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| **Crestview-Fort Walton Beach-Destin, FL Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 289,690 | 214,340 | -26.0% | -13,410 | **-12.3%** |
| **Average Fare (2018$)** | 0.75 | 0.84 | 12.4% | -4,950 | **-4.6%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 275,390 | 372,380 | 35.2% | 7,290 | **6.7%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.09 | 0.09 | 2.7% | 0,090 | **0.1%** |
| **Average Gas Price (2018$)** | 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** | 108,760 | 86,543 | -20.43% | -22216.9 | **-20.4%** |
| **Total Observed Ridership** | 115,518 | 80,273 | -30.51% | -35245 | **-30.5%** |
| **Unexplained Change** |  |  |  |  | **-10.1%** |

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| **Dallas-Fort Worth-Arlington, TX Metro Area-Bus** | | | | | |
|  |  |  |  |  |  |
|  | **Average Values** | | | **Ridership Effect** | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** |
|  |  |  |  |  |  |
| **Vehicle Revenue Miles** | 30,756,780 | 34,501,190 | 12.2% | 2,421,580 | **5.1%** |
| **Average Fare (2018$)** | 0.89 | 0.84 | -5.3% | 521,670 | **1.1%** |
| **Network Restructure** | - | - | - | - | **0.0%** |
| **Major Maintenance Event** | - | - | - | - | **0.0%** |
| **Population + Employment** | 9,819,010 | 11,295,210 | 15.0% | 1,379,270 | **2.9%** |
| **% of Pop+Emp in Transit Supportive Density** | 0.38 | 0.37 | -1.2% | -86,740 | **-0.2%** |
| **Average Gas Price (2018$)** | 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** | 47,650,258 | 41,804,262 | -12.27% | -5846.28 | **-12.3%** |
| **Total Observed Ridership** | 48,996,429 | 39,573,528 | -19.23% | -942201 | **-19.2%** |
| **Unexplained Change** |  |  |  |  | **-7.0%** |

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| **Dallas-Fort Worth-Arlington, TX Metro Area-Rail** | | | | | | | |
|  |  |  |  |  | |  | |
|  | **Average Values** | | | **Ridership Effect** | | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | | **% Diff** | |
|  |  |  |  |  | |  | |
| **Vehicle Revenue Miles** | 9,686,030 | 12,298,330 | 27.0% | 5,156,930 | | **16.7%** | |
| **Average Fare (2018$)** | 0.90 | 1.20 | 33.2% | -1,561,280 | | **-5.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 9,819,010 | 11,295,210 | 15.0% | 984,590 | | **3.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.38 | 0.37 | -1.2% | -57,940 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 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** | 30,932,610 | 32,187,619 | 4.06% | 1255009.5 | | **4.1%** | |
| **Total Observed Ridership** | 31,175,080 | 31,315,790 | 0.45% | 140710 | | **0.5%** | |
| **Unexplained Change** |  |  |  |  | | **-3.6%** | |

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| **Davenport-Moline-Rock Island, IA-IL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,217,480 | 2,345,320 | 5.8% | 81,290 | | **2.3%** | |
| **Average Fare (2018$)** | 0.34 | 0.25 | -26.0% | 132,710 | | **3.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 565,410 | 566,270 | 0.2% | 0,980 | | **0.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.17 | 0.16 | -3.1% | -7,150 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 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** | 3,461,613 | 3,160,615 | -8.70% | -300998.56 | | **-8.7%** | |
| **Total Observed Ridership** | 3,441,841 | 3,149,496 | -8.49% | -292345 | | **-8.5%** | |
| **Unexplained Change** |  |  |  |  | | **0.2%** | |

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| **Dayton, OH Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 5,672,970 | 5,970,030 | 5.2% | 244,090 | | **2.6%** | |
| **Average Fare (2018$)** | 0.98 | 0.70 | -28.9% | 813,840 | | **8.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,219,820 | 1,199,840 | -1.6% | -33,050 | | **-0.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.14 | 0.14 | -0.8% | -4,060 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 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** | 9,344,023 | 8,559,975 | -8.39% | -784047.551 | | **-8.4%** | |
| **Total Observed Ridership** | 9,164,987 | 8,284,605 | -9.61% | -880382 | | **-9.6%** | |
| **Unexplained Change** |  |  |  |  | | **-1.2%** | |

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| **Decatur, IL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 968,330 | 977,210 | 0.9% | 4,300 | | **0.3%** | |
| **Average Fare (2018$)** | 0.39 | 0.41 | 7.0% | -15,980 | | **-1.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 159,040 | 152,400 | -4.2% | -12,850 | | **-0.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.24 | 0.25 | 2.0% | 3,410 | | **0.2%** | |
| **Average Gas Price (2018$)** | 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** | 1,383,030 | 1,235,677 | -10.65% | -17353.195 | | **-10.7%** | |
| **Total Observed Ridership** | 1,407,156 | 1,132,622 | -19.51% | -274534 | | **-19.5%** | |
| **Unexplained Change** |  |  |  |  | | **-8.9%** | |

