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| **La Crosse, WI-MN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 768,080 | 843,910 | 9.9% | 47,890 | | **4.3%** | |
| **Average Fare (2018$)** | 0.61 | 0.63 | 3.4% | -8,810 | | **-0.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 208,050 | 214,220 | 3.0% | 7,090 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.12 | 0.12 | 0.6% | 0,320 | | **0.0%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -49,270 | | **-4.5%** | |
| **Median Per Capita Income (2018$)** | 26,310 | 32,780 | 24.6% | -16,380 | | **-1.5%** | |
| **% of Households with 0 Vehicles** | 6 | 7 | 23.5% | 3,010 | | **0.3%** | |
| **% Working at Home** | 4.2 | 3.7 | -12.5% | 4,490 | | **0.4%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -33,210 | | **-3.0%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,102,856 | 1,057,978 | -4.07% | -44878.0884 | | **-4.1%** | |
| **Total Observed Ridership** | 1,152,038 | 957,918 | -16.85% | -194120 | | **-16.9%** | |
| **Unexplained Change** |  |  |  |  | | **-12.8%** | |

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| **Lafayette, IN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,690,560 | 1,804,300 | 6.7% | 137,150 | | **2.5%** | |
| **Average Fare (2018$)** | 0.54 | 0.65 | 21.0% | -208,810 | | **-3.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 301,670 | 329,280 | 9.2% | 97,130 | | **1.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.25 | 0.24 | -2.5% | -12,700 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -217,460 | | **-4.0%** | |
| **Median Per Capita Income (2018$)** | 23,140 | 25,070 | 8.3% | -27,950 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 8 | 9 | 18.6% | 12,310 | | **0.2%** | |
| **% Working at Home** | 2.8 | 4.7 | 66.1% | -64,060 | | **-1.2%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -649,370 | | **-11.8%** | |
| **Bike Share** | - | 1 | 1 | - 51,380 | | **-0.9%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 5,494,457 | 4,503,177 | -18.04% | -991280.13 | | **-18.0%** | |
| **Total Observed Ridership** | 5,258,842 | 4,713,280 | -10.37% | -545562 | | **-10.4%** | |
| **Unexplained Change** |  |  |  |  | | **7.7%** | |

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| **Lafayette, LA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 627,550 | 670,000 | 6.8% | 42,510 | | **3.7%** | |
| **Average Fare (2018$)** | 0.39 | 0.29 | -26.0% | 46,760 | | **4.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 413,220 | 620,990 | 50.3% | 108,340 | | **9.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.11 | 0.11 | 4.2% | 2,000 | | **0.2%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -42,340 | | **-3.7%** | |
| **Median Per Capita Income (2018$)** | 25,570 | 25,430 | -0.5% | 0,760 | | **0.1%** | |
| **% of Households with 0 Vehicles** | 7 | 10 | 35.7% | 6,140 | | **0.5%** | |
| **% Working at Home** | 2.6 | 4.5 | 71.2% | -18,000 | | **-1.6%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -122,000 | | **-10.7%** | |
| **Bike Share** | - | 1 | 1 | - 12,560 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,140,695 | 1,141,545 | 0.07% | 850.413293 | | **0.1%** | |
| **Total Observed Ridership** | 1,170,818 | 1,203,001 | 2.75% | 32183 | | **2.7%** | |
| **Unexplained Change** |  |  |  |  | | **2.7%** | |

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| **Lakeland-Winter Haven, FL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 951,750 | 1,462,180 | 53.6% | 246,430 | | **19.1%** | |
| **Average Fare (2018$)** | 1.15 | 2.46 | 114.6% | -322,630 | | **-25.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 866,610 | 993,540 | 14.6% | 38,830 | | **3.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.11 | 0.10 | -11.4% | -6,750 | | **-0.5%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -61,020 | | **-4.7%** | |
| **Median Per Capita Income (2018$)** | 24,340 | 25,650 | 5.4% | -5,130 | | **-0.4%** | |
| **% of Households with 0 Vehicles** | 7 | 6 | -17.8% | -3,890 | | **-0.3%** | |
| **% Working at Home** | 3.2 | 4.5 | 41.4% | -12,130 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -83,310 | | **-6.5%** | |
| **Bike Share** | - | - | - | - 2,930 | | **-0.2%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,291,367 | 1,074,042 | -16.83% | -217324.37 | | **-16.8%** | |
| **Total Observed Ridership** | 1,152,561 | 1,144,920 | -0.66% | -7641 | | **-0.7%** | |
| **Unexplained Change** |  |  |  |  | | **16.2%** | |

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| **Lansing-East Lansing, MI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,157,560 | 3,392,320 | 7.4% | 341,790 | | **3.0%** | |
| **Average Fare (2018$)** | 0.67 | 0.53 | -21.0% | 519,350 | | **4.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 684,910 | 721,650 | 5.4% | 121,820 | | **1.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.25 | 0.21 | -14.8% | -160,240 | | **-1.4%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -456,650 | | **-4.0%** | |
| **Median Per Capita Income (2018$)** | 25,040 | 29,430 | 17.5% | -123,190 | | **-1.1%** | |
| **% of Households with 0 Vehicles** | 6 | 7 | 15.1% | 21,620 | | **0.2%** | |
| **% Working at Home** | 4.5 | 4.0 | -12.2% | 50,230 | | **0.4%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -1,380,340 | | **-12.1%** | |
| **Bike Share** | - | 1 | 1 | - 121,660 | | **-1.1%** | |
| **Electric Scooters** | - | 1 | 1 | - 379,700 | | **-3.3%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 11,408,528 | 9,800,272 | -14.10% | -1608256.01 | | **-14.1%** | |
| **Total Observed Ridership** | 11,284,550 | 10,114,311 | -10.37% | -1170239 | | **-10.4%** | |
| **Unexplained Change** |  |  |  |  | | **3.7%** | |

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| **Laredo, TX Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,674,330 | 1,695,130 | 1.2% | 18,140 | | **0.6%** | |
| **Average Fare (2018$)** | 1.12 | 1.16 | 3.7% | -31,890 | | **-1.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 361,240 | 388,870 | 7.6% | 50,120 | | **1.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.44 | 0.42 | -5.3% | -29,470 | | **-0.9%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -134,790 | | **-4.3%** | |
| **Median Per Capita Income (2018$)** | 19,020 | 22,640 | 19.0% | -38,040 | | **-1.2%** | |
| **% of Households with 0 Vehicles** | 9 | 6 | -28.8% | -16,140 | | **-0.5%** | |
| **% Working at Home** | 3.4 | 2.7 | -20.6% | 18,180 | | **0.6%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -99,090 | | **-3.2%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 3,143,819 | 2,881,597 | -8.34% | -262221.938 | | **-8.3%** | |
| **Total Observed Ridership** | 3,219,490 | 2,639,258 | -18.02% | -580232 | | **-18.0%** | |
| **Unexplained Change** |  |  |  |  | | **-9.7%** | |

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| **Las Vegas-Paradise, NV Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 15,185,730 | 18,877,330 | 24.3% | 6,358,420 | | **10.1%** | |
| **Average Fare (2018$)** | 1.19 | 1.00 | -15.9% | 3,334,690 | | **5.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 2,887,730 | 3,301,380 | 14.3% | 1,844,140 | | **2.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.66 | 0.65 | -1.7% | -273,710 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -1,732,440 | | **-2.8%** | |
| **Median Per Capita Income (2018$)** | 29,010 | 31,800 | 9.6% | -421,770 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 9 | 8 | -11.0% | -122,560 | | **-0.2%** | |
| **% Working at Home** | 2.9 | 4.6 | 59.5% | -844,540 | | **-1.3%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -6,498,090 | | **-10.3%** | |
| **Bike Share** | - | 1 | 1 | - 721,920 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 62,981,835 | 63,811,693 | 1.32% | 829858.594 | | **1.3%** | |
| **Total Observed Ridership** | 60,397,551 | 64,861,790 | 7.39% | 4464239 | | **7.4%** | |
| **Unexplained Change** |  |  |  |  | | **6.1%** | |

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| **Lebanon, PA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 493,140 | 505,840 | 2.6% | 3,350 | | **1.0%** | |
| **Average Fare (2018$)** | 1.34 | 1.17 | -12.7% | 12,730 | | **4.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 201,420 | 208,430 | 3.5% | 2,370 | | **0.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.20 | 0.17 | -16.2% | -3,700 | | **-1.2%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -11,930 | | **-3.7%** | |
| **Median Per Capita Income (2018$)** | 28,590 | 32,000 | 11.9% | -2,380 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 8 | 5 | -37.5% | -1,940 | | **-0.6%** | |
| **% Working at Home** | 4.1 | 5.8 | 40.9% | -3,940 | | **-1.2%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -20,940 | | **-6.5%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 321,635 | 296,043 | -7.96% | -25591.4822 | | **-8.0%** | |
| **Total Observed Ridership** | 290,317 | 312,840 | 7.76% | 22523 | | **7.8%** | |
| **Unexplained Change** |  |  |  |  | | **15.7%** | |

