297,810 | **6.8%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.12 | 0.12 | 0.7% | 1,630 | **0.0%** |
| **Average Gas Price (2018$)** | 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** | 4,350,101 | 7,346,610 | 68.88% | 2996509 | **68.9%** |
| **Total Observed Ridership** | 4,473,086 | 6,655,446 | 48.79% | 2182360 | **48.8%** |
| **Unexplained Change** |  |  |  |  | **-20.1%** |

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| **Chattanooga, TN-GA Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,907,910 | 2,268,800 | 18.9% | 210,180 | **8.1%** |
| **Average Fare (2018$)** | 0.86 | 0.90 | 4.8% | -29,950 | **-1.2%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 780,680 | 822,970 | 5.4% | 28,370 | **1.1%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.12 | 0.12 | -0.7% | -1,060 | **-0.0%** |
| **Average Gas Price (2018$)** | 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** | 2,599,929 | 2,275,252 | -12.49% | -324678 | **-12.5%** |
| **Total Observed Ridership** | 2,873,163 | 2,130,144 | -25.86% | -743019 | **-25.9%** |
| **Unexplained Change** |  |  |  |  | **-13.4%** |

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| **Chicago-Joliet-Naperville, IL-IN-WI Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 74,171,180 | 78,482,830 | 5.8% | 7,837,860 | **2.3%** |
| **Average Fare (2018$)** | 1.00 | 1.07 | 7.4% | -8,025,620 | **-2.3%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 13,960,840 | 14,226,680 | 1.9% | 1,310,400 | **0.4%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.51 | 0.50 | -0.0% | 5,300 | **0.0%** |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -13,071,560 | **-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 | -35,925,310 | **-10.5%** |
| **Bike Share** | - | 1 | 1 | -3609020 | **-1.1%** |
| **Electric Scooters** | - | - | - | 0 | **0.0%** |
| **New Reporters** |  |  |  | - | **0.0%** |
| **Total Modeled Ridership** | 342,358,817 | 287,621,816 | -15.99% | -5.5E+07 | **-16.0%** |
| **Total Observed Ridership** | 348,782,215 | 271,969,765 | -22.02% | -7.7E+07 | **-22.0%** |
| **Unexplained Change** |  |  |  |  | **-6.0%** |

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| **Chicago-Joliet-Naperville, IL-IN-WI Metro Area-Rail** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 111,850,000 | 121,364,970 | 8.5% | 16,956,210 | **5.4%** |
| **Average Fare (2018$)** | 2.05 | 2.28 | 11.4% | -7,990,450 | **-2.5%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 13,960,840 | 14,226,680 | 1.9% | 1,276,810 | **0.4%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.51 | 0.50 | -0.0% | -11,600 | **-0.0%** |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -12,601,760 | **-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** | 314,232,116 | 307,816,642 | -2.04% | -641547 | **-2.0%** |
| **Total Observed Ridership** | 309,109,150 | 297,780,958 | -3.66% | -1.1E+07 | **-3.7%** |
| **Unexplained Change** |  |  |  |  | **-1.6%** |

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| **Chico, CA Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,109,320 | 1,024,840 | -7.6% | -47,290 | **-3.6%** |
| **Average Fare (2018$)** | 1.01 | 1.25 | 23.9% | -82,270 | **-6.2%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 310,250 | 330,410 | 6.5% | 17,400 | **1.3%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.21 | 0.23 | 11.2% | 12,430 | **0.9%** |
| **Average Gas Price (2018$)** | 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** | 1,331,001 | 1,089,797 | -18.12% | -241204 | **-18.1%** |
| **Total Observed Ridership** | 1,347,894 | 987,595 | -26.73% | -360299 | **-26.7%** |
| **Unexplained Change** |  |  |  |  | **-8.6%** |

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| **Cincinnati-Middletown, OH-KY-IN Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 12,219,570 | 12,659,930 | 3.6% | 339,360 | **1.6%** |
| **Average Fare (2018$)** | 1.80 | 1.76 | -2.3% | 151,600 | **0.7%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 3,149,390 | 3,274,360 | 4.0% | 160,330 | **0.8%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.23 | 0.23 | 0.1% | 1,740 | **0.0%** |
| **Average Gas Price (2018$)** | 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** | 20,604,699 | 16,717,892 | -18.86% | -388807 | **-18.9%** |
| **Total Observed Ridership** | 20,944,431 | 16,681,391 | -20.35% | -426340 | **-20.4%** |
| **Unexplained Change** |  |  |  |  | **-1.5%** |

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| **Cleveland-Elyria-Mentor, OH Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 12,842,080 | 12,846,610 | 0.0% | 216,790 | **0.6%** |
| **Average Fare (2018$)** | 1.14 | 1.27 | 11.0% | -931,280 | **-2.6%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 3,031,150 | 3,042,220 | 0.4% | 23,550 | **0.1%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.30 | 0.30 | 0.5% | 23,750 | **0.1%** |
| **Average Gas Price (2018$)** | 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** | 35,788,020 | 28,326,822 | -20.85% | -7461198 | **-20.8%** |
| **Total Observed Ridership** | 36,622,141 | 25,447,862 | -30.51% | -1.1E+07 | **-30.5%** |
| **Unexplained Change** |  |  |  |  | **-9.7%** |

