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| **Racine, WI Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,335,510 | 1,141,520 | -14.5% | -94,080 | | **-6.6%** | |
| **Average Fare (2018$)** | 1.10 | 0.98 | -10.7% | 40,450 | | **2.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 286,830 | 292,980 | 2.1% | 5,960 | | **0.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.22 | 0.23 | 2.5% | 3,230 | | **0.2%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -59,630 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 29,660 | 33,290 | 12.2% | -10,280 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 7 | 5 | -27.4% | -4,550 | | **-0.3%** | |
| **% Working at Home** | 2.7 | 4.1 | 51.9% | -13,050 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -123,930 | | **-8.7%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,427,530 | 1,174,094 | -17.75% | -253435.749 | | **-17.8%** | |
| **Total Observed Ridership** | 1,409,660 | 1,118,365 | -20.66% | -291295 | | **-20.7%** | |
| **Unexplained Change** |  |  |  |  | | **-2.9%** | |

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| **Raleigh-Cary, NC Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,738,290 | 3,171,880 | 15.8% | 371,650 | | **6.1%** | |
| **Average Fare (2018$)** | 0.50 | 0.67 | 32.5% | -360,820 | | **-5.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,757,100 | 2,055,330 | 17.0% | 192,370 | | **3.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.21 | 0.18 | -14.5% | -77,190 | | **-1.3%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -256,140 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 34,440 | 37,590 | 9.1% | -30,470 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 5 | 3 | -28.1% | -13,880 | | **-0.2%** | |
| **% Working at Home** | 6.2 | 9.9 | 59.3% | -156,260 | | **-2.6%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -700,760 | | **-11.5%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 184,070 | | **-3.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 6,098,209 | 4,867,329 | -20.18% | -1230880.12 | | **-20.2%** | |
| **Total Observed Ridership** | 6,425,635 | 5,039,467 | -21.57% | -1386168 | | **-21.6%** | |
| **Unexplained Change** |  |  |  |  | | **-1.4%** | |

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| **Redding, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 637,320 | 719,870 | 13.0% | 41,080 | | **5.4%** | |
| **Average Fare (2018$)** | 0.97 | 1.09 | 13.0% | -29,180 | | **-3.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 243,810 | 251,240 | 3.0% | 4,950 | | **0.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.05 | 0.05 | -8.3% | -1,320 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -23,250 | | **-3.1%** | |
| **Median Per Capita Income (2018$)** | 23,610 | 28,540 | 20.9% | -9,880 | | **-1.3%** | |
| **% of Households with 0 Vehicles** | 6 | 10 | 54.0% | 4,970 | | **0.7%** | |
| **% Working at Home** | 3.7 | 9.0 | 143.9% | -28,270 | | **-3.7%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -45,060 | | **-6.0%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 755,957 | 670,968 | -11.24% | -84989.3383 | | **-11.2%** | |
| **Total Observed Ridership** | 785,519 | 625,370 | -20.39% | -160149 | | **-20.4%** | |
| **Unexplained Change** |  |  |  |  | | **-9.1%** | |

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| **Reno-Sparks, NV Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,787,450 | 2,800,500 | 0.5% | 26,740 | | **0.3%** | |
| **Average Fare (2018$)** | 0.80 | 0.77 | -4.1% | 76,830 | | **0.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 632,040 | 713,450 | 12.9% | 206,810 | | **2.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.37 | 0.37 | -1.9% | -22,580 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -237,920 | | **-2.9%** | |
| **Median Per Capita Income (2018$)** | 27,580 | 33,850 | 22.7% | -113,920 | | **-1.4%** | |
| **% of Households with 0 Vehicles** | 9 | 4 | -55.4% | -77,710 | | **-0.9%** | |
| **% Working at Home** | 3.8 | 4.7 | 23.7% | -54,570 | | **-0.7%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -1,034,700 | | **-12.4%** | |
| **Bike Share** | - | 1 | 1 | - 80,060 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 8,328,265 | 7,030,028 | -15.59% | -1298237.45 | | **-15.6%** | |
| **Total Observed Ridership** | 8,025,068 | 7,250,019 | -9.66% | -775049 | | **-9.7%** | |
| **Unexplained Change** |  |  |  |  | | **5.9%** | |

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| **Richmond, VA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 4,606,840 | 4,583,660 | -0.5% | -50,490 | | **-0.6%** | |
| **Average Fare (2018$)** | 1.27 | 0.91 | -29.0% | 848,180 | | **9.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,905,200 | 2,007,520 | 5.4% | 92,050 | | **1.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.23 | 0.23 | -2.3% | -18,630 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -350,230 | | **-4.0%** | |
| **Median Per Capita Income (2018$)** | 31,770 | 34,840 | 9.7% | -52,870 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 7 | 6 | -5.7% | -5,480 | | **-0.1%** | |
| **% Working at Home** | 4.7 | 6.6 | 39.9% | -113,960 | | **-1.3%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -1,093,420 | | **-12.5%** | |
| **Bike Share** | - | 1 | 1 | - 90,030 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 8,751,823 | 7,922,593 | -9.47% | -829230.655 | | **-9.5%** | |
| **Total Observed Ridership** | 8,767,432 | 7,780,704 | -11.25% | -986728 | | **-11.3%** | |
| **Unexplained Change** |  |  |  |  | | **-1.8%** | |