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| **Lexington-Fayette, KY Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,271,520 | 1,829,370 | -19.5% | -454,260 | | **-8.6%** | |
| **Average Fare (2018$)** | 0.56 | 0.91 | 63.3% | -495,590 | | **-9.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 727,370 | 782,510 | 7.6% | 67,620 | | **1.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.27 | -7.1% | -30,810 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -176,600 | | **-3.3%** | |
| **Median Per Capita Income (2018$)** | 27,760 | 30,760 | 10.8% | -28,240 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 7 | 8 | 0.5% | -0,460 | | **-0.0%** | |
| **% Working at Home** | 3.8 | 4.9 | 28.3% | -33,320 | | **-0.6%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -537,310 | | **-10.1%** | |
| **Bike Share** | - | 1 | 1 | - 44,820 | | **-0.8%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 5,307,147 | 3,522,621 | -33.62% | -1784526.83 | | **-33.6%** | |
| **Total Observed Ridership** | 5,019,458 | 4,090,381 | -18.51% | -929077 | | **-18.5%** | |
| **Unexplained Change** |  |  |  |  | | **15.1%** | |

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| **Lincoln, NE Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,362,610 | 1,778,950 | 30.6% | 264,780 | | **10.5%** | |
| **Average Fare (2018$)** | 0.67 | 1.14 | 69.2% | -320,570 | | **-12.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 479,580 | 511,610 | 6.7% | 31,380 | | **1.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.37 | 0.37 | -0.1% | 0,050 | | **0.0%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -95,540 | | **-3.8%** | |
| **Median Per Capita Income (2018$)** | 28,350 | 33,320 | 17.5% | -25,670 | | **-1.0%** | |
| **% of Households with 0 Vehicles** | 7 | 5 | -24.6% | -8,260 | | **-0.3%** | |
| **% Working at Home** | 4.0 | 4.4 | 10.6% | -8,300 | | **-0.3%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -308,220 | | **-12.2%** | |
| **Bike Share** | - | 1 | 1 | - 25,110 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 2,522,529 | 2,037,252 | -19.24% | -485277.019 | | **-19.2%** | |
| **Total Observed Ridership** | 2,002,943 | 2,387,496 | 19.20% | 384553 | | **19.2%** | |
| **Unexplained Change** |  |  |  |  | | **38.4%** | |

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| **Little Rock-North Little Rock-Conway, AR Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,307,900 | 2,431,010 | 5.3% | 66,950 | | **2.4%** | |
| **Average Fare (2018$)** | 0.77 | 0.77 | -0.9% | 5,460 | | **0.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,040,440 | 1,085,910 | 4.4% | 24,610 | | **0.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.17 | 0.16 | -2.8% | -5,080 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -117,850 | | **-4.3%** | |
| **Median Per Capita Income (2018$)** | 28,580 | 30,190 | 5.6% | -9,070 | | **-0.3%** | |
| **% of Households with 0 Vehicles** | 7 | 5 | -19.3% | -6,660 | | **-0.2%** | |
| **% Working at Home** | 2.7 | 4.8 | 78.7% | -40,130 | | **-1.5%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -338,500 | | **-12.4%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 92,130 | | **-3.4%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 2,739,823 | 2,227,585 | -18.70% | -512237.92 | | **-18.7%** | |
| **Total Observed Ridership** | 2,823,616 | 2,215,044 | -21.55% | -608572 | | **-21.6%** | |
| **Unexplained Change** |  |  |  |  | | **-2.9%** | |

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| **Logan, UT-ID Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 812,880 | 819,150 | 0.8% | 4,510 | | **0.2%** | |
| **Average Fare (2018$)** | - | - | - | 0,000 | | **0.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 188,810 | 209,350 | 10.9% | 41,490 | | **2.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.20 | 0.20 | -3.2% | -5,420 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 3.88 | 2.89 | -25.5% | -68,670 | | **-3.7%** | |
| **Median Per Capita Income (2018$)** | 21,220 | 22,360 | 5.4% | -8,610 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 4 | 2 | -31.6% | -3,360 | | **-0.2%** | |
| **% Working at Home** | 4.4 | 2.7 | -38.6% | 17,960 | | **1.0%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -52,050 | | **-2.8%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,845,069 | 1,779,816 | -3.54% | -65252.8672 | | **-3.5%** | |
| **Total Observed Ridership** | 2,101,697 | 1,507,093 | -28.29% | -594604 | | **-28.3%** | |
| **Unexplained Change** |  |  |  |  | | **-24.8%** | |

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| **Los Angeles-Long Beach-Santa Ana, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 127,409,770 | 128,129,790 | 0.6% | 1,835,070 | | **0.4%** | |
| **Average Fare (2018$)** | 0.84 | 0.79 | -5.7% | 5,080,920 | | **1.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 18,870,580 | 19,865,660 | 5.3% | 5,229,020 | | **1.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.86 | 0.86 | 0.1% | 238,560 | | **0.0%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -14,703,070 | | **-3.1%** | |
| **Median Per Capita Income (2018$)** | 27,390 | 32,190 | 17.5% | -4,926,660 | | **-1.0%** | |
| **% of Households with 0 Vehicles** | 9 | 8 | -12.7% | -1,043,430 | | **-0.2%** | |
| **% Working at Home** | 5.1 | 5.9 | 15.2% | -2,596,810 | | **-0.5%** | |
| **Years Since Ride-hail Start** | - | 6 | 6 | -52,275,020 | | **-10.9%** | |
| **Bike Share** | - | 1 | 1 | - 4,890,260 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 478,143,128 | 413,412,973 | -13.54% | -6473014.5 | | **-13.5%** | |
| **Total Observed Ridership** | 492,655,252 | 375,175,754 | -23.85% | -11747998 | | **-23.8%** | |
| **Unexplained Change** |  |  |  |  | | **-10.3%** | |

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| **Los Angeles-Long Beach-Santa Ana, CA Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 29,946,800 | 37,083,330 | 23.8% | 17,024,750 | | **14.9%** | |
| **Average Fare (2018$)** | 1.34 | 1.44 | 7.5% | -1,757,930 | | **-1.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 18,870,580 | 19,865,660 | 5.3% | 1,335,660 | | **1.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.86 | 0.86 | 0.1% | 56,570 | | **0.0%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -3,213,290 | | **-2.8%** | |
| **Median Per Capita Income (2018$)** | 27,390 | 32,190 | 17.5% | -1,365,980 | | **-1.2%** | |
| **% of Households with 0 Vehicles** | 9 | 8 | -12.7% | -266,320 | | **-0.2%** | |
| **% Working at Home** | 5.1 | 5.9 | 15.2% | -706,670 | | **-0.6%** | |
| **Years Since Ride-hail Start** | - | 6 | 6 | 1,555,730 | | **1.4%** | |
| **Bike Share** | - | 1 | 1 | - 1,239,100 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 114,063,665 | 125,218,949 | 9.78% | 11155283.4 | | **9.8%** | |
| **Total Observed Ridership** | 116,962,928 | 114,537,927 | -2.07% | -2425001 | | **-2.1%** | |
| **Unexplained Change** |  |  |  |  | | **-11.9%** | |

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| **Louisville/Jefferson County, KY-IN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 7,140,180 | 7,079,300 | -0.9% | -87,070 | | **-0.5%** | |
| **Average Fare (2018$)** | 0.67 | 0.91 | 36.0% | -1,200,340 | | **-7.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,905,800 | 1,967,840 | 3.3% | 83,070 | | **0.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.26 | 0.26 | -1.8% | -26,690 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -616,480 | | **-3.8%** | |
| **Median Per Capita Income (2018$)** | 27,930 | 32,190 | 15.3% | -141,100 | | **-0.9%** | |
| **% of Households with 0 Vehicles** | 8 | 8 | 1.0% | -0,250 | | **-0.0%** | |
| **% Working at Home** | 3.2 | 5.5 | 70.3% | -224,680 | | **-1.4%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -1,770,470 | | **-11.0%** | |
| **Bike Share** | - | 1 | 1 | - 138,490 | | **-0.9%** | |
| **Electric Scooters** | - | 1 | 1 | - 471,830 | | **-2.9%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 16,039,998 | 11,522,865 | -28.16% | -4517132.76 | | **-28.2%** | |
| **Total Observed Ridership** | 16,469,664 | 11,553,148 | -29.85% | -4916516 | | **-29.9%** | |
| **Unexplained Change** |  |  |  |  | | **-1.7%** | |