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| **Deltona-Daytona Beach-Ormond Beach, FL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,770,520 | 2,325,030 | 31.3% | 321,000 | | **12.1%** | |
| **Average Fare (2018$)** | 0.74 | 0.72 | -3.0% | 5,030 | | **0.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 711,820 | 907,110 | 27.4% | 142,500 | | **5.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.09 | 0.08 | -11.5% | -11,270 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 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** | 2,653,112 | 2,584,956 | -2.57% | -68156.709 | | **-2.6%** | |
| **Total Observed Ridership** | 2,735,510 | 2,391,448 | -12.58% | -344062 | | **-12.6%** | |
| **Unexplained Change** |  |  |  |  | | **-10.0%** | |

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| **Denver-Aurora-Broomfield, CO Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 33,500,860 | 35,973,310 | 7.4% | 2,492,800 | | **3.3%** | |
| **Average Fare (2018$)** | 1.17 | 1.08 | -8.1% | 1,971,260 | | **2.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,981,440 | 4,514,510 | 13.4% | 2,036,680 | | **2.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.49 | 0.49 | 0.0% | -9,590 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 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** | 75,588,499 | 67,302,132 | -10.96% | -8286366.63 | | **-11.0%** | |
| **Total Observed Ridership** | 76,670,969 | 70,498,190 | -8.05% | -6172779 | | **-8.1%** | |
| **Unexplained Change** |  |  |  |  | | **2.9%** | |

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| **Denver-Aurora-Broomfield, CO Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 8,441,560 | 14,313,000 | 69.6% | 8,848,280 | | **38.5%** | |
| **Average Fare (2018$)** | 1.51 | 2.09 | 38.0% | -1,534,540 | | **-6.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,981,440 | 4,514,510 | 13.4% | 710,540 | | **3.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.49 | 0.49 | 0.0% | 4,130 | | **0.0%** | |
| **Average Gas Price (2018$)** | 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** | 23,005,678 | 28,442,119 | 23.63% | 5436440.7 | | **23.6%** | |
| **Total Observed Ridership** | 20,626,685 | 32,921,882 | 59.61% | 12295197 | | **59.6%** | |
| **Unexplained Change** |  |  |  |  | | **36.0%** | |

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| **Des Moines-West Des Moines, IA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,373,560 | 3,107,600 | 30.9% | 521,030 | | **12.4%** | |
| **Average Fare (2018$)** | 1.17 | 1.14 | -2.2% | 25,930 | | **0.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 895,700 | 1,002,310 | 11.9% | 104,640 | | **2.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.21 | 0.21 | -3.2% | -11,540 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 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** | 4,190,338 | 4,004,834 | -4.43% | -18550798 | | **-4.4%** | |
| **Total Observed Ridership** | 4,094,122 | 4,178,236 | 2.05% | 84114 | | **2.1%** | |
| **Unexplained Change** |  |  |  |  | | **6.5%** | |

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| **Detroit-Warren-Livonia, MI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 19,625,060 | 23,290,660 | 18.7% | 2,397,800 | | **6.0%** | |
| **Average Fare (2018$)** | 0.95 | 0.90 | -5.5% | 536,200 | | **1.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 6,096,220 | 6,348,000 | 4.1% | 320,970 | | **0.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.28 | -2.2% | -94,280 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 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** | 40,041,627 | 33,429,061 | -16.51% | -6612566.2 | | **-16.5%** | |
| **Total Observed Ridership** | 42,875,049 | 32,742,196 | -23.63% | -10132853 | | **-23.6%** | |
| **Unexplained Change** |  |  |  |  | | **-7.1%** | |

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| **Duluth, MN-WI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,803,840 | 2,162,050 | 19.9% | 230,620 | | **7.4%** | |
| **Average Fare (2018$)** | 0.82 | 0.82 | 0.5% | -15,060 | | **-0.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 412,510 | 418,140 | 1.4% | 8,990 | | **0.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.23 | 0.24 | 2.6% | 7,700 | | **0.2%** | |
| **Average Gas Price (2018$)** | 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** | 3,121,360 | 3,066,466 | -1.76% | -5484.1778 | | **-1.8%** | |
| **Total Observed Ridership** | 3,261,494 | 2,760,475 | -15.36% | -501019 | | **-15.4%** | |
| **Unexplained Change** |  |  |  |  | | **-13.6%** | |

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| **Durham-Chapel Hill, NC Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 6,659,030 | 7,241,070 | 8.7% | 559,970 | | **3.6%** | |
| **Average Fare (2018$)** | 0.87 | 0.83 | -4.9% | 159,620 | | **1.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 773,690 | 864,430 | 11.7% | 353,930 | | **2.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.15 | 0.16 | 5.2% | 47,930 | | **0.3%** | |
| **Average Gas Price (2018$)** | 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** | 15,765,276 | 13,208,097 | -16.22% | -2557179 | | **-16.2%** | |
| **Total Observed Ridership** | 15,004,578 | 13,572,307 | -9.55% | -1432271 | | **-9.5%** | |
| **Unexplained Change** |  |  |  |  | | **6.7%** | |