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| **Riverside-San Bernardino-Ontario, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 19,720,570 | 26,187,530 | 32.8% | 3,759,680 | | **13.2%** | |
| **Average Fare (2018$)** | 0.94 | 0.97 | 2.9% | -372,550 | | **-1.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 6,012,760 | 6,591,110 | 9.6% | 577,270 | | **2.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.39 | 0.39 | -1.8% | -88,130 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -932,440 | | **-3.3%** | |
| **Median Per Capita Income (2018$)** | 25,180 | 27,190 | 8.0% | -160,900 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 5 | 5 | -17.9% | -57,330 | | **-0.2%** | |
| **% Working at Home** | 4.4 | 5.1 | 16.5% | -174,780 | | **-0.6%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -3,680,500 | | **-12.9%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 28,567,838 | 27,456,206 | -3.89% | -1111631.94 | | **-3.9%** | |
| **Total Observed Ridership** | 30,801,998 | 24,263,296 | -21.23% | -6538702 | | **-21.2%** | |
| **Unexplained Change** |  |  |  |  | | **-17.3%** | |

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| **Roanoke, VA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,653,460 | 1,693,830 | 2.4% | 25,970 | | **1.1%** | |
| **Average Fare (2018$)** | 0.89 | 0.91 | 2.5% | -18,610 | | **-0.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 459,270 | 466,120 | 1.5% | 7,260 | | **0.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.06 | 0.08 | 50.6% | 26,460 | | **1.1%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -97,730 | | **-4.1%** | |
| **Median Per Capita Income (2018$)** | 26,960 | 29,580 | 9.7% | -15,240 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 8 | 10 | 33.4% | 10,700 | | **0.4%** | |
| **% Working at Home** | 3.7 | 7.9 | 113.5% | -68,240 | | **-2.8%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -293,640 | | **-12.2%** | |
| **Bike Share** | - | 1 | 1 | - 23,390 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 2,412,750 | 1,970,956 | -18.31% | -441794.018 | | **-18.3%** | |
| **Total Observed Ridership** | 2,409,033 | 1,891,295 | -21.49% | -517738 | | **-21.5%** | |
| **Unexplained Change** |  |  |  |  | | **-3.2%** | |

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| **Rochester, MN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 965,350 | 1,432,600 | 48.4% | 322,890 | | **18.6%** | |
| **Average Fare (2018$)** | 1.24 | 1.34 | 8.3% | -40,360 | | **-2.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 289,770 | 328,060 | 13.2% | 47,150 | | **2.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.22 | 0.23 | 3.6% | 5,350 | | **0.3%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -65,040 | | **-3.7%** | |
| **Median Per Capita Income (2018$)** | 34,950 | 39,130 | 12.0% | -13,860 | | **-0.8%** | |
| **% of Households with 0 Vehicles** | 6 | 4 | -26.7% | -5,560 | | **-0.3%** | |
| **% Working at Home** | 4.0 | 6.8 | 68.8% | -36,590 | | **-2.1%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -61,140 | | **-3.5%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,736,844 | 1,872,434 | 7.81% | 135590.096 | | **7.8%** | |
| **Total Observed Ridership** | 1,739,071 | 2,010,145 | 15.59% | 271074 | | **15.6%** | |
| **Unexplained Change** |  |  |  |  | | **7.8%** | |

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| **Rochester, NY Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 5,029,450 | 5,094,270 | 1.3% | 134,780 | | **0.6%** | |
| **Average Fare (2018$)** | 0.64 | 1.51 | 136.5% | -4,618,190 | | **-20.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,544,750 | 1,567,260 | 1.5% | 68,610 | | **0.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.22 | 0.23 | 2.7% | 40,340 | | **0.2%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -685,370 | | **-3.1%** | |
| **Median Per Capita Income (2018$)** | 29,040 | 30,520 | 5.1% | -55,990 | | **-0.2%** | |
| **% of Households with 0 Vehicles** | 11 | 10 | -9.8% | -34,300 | | **-0.2%** | |
| **% Working at Home** | 3.2 | 4.7 | 45.3% | -190,960 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -2,155,180 | | **-9.6%** | |
| **Bike Share** | - | 1 | 1 | - 170,220 | | **-0.8%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 22,458,983 | 14,515,934 | -35.37% | -7943049.48 | | **-35.4%** | |
| **Total Observed Ridership** | 20,874,982 | 14,626,707 | -29.93% | -6248275 | | **-29.9%** | |
| **Unexplained Change** |  |  |  |  | | **5.4%** | |

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| **Rockford, IL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,350,790 | 1,215,130 | -10.0% | -82,970 | | **-4.5%** | |
| **Average Fare (2018$)** | 0.73 | 0.63 | -14.1% | 57,800 | | **3.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 500,980 | 495,310 | -1.1% | -4,490 | | **-0.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.14 | 0.13 | -6.6% | -6,390 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -73,000 | | **-4.0%** | |
| **Median Per Capita Income (2018$)** | 28,040 | 30,400 | 8.4% | -8,640 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 8 | 8 | 4.6% | 1,240 | | **0.1%** | |
| **% Working at Home** | 3.5 | 4.5 | 27.1% | -12,100 | | **-0.7%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -163,060 | | **-8.8%** | |
| **Bike Share** | 1.00 | 1 | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,844,701 | 1,552,600 | -15.83% | -292101.421 | | **-15.8%** | |
| **Total Observed Ridership** | 1,817,660 | 1,561,371 | -14.10% | -256289 | | **-14.1%** | |
| **Unexplained Change** |  |  |  |  | | **1.7%** | |

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| **Sacramento--Arden-Arcade--Roseville, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 9,474,330 | 9,865,230 | 4.1% | 375,840 | | **1.8%** | |
| **Average Fare (2018$)** | 1.02 | 1.42 | 39.9% | -1,987,580 | | **-9.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,136,360 | 3,397,060 | 8.3% | 332,170 | | **1.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.49 | 0.48 | -3.0% | -119,020 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -627,000 | | **-2.9%** | |
| **Median Per Capita Income (2018$)** | 29,290 | 32,550 | 11.1% | -153,280 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 7 | 6 | -14.1% | -35,810 | | **-0.2%** | |
| **% Working at Home** | 6.0 | 7.8 | 29.6% | -250,750 | | **-1.2%** | |
| **Years Since Ride-hail Start** | - | 5 | 5 | -3,129,800 | | **-14.7%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 21,255,988 | 15,799,177 | -25.67% | -5456810.86 | | **-25.7%** | |
| **Total Observed Ridership** | 19,858,162 | 15,927,467 | -19.79% | -3930695 | | **-19.8%** | |
| **Unexplained Change** |  |  |  |  | | **5.9%** | |