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| **Lubbock, TX Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,747,930 | 1,889,720 | 8.1% | 130,850 | | **3.2%** | |
| **Average Fare (2018$)** | 1.13 | 1.17 | 3.2% | -39,810 | | **-1.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 432,090 | 478,280 | 10.7% | 83,300 | | **2.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.37 | 0.35 | -5.2% | -29,790 | | **-0.7%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -165,340 | | **-4.1%** | |
| **Median Per Capita Income (2018$)** | 22,630 | 24,230 | 7.1% | -18,440 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 6 | 6 | -5.5% | -2,390 | | **-0.1%** | |
| **% Working at Home** | 3.0 | 3.3 | 8.3% | -5,860 | | **-0.1%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -497,630 | | **-12.3%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 137,930 | | **-3.4%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 4,050,936 | 3,367,194 | -16.88% | -683742.274 | | **-16.9%** | |
| **Total Observed Ridership** | 3,744,006 | 3,675,939 | -1.82% | -68067 | | **-1.8%** | |
| **Unexplained Change** |  |  |  |  | | **15.1%** | |

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| **Lynchburg, VA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,036,550 | 1,008,590 | -2.7% | 1,830 | | **0.1%** | |
| **Average Fare (2018$)** | 0.48 | 1.89 | 295.3% | -819,550 | | **-28.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 372,920 | 379,020 | 1.6% | 8,710 | | **0.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.04 | 0.04 | -3.2% | -0,910 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -113,200 | | **-4.0%** | |
| **Median Per Capita Income (2018$)** | 25,130 | 27,000 | 7.4% | -12,770 | | **-0.4%** | |
| **% of Households with 0 Vehicles** | 8 | 5 | -38.2% | -13,520 | | **-0.5%** | |
| **% Working at Home** | 3.3 | 5.4 | 62.9% | -36,760 | | **-1.3%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -225,370 | | **-7.9%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 2,846,756 | 1,614,065 | -43.30% | -1232690.67 | | **-43.3%** | |
| **Total Observed Ridership** | 2,330,451 | 2,151,558 | -7.68% | -178893 | | **-7.7%** | |
| **Unexplained Change** |  |  |  |  | | **35.6%** | |

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| **Madison, WI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 4,822,860 | 5,032,180 | 4.3% | 288,330 | | **1.9%** | |
| **Average Fare (2018$)** | 0.91 | 0.97 | 6.2% | -268,570 | | **-1.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 908,510 | 1,023,550 | 12.7% | 375,120 | | **2.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.25 | 0.25 | -2.5% | -36,750 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -629,310 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 33,390 | 38,810 | 16.2% | -149,210 | | **-1.0%** | |
| **% of Households with 0 Vehicles** | 8 | 7 | -4.1% | -10,770 | | **-0.1%** | |
| **% Working at Home** | 4.0 | 5.5 | 37.5% | -163,030 | | **-1.1%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -1,852,950 | | **-12.3%** | |
| **Bike Share** | 1.00 | 1 | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 15,065,906 | 12,673,360 | -15.88% | -2392545.68 | | **-15.9%** | |
| **Total Observed Ridership** | 14,594,687 | 13,230,698 | -9.35% | -1363989 | | **-9.3%** | |
| **Unexplained Change** |  |  |  |  | | **6.5%** | |

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| **Medford, OR Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 782,390 | 974,460 | 24.5% | 99,170 | | **7.4%** | |
| **Average Fare (2018$)** | 0.84 | 0.87 | 3.5% | -20,870 | | **-1.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 293,870 | 319,750 | 8.8% | 22,730 | | **1.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.28 | -1.1% | -1,450 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -40,540 | | **-3.0%** | |
| **Median Per Capita Income (2018$)** | 23,270 | 29,110 | 25.1% | -19,240 | | **-1.4%** | |
| **% of Households with 0 Vehicles** | 6 | 6 | 8.0% | 2,270 | | **0.2%** | |
| **% Working at Home** | 7.4 | 11.0 | 48.3% | -32,980 | | **-2.5%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -38,060 | | **-2.8%** | |
| **Bike Share** | - | 1 | 1 | - 15,150 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,337,943 | 1,326,893 | -0.83% | -11049.7463 | | **-0.8%** | |
| **Total Observed Ridership** | 1,356,160 | 1,173,842 | -13.44% | -182318 | | **-13.4%** | |
| **Unexplained Change** |  |  |  |  | | **-12.6%** | |

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| **Memphis, TN-MS-AR Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 5,657,310 | 5,103,640 | -9.8% | -369,190 | | **-4.5%** | |
| **Average Fare (2018$)** | 1.14 | 0.99 | -13.1% | 329,060 | | **4.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,910,730 | 1,958,710 | 2.5% | 39,500 | | **0.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.21 | 0.19 | -6.6% | -44,180 | | **-0.5%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -349,630 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 26,860 | 28,350 | 5.5% | -28,150 | | **-0.3%** | |
| **% of Households with 0 Vehicles** | 8 | 7 | -22.5% | -27,330 | | **-0.3%** | |
| **% Working at Home** | 3.0 | 3.9 | 30.0% | -49,310 | | **-0.6%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -983,730 | | **-11.9%** | |
| **Bike Share** | - | 1 | 1 | - 72,060 | | **-0.9%** | |
| **Electric Scooters** | - | 1 | 1 | - 261,080 | | **-3.1%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 8,290,073 | 6,475,392 | -21.89% | -1814681.34 | | **-21.9%** | |
| **Total Observed Ridership** | 8,523,158 | 6,051,607 | -29.00% | -2471551 | | **-29.0%** | |
| **Unexplained Change** |  |  |  |  | | **-7.1%** | |

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| **Merced, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,304,200 | 1,806,510 | 38.5% | 130,640 | | **16.4%** | |
| **Average Fare (2018$)** | 1.40 | 1.55 | 10.3% | -18,200 | | **-2.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 358,540 | 383,510 | 7.0% | 12,510 | | **1.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.19 | 0.17 | -8.2% | -5,150 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -24,760 | | **-3.1%** | |
| **Median Per Capita Income (2018$)** | 22,650 | 24,450 | 7.9% | -4,560 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 7 | 5 | -29.1% | -3,560 | | **-0.4%** | |
| **% Working at Home** | 3.8 | 4.2 | 10.5% | -2,600 | | **-0.3%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -56,380 | | **-7.1%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 794,699 | 805,027 | 1.30% | 10327.8082 | | **1.3%** | |
| **Total Observed Ridership** | 854,831 | 931,889 | 9.01% | 77058 | | **9.0%** | |
| **Unexplained Change** |  |  |  |  | | **7.7%** | |

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| **Miami-Fort Lauderdale-Pompano Beach, FL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 49,778,410 | 48,777,740 | -2.0% | -364,590 | | **-0.3%** | |
| **Average Fare (2018$)** | 1.07 | 1.16 | 8.0% | -3,578,430 | | **-2.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 8,430,430 | 9,275,700 | 10.0% | 2,430,460 | | **2.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.64 | 0.63 | -1.4% | -446,570 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -5,442,930 | | **-4.5%** | |
| **Median Per Capita Income (2018$)** | 25,020 | 26,980 | 7.8% | -650,140 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 9 | 8 | -15.7% | -334,830 | | **-0.3%** | |
| **% Working at Home** | 5.0 | 6.3 | 25.0% | -1,038,400 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -8,490,510 | | **-7.0%** | |
| **Bike Share** | - | 1 | 1 | - 1,383,490 | | **-1.1%** | |
| **Electric Scooters** | - | 1 | 1 | - 3,677,830 | | **-3.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 121,437,593 | 99,168,229 | -18.34% | -22269363.8 | | **-18.3%** | |
| **Total Observed Ridership** | 128,204,683 | 87,496,634 | -31.75% | -40708049 | | **-31.8%** | |
| **Unexplained Change** |  |  |  |  | | **-13.4%** | |