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| **Eau Claire, WI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 666,400 | 693,350 | 4.0% | 19,540 | | **2.0%** | |
| **Average Fare (2018$)** | 0.75 | 0.90 | 19.4% | -45,940 | | **-4.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 249,490 | 259,520 | 4.0% | 7,850 | | **0.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.14 | 0.13 | -1.9% | -0,850 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 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** | 977,741 | 868,767 | -11.15% | -108974.506 | | **-11.1%** | |
| **Total Observed Ridership** | 986,602 | 906,130 | -8.16% | -80472 | | **-8.2%** | |
| **Unexplained Change** |  |  |  |  | | **3.0%** | |

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| **El Centro, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 663,220 | 881,300 | 32.9% | 96,000 | | **13.0%** | |
| **Average Fare (2018$)** | 0.92 | 0.77 | -16.2% | 27,830 | | **3.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 234,530 | 244,710 | 4.3% | 7,220 | | **1.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.26 | 0.26 | 1.8% | 1,660 | | **0.2%** | |
| **Average Gas Price (2018$)** | 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** | 736,261 | 746,129 | 1.34% | 9868.57156 | | **1.3%** | |
| **Total Observed Ridership** | 625,777 | 769,635 | 22.99% | 143858 | | **23.0%** | |
| **Unexplained Change** |  |  |  |  | | **21.6%** | |

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| **El Paso, TX Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 6,927,890 | 6,741,400 | -2.7% | -126,190 | | **-0.9%** | |
| **Average Fare (2018$)** | 0.65 | 0.56 | -14.1% | 317,220 | | **2.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,145,230 | 1,187,180 | 3.7% | 98,810 | | **0.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.58 | 0.56 | -3.5% | -104,070 | | **-0.8%** | |
| **Average Gas Price (2018$)** | 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** | 13,793,255 | 11,436,805 | -17.08% | -235649.76 | | **-17.1%** | |
| **Total Observed Ridership** | 14,575,876 | 12,134,109 | -16.75% | -2441767 | | **-16.8%** | |
| **Unexplained Change** |  |  |  |  | | **0.3%** | |

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| **Elkhart-Goshen, IN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 608,560 | 592,360 | -2.7% | -4,880 | | **-1.2%** | |
| **Average Fare (2018$)** | 0.81 | 0.60 | -26.0% | 28,270 | | **6.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 287,810 | 320,600 | 11.4% | 9,850 | | **2.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.06 | 0.06 | -3.0% | -0,260 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 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** | 423,538 | 378,215 | -10.70% | -45323.428 | | **-10.7%** | |
| **Total Observed Ridership** | 355,202 | 402,493 | 13.31% | 47291 | | **13.3%** | |
| **Unexplained Change** |  |  |  |  | | **24.0%** | |

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| **Erie, PA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,970,580 | 2,205,710 | 11.9% | 156,930 | | **4.6%** | |
| **Average Fare (2018$)** | 0.74 | 1.18 | 59.7% | -414,450 | | **-12.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 407,350 | 395,500 | -2.9% | -19,440 | | **-0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.27 | 0.27 | 1.1% | 4,140 | | **0.1%** | |
| **Average Gas Price (2018$)** | 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** | 3,378,750 | 2,706,157 | -19.91% | -672593.554 | | **-19.9%** | |
| **Total Observed Ridership** | 3,468,084 | 2,517,894 | -27.40% | -950190 | | **-27.4%** | |
| **Unexplained Change** |  |  |  |  | | **-7.5%** | |

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| **Eugene-Springfield, OR Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,196,690 | 3,764,010 | 17.7% | 780,680 | | **7.3%** | |
| **Average Fare (2018$)** | 0.64 | 0.74 | 15.7% | -387,900 | | **-3.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 511,440 | 556,590 | 8.8% | 193,700 | | **1.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.28 | 0.28 | 1.4% | 17,390 | | **0.2%** | |
| **Average Gas Price (2018$)** | 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** | 10,752,648 | 10,830,671 | 0.73% | 78022.9939 | | **0.7%** | |
| **Total Observed Ridership** | 11,548,218 | 10,244,079 | -11.29% | -1304139 | | **-11.3%** | |
| **Unexplained Change** |  |  |  |  | | **-12.0%** | |