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| **Sacramento--Arden-Arcade--Roseville, CA Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,886,330 | 4,497,350 | 15.7% | 1,203,510 | | **9.6%** | |
| **Average Fare (2018$)** | 1.16 | 1.59 | 36.9% | -712,400 | | **-5.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,136,360 | 3,397,060 | 8.3% | 216,670 | | **1.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.49 | 0.48 | -3.0% | -76,380 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -374,770 | | **-3.0%** | |
| **Median Per Capita Income (2018$)** | 29,290 | 32,550 | 11.1% | -95,020 | | **-0.8%** | |
| **% of Households with 0 Vehicles** | 7 | 6 | -14.1% | -22,400 | | **-0.2%** | |
| **% Working at Home** | 6.0 | 7.8 | 29.6% | -155,190 | | **-1.2%** | |
| **Years Since Ride-hail Start** | - | 5 | 5 | -1,380,320 | | **-11.0%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 12,540,321 | 11,122,798 | -11.30% | -1417523.6 | | **-11.3%** | |
| **Total Observed Ridership** | 13,586,505 | 9,762,892 | -28.14% | -3823613 | | **-28.1%** | |
| **Unexplained Change** |  |  |  |  | | **-16.8%** | |

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| **Saginaw-Saginaw Township North, MI Metro Area-Bus** | | | | | | |
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|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 681,620 | 953,800 | 39.9% | 72,780 | | **9.2%** | |
| **Average Fare (2018$)** | 0.87 | 1.06 | 21.9% | -25,180 | | **-3.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 278,930 | 274,470 | -1.6% | -2,960 | | **-0.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.04 | 0.04 | -6.7% | -0,850 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -46,740 | | **-5.9%** | |
| **Median Per Capita Income (2018$)** | 24,140 | 25,980 | 7.6% | -3,280 | | **-0.4%** | |
| **% of Households with 0 Vehicles** | 8 | 9 | 13.8% | 1,520 | | **0.2%** | |
| **% Working at Home** | 3.0 | 5.1 | 70.8% | -7,540 | | **-1.0%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -17,260 | | **-2.2%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 790,691 | 788,205 | -0.31% | -2486.56533 | | **-0.3%** | |
| **Total Observed Ridership** | 975,907 | 559,182 | -42.70% | -416725 | | **-42.7%** | |
| **Unexplained Change** |  |  |  |  | | **-42.4%** | |

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| **Salem, OR Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,972,320 | 2,115,120 | 7.2% | 110,940 | | **3.4%** | |
| **Average Fare (2018$)** | 0.79 | 0.84 | 6.3% | -51,300 | | **-1.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 563,970 | 625,470 | 10.9% | 71,990 | | **2.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.28 | 0.27 | -2.7% | -9,990 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -99,250 | | **-3.1%** | |
| **Median Per Capita Income (2018$)** | 24,540 | 27,630 | 12.6% | -27,750 | | **-0.9%** | |
| **% of Households with 0 Vehicles** | 8 | 6 | -30.7% | -17,200 | | **-0.5%** | |
| **% Working at Home** | 4.6 | 6.8 | 47.8% | -49,000 | | **-1.5%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -100,270 | | **-3.1%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 3,234,049 | 3,055,074 | -5.53% | -178974.846 | | **-5.5%** | |
| **Total Observed Ridership** | 3,424,964 | 2,990,859 | -12.67% | -434105 | | **-12.7%** | |
| **Unexplained Change** |  |  |  |  | | **-7.1%** | |

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| **Salinas, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 4,260,180 | 4,550,170 | 6.8% | 130,980 | | **2.8%** | |
| **Average Fare (2018$)** | 2.01 | 2.61 | 29.9% | -436,370 | | **-9.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 619,360 | 649,300 | 4.8% | 42,810 | | **0.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.37 | 0.38 | 1.7% | 10,280 | | **0.2%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -109,590 | | **-2.4%** | |
| **Median Per Capita Income (2018$)** | 24,250 | 28,420 | 17.2% | -47,460 | | **-1.0%** | |
| **% of Households with 0 Vehicles** | 5 | 3 | -41.2% | -17,900 | | **-0.4%** | |
| **% Working at Home** | 4.0 | 5.6 | 40.0% | -53,660 | | **-1.2%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -560,150 | | **-12.2%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 4,600,813 | 3,568,634 | -22.43% | -1032179.07 | | **-22.4%** | |
| **Total Observed Ridership** | 4,165,308 | 4,269,542 | 2.50% | 104234 | | **2.5%** | |
| **Unexplained Change** |  |  |  |  | | **24.9%** | |

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| **Salt Lake City, UT Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 15,931,530 | 17,895,280 | 12.3% | 1,069,730 | | **4.9%** | |
| **Average Fare (2018$)** | 1.11 | 1.22 | 9.3% | -526,620 | | **-2.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,735,510 | 1,886,360 | 8.7% | 364,710 | | **1.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.51 | 0.49 | -2.9% | -121,220 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 3.88 | 2.89 | -25.5% | -651,260 | | **-3.0%** | |
| **Median Per Capita Income (2018$)** | 29,280 | 32,700 | 11.7% | -158,080 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 6 | 5 | -27.2% | -69,630 | | **-0.3%** | |
| **% Working at Home** | 4.7 | 7.4 | 56.4% | -407,950 | | **-1.9%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -2,675,610 | | **-12.3%** | |
| **Bike Share** | - | 1 | 1 | - 226,860 | | **-1.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 770,750 | | **-3.5%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 21,761,109 | 17,584,047 | -19.20% | -4177062.85 | | **-19.2%** | |
| **Total Observed Ridership** | 21,042,239 | 19,607,273 | -6.82% | -1434966 | | **-6.8%** | |
| **Unexplained Change** |  |  |  |  | | **12.4%** | |