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| **Miami-Fort Lauderdale-Pompano Beach, FL Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 11,155,830 | 12,513,960 | 12.2% | 2,564,960 | | **7.8%** | |
| **Average Fare (2018$)** | 1.11 | 0.72 | -34.6% | 2,440,070 | | **7.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 8,430,430 | 9,275,700 | 10.0% | 726,330 | | **2.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.64 | 0.63 | -1.4% | -122,870 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -1,465,500 | | **-4.5%** | |
| **Median Per Capita Income (2018$)** | 25,020 | 26,980 | 7.8% | -188,800 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 9 | 8 | -15.7% | -102,570 | | **-0.3%** | |
| **% Working at Home** | 5.0 | 6.3 | 25.0% | -338,860 | | **-1.0%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | 306,950 | | **0.9%** | |
| **Bike Share** | - | 1 | 1 | - 380,250 | | **-1.2%** | |
| **Electric Scooters** | - | 1 | 1 | - 1,293,540 | | **-4.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 32,746,541 | 34,839,946 | 6.39% | 2093404.97 | | **6.4%** | |
| **Total Observed Ridership** | 32,540,324 | 32,532,866 | -0.02% | -7458 | | **-0.0%** | |
| **Unexplained Change** |  |  |  |  | | **-6.4%** | |

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| **Milwaukee-Waukesha-West Allis, WI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 15,509,680 | 16,381,050 | 5.6% | 991,470 | | **2.4%** | |
| **Average Fare (2018$)** | 1.01 | 1.14 | 12.7% | -1,248,770 | | **-3.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 2,322,720 | 2,385,420 | 2.7% | 237,240 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.36 | 0.37 | 3.4% | 200,590 | | **0.5%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -1,705,060 | | **-4.1%** | |
| **Median Per Capita Income (2018$)** | 30,680 | 32,910 | 7.3% | -198,200 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 11 | 9 | -15.5% | -142,010 | | **-0.3%** | |
| **% Working at Home** | 3.2 | 5.2 | 62.5% | -599,340 | | **-1.4%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -5,162,200 | | **-12.3%** | |
| **Bike Share** | - | 1 | 1 | - 454,270 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 41,970,806 | 33,991,249 | -19.01% | -7979556.79 | | **-19.0%** | |
| **Total Observed Ridership** | 45,217,284 | 30,429,789 | -32.70% | -14787495 | | **-32.7%** | |
| **Unexplained Change** |  |  |  |  | | **-13.7%** | |

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| **Minneapolis-St. Paul-Bloomington, MN-WI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 30,117,860 | 33,304,840 | 10.6% | 3,670,540 | | **4.7%** | |
| **Average Fare (2018$)** | 1.19 | 1.17 | -1.4% | 292,950 | | **0.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 5,102,110 | 5,571,480 | 9.2% | 1,459,580 | | **1.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.34 | 0.34 | -0.8% | -81,010 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -3,307,810 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 35,980 | 39,580 | 10.0% | -504,550 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 7 | 7 | -6.5% | -67,770 | | **-0.1%** | |
| **% Working at Home** | 5.0 | 5.8 | 15.5% | -447,730 | | **-0.6%** | |
| **Years Since Ride-hail Start** | - | 6 | 6 | -8,707,900 | | **-11.2%** | |
| **Bike Share** | 1.00 | 1 | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 2,655,530 | | **-3.4%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 78,097,743 | 67,703,627 | -13.31% | -10394115.5 | | **-13.3%** | |
| **Total Observed Ridership** | 81,212,694 | 65,554,150 | -19.28% | -15658544 | | **-19.3%** | |
| **Unexplained Change** |  |  |  |  | | **-6.0%** | |

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| **Minneapolis-St. Paul-Bloomington, MN-WI Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,584,240 | 5,866,990 | 127.0% | 7,908,030 | | **61.3%** | |
| **Average Fare (2018$)** | 1.25 | 1.07 | -14.6% | 426,060 | | **3.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 5,102,110 | 5,571,480 | 9.2% | 337,690 | | **2.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.34 | 0.34 | -0.8% | -24,080 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -540,750 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 35,980 | 39,580 | 10.0% | -137,250 | | **-1.1%** | |
| **% of Households with 0 Vehicles** | 7 | 7 | -6.5% | -28,060 | | **-0.2%** | |
| **% Working at Home** | 5.0 | 5.8 | 15.5% | -123,750 | | **-1.0%** | |
| **Years Since Ride-hail Start** | - | 6 | 6 | 241,760 | | **1.9%** | |
| **Bike Share** | 1.00 | 1 | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 961,080 | | **-7.5%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 12,892,888 | 21,454,659 | 66.41% | 8561770.34 | | **66.4%** | |
| **Total Observed Ridership** | 11,198,514 | 25,742,944 | 129.88% | 14544430 | | **129.9%** | |
| **Unexplained Change** |  |  |  |  | | **63.5%** | |

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| **Missoula, MT Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 616,310 | 686,920 | 11.5% | 39,280 | | **3.5%** | |
| **Average Fare (2018$)** | 0.34 | (0.08) | -122.5% | 279,050 | | **25.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 166,640 | 179,050 | 7.4% | 19,050 | | **1.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.31 | 0.31 | 1.4% | 0,960 | | **0.1%** | |
| **Average Gas Price (2018$)** | 3.88 | 2.89 | -25.5% | -19,850 | | **-1.8%** | |
| **Median Per Capita Income (2018$)** | 25,400 | 27,840 | 9.6% | -11,430 | | **-1.0%** | |
| **% of Households with 0 Vehicles** | 6 | 6 | 9.0% | 1,490 | | **0.1%** | |
| **% Working at Home** | 6.1 | 5.7 | -6.1% | 2,370 | | **0.2%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -103,670 | | **-9.3%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,116,535 | 1,331,945 | 19.29% | 215410.112 | | **19.3%** | |
| **Total Observed Ridership** | 897,888 | 1,573,615 | 75.26% | 675727 | | **75.3%** | |
| **Unexplained Change** |  |  |  |  | | **56.0%** | |

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| **Mobile, AL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,281,660 | 1,032,900 | -19.4% | -87,740 | | **-7.9%** | |
| **Average Fare (2018$)** | 0.83 | 0.68 | -18.9% | 58,000 | | **5.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 585,240 | 592,210 | 1.2% | 2,820 | | **0.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.16 | 0.16 | 0.7% | 0,330 | | **0.0%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -53,650 | | **-4.8%** | |
| **Median Per Capita Income (2018$)** | 23,610 | 25,970 | 10.0% | -7,890 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 8 | 8 | -3.1% | -1,150 | | **-0.1%** | |
| **% Working at Home** | 3.0 | 4.5 | 48.3% | -13,860 | | **-1.2%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -97,680 | | **-8.8%** | |
| **Bike Share** | - | 1 | 1 | - 9,150 | | **-0.8%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,113,368 | 898,033 | -19.34% | -215334.548 | | **-19.3%** | |
| **Total Observed Ridership** | 1,137,564 | 844,255 | -25.78% | -293309 | | **-25.8%** | |
| **Unexplained Change** |  |  |  |  | | **-6.4%** | |

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| **Modesto, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,826,610 | 1,856,920 | 1.7% | 51,550 | | **1.5%** | |
| **Average Fare (2018$)** | 0.75 | 0.88 | 17.6% | -160,920 | | **-4.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 727,660 | 781,420 | 7.4% | 51,900 | | **1.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.43 | 0.43 | -0.6% | -3,560 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -115,000 | | **-3.3%** | |
| **Median Per Capita Income (2018$)** | 23,340 | 28,230 | 21.0% | -44,070 | | **-1.3%** | |
| **% of Households with 0 Vehicles** | 6 | 4 | -33.0% | -11,060 | | **-0.3%** | |
| **% Working at Home** | 4.5 | 6.0 | 32.8% | -35,500 | | **-1.0%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -421,420 | | **-12.2%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 3,451,875 | 2,790,607 | -19.16% | -66126.667 | | **-19.2%** | |
| **Total Observed Ridership** | 3,486,871 | 2,618,596 | -24.90% | -868275 | | **-24.9%** | |
| **Unexplained Change** |  |  |  |  | | **-5.7%** | |

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| **Montgomery, AL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,102,730 | 1,179,300 | 6.9% | 20,240 | | **2.4%** | |
| **Average Fare (2018$)** | 0.89 | 1.00 | 12.5% | -24,380 | | **-2.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 538,000 | 539,270 | 0.2% | 0,320 | | **0.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.11 | 0.10 | -3.7% | -1,490 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -40,740 | | **-4.8%** | |
| **Median Per Capita Income (2018$)** | 24,730 | 23,620 | -4.5% | 1,040 | | **0.1%** | |
| **% of Households with 0 Vehicles** | 7 | 8 | 9.1% | 1,110 | | **0.1%** | |
| **% Working at Home** | 2.4 | 3.6 | 49.0% | -7,290 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -45,510 | | **-5.4%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 844,109 | 750,016 | -11.15% | -9492.9801 | | **-11.1%** | |
| **Total Observed Ridership** | 936,718 | 593,910 | -36.60% | -342808 | | **-36.6%** | |
| **Unexplained Change** |  |  |  |  | | **-25.4%** | |