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| **Evansville, IN-KY Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,351,600 | 1,156,320 | -14.4% | -133,040 | | **-6.6%** | |
| **Average Fare (2018$)** | 0.71 | 0.91 | 27.7% | -123,520 | | **-6.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 527,700 | 499,190 | -5.4% | -25,930 | | **-1.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.20 | 0.19 | -1.3% | -1,740 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 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** | 2,024,068 | 1,583,246 | -21.78% | -440822.066 | | **-21.8%** | |
| **Total Observed Ridership** | 2,043,247 | 1,410,383 | -30.97% | -632864 | | **-31.0%** | |
| **Unexplained Change** |  |  |  |  | | **-9.2%** | |

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| **Fargo, ND-MN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,178,180 | 1,489,280 | 26.4% | 216,010 | | **10.6%** | |
| **Average Fare (2018$)** | 0.50 | 0.42 | -16.5% | 63,130 | | **3.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 336,620 | 379,260 | 12.7% | 54,100 | | **2.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.30 | 0.28 | -5.8% | -15,030 | | **-0.7%** | |
| **Average Gas Price (2018$)** | 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** | 2,029,633 | 1,976,396 | -2.62% | -53233712 | | **-2.6%** | |
| **Total Observed Ridership** | 2,039,074 | 1,960,893 | -3.83% | -78181 | | **-3.8%** | |
| **Unexplained Change** |  |  |  |  | | **-1.2%** | |

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| **Fayetteville, NC Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 887,750 | 1,275,840 | 43.7% | 258,210 | | **16.2%** | |
| **Average Fare (2018$)** | 0.60 | 0.83 | 37.6% | -123,350 | | **-7.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 510,830 | 532,710 | 4.3% | 13,360 | | **0.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.04 | 0.04 | 0.9% | 0,220 | | **0.0%** | |
| **Average Gas Price (2018$)** | 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** | 1,593,784 | 1,425,749 | -10.54% | -168034.95 | | **-10.5%** | |
| **Total Observed Ridership** | 1,671,196 | 1,357,927 | -18.75% | -313269 | | **-18.7%** | |
| **Unexplained Change** |  |  |  |  | | **-8.2%** | |

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| **Flagstaff, AZ Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 713,410 | 926,070 | 29.8% | 224,550 | | **11.6%** | |
| **Average Fare (2018$)** | 0.81 | 0.52 | -36.1% | 206,390 | | **10.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 200,930 | 213,780 | 6.4% | 26,140 | | **1.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.11 | 0.10 | -5.0% | -3,960 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 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** | 1,938,530 | 1,976,230 | 1.94% | 37699.2686 | | **1.9%** | |
| **Total Observed Ridership** | 1,807,013 | 2,530,626 | 40.04% | 723613 | | **40.0%** | |
| **Unexplained Change** |  |  |  |  | | **38.1%** | |

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| **Flint, MI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,132,870 | 3,675,900 | 17.3% | 327,970 | | **6.0%** | |
| **Average Fare (2018$)** | 0.92 | 1.21 | 31.6% | -418,720 | | **-7.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 581,470 | 579,190 | -0.4% | -3,820 | | **-0.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.09 | 0.09 | -6.8% | -15,500 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 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** | 5,467,942 | 4,457,797 | -18.47% | -1010145.26 | | **-18.5%** | |
| **Total Observed Ridership** | 5,645,137 | 4,222,418 | -25.20% | -1422719 | | **-25.2%** | |
| **Unexplained Change** |  |  |  |  | | **-6.7%** | |

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| **Fort Collins-Loveland, CO Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 978,740 | 1,577,050 | 61.1% | 562,300 | | **19.1%** | |
| **Average Fare (2018$)** | 0.53 | 0.57 | 6.4% | 47,020 | | **1.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 471,770 | 545,300 | 15.6% | 93,500 | | **3.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.20 | 0.20 | 0.2% | -0,680 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 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** | 2,947,851 | 3,005,912 | 1.97% | 58061.5089 | | **2.0%** | |
| **Total Observed Ridership** | 2,159,251 | 4,188,842 | 94.00% | 2029591 | | **94.0%** | |
| **Unexplained Change** |  |  |  |  | | **92.0%** | |

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| **Fort Wayne, IN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,439,870 | 1,436,010 | -0.3% | -0,430 | | **-0.0%** | |
| **Average Fare (2018$)** | 0.78 | 0.88 | 12.8% | -64,530 | | **-3.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 608,930 | 647,880 | 6.4% | 25,720 | | **1.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.16 | 0.15 | -2.4% | -3,200 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 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** | 2,029,718 | 1,707,622 | -15.87% | -322096.389 | | **-15.9%** | |
| **Total Observed Ridership** | 2,061,235 | 1,693,128 | -17.86% | -368107 | | **-17.9%** | |
| **Unexplained Change** |  |  |  |  | | **-2.0%** | |