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| **Salt Lake City, UT Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 7,738,850 | 12,073,890 | 56.0% | 6,608,310 | | **33.7%** | |
| **Average Fare (2018$)** | 1.09 | 1.05 | -4.0% | 251,810 | | **1.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,735,510 | 1,886,360 | 8.7% | 434,730 | | **2.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.51 | 0.49 | -2.9% | -130,870 | | **-0.7%** | |
| **Average Gas Price (2018$)** | 3.88 | 2.89 | -25.5% | -760,100 | | **-3.9%** | |
| **Median Per Capita Income (2018$)** | 29,280 | 32,700 | 11.7% | -185,350 | | **-0.9%** | |
| **% of Households with 0 Vehicles** | 6 | 5 | -27.2% | -70,910 | | **-0.4%** | |
| **% Working at Home** | 4.7 | 7.4 | 56.4% | -467,020 | | **-2.4%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -2,174,190 | | **-11.1%** | |
| **Bike Share** | - | 1 | 1 | - 209,200 | | **-1.1%** | |
| **Electric Scooters** | - | 1 | 1 | - 924,030 | | **-4.7%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 19,634,662 | 21,868,424 | 11.38% | 2233762.38 | | **11.4%** | |
| **Total Observed Ridership** | 19,404,129 | 22,961,200 | 18.33% | 3557071 | | **18.3%** | |
| **Unexplained Change** |  |  |  |  | | **7.0%** | |

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| **San Antonio-New Braunfels, TX Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 20,316,120 | 23,189,050 | 14.1% | 2,364,690 | | **5.5%** | |
| **Average Fare (2018$)** | 0.53 | 0.49 | -8.9% | 514,620 | | **1.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 3,221,370 | 3,662,240 | 13.7% | 1,137,320 | | **2.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.37 | 0.36 | -4.0% | -257,300 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -1,810,250 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 26,790 | 28,260 | 5.5% | -152,430 | | **-0.4%** | |
| **% of Households with 0 Vehicles** | 7 | 7 | 9.6% | 47,500 | | **0.1%** | |
| **% Working at Home** | 4.1 | 4.9 | 18.9% | -241,800 | | **-0.6%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -5,085,870 | | **-11.9%** | |
| **Bike Share** | - | 1 | 1 | - 448,680 | | **-1.1%** | |
| **Electric Scooters** | - | 1 | 1 | - 1,414,820 | | **-3.3%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 42,731,146 | 37,264,873 | -12.79% | -5466273.28 | | **-12.8%** | |
| **Total Observed Ridership** | 46,032,779 | 37,284,986 | -19.00% | -8747793 | | **-19.0%** | |
| **Unexplained Change** |  |  |  |  | | **-6.2%** | |

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| **San Diego-Carlsbad-San Marcos, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 23,175,910 | 25,702,230 | 10.9% | 2,970,450 | | **4.6%** | |
| **Average Fare (2018$)** | 1.05 | 1.01 | -4.0% | 576,660 | | **0.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 4,576,940 | 4,896,460 | 7.0% | 906,900 | | **1.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.63 | 0.61 | -1.7% | -274,320 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -1,893,270 | | **-3.0%** | |
| **Median Per Capita Income (2018$)** | 30,970 | 33,990 | 9.8% | -398,400 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 6 | 5 | -18.1% | -138,840 | | **-0.2%** | |
| **% Working at Home** | 6.6 | 6.8 | 3.0% | -94,830 | | **-0.1%** | |
| **Years Since Ride-hail Start** | - | 6 | 6 | -7,032,120 | | **-11.0%** | |
| **Bike Share** | - | 1 | 1 | - 692,670 | | **-1.1%** | |
| **Electric Scooters** | - | 1 | 1 | - 2,158,350 | | **-3.4%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 64,156,140 | 55,968,638 | -12.76% | -8187502.16 | | **-12.8%** | |
| **Total Observed Ridership** | 63,917,496 | 54,188,618 | -15.22% | -9728878 | | **-15.2%** | |
| **Unexplained Change** |  |  |  |  | | **-2.5%** | |

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| **San Diego-Carlsbad-San Marcos, CA Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 9,627,040 | 10,756,920 | 11.7% | 2,793,950 | | **7.2%** | |
| **Average Fare (2018$)** | 1.38 | 1.11 | -19.7% | 1,612,810 | | **4.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 4,576,940 | 4,896,460 | 7.0% | 597,510 | | **1.5%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.63 | 0.61 | -1.7% | -169,560 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -1,192,690 | | **-3.1%** | |
| **Median Per Capita Income (2018$)** | 30,970 | 33,990 | 9.8% | -270,010 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 6 | 5 | -18.1% | -92,960 | | **-0.2%** | |
| **% Working at Home** | 6.6 | 6.8 | 3.0% | -35,290 | | **-0.1%** | |
| **Years Since Ride-hail Start** | - | 6 | 6 | 536,370 | | **1.4%** | |
| **Bike Share** | - | 1 | 1 | - 474,750 | | **-1.2%** | |
| **Electric Scooters** | - | 1 | 1 | - 1,610,460 | | **-4.1%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 38,968,839 | 40,965,274 | 5.12% | 1996434.98 | | **5.1%** | |
| **Total Observed Ridership** | 35,279,118 | 40,977,876 | 16.15% | 5698758 | | **16.2%** | |
| **Unexplained Change** |  |  |  |  | | **11.0%** | |