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| **Mount Vernon-Anacortes, WA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 918,500 | 1,338,790 | 45.8% | 122,760 | | **18.4%** | |
| **Average Fare (2018$)** | 0.73 | 0.52 | -28.0% | 52,050 | | **7.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 169,820 | 183,860 | 8.3% | 12,940 | | **1.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.11 | 0.12 | 2.6% | 0,840 | | **0.1%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -24,750 | | **-3.7%** | |
| **Median Per Capita Income (2018$)** | 28,790 | 33,030 | 14.7% | -8,020 | | **-1.2%** | |
| **% of Households with 0 Vehicles** | 5 | 6 | 18.5% | 0,980 | | **0.1%** | |
| **% Working at Home** | 4.8 | 7.9 | 64.1% | -16,410 | | **-2.5%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -45,310 | | **-6.8%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 667,219 | 762,738 | 14.32% | 95519.2488 | | **14.3%** | |
| **Total Observed Ridership** | 697,473 | 730,270 | 4.70% | 32797 | | **4.7%** | |
| **Unexplained Change** |  |  |  |  | | **-9.6%** | |

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| **Muncie, IN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 783,720 | 738,400 | -5.8% | -36,830 | | **-2.1%** | |
| **Average Fare (2018$)** | 0.10 | 0.13 | 33.0% | -31,650 | | **-1.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 167,110 | 167,900 | 0.5% | 1,870 | | **0.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.18 | 0.18 | 5.0% | 6,420 | | **0.4%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -79,020 | | **-4.5%** | |
| **Median Per Capita Income (2018$)** | 20,180 | 23,780 | 17.8% | -19,520 | | **-1.1%** | |
| **% of Households with 0 Vehicles** | 8 | 9 | 16.2% | 3,130 | | **0.2%** | |
| **% Working at Home** | 3.6 | 8.5 | 136.8% | -50,650 | | **-2.9%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -154,070 | | **-8.8%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,754,787 | 1,397,287 | -20.37% | -357500.084 | | **-20.4%** | |
| **Total Observed Ridership** | 1,836,874 | 1,316,717 | -28.32% | -520157 | | **-28.3%** | |
| **Unexplained Change** |  |  |  |  | | **-7.9%** | |

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| **Napa, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,112,450 | 1,629,940 | 46.5% | 119,200 | | **15.0%** | |
| **Average Fare (2018$)** | 2.11 | 1.08 | -48.7% | 207,810 | | **26.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 204,800 | 211,440 | 3.2% | 4,930 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.33 | 0.33 | -1.6% | -1,920 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -21,860 | | **-2.8%** | |
| **Median Per Capita Income (2018$)** | 32,590 | 40,860 | 25.4% | -18,850 | | **-2.4%** | |
| **% of Households with 0 Vehicles** | 4 | 3 | -18.5% | -3,660 | | **-0.5%** | |
| **% Working at Home** | 4.8 | 2.1 | -57.3% | 30,070 | | **3.8%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -152,520 | | **-19.2%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 792,860 | 1,017,590 | 28.34% | 224730.199 | | **28.3%** | |
| **Total Observed Ridership** | 655,166 | 1,136,553 | 73.48% | 481387 | | **73.5%** | |
| **Unexplained Change** |  |  |  |  | | **45.1%** | |

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| **Nashville-Davidson--Murfreesboro--Franklin, TN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 4,872,490 | 6,382,170 | 31.0% | 1,170,570 | | **12.0%** | |
| **Average Fare (2018$)** | 1.11 | 0.94 | -14.8% | 443,920 | | **4.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 2,451,350 | 2,901,540 | 18.4% | 346,800 | | **3.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.21 | 0.19 | -5.7% | -44,610 | | **-0.5%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -384,090 | | **-3.9%** | |
| **Median Per Capita Income (2018$)** | 29,370 | 32,350 | 10.1% | -65,290 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 6 | 4 | -26.5% | -28,140 | | **-0.3%** | |
| **% Working at Home** | 4.7 | 7.0 | 47.9% | -161,620 | | **-1.7%** | |
| **Years Since Ride-hail Start** | - | 5 | 5 | -1,561,230 | | **-16.0%** | |
| **Bike Share** | - | 1 | 1 | - 101,870 | | **-1.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 356,710 | | **-3.7%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 9,750,588 | 8,937,111 | -8.34% | -813476.919 | | **-8.3%** | |
| **Total Observed Ridership** | 9,449,084 | 9,372,763 | -0.81% | -76321 | | **-0.8%** | |
| **Unexplained Change** |  |  |  |  | | **7.5%** | |

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| **New Haven-Milford, CT Metro Area-Bus** | | | | | | |
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|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 4,339,510 | 4,564,350 | 5.2% | 235,660 | | **2.1%** | |
| **Average Fare (2018$)** | 0.94 | 0.91 | -3.2% | 80,060 | | **0.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,278,000 | 1,299,030 | 1.6% | 37,880 | | **0.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.29 | 0.3% | 3,970 | | **0.0%** | |
| **Average Gas Price (2018$)** | 4.13 | 2.85 | -31.0% | -482,820 | | **-4.4%** | |
| **Median Per Capita Income (2018$)** | 32,520 | 36,070 | 10.9% | -78,400 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 11 | 10 | -8.2% | -16,220 | | **-0.1%** | |
| **% Working at Home** | 3.4 | 4.3 | 25.7% | -78,820 | | **-0.7%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -1,364,610 | | **-12.3%** | |
| **Bike Share** | - | 1 | 1 | - 97,880 | | **-0.9%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 11,083,371 | 9,373,626 | -15.43% | -1709744.4 | | **-15.4%** | |
| **Total Observed Ridership** | 11,165,565 | 8,845,413 | -20.78% | -2320152 | | **-20.8%** | |
| **Unexplained Change** |  |  |  |  | | **-5.4%** | |

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| **New Orleans-Metairie-Kenner, LA Metro Area-Bus** | | | | | | |
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|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 5,481,140 | 6,992,210 | 27.6% | 1,554,890 | | **10.5%** | |
| **Average Fare (2018$)** | 0.82 | 1.15 | 40.7% | -1,555,590 | | **-10.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,728,670 | 1,849,330 | 7.0% | 224,090 | | **1.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.47 | 0.48 | 0.7% | 21,740 | | **0.1%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -603,160 | | **-4.1%** | |
| **Median Per Capita Income (2018$)** | 26,250 | 27,590 | 5.1% | -60,600 | | **-0.4%** | |
| **% of Households with 0 Vehicles** | 10 | 10 | -4.1% | -2,690 | | **-0.0%** | |
| **% Working at Home** | 2.6 | 5.1 | 95.2% | -253,210 | | **-1.7%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -1,267,080 | | **-8.6%** | |
| **Bike Share** | - | 1 | 1 | - 133,630 | | **-0.9%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 14,785,036 | 12,732,529 | -13.88% | -2052506.92 | | **-13.9%** | |
| **Total Observed Ridership** | 17,505,416 | 11,867,629 | -32.21% | -5637787 | | **-32.2%** | |
| **Unexplained Change** |  |  |  |  | | **-18.3%** | |

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| **New Orleans-Metairie-Kenner, LA Metro Area-Rail** | | | | | | |
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|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 821,840 | 1,218,960 | 48.3% | 2,194,480 | | **30.9%** | |
| **Average Fare (2018$)** | 0.88 | 0.88 | -0.3% | -11,860 | | **-0.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,728,670 | 1,849,330 | 7.0% | 114,110 | | **1.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.47 | 0.48 | 0.7% | 10,720 | | **0.2%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -300,900 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 26,250 | 27,590 | 5.1% | -26,360 | | **-0.4%** | |
| **% of Households with 0 Vehicles** | 10 | 10 | -4.1% | -9,490 | | **-0.1%** | |
| **% Working at Home** | 2.6 | 5.1 | 95.2% | -144,920 | | **-2.0%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -530,840 | | **-7.5%** | |
| **Bike Share** | - | 1 | 1 | - 87,040 | | **-1.2%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 7,097,654 | 8,104,258 | 14.18% | 1006604.45 | | **14.2%** | |
| **Total Observed Ridership** | 7,227,552 | 7,745,942 | 7.17% | 518390 | | **7.2%** | |
| **Unexplained Change** |  |  |  |  | | **-7.0%** | |