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| **Fresno, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,888,610 | 4,563,170 | 17.3% | 712,610 | | **6.5%** | |
| **Average Fare (2018$)** | 0.90 | 0.71 | -21.5% | 655,170 | | **6.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,321,350 | 1,417,330 | 7.3% | 164,780 | | **1.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.40 | 0.41 | 1.4% | 25,540 | | **0.2%** | |
| **Average Gas Price (2018$)** | 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** | 10,996,528 | 10,777,360 | -1.99% | -219167.22 | | **-2.0%** | |
| **Total Observed Ridership** | 11,713,509 | 10,194,137 | -12.97% | -1519372 | | **-13.0%** | |
| **Unexplained Change** |  |  |  |  | | **-11.0%** | |

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| **Gainesville, FL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,338,050 | 3,693,480 | 10.6% | 479,570 | | **4.4%** | |
| **Average Fare (2018$)** | 1.35 | 1.60 | 18.5% | -596,710 | | **-5.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 396,170 | 428,980 | 8.3% | 174,530 | | **1.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.28 | 0.27 | -6.6% | -79,720 | | **-0.7%** | |
| **Average Gas Price (2018$)** | 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** | 11,015,856 | 9,067,855 | -17.68% | -194800.96 | | **-17.7%** | |
| **Total Observed Ridership** | 10,760,077 | 9,276,475 | -13.79% | -1483602 | | **-13.8%** | |
| **Unexplained Change** |  |  |  |  | | **3.9%** | |

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| **Grand Rapids-Wyoming, MI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 4,235,860 | 4,869,630 | 15.0% | 637,640 | | **5.9%** | |
| **Average Fare (2018$)** | 0.51 | 0.94 | 84.5% | -1,437,080 | | **-13.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,156,420 | 1,501,640 | 29.9% | 585,340 | | **5.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.18 | 0.18 | -2.3% | -17,460 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 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** | 10,718,273 | 8,485,709 | -20.83% | -223256.47 | | **-20.8%** | |
| **Total Observed Ridership** | 10,212,961 | 8,760,851 | -14.22% | -1452110 | | **-14.2%** | |
| **Unexplained Change** |  |  |  |  | | **6.6%** | |

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| **Great Falls, MT Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 418,160 | 428,510 | 2.5% | 4,440 | | **1.0%** | |
| **Average Fare (2018$)** | 0.57 | 0.54 | -5.3% | 4,680 | | **1.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 117,960 | 117,750 | -0.2% | -0,160 | | **-0.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.23 | 0.23 | -2.4% | -0,950 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 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** | 443,597 | 392,815 | -11.45% | -50781.8291 | | **-11.4%** | |
| **Total Observed Ridership** | 420,495 | 400,594 | -4.73% | -19901 | | **-4.7%** | |
| **Unexplained Change** |  |  |  |  | | **6.7%** | |

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| **Green Bay, WI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,082,310 | 1,183,480 | 9.3% | 53,280 | | **3.6%** | |
| **Average Fare (2018$)** | 0.68 | 0.48 | -29.0% | 93,690 | | **6.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 468,950 | 493,650 | 5.3% | 15,590 | | **1.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.16 | 0.16 | 0.1% | -0,020 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 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** | 1,459,997 | 1,354,052 | -7.26% | -10594416 | | **-7.3%** | |
| **Total Observed Ridership** | 1,523,838 | 1,275,835 | -16.27% | -248003 | | **-16.3%** | |
| **Unexplained Change** |  |  |  |  | | **-9.0%** | |

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| **Greensboro-High Point, NC Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,130,280 | 2,061,970 | -3.2% | -60,940 | | **-1.4%** | |
| **Average Fare (2018$)** | 0.78 | 0.80 | 3.5% | -49,100 | | **-1.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,066,350 | 1,121,760 | 5.2% | 46,140 | | **1.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.08 | 0.07 | -10.5% | -14,560 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 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** | 4,508,389 | 3,465,585 | -23.13% | -104203.94 | | **-23.1%** | |
| **Total Observed Ridership** | 4,676,281 | 3,272,336 | -30.02% | -1403945 | | **-30.0%** | |
| **Unexplained Change** |  |  |  |  | | **-6.9%** | |

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| **Gulfport-Biloxi, MS Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 797,950 | 657,000 | -17.7% | -55,750 | | **-8.9%** | |
| **Average Fare (2018$)** | 0.89 | 0.90 | 1.4% | -12,100 | | **-1.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 362,940 | 503,770 | 38.8% | 48,760 | | **7.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.02 | 0.02 | 1.3% | -0,020 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 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** | 628,148 | 541,159 | -13.85% | -86988.9485 | | **-13.8%** | |
| **Total Observed Ridership** | 671,862 | 519,389 | -22.69% | -152473 | | **-22.7%** | |
| **Unexplained Change** |  |  |  |  | | **-8.8%** | |

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| **Hanford-Corcoran, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 628,360 | 772,530 | 22.9% | 69,970 | | **9.3%** | |
| **Average Fare (2018$)** | 0.85 | 0.67 | -21.1% | 42,050 | | **5.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 201,410 | 203,190 | 0.9% | 1,350 | | **0.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.17 | 0.16 | -5.1% | -2,830 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 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** | 753,089 | 748,981 | -0.55% | -4108.08025 | | **-0.5%** | |
| **Total Observed Ridership** | 776,718 | 700,122 | -9.86% | -76596 | | **-9.9%** | |
| **Unexplained Change** |  |  |  |  | | **-9.3%** | |