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| **San Francisco-Oakland-Fremont, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 56,186,380 | 61,778,690 | 10.0% | 10,559,370 | | **4.0%** | |
| **Average Fare (2018$)** | 1.03 | 1.03 | -0.4% | 380,700 | | **0.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 6,661,390 | 7,287,030 | 9.4% | 4,798,440 | | **1.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.71 | 0.71 | -0.1% | -37,990 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -6,843,860 | | **-2.6%** | |
| **Median Per Capita Income (2018$)** | 38,660 | 44,200 | 14.3% | -2,327,980 | | **-0.9%** | |
| **% of Households with 0 Vehicles** | 13 | 12 | -8.0% | -499,150 | | **-0.2%** | |
| **% Working at Home** | 6.1 | 7.0 | 15.2% | -1,714,900 | | **-0.7%** | |
| **Years Since Ride-hail Start** | 2.0 | 8 | 6 | -28,190,460 | | **-10.7%** | |
| **Bike Share** | - | 1 | 1 | - 2,663,690 | | **-1.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 9,330,560 | | **-3.6%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 262,377,608 | 225,697,320 | -13.98% | -36680287.7 | | **-14.0%** | |
| **Total Observed Ridership** | 245,339,548 | 239,567,962 | -2.35% | -5771586 | | **-2.4%** | |
| **Unexplained Change** |  |  |  |  | | **11.6%** | |

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| **San Francisco-Oakland-Fremont, CA Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 77,061,460 | 93,622,590 | 21.5% | 28,012,610 | | **13.4%** | |
| **Average Fare (2018$)** | 2.74 | 3.14 | 14.4% | -7,420,200 | | **-3.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 6,661,390 | 7,287,030 | 9.4% | 4,092,400 | | **2.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.71 | 0.71 | -0.1% | -35,970 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -5,862,780 | | **-2.8%** | |
| **Median Per Capita Income (2018$)** | 38,660 | 44,200 | 14.3% | -2,047,090 | | **-1.0%** | |
| **% of Households with 0 Vehicles** | 13 | 12 | -8.0% | -434,090 | | **-0.2%** | |
| **% Working at Home** | 6.1 | 7.0 | 15.2% | -1,516,180 | | **-0.7%** | |
| **Years Since Ride-hail Start** | 2.0 | 8 | 6 | 2,748,660 | | **1.3%** | |
| **Bike Share** | - | 1 | 1 | - 2,362,860 | | **-1.1%** | |
| **Electric Scooters** | - | 1 | 1 | - 8,263,430 | | **-4.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 208,572,422 | 214,786,255 | 2.98% | 6213832.84 | | **3.0%** | |
| **Total Observed Ridership** | 195,606,009 | 210,924,190 | 7.83% | 15318181 | | **7.8%** | |
| **Unexplained Change** |  |  |  |  | | **4.9%** | |

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| **San Jose-Sunnyvale-Santa Clara, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 14,683,630 | 16,138,260 | 9.9% | 1,375,610 | | **4.2%** | |
| **Average Fare (2018$)** | 0.96 | 0.86 | -10.6% | 910,640 | | **2.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 2,802,300 | 3,073,170 | 9.7% | 643,210 | | **1.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.83 | 0.83 | -0.3% | -37,300 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -981,540 | | **-3.0%** | |
| **Median Per Capita Income (2018$)** | 39,610 | 46,660 | 17.8% | -367,700 | | **-1.1%** | |
| **% of Households with 0 Vehicles** | 5 | 5 | -0.4% | -4,270 | | **-0.0%** | |
| **% Working at Home** | 4.6 | 5.3 | 14.7% | -172,790 | | **-0.5%** | |
| **Years Since Ride-hail Start** | 2.0 | 8 | 6 | -3,677,760 | | **-11.1%** | |
| **Bike Share** | - | 1 | 1 | - 310,700 | | **-0.9%** | |
| **Electric Scooters** | - | 1 | 1 | - 1,125,700 | | **-3.4%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 33,054,902 | 29,327,646 | -11.28% | -3727256.42 | | **-11.3%** | |
| **Total Observed Ridership** | 32,487,791 | 27,999,054 | -13.82% | -4488737 | | **-13.8%** | |
| **Unexplained Change** |  |  |  |  | | **-2.5%** | |

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| **San Jose-Sunnyvale-Santa Clara, CA Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,104,680 | 3,491,750 | 12.5% | 789,730 | | **8.1%** | |
| **Average Fare (2018$)** | 0.96 | 0.83 | -13.7% | 200,530 | | **2.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 2,802,300 | 3,073,170 | 9.7% | 210,280 | | **2.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.83 | 0.83 | -0.3% | -9,500 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -347,310 | | **-3.6%** | |
| **Median Per Capita Income (2018$)** | 39,610 | 46,660 | 17.8% | -120,770 | | **-1.2%** | |
| **% of Households with 0 Vehicles** | 5 | 5 | -0.4% | -1,440 | | **-0.0%** | |
| **% Working at Home** | 4.6 | 5.3 | 14.7% | -57,000 | | **-0.6%** | |
| **Years Since Ride-hail Start** | 2.0 | 8 | 6 | 135,850 | | **1.4%** | |
| **Bike Share** | - | 1 | 1 | - 93,330 | | **-1.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 338,130 | | **-3.5%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 9,724,812 | 10,105,714 | 3.92% | 380901.775 | | **3.9%** | |
| **Total Observed Ridership** | 10,479,267 | 8,530,540 | -18.60% | -1948727 | | **-18.6%** | |
| **Unexplained Change** |  |  |  |  | | **-22.5%** | |