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| **Ocala, FL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 436,900 | 480,450 | 10.0% | 18,780 | | **4.3%** | |
| **Average Fare (2018$)** | 0.85 | 0.71 | -16.6% | 19,120 | | **4.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 452,260 | 489,580 | 8.3% | 7,230 | | **1.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.10 | 0.10 | 5.3% | 0,870 | | **0.2%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -17,570 | | **-4.0%** | |
| **Median Per Capita Income (2018$)** | 22,400 | 25,970 | 15.9% | -4,420 | | **-1.0%** | |
| **% of Households with 0 Vehicles** | 6 | 4 | -31.3% | -1,530 | | **-0.4%** | |
| **% Working at Home** | 4.8 | 5.5 | 14.1% | -2,090 | | **-0.5%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -55,730 | | **-12.8%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 434,205 | 397,656 | -8.42% | -36548.7638 | | **-8.4%** | |
| **Total Observed Ridership** | 425,402 | 405,660 | -4.64% | -19742 | | **-4.6%** | |
| **Unexplained Change** |  |  |  |  | | **3.8%** | |

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| **Oklahoma City, OK Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,551,350 | 2,853,800 | 11.9% | 148,840 | | **4.7%** | |
| **Average Fare (2018$)** | 0.92 | 0.82 | -10.1% | 86,460 | | **2.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,912,470 | 2,057,180 | 7.6% | 47,540 | | **1.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.25 | 0.24 | -5.9% | -18,450 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -116,450 | | **-3.7%** | |
| **Median Per Capita Income (2018$)** | 28,020 | 30,380 | 8.4% | -17,370 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 6 | 5 | -14.8% | -5,310 | | **-0.2%** | |
| **% Working at Home** | 3.3 | 4.3 | 28.8% | -22,050 | | **-0.7%** | |
| **Years Since Ride-hail Start** | - | 5 | 5 | -504,440 | | **-15.9%** | |
| **Bike Share** | 1.00 | 1 | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 119,250 | | **-3.7%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 3,181,292 | 2,669,951 | -16.07% | -511340.895 | | **-16.1%** | |
| **Total Observed Ridership** | 2,878,429 | 2,911,904 | 1.16% | 33475 | | **1.2%** | |
| **Unexplained Change** |  |  |  |  | | **17.2%** | |

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| **Olympia, WA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,726,030 | 2,876,820 | 5.5% | 108,390 | | **2.5%** | |
| **Average Fare (2018$)** | 0.61 | 0.65 | 7.3% | -78,370 | | **-1.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 371,140 | 415,740 | 12.0% | 105,730 | | **2.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.22 | 0.23 | 4.1% | 16,390 | | **0.4%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -130,620 | | **-3.0%** | |
| **Median Per Capita Income (2018$)** | 34,320 | 37,980 | 10.7% | -29,210 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 5 | 4 | -26.9% | -11,070 | | **-0.3%** | |
| **% Working at Home** | 4.4 | 4.4 | 0.0% | -1,760 | | **-0.0%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -267,380 | | **-6.1%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 4,373,726 | 4,083,310 | -6.64% | -290415.364 | | **-6.6%** | |
| **Total Observed Ridership** | 4,567,371 | 3,763,430 | -17.60% | -803941 | | **-17.6%** | |
| **Unexplained Change** |  |  |  |  | | **-11.0%** | |

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| **Omaha-Council Bluffs, NE-IA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,931,080 | 4,025,440 | 2.4% | 41,820 | | **1.0%** | |
| **Average Fare (2018$)** | 1.20 | 1.19 | -0.5% | 10,550 | | **0.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,338,240 | 1,415,700 | 5.8% | 47,840 | | **1.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.31 | 0.31 | -1.6% | -8,610 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -167,300 | | **-4.0%** | |
| **Median Per Capita Income (2018$)** | 31,780 | 36,390 | 14.5% | -36,850 | | **-0.9%** | |
| **% of Households with 0 Vehicles** | 7 | 6 | -8.9% | -4,710 | | **-0.1%** | |
| **% Working at Home** | 3.4 | 4.6 | 34.6% | -32,860 | | **-0.8%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -500,280 | | **-12.1%** | |
| **Bike Share** | - | 1 | 1 | - 45,050 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 4,143,822 | 3,447,840 | -16.80% | -695981.792 | | **-16.8%** | |
| **Total Observed Ridership** | 4,225,033 | 3,409,221 | -19.31% | -815812 | | **-19.3%** | |
| **Unexplained Change** |  |  |  |  | | **-2.5%** | |

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| **Orlando-Kissimmee-Sanford, FL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 15,866,260 | 16,599,940 | 4.6% | 577,550 | | **2.0%** | |
| **Average Fare (2018$)** | 1.03 | 0.89 | -13.1% | 1,067,920 | | **3.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,288,560 | 3,876,460 | 17.9% | 997,140 | | **3.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.22 | 0.22 | -0.6% | -13,270 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -1,229,050 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 25,430 | 27,260 | 7.2% | -146,840 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 6 | 5 | -17.1% | -52,000 | | **-0.2%** | |
| **% Working at Home** | 4.6 | 5.9 | 28.3% | -282,220 | | **-1.0%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -3,632,190 | | **-12.5%** | |
| **Bike Share** | - | 1 | 1 | - 316,590 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 29,004,468 | 26,016,284 | -10.30% | -2988184.47 | | **-10.3%** | |
| **Total Observed Ridership** | 28,789,748 | 24,281,359 | -15.66% | -4508389 | | **-15.7%** | |
| **Unexplained Change** |  |  |  |  | | **-5.4%** | |

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| **Oshkosh-Neenah, WI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 543,630 | 544,800 | 0.2% | 0,980 | | **0.1%** | |
| **Average Fare (2018$)** | 0.82 | 0.56 | -32.4% | 87,520 | | **9.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 255,140 | 262,760 | 3.0% | 5,820 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.21 | 0.22 | 3.9% | 3,200 | | **0.4%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -36,240 | | **-4.0%** | |
| **Median Per Capita Income (2018$)** | 28,580 | 30,570 | 7.0% | -4,310 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 6 | 6 | 3.1% | 0,440 | | **0.0%** | |
| **% Working at Home** | 3.1 | 2.1 | -31.5% | 7,110 | | **0.8%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -90,300 | | **-10.0%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 900,226 | 867,849 | -3.60% | -32377.0446 | | **-3.6%** | |
| **Total Observed Ridership** | 987,349 | 867,598 | -12.13% | -119751 | | **-12.1%** | |
| **Unexplained Change** |  |  |  |  | | **-8.5%** | |

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| **Oxnard-Thousand Oaks-Ventura, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,329,150 | 3,807,060 | 14.4% | 282,660 | | **6.2%** | |
| **Average Fare (2018$)** | 1.01 | 0.95 | -5.6% | 67,750 | | **1.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,231,130 | 1,267,890 | 3.0% | 28,710 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.45 | 0.46 | 1.3% | 11,280 | | **0.2%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -133,900 | | **-2.9%** | |
| **Median Per Capita Income (2018$)** | 30,570 | 33,220 | 8.7% | -26,350 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 4 | 4 | -4.3% | -1,800 | | **-0.0%** | |
| **% Working at Home** | 5.3 | 7.8 | 47.2% | -83,340 | | **-1.8%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -606,400 | | **-13.3%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 4,568,017 | 4,121,039 | -9.78% | -446978.097 | | **-9.8%** | |
| **Total Observed Ridership** | 4,400,815 | 4,236,638 | -3.73% | -164177 | | **-3.7%** | |
| **Unexplained Change** |  |  |  |  | | **6.1%** | |

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| **Palm Bay-Melbourne-Titusville, FL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,512,360 | 1,862,790 | 23.2% | 218,770 | | **9.6%** | |
| **Average Fare (2018$)** | 0.46 | 0.30 | -34.7% | 160,920 | | **7.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 785,270 | 861,350 | 9.7% | 45,700 | | **2.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.04 | 0.03 | -22.4% | -8,950 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -97,040 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 26,040 | 27,600 | 6.0% | -8,900 | | **-0.4%** | |
| **% of Households with 0 Vehicles** | 5 | 5 | -12.7% | -3,570 | | **-0.2%** | |
| **% Working at Home** | 4.6 | 8.0 | 72.8% | -56,110 | | **-2.5%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -301,060 | | **-13.2%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 2,288,949 | 2,219,755 | -3.02% | -69193.5778 | | **-3.0%** | |
| **Total Observed Ridership** | 2,122,677 | 2,109,362 | -0.63% | -13315 | | **-0.6%** | |
| **Unexplained Change** |  |  |  |  | | **2.4%** | |