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| **Harrisburg-Carlisle, PA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,469,200 | 1,528,750 | 4.1% | 44,690 | | **2.0%** | |
| **Average Fare (2018$)** | 1.35 | 1.32 | -2.4% | 6,500 | | **0.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 825,520 | 860,080 | 4.2% | 19,690 | | **0.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.16 | 0.16 | 0.6% | 0,930 | | **0.0%** | |
| **Average Gas Price (2018$)** | 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** | 2,216,799 | 1,928,097 | -13.02% | -288702.589 | | **-13.0%** | |
| **Total Observed Ridership** | 2,316,589 | 1,754,316 | -24.27% | -562273 | | **-24.3%** | |
| **Unexplained Change** |  |  |  |  | | **-11.2%** | |

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| Harrisonburg, VA Metro Area-Bus | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 562,790 | 607,150 | 7.9% | 99,140 | | **3.7%** | |
| **Average Fare (2018$)** | 0.61 | 0.80 | 30.3% | -164,290 | | **-6.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 189,270 | 200,030 | 5.7% | 31,600 | | **1.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.10 | 0.11 | 6.5% | 7,520 | | **0.3%** | |
| **Average Gas Price (2018$)** | 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** | 2,680,007 | 2,201,164 | -17.87% | -478842.97 | | **-17.9%** | |
| **Total Observed Ridership** | 2,608,335 | 2,098,653 | -19.54% | -509682 | | **-19.5%** | |
| **Unexplained Change** |  |  |  |  | | **-1.7%** | |

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| **Hartford-West Hartford-East Hartford, CT Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 7,239,350 | 10,527,780 | 45.4% | 2,916,720 | | **17.1%** | |
| **Average Fare (2018$)** | 0.98 | 1.04 | 6.3% | -294,220 | | **-1.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,808,740 | 1,843,340 | 1.9% | 69,340 | | **0.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.24 | 0.24 | -0.5% | -8,140 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 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** | 17,026,789 | 16,211,161 | -4.79% | -815627.533 | | **-4.8%** | |
| **Total Observed Ridership** | 16,170,563 | 17,379,737 | 7.48% | 1209174 | | **7.5%** | |
| **Unexplained Change** |  |  |  |  | | **12.3%** | |

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| **Hartford-West Hartford-East Hartford, CT Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,116,200 | 1,350,390 | 21.0% | 95,080 | | **15.3%** | |
| **Average Fare (2018$)** | 3.87 | 4.09 | 5.5% | -28,140 | | **-4.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,808,740 | 1,843,340 | 1.9% | 3,600 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.24 | 0.24 | -0.5% | -0,560 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 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** | 621,986 | 594,867 | -4.36% | -27119.1325 | | **-4.4%** | |
| **Total Observed Ridership** | 611,026 | 584,707 | -4.31% | -26319 | | **-4.3%** | |
| **Unexplained Change** |  |  |  |  | | **0.1%** | |

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| Houston-Sugar Land-Baytown, TX Metro Area-Bus | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 41,607,220 | 46,020,100 | 10.6% | 3,102,230 | | **4.6%** | |
| **Average Fare (2018$)** | 0.99 | 0.77 | -22.2% | 4,653,240 | | **6.8%** | |
| **Network Restructure** | - | - | - | 141,901.97 | | **0.2%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 9,121,500 | 10,278,730 | 12.7% | 1,768,660 | | **2.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.41 | 0.40 | -2.2% | -244,080 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 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** | 67,971,926 | 67,631,454 | -0.50% | -340472.4 | | **-0.5%** | |
| **Total Observed Ridership** | 66,496,457 | 68,081,975 | 2.38% | 1585518 | | **2.4%** | |
| **Unexplained Change** |  |  |  |  | | **2.9%** | |

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| Houston-Sugar Land-Baytown, TX Metro Area-Rail | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 910,790 | 3,509,440 | 285.3% | 13,194,380 | | **149.0%** | |
| **Average Fare (2018$)** | 0.38 | 0.35 | -8.7% | 69,910 | | **0.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 9,121,500 | 10,278,730 | 12.7% | 377,620 | | **4.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.41 | 0.40 | -2.2% | -50,070 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 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** | 8,858,139 | 21,134,904 | 138.59% | 12276765.4 | | **138.6%** | |
| **Total Observed Ridership** | 11,387,090 | 18,806,354 | 65.16% | 7419264 | | **65.2%** | |
| **Unexplained Change** |  |  |  |  | | **-73.4%** | |