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| **Santa Cruz-Watsonville, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,026,360 | 2,907,740 | -3.9% | -97,200 | | **-1.7%** | |
| **Average Fare (2018$)** | 1.71 | 1.77 | 3.8% | -82,490 | | **-1.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 392,030 | 415,230 | 5.9% | 67,500 | | **1.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.47 | 0.47 | -0.3% | -3,550 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -161,490 | | **-2.9%** | |
| **Median Per Capita Income (2018$)** | 31,130 | 31,620 | 1.6% | -6,610 | | **-0.1%** | |
| **% of Households with 0 Vehicles** | 5 | 6 | 28.9% | 14,010 | | **0.2%** | |
| **% Working at Home** | 7.4 | 7.9 | 6.8% | -20,900 | | **-0.4%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -717,950 | | **-12.7%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 5,633,290 | 4,680,709 | -16.91% | -952580.994 | | **-16.9%** | |
| **Total Observed Ridership** | 5,259,019 | 5,028,444 | -4.38% | -230575 | | **-4.4%** | |
| **Unexplained Change** |  |  |  |  | | **12.5%** | |

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| **Santa Fe, NM Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 859,490 | 864,910 | 0.6% | 3,650 | | **0.3%** | |
| **Average Fare (2018$)** | 0.36 | 0.32 | -9.5% | 15,830 | | **1.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 215,770 | 220,010 | 2.0% | 4,240 | | **0.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.23 | 0.22 | -6.2% | -6,130 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -46,660 | | **-4.3%** | |
| **Median Per Capita Income (2018$)** | 29,810 | 31,380 | 5.3% | -4,440 | | **-0.4%** | |
| **% of Households with 0 Vehicles** | 4 | 4 | -7.0% | -0,620 | | **-0.1%** | |
| **% Working at Home** | 6.8 | 5.7 | -16.9% | 7,560 | | **0.7%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -135,990 | | **-12.4%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,094,965 | 936,027 | -14.52% | -158937.775 | | **-14.5%** | |
| **Total Observed Ridership** | 1,036,495 | 903,831 | -12.80% | -132664 | | **-12.8%** | |
| **Unexplained Change** |  |  |  |  | | **1.7%** | |

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| **Santa Rosa-Petaluma, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,763,360 | 2,816,870 | 1.9% | 7,420 | | **0.2%** | |
| **Average Fare (2018$)** | 0.97 | 1.02 | 6.0% | -110,190 | | **-2.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 716,290 | 763,250 | 6.6% | 55,880 | | **1.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.30 | 2.6% | 11,920 | | **0.3%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -121,950 | | **-2.9%** | |
| **Median Per Capita Income (2018$)** | 30,620 | 38,470 | 25.6% | -60,600 | | **-1.4%** | |
| **% of Households with 0 Vehicles** | 5 | 5 | 0.2% | -0,270 | | **-0.0%** | |
| **% Working at Home** | 6.0 | 8.0 | 33.3% | -59,240 | | **-1.4%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -474,980 | | **-11.4%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 4,181,713 | 3,471,161 | -16.99% | -710552.364 | | **-17.0%** | |
| **Total Observed Ridership** | 4,565,664 | 3,068,326 | -32.80% | -1497338 | | **-32.8%** | |
| **Unexplained Change** |  |  |  |  | | **-15.8%** | |

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| **Savannah, GA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,479,860 | 2,216,640 | -10.6% | -167,500 | | **-4.5%** | |
| **Average Fare (2018$)** | 0.96 | 1.22 | 27.7% | -204,140 | | **-5.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 519,420 | 571,350 | 10.0% | 73,040 | | **2.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.22 | 0.21 | -2.7% | -7,690 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -155,100 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 26,320 | 27,980 | 6.3% | -18,240 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 7 | 7 | -9.8% | -4,650 | | **-0.1%** | |
| **% Working at Home** | 3.5 | 3.7 | 5.0% | -6,700 | | **-0.2%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -329,530 | | **-8.9%** | |
| **Bike Share** | - | - | - | - 6,400 | | **-0.2%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 3,712,740 | 2,875,362 | -22.55% | -837378.616 | | **-22.6%** | |
| **Total Observed Ridership** | 3,780,025 | 3,046,095 | -19.42% | -733930 | | **-19.4%** | |
| **Unexplained Change** |  |  |  |  | | **3.1%** | |

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| **Scranton--Wilkes-Barre, PA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,142,600 | 2,140,880 | -0.1% | 2,610 | | **0.1%** | |
| **Average Fare (2018$)** | 0.82 | 1.13 | 38.0% | -237,440 | | **-8.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 819,950 | 819,840 | -0.0% | -0,180 | | **-0.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.26 | 0.25 | -4.4% | -10,530 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -91,470 | | **-3.4%** | |
| **Median Per Capita Income (2018$)** | 24,730 | 27,140 | 9.7% | -16,400 | | **-0.6%** | |
| **% of Households with 0 Vehicles** | 10 | 11 | 9.9% | 4,520 | | **0.2%** | |
| **% Working at Home** | 2.9 | 4.3 | 46.6% | -23,740 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -221,680 | | **-8.4%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 2,653,729 | 2,064,910 | -22.19% | -588818.664 | | **-22.2%** | |
| **Total Observed Ridership** | 2,825,911 | 2,123,536 | -24.85% | -702375 | | **-24.9%** | |
| **Unexplained Change** |  |  |  |  | | **-2.7%** | |

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| **Seattle-Tacoma-Bellevue, WA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 59,368,010 | 64,570,520 | 8.8% | 6,087,810 | | **3.5%** | |
| **Average Fare (2018$)** | 1.64 | 1.69 | 2.8% | -1,530,680 | | **-0.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 5,311,660 | 5,964,580 | 12.3% | 3,976,440 | | **2.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.50 | 0.50 | 0.2% | 79,030 | | **0.0%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -4,285,950 | | **-2.5%** | |
| **Median Per Capita Income (2018$)** | 35,990 | 42,280 | 17.5% | -1,803,430 | | **-1.0%** | |
| **% of Households with 0 Vehicles** | 8 | 7 | -2.7% | -74,050 | | **-0.0%** | |
| **% Working at Home** | 5.5 | 6.5 | 18.6% | -1,241,760 | | **-0.7%** | |
| **Years Since Ride-hail Start** | 1.0 | 7 | 6 | -18,102,080 | | **-10.5%** | |
| **Bike Share** | - | 1 | 1 | - 1,666,070 | | **-1.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 6,224,890 | | **-3.6%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 172,608,969 | 146,892,042 | -14.90% | -25716926.7 | | **-14.9%** | |
| **Total Observed Ridership** | 151,189,331 | 160,322,023 | 6.04% | 9132692 | | **6.0%** | |
| **Unexplained Change** |  |  |  |  | | **20.9%** | |