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| **Pensacola-Ferry Pass-Brent, FL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,487,490 | 1,570,110 | 5.6% | 34,480 | | **2.4%** | |
| **Average Fare (2018$)** | 1.24 | 0.71 | -42.7% | 246,830 | | **17.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 656,360 | 709,360 | 8.1% | 24,780 | | **1.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.16 | 0.15 | -3.4% | -3,210 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -60,010 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 27,630 | 27,690 | 0.2% | -0,120 | | **-0.0%** | |
| **% of Households with 0 Vehicles** | 5 | 5 | 0.2% | 0,030 | | **0.0%** | |
| **% Working at Home** | 6.9 | 5.1 | -26.1% | 19,440 | | **1.4%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -192,220 | | **-13.4%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,436,429 | 1,483,604 | 3.28% | 47174.4865 | | **3.3%** | |
| **Total Observed Ridership** | 1,501,900 | 1,385,976 | -7.72% | -115924 | | **-7.7%** | |
| **Unexplained Change** |  |  |  |  | | **-11.0%** | |

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| **Peoria, IL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,854,440 | 2,008,590 | 8.3% | 123,160 | | **4.1%** | |
| **Average Fare (2018$)** | 0.80 | 0.58 | -26.9% | 248,560 | | **8.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 562,770 | 541,370 | -3.8% | -27,210 | | **-0.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.14 | 0.14 | -0.0% | -0,440 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -145,420 | | **-4.8%** | |
| **Median Per Capita Income (2018$)** | 29,700 | 31,500 | 6.1% | -15,000 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 7 | 7 | 1.7% | 1,900 | | **0.1%** | |
| **% Working at Home** | 3.3 | 3.2 | -4.5% | 2,550 | | **0.1%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -289,970 | | **-9.6%** | |
| **Bike Share** | - | 1 | 1 | - 30,240 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 3,007,164 | 2,847,895 | -5.30% | -159269.351 | | **-5.3%** | |
| **Total Observed Ridership** | 3,349,766 | 2,681,837 | -19.94% | -667929 | | **-19.9%** | |
| **Unexplained Change** |  |  |  |  | | **-14.6%** | |

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| **Philadelphia-Camden-Wilmington, PA-NJ-DE-MD Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 48,015,420 | 50,123,460 | 4.4% | 3,452,900 | | **1.7%** | |
| **Average Fare (2018$)** | 1.08 | 1.11 | 2.7% | -1,413,110 | | **-0.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 8,811,530 | 9,078,790 | 3.0% | 1,235,370 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.39 | 0.40 | 2.2% | 674,340 | | **0.3%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -7,318,470 | | **-3.6%** | |
| **Median Per Capita Income (2018$)** | 32,350 | 35,850 | 10.8% | -1,340,970 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 14 | 14 | 1.9% | 68,940 | | **0.0%** | |
| **% Working at Home** | 4.2 | 5.7 | 34.5% | -2,091,710 | | **-1.0%** | |
| **Years Since Ride-hail Start** | - | 6 | 6 | -21,820,620 | | **-10.8%** | |
| **Bike Share** | - | 1 | 1 | - 2,045,690 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 201,856,519 | 171,712,798 | -14.93% | -30143721.2 | | **-14.9%** | |
| **Total Observed Ridership** | 192,220,056 | 161,912,862 | -15.77% | -30307194 | | **-15.8%** | |
| **Unexplained Change** |  |  |  |  | | **-0.8%** | |

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| **Philadelphia-Camden-Wilmington, PA-NJ-DE-MD Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 45,208,620 | 49,151,650 | 8.7% | 9,660,080 | | **5.5%** | |
| **Average Fare (2018$)** | 1.84 | 1.99 | 8.1% | -3,249,010 | | **-1.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 8,811,530 | 9,078,790 | 3.0% | 1,124,840 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.39 | 0.40 | 2.2% | 612,270 | | **0.4%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -6,658,450 | | **-3.8%** | |
| **Median Per Capita Income (2018$)** | 32,350 | 35,850 | 10.8% | -1,233,850 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 14 | 14 | 1.9% | 67,460 | | **0.0%** | |
| **% Working at Home** | 4.2 | 5.7 | 34.5% | -1,906,600 | | **-1.1%** | |
| **Years Since Ride-hail Start** | - | 6 | 6 | 2,256,580 | | **1.3%** | |
| **Bike Share** | - | 1 | 1 | - 1,875,370 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 174,061,709 | 173,023,914 | -0.60% | -1037794.2 | | **-0.6%** | |
| **Total Observed Ridership** | 175,720,920 | 163,836,049 | -6.76% | -11884871 | | **-6.8%** | |
| **Unexplained Change** |  |  |  |  | | **-6.2%** | |

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| **Phoenix-Mesa-Glendale, AZ Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 27,603,180 | 34,792,530 | 26.0% | 5,561,120 | | **9.5%** | |
| **Average Fare (2018$)** | 0.76 | 0.66 | -13.4% | 1,593,100 | | **2.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 6,223,120 | 7,090,130 | 13.9% | 1,573,040 | | **2.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.45 | 0.44 | -1.8% | -177,780 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -1,652,940 | | **-2.8%** | |
| **Median Per Capita Income (2018$)** | 29,870 | 32,320 | 8.2% | -306,230 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 7 | 5 | -27.1% | -186,720 | | **-0.3%** | |
| **% Working at Home** | 5.6 | 7.0 | 25.4% | -596,260 | | **-1.0%** | |
| **Years Since Ride-hail Start** | - | 6 | 6 | -6,376,850 | | **-10.9%** | |
| **Bike Share** | - | 1 | 1 | - 630,170 | | **-1.1%** | |
| **Electric Scooters** | - | 1 | 1 | - 2,080,100 | | **-3.6%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 58,567,948 | 55,644,731 | -4.99% | -2923216.92 | | **-5.0%** | |
| **Total Observed Ridership** | 58,355,581 | 50,872,279 | -12.82% | -7483302 | | **-12.8%** | |
| **Unexplained Change** |  |  |  |  | | **-7.8%** | |

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| **Phoenix-Mesa-Glendale, AZ Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,442,460 | 3,286,320 | 34.5% | 3,062,900 | | **21.8%** | |
| **Average Fare (2018$)** | 0.92 | 0.88 | -4.2% | 102,150 | | **0.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 6,223,120 | 7,090,130 | 13.9% | 426,900 | | **3.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.45 | 0.44 | -1.8% | -46,510 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -353,900 | | **-2.5%** | |
| **Median Per Capita Income (2018$)** | 29,870 | 32,320 | 8.2% | -85,050 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 7 | 5 | -27.1% | -56,440 | | **-0.4%** | |
| **% Working at Home** | 5.6 | 7.0 | 25.4% | -161,320 | | **-1.1%** | |
| **Years Since Ride-hail Start** | - | 6 | 6 | 195,940 | | **1.4%** | |
| **Bike Share** | - | 1 | 1 | - 153,380 | | **-1.1%** | |
| **Electric Scooters** | - | 1 | 1 | - 635,480 | | **-4.5%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 14,060,821 | 16,221,544 | 15.37% | 2160722.61 | | **15.4%** | |
| **Total Observed Ridership** | 14,042,008 | 15,406,410 | 9.72% | 1364402 | | **9.7%** | |
| **Unexplained Change** |  |  |  |  | | **-5.7%** | |

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| **Pittsburgh, PA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 21,046,970 | 23,599,770 | 12.1% | 2,844,080 | | **4.9%** | |
| **Average Fare (2018$)** | 1.54 | 1.45 | -5.5% | 1,060,450 | | **1.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,499,540 | 3,472,700 | -0.8% | -91,300 | | **-0.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.28 | -1.0% | -62,280 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -2,073,600 | | **-3.6%** | |
| **Median Per Capita Income (2018$)** | 28,830 | 32,200 | 11.7% | -428,390 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 11 | 9 | -13.7% | -164,910 | | **-0.3%** | |
| **% Working at Home** | 3.6 | 5.1 | 40.3% | -607,910 | | **-1.1%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -4,210,390 | | **-7.3%** | |
| **Bike Share** | - | 1 | 1 | - 599,000 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 57,597,878 | 53,164,077 | -7.70% | -4433800.97 | | **-7.7%** | |
| **Total Observed Ridership** | 55,828,155 | 55,709,140 | -0.21% | -119015 | | **-0.2%** | |
| **Unexplained Change** |  |  |  |  | | **7.5%** | |