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| **Cleveland-Elyria-Mentor, OH Metro Area-Rail** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 2,524,910 | 3,075,290 | 21.8% | 1,199,620 | **15.2%** |
| **Average Fare (2018$)** | 1.13 | 1.37 | 20.9% | -290,730 | **-3.7%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 3,031,150 | 3,042,220 | 0.4% | 6,030 | **0.1%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.30 | 0.30 | 0.5% | 5,350 | **0.1%** |
| **Average Gas Price (2018$)** | 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** | 7,904,416 | 7,420,731 | -6.12% | -483685 | **-6.1%** |
| **Total Observed Ridership** | 8,543,784 | 7,430,527 | -13.03% | -1113257 | **-13.0%** |
| **Unexplained Change** |  |  |  |  | **-6.9%** |

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| **Colorado Springs, CO Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 1,846,590 | 2,290,880 | 24.1% | 340,980 | **11.6%** |
| **Average Fare (2018$)** | 1.19 | 0.85 | -28.1% | 267,930 | **9.1%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 959,090 | 1,076,910 | 12.3% | 75,120 | **2.5%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.22 | 0.22 | -3.7% | -8,690 | **-0.3%** |
| **Average Gas Price (2018$)** | 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** | 2,948,684 | 2,990,523 | 1.42% | 41838.95 | **1.4%** |
| **Total Observed Ridership** | 2,587,742 | 3,082,673 | 19.13% | 494931 | **19.1%** |
| **Unexplained Change** |  |  |  |  | **17.7%** |

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| **Columbia, MO Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 676,370 | 730,210 | 8.0% | 94,000 | **5.3%** |
| **Average Fare (2018$)** | 0.87 | 1.22 | 39.1% | -202,850 | **-11.5%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 274,690 | 279,900 | 1.9% | 7,040 | **0.4%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.14 | 0.14 | 0.2% | 0,560 | **0.0%** |
| **Average Gas Price (2018$)** | 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** | 1,763,845 | 1,300,695 | -26.26% | -463150 | **-26.3%** |
| **Total Observed Ridership** | 1,903,088 | 1,180,354 | -37.98% | -722734 | **-38.0%** |
| **Unexplained Change** |  |  |  |  | **-11.7%** |

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| **Columbia, SC Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 976,610 | 2,680,390 | 174.5% | 899,410 | **59.4%** |
| **Average Fare (2018$)** | 1.39 | 0.71 | -48.7% | 342,330 | **22.6%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 1,135,040 | 1,218,190 | 7.3% | 28,250 | **1.9%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.16 | 0.13 | -15.5% | -14,680 | **-1.0%** |
| **Average Gas Price (2018$)** | 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** | 1,514,407 | 2,395,329 | 58.17% | 880922.7 | **58.2%** |
| **Total Observed Ridership** | 1,431,055 | 2,762,614 | 93.05% | 1331559 | **93.0%** |
| **Unexplained Change** |  |  |  |  | **34.9%** |

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| **Columbus, OH Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 9,689,680 | 13,619,990 | 40.6% | 2,902,940 | **15.4%** |
| **Average Fare (2018$)** | 1.14 | 0.99 | -13.6% | 820,910 | **4.4%** |
| **Network Restructure** | - | 1.000 | - | 874,411.23 | **4.7%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 2,790,800 | 3,125,010 | 12.0% | 459,090 | **2.4%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.32 | 0.32 | -0.2% | -5,040 | **-0.0%** |
| **Average Gas Price (2018$)** | 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** | 18,809,330 | 18,630,011 | -0.95% | -179319 | **-1.0%** |
| **Total Observed Ridership** | 18,423,352 | 18,913,789 | 2.66% | 490437 | **2.7%** |
| **Unexplained Change** |  |  |  |  | **3.6%** |

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| **Corpus Christi, TX Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 3,004,790 | 3,721,240 | 23.8% | 547,210 | **9.6%** |
| **Average Fare (2018$)** | 0.27 | 0.28 | 7.1% | -51,790 | **-0.9%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 629,030 | 645,090 | 2.6% | 31,910 | **0.6%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.37 | 0.35 | -4.0% | -33,700 | **-0.6%** |
| **Average Gas Price (2018$)** | 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** | 5,699,409 | 5,066,888 | -11.10% | -632521 | **-11.1%** |
| **Total Observed Ridership** | 5,765,135 | 5,153,005 | -10.62% | -612130 | **-10.6%** |
| **Unexplained Change** |  |  |  |  | **0.5%** |

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| **Corvallis, OR Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 395,940 | 431,990 | 9.1% | 46,070 | **4.0%** |
| **Average Fare (2018$)** | - | - | - | 0,000 | **0.0%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 128,690 | 139,190 | 8.2% | 19,890 | **1.7%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.33 | 0.31 | -4.8% | -6,280 | **-0.5%** |
| **Average Gas Price (2018$)** | 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** | 1,164,898 | 1,101,187 | -5.47% | -63711.2 | **-5.5%** |
| **Total Observed Ridership** | 1,172,297 | 1,101,849 | -6.01% | -70448 | **-6.0%** |
| **Unexplained Change** |  |  |  |  | **-0.5%** |