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| **Seattle-Tacoma-Bellevue, WA Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 4,414,860 | 8,150,160 | 84.6% | 9,796,860 | | **51.2%** | |
| **Average Fare (2018$)** | 2.98 | 2.76 | -7.5% | 464,620 | | **2.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 5,311,660 | 5,964,580 | 12.3% | 548,760 | | **2.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.50 | 0.50 | 0.2% | 9,600 | | **0.1%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -223,060 | | **-1.2%** | |
| **Median Per Capita Income (2018$)** | 35,990 | 42,280 | 17.5% | -246,900 | | **-1.3%** | |
| **% of Households with 0 Vehicles** | 8 | 7 | -2.7% | -24,610 | | **-0.1%** | |
| **% Working at Home** | 5.5 | 6.5 | 18.6% | -181,540 | | **-0.9%** | |
| **Years Since Ride-hail Start** | 1.0 | 7 | 6 | 281,420 | | **1.5%** | |
| **Bike Share** | - | 1 | 1 | - 177,910 | | **-0.9%** | |
| **Electric Scooters** | - | 1 | 1 | - 1,247,810 | | **-6.5%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 19,152,965 | 27,625,258 | 44.23% | 8472293.1 | | **44.2%** | |
| **Total Observed Ridership** | 15,382,724 | 33,683,284 | 118.97% | 18300560 | | **119.0%** | |
| **Unexplained Change** |  |  |  |  | | **74.7%** | |

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| **Shreveport-Bossier City, LA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,274,520 | 2,277,250 | 0.1% | -4,580 | | **-0.2%** | |
| **Average Fare (2018$)** | 0.84 | 0.69 | -16.9% | 120,370 | | **4.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 575,230 | 604,480 | 5.1% | 38,450 | | **1.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.14 | 0.14 | -0.6% | -1,010 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -140,300 | | **-4.8%** | |
| **Median Per Capita Income (2018$)** | 26,260 | 21,680 | -17.4% | 38,740 | | **1.3%** | |
| **% of Households with 0 Vehicles** | 10 | 8 | -15.5% | -9,480 | | **-0.3%** | |
| **% Working at Home** | 2.2 | 3.9 | 77.3% | -33,730 | | **-1.2%** | |
| **Years Since Ride-hail Start** | - | - | - | 0,000 | | **0.0%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 2,909,522 | 2,947,519 | 1.31% | 37996.3957 | | **1.3%** | |
| **Total Observed Ridership** | 3,373,943 | 2,523,868 | -25.20% | -850075 | | **-25.2%** | |
| **Unexplained Change** |  |  |  |  | | **-26.5%** | |

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| **Sioux City, IA-NE-SD Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 621,900 | 591,630 | -4.9% | -21,860 | | **-2.1%** | |
| **Average Fare (2018$)** | 0.73 | 0.81 | 11.0% | -31,110 | | **-2.9%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 216,680 | 244,810 | 13.0% | 28,840 | | **2.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.16 | 0.15 | -6.0% | -4,210 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -47,010 | | **-4.5%** | |
| **Median Per Capita Income (2018$)** | 25,830 | 32,260 | 24.9% | -16,820 | | **-1.6%** | |
| **% of Households with 0 Vehicles** | 5 | 9 | 64.4% | 6,380 | | **0.6%** | |
| **% Working at Home** | 3.1 | 4.3 | 37.9% | -9,870 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -28,610 | | **-2.7%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,055,249 | 937,386 | -11.17% | -117863.08 | | **-11.2%** | |
| **Total Observed Ridership** | 1,092,130 | 851,828 | -22.00% | -240302 | | **-22.0%** | |
| **Unexplained Change** |  |  |  |  | | **-10.8%** | |

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| **Sioux Falls, SD Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 735,270 | 735,940 | 0.1% | 3,550 | | **0.4%** | |
| **Average Fare (2018$)** | 0.60 | 0.50 | -17.7% | 31,250 | | **3.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 369,020 | 410,590 | 11.3% | 21,830 | | **2.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.31 | 0.34 | 8.1% | 0,790 | | **0.1%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -40,530 | | **-4.4%** | |
| **Median Per Capita Income (2018$)** | 32,010 | 33,220 | 3.8% | -2,710 | | **-0.3%** | |
| **% of Households with 0 Vehicles** | 4 | 3 | -14.3% | -0,180 | | **-0.0%** | |
| **% Working at Home** | 4.0 | 5.5 | 36.3% | -8,680 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | - | - | 0,000 | | **0.0%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 917,982 | 935,105 | 1.87% | 17123.2568 | | **1.9%** | |
| **Total Observed Ridership** | 1,026,715 | 782,129 | -23.82% | -244586 | | **-23.8%** | |
| **Unexplained Change** |  |  |  |  | | **-25.7%** | |