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| Huntsville, AL Metro Area-Bus | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 604,830 | 573,980 | -5.1% | -8,980 | | **-1.5%** | |
| **Average Fare (2018$)** | 0.59 | 0.46 | -22.5% | 26,590 | | **4.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 625,440 | 675,880 | 8.1% | 9,570 | | **1.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.07 | 0.07 | 6.3% | 0,900 | | **0.2%** | |
| **Average Gas Price (2018$)** | 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** | 585,189 | 534,713 | -8.63% | -5047.1967 | | **-8.6%** | |
| **Total Observed Ridership** | 424,621 | 626,609 | 47.57% | 201988 | | **47.6%** | |
| **Unexplained Change** |  |  |  |  | | **56.2%** | |

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| **Indianapolis-Carmel, IN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 6,517,050 | 7,380,370 | 13.2% | 536,610 | | **5.3%** | |
| **Average Fare (2018$)** | 1.13 | 0.95 | -15.8% | 458,350 | | **4.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 2,632,660 | 3,023,080 | 14.8% | 295,570 | | **2.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.20 | 0.20 | 1.1% | 9,550 | | **0.1%** | |
| **Average Gas Price (2018$)** | 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** | 10,095,972 | 8,747,879 | -13.35% | -1348092.69 | | **-13.4%** | |
| **Total Observed Ridership** | 9,939,873 | 8,783,370 | -11.63% | -1156503 | | **-11.6%** | |
| **Unexplained Change** |  |  |  |  | | **1.7%** | |

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| **Iowa City, IA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,472,670 | 1,406,150 | -4.5% | -130,030 | | **-1.9%** | |
| **Average Fare (2018$)** | 0.19 | 0.56 | 201.9% | -979,540 | | **-14.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 247,210 | 269,880 | 9.2% | 117,860 | | **1.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.37 | 0.36 | -0.5% | -4,610 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 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** | 6,959,842 | 5,236,403 | -24.76% | -1723439.21 | | **-24.8%** | |
| **Total Observed Ridership** | 6,323,537 | 5,035,420 | -20.37% | -1288117 | | **-20.4%** | |
| **Unexplained Change** |  |  |  |  | | **4.4%** | |

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| **Ithaca, NY Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,566,040 | 1,663,480 | 6.2% | 110,860 | | **2.6%** | |
| **Average Fare (2018$)** | 1.08 | 1.09 | 0.3% | -6,940 | | **-0.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 154,250 | 154,130 | -0.1% | -1,430 | | **-0.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.19 | 0.19 | -1.6% | -5,980 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 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** | 4,266,342 | 3,925,289 | -7.99% | -341053.174 | | **-8.0%** | |
| **Total Observed Ridership** | 4,128,242 | 4,169,977 | 1.01% | 41735 | | **1.0%** | |
| **Unexplained Change** |  |  |  |  | | **9.0%** | |

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| **Jackson, MI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 373,360 | 346,230 | -7.3% | -18,960 | | **-3.3%** | |
| **Average Fare (2018$)** | 0.75 | 0.67 | -10.9% | 12,230 | | **2.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 225,760 | 229,610 | 1.7% | 1,970 | | **0.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.25 | 0.24 | -3.5% | -2,090 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 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** | 567,650 | 460,732 | -18.84% | -106917.24 | | **-18.8%** | |
| **Total Observed Ridership** | 543,284 | 483,288 | -11.04% | -59996 | | **-11.0%** | |
| **Unexplained Change** |  |  |  |  | | **7.8%** | |

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| **Jackson, MS Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 719,010 | 778,970 | 8.3% | 20,850 | | **3.4%** | |
| **Average Fare (2018$)** | 0.75 | 0.53 | -28.7% | 30,380 | | **5.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 791,270 | 832,080 | 5.2% | 6,820 | | **1.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.14 | 0.12 | -8.5% | -2,810 | | **-0.5%** | |
| **Average Gas Price (2018$)** | 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** | 611,651 | 561,357 | -8.22% | -50293.8125 | | **-8.2%** | |
| **Total Observed Ridership** | 675,472 | 506,573 | -25.00% | -168899 | | **-25.0%** | |
| **Unexplained Change** |  |  |  |  | | **-16.8%** | |

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| **Jacksonville, FL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 8,821,510 | 9,100,360 | 3.2% | 159,430 | | **1.4%** | |
| **Average Fare (2018$)** | 1.13 | 0.99 | -12.3% | 436,000 | | **3.8%** | |
| **Network Restructure** | - | 1.000 | - | 534,945.44 | | **4.8%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 2,024,210 | 2,284,610 | 12.9% | 296,790 | | **2.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.18 | 0.18 | -1.7% | -14,380 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 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** | 11,412,397 | 10,454,725 | -8.39% | -95762.128 | | **-8.4%** | |
| **Total Observed Ridership** | 11,217,218 | 10,262,121 | -8.51% | -955097 | | **-8.5%** | |
| **Unexplained Change** |  |  |  |  | | **-0.1%** | |