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| **Pittsburgh, PA Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,983,660 | 2,202,450 | 11.0% | 618,050 | | **7.1%** | |
| **Average Fare (2018$)** | 1.27 | 1.10 | -13.7% | 226,920 | | **2.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,499,540 | 3,472,700 | -0.8% | -14,290 | | **-0.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.28 | -1.0% | -10,250 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -334,950 | | **-3.9%** | |
| **Median Per Capita Income (2018$)** | 28,830 | 32,200 | 11.7% | -67,810 | | **-0.8%** | |
| **% of Households with 0 Vehicles** | 11 | 9 | -13.7% | -25,220 | | **-0.3%** | |
| **% Working at Home** | 3.6 | 5.1 | 40.3% | -96,680 | | **-1.1%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | 74,580 | | **0.9%** | |
| **Bike Share** | - | 1 | 1 | - 94,610 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 8,651,301 | 8,933,164 | 3.26% | 281863.297 | | **3.3%** | |
| **Total Observed Ridership** | 8,992,620 | 7,920,730 | -11.92% | -1071890 | | **-11.9%** | |
| **Unexplained Change** |  |  |  |  | | **-15.2%** | |

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| **Portland-South Portland-Biddeford, ME Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 829,840 | 1,149,490 | 38.5% | 264,180 | | **15.8%** | |
| **Average Fare (2018$)** | 1.32 | 1.05 | -20.7% | 116,780 | | **7.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 789,450 | 828,630 | 5.0% | 17,320 | | **1.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.14 | 0.14 | 0.4% | 0,150 | | **0.0%** | |
| **Average Gas Price (2018$)** | 4.13 | 2.85 | -31.0% | -53,980 | | **-3.2%** | |
| **Median Per Capita Income (2018$)** | 29,800 | 35,000 | 17.4% | -18,570 | | **-1.1%** | |
| **% of Households with 0 Vehicles** | 6 | 4 | -30.4% | -7,540 | | **-0.5%** | |
| **% Working at Home** | 5.6 | 7.1 | 26.8% | -19,310 | | **-1.2%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -223,500 | | **-13.4%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,669,684 | 1,715,580 | 2.75% | 45895.8471 | | **2.7%** | |
| **Total Observed Ridership** | 1,464,676 | 1,947,038 | 32.93% | 482362 | | **32.9%** | |
| **Unexplained Change** |  |  |  |  | | **30.2%** | |

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| **Portland-South Portland-Biddeford, ME Metro Area-Rail** | | | | | | |
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|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,962,440 | 2,143,060 | 9.2% | 28,230 | | **5.0%** | |
| **Average Fare (2018$)** | 14.56 | 17.59 | 20.8% | -36,970 | | **-6.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 789,450 | 828,630 | 5.0% | 5,240 | | **0.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.14 | 0.14 | 0.4% | -0,080 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 4.13 | 2.85 | -31.0% | -19,360 | | **-3.5%** | |
| **Median Per Capita Income (2018$)** | 29,800 | 35,000 | 17.4% | -5,910 | | **-1.1%** | |
| **% of Households with 0 Vehicles** | 6 | 4 | -30.4% | -1,770 | | **-0.3%** | |
| **% Working at Home** | 5.6 | 7.1 | 26.8% | -6,060 | | **-1.1%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -44,440 | | **-7.9%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 560,838 | 481,815 | -14.09% | -79022.8355 | | **-14.1%** | |
| **Total Observed Ridership** | 555,196 | 534,058 | -3.81% | -21138 | | **-3.8%** | |
| **Unexplained Change** |  |  |  |  | | **10.3%** | |

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| **Portland-Vancouver-Hillsboro, OR-WA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 23,136,150 | 25,598,540 | 10.6% | 2,989,940 | | **4.3%** | |
| **Average Fare (2018$)** | 1.03 | 1.11 | 7.7% | -1,545,820 | | **-2.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,392,830 | 3,749,980 | 10.5% | 1,442,680 | | **2.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.49 | 0.49 | -0.3% | -34,690 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -1,940,320 | | **-2.8%** | |
| **Median Per Capita Income (2018$)** | 30,810 | 36,970 | 20.0% | -848,870 | | **-1.2%** | |
| **% of Households with 0 Vehicles** | 9 | 7 | -16.0% | -184,330 | | **-0.3%** | |
| **% Working at Home** | 6.4 | 8.3 | 30.1% | -953,140 | | **-1.4%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -5,047,730 | | **-7.2%** | |
| **Bike Share** | - | 1 | 1 | - 725,790 | | **-1.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 2,466,000 | | **-3.5%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 70,324,118 | 61,002,082 | -13.26% | -9322036.34 | | **-13.3%** | |
| **Total Observed Ridership** | 66,991,124 | 62,639,730 | -6.50% | -4351394 | | **-6.5%** | |
| **Unexplained Change** |  |  |  |  | | **6.8%** | |

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| **Portland-Vancouver-Hillsboro, OR-WA Metro Area-Rail** | | | | | | |
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|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 8,180,790 | 9,568,050 | 17.0% | 4,580,580 | | **10.4%** | |
| **Average Fare (2018$)** | 1.05 | 1.21 | 14.9% | -1,138,690 | | **-2.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,392,830 | 3,749,980 | 10.5% | 958,380 | | **2.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.49 | 0.49 | -0.3% | -25,450 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -1,162,220 | | **-2.6%** | |
| **Median Per Capita Income (2018$)** | 30,810 | 36,970 | 20.0% | -568,290 | | **-1.3%** | |
| **% of Households with 0 Vehicles** | 9 | 7 | -16.0% | -123,780 | | **-0.3%** | |
| **% Working at Home** | 6.4 | 8.3 | 30.1% | -650,380 | | **-1.5%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | 384,390 | | **0.9%** | |
| **Bike Share** | - | 1 | 1 | - 465,030 | | **-1.1%** | |
| **Electric Scooters** | - | 1 | 1 | - 1,730,590 | | **-3.9%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 44,044,911 | 44,001,563 | -0.10% | -43348.3879 | | **-0.1%** | |
| **Total Observed Ridership** | 45,040,066 | 44,133,779 | -2.01% | -906287 | | **-2.0%** | |
| **Unexplained Change** |  |  |  |  | | **-1.9%** | |

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| **Providence-New Bedford-Fall River, RI-MA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 11,149,640 | 11,714,550 | 5.1% | 462,180 | | **2.2%** | |
| **Average Fare (2018$)** | 1.20 | 1.14 | -5.2% | 377,950 | | **1.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 2,362,200 | 2,452,410 | 3.8% | 169,460 | | **0.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.39 | 0.40 | 0.7% | 24,540 | | **0.1%** | |
| **Average Gas Price (2018$)** | 4.13 | 2.85 | -31.0% | -923,540 | | **-4.4%** | |
| **Median Per Capita Income (2018$)** | 28,990 | 31,600 | 9.0% | -135,150 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 11 | 9 | -17.6% | -73,250 | | **-0.3%** | |
| **% Working at Home** | 3.2 | 4.9 | 53.9% | -263,140 | | **-1.2%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -626,920 | | **-3.0%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 736,170 | | **-3.5%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 21,083,297 | 19,271,982 | -8.59% | -1811315.07 | | **-8.6%** | |
| **Total Observed Ridership** | 21,659,939 | 19,080,462 | -11.91% | -2579477 | | **-11.9%** | |
| **Unexplained Change** |  |  |  |  | | **-3.3%** | |

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| **Pueblo, CO Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 554,300 | 546,630 | -1.4% | -6,840 | | **-0.7%** | |
| **Average Fare (2018$)** | 0.50 | 0.93 | 85.5% | -121,610 | | **-12.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 227,370 | 239,890 | 5.5% | 10,730 | | **1.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.22 | 0.21 | -4.1% | -3,590 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 3.88 | 2.89 | -25.5% | -35,370 | | **-3.5%** | |
| **Median Per Capita Income (2018$)** | 23,710 | 23,960 | 1.1% | -0,460 | | **-0.0%** | |
| **% of Households with 0 Vehicles** | 8 | 8 | -3.7% | -0,410 | | **-0.0%** | |
| **% Working at Home** | 3.1 | 3.2 | 1.6% | -0,150 | | **-0.0%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -55,430 | | **-5.5%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,013,439 | 792,715 | -21.78% | -220723.773 | | **-21.8%** | |
| **Total Observed Ridership** | 1,076,700 | 806,352 | -25.11% | -270348 | | **-25.1%** | |
| **Unexplained Change** |  |  |  |  | | **-3.3%** | |