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| **Johnstown, PA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 938,230 | 929,600 | -0.9% | -3,840 | | **-0.4%** | |
| **Average Fare (2018$)** | 0.70 | 0.76 | 7.3% | -18,460 | | **-1.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 201,760 | 187,460 | -7.1% | -16,180 | | **-1.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.13 | 0.12 | -12.0% | -6,730 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 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** | 1,084,420 | 907,547 | -16.31% | -176873.116 | | **-16.3%** | |
| **Total Observed Ridership** | 1,062,894 | 950,143 | -10.61% | -112751 | | **-10.6%** | |
| **Unexplained Change** |  |  |  |  | | **5.7%** | |

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| **Kalamazoo-Portage, MI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,501,930 | 1,739,310 | 15.8% | 181,140 | | **6.0%** | |
| **Average Fare (2018$)** | 0.92 | 1.03 | 12.6% | -77,720 | | **-2.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 477,090 | 501,580 | 5.1% | 31,480 | | **1.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.16 | 0.14 | -9.6% | -16,810 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 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** | 3,008,362 | 2,534,015 | -15.77% | -47434.596 | | **-15.8%** | |
| **Total Observed Ridership** | 2,891,508 | 2,648,426 | -8.41% | -243082 | | **-8.4%** | |
| **Unexplained Change** |  |  |  |  | | **7.4%** | |

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| **Kankakee-Bradley, IL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 908,400 | 1,287,700 | 41.8% | 152,570 | | **18.9%** | |
| **Average Fare (2018$)** | 0.45 | 0.45 | 0.8% | -4,350 | | **-0.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 163,820 | 164,680 | 0.5% | 0,350 | | **0.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.13 | 0.14 | 4.0% | 1,700 | | **0.2%** | |
| **Average Gas Price (2018$)** | 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** | 808,316 | 817,122 | 1.09% | 8805.91463 | | **1.1%** | |
| **Total Observed Ridership** | 914,259 | 671,130 | -26.59% | -243129 | | **-26.6%** | |
| **Unexplained Change** |  |  |  |  | | **-27.7%** | |

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| **Kansas City, MO-KS Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 9,105,260 | 9,370,100 | 2.9% | 210,740 | | **1.3%** | |
| **Average Fare (2018$)** | 0.82 | 0.62 | -24.7% | 996,440 | | **6.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,087,270 | 3,262,940 | 5.7% | 183,480 | | **1.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.21 | 0.21 | -1.9% | -25,430 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 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** | 15,926,149 | 13,821,599 | -13.21% | -210450.07 | | **-13.2%** | |
| **Total Observed Ridership** | 16,550,779 | 12,968,764 | -21.64% | -3582015 | | **-21.6%** | |
| **Unexplained Change** |  |  |  |  | | **-8.4%** | |

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| **Kennewick-Pasco-Richland, WA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,072,250 | 2,537,440 | 22.4% | 215,860 | | **8.2%** | |
| **Average Fare (2018$)** | 0.50 | 0.78 | 56.8% | -235,530 | | **-9.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 387,070 | 428,320 | 10.7% | 56,250 | | **2.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.25 | 0.26 | 2.2% | 7,160 | | **0.3%** | |
| **Average Gas Price (2018$)** | 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** | 2,620,885 | 2,350,114 | -10.33% | -270770.17 | | **-10.3%** | |
| **Total Observed Ridership** | 2,995,267 | 2,016,104 | -32.69% | -979163 | | **-32.7%** | |
| **Unexplained Change** |  |  |  |  | | **-22.4%** | |

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| **Killeen-Temple-Fort Hood, TX Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 635,060 | 476,520 | -25.0% | -65,760 | | **-10.5%** | |
| **Average Fare (2018$)** | 0.61 | 0.84 | 36.9% | -37,770 | | **-6.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 576,290 | 619,910 | 7.6% | 9,770 | | **1.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.10 | 0.09 | -8.0% | -2,180 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 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** | 625,413 | 444,174 | -28.98% | -181238.858 | | **-29.0%** | |
| **Total Observed Ridership** | 624,855 | 442,325 | -29.21% | -182530 | | **-29.2%** | |
| **Unexplained Change** |  |  |  |  | | **-0.2%** | |

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| **Knoxville, TN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,364,860 | 2,615,960 | 10.6% | 129,540 | | **4.3%** | |
| **Average Fare (2018$)** | 0.50 | 0.62 | 24.2% | -149,060 | | **-4.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,041,780 | 1,240,740 | 19.1% | 117,920 | | **3.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.10 | 0.09 | -5.0% | -5,640 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 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** | 3,029,719 | 2,562,243 | -15.43% | -46746.023 | | **-15.4%** | |
| **Total Observed Ridership** | 3,218,087 | 2,594,981 | -19.36% | -623106 | | **-19.4%** | |
| **Unexplained Change** |  |  |  |  | | **-3.9%** | |