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| **Spokane, WA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 5,313,520 | 5,850,420 | 10.1% | 459,570 | | **4.2%** | |
| **Average Fare (2018$)** | 0.88 | 0.84 | -4.5% | 162,270 | | **1.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 685,240 | 798,060 | 16.5% | 363,560 | | **3.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.28 | -3.5% | -42,750 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -323,380 | | **-2.9%** | |
| **Median Per Capita Income (2018$)** | 27,410 | 30,870 | 12.6% | -87,780 | | **-0.8%** | |
| **% of Households with 0 Vehicles** | 8 | 7 | -12.8% | -22,870 | | **-0.2%** | |
| **% Working at Home** | 5.8 | 7.2 | 23.3% | -104,180 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -1,419,270 | | **-12.9%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 400,960 | | **-3.6%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 10,991,655 | 9,565,075 | -12.98% | -1426579.97 | | **-13.0%** | |
| **Total Observed Ridership** | 11,030,806 | 10,069,599 | -8.71% | -961207 | | **-8.7%** | |
| **Unexplained Change** |  |  |  |  | | **4.3%** | |

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| **Springfield, IL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,423,550 | 1,438,250 | 1.0% | 2,890 | | **0.2%** | |
| **Average Fare (2018$)** | 0.56 | 0.54 | -3.0% | 5,170 | | **0.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 317,790 | 311,890 | -1.9% | -6,920 | | **-0.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.28 | -3.1% | -7,050 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -78,590 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 33,510 | 36,370 | 8.5% | -9,650 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 7 | 7 | 4.9% | 1,380 | | **0.1%** | |
| **% Working at Home** | 3.1 | 4.2 | 34.7% | -14,890 | | **-0.8%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -170,320 | | **-9.0%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,885,674 | 1,619,643 | -14.11% | -266031.317 | | **-14.1%** | |
| **Total Observed Ridership** | 1,836,455 | 1,527,980 | -16.80% | -308475 | | **-16.8%** | |
| **Unexplained Change** |  |  |  |  | | **-2.7%** | |

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| **Springfield, MO Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,096,190 | 1,073,390 | -2.1% | -11,110 | | **-0.7%** | |
| **Average Fare (2018$)** | 0.68 | 0.67 | -0.9% | -7,420 | | **-0.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 652,620 | 689,250 | 5.6% | 18,200 | | **1.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.17 | 0.17 | -4.5% | -5,620 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -71,450 | | **-4.6%** | |
| **Median Per Capita Income (2018$)** | 23,840 | 26,620 | 11.7% | -12,280 | | **-0.8%** | |
| **% of Households with 0 Vehicles** | 6 | 6 | -3.1% | -0,310 | | **-0.0%** | |
| **% Working at Home** | 4.1 | 3.4 | -17.7% | 5,560 | | **0.4%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -89,590 | | **-5.8%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,539,857 | 1,380,167 | -10.37% | -159690.108 | | **-10.4%** | |
| **Total Observed Ridership** | 1,583,297 | 1,280,717 | -19.11% | -302580 | | **-19.1%** | |
| **Unexplained Change** |  |  |  |  | | **-8.7%** | |

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| **St. Cloud, MN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,249,240 | 1,370,810 | 9.7% | 83,990 | | **4.4%** | |
| **Average Fare (2018$)** | 0.67 | 0.64 | -4.4% | 12,870 | | **0.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 291,920 | 309,730 | 6.1% | 24,870 | | **1.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.15 | 0.15 | 0.0% | -0,070 | | **-0.0%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -86,550 | | **-4.5%** | |
| **Median Per Capita Income (2018$)** | 28,100 | 31,840 | 13.3% | -16,820 | | **-0.9%** | |
| **% of Households with 0 Vehicles** | 5 | 5 | -1.3% | 0,130 | | **0.0%** | |
| **% Working at Home** | 5.4 | 4.4 | -18.5% | 12,880 | | **0.7%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -55,180 | | **-2.9%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,907,610 | 1,887,196 | -1.07% | -20413.9371 | | **-1.1%** | |
| **Total Observed Ridership** | 2,112,140 | 1,552,740 | -26.48% | -559400 | | **-26.5%** | |
| **Unexplained Change** |  |  |  |  | | **-25.4%** | |

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| **St. Louis, MO-IL Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 21,805,500 | 22,382,820 | 2.6% | 371,490 | | **1.1%** | |
| **Average Fare (2018$)** | 1.10 | 1.05 | -4.1% | 261,830 | | **0.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 4,187,460 | 4,242,470 | 1.3% | 89,440 | | **0.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.24 | 0.23 | -2.6% | -81,480 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -1,375,860 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 29,340 | 32,370 | 10.3% | -228,110 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 9 | 8 | -11.9% | -70,040 | | **-0.2%** | |
| **% Working at Home** | 4.2 | 5.2 | 23.2% | -227,650 | | **-0.7%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -3,970,250 | | **-12.1%** | |
| **Bike Share** | 1.00 | 1 | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 1,042,770 | | **-3.2%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 32,719,966 | 26,592,176 | -18.73% | -6127789.53 | | **-18.7%** | |
| **Total Observed Ridership** | 32,221,882 | 25,271,634 | -21.57% | -6950248 | | **-21.6%** | |
| **Unexplained Change** |  |  |  |  | | **-2.8%** | |

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| **St. Louis, MO-IL Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 6,297,940 | 6,124,330 | -2.8% | -279,820 | | **-1.6%** | |
| **Average Fare (2018$)** | 1.12 | 1.06 | -5.5% | 132,520 | | **0.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 4,187,460 | 4,242,470 | 1.3% | 47,210 | | **0.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.24 | 0.23 | -2.6% | -43,410 | | **-0.3%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -717,770 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 29,340 | 32,370 | 10.3% | -119,590 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 9 | 8 | -11.9% | -36,120 | | **-0.2%** | |
| **% Working at Home** | 4.2 | 5.2 | 23.2% | -117,910 | | **-0.7%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -1,419,890 | | **-8.3%** | |
| **Bike Share** | 1.00 | 1 | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 551,360 | | **-3.2%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 17,145,288 | 14,086,715 | -17.84% | -3058572.41 | | **-17.8%** | |
| **Total Observed Ridership** | 17,128,317 | 13,220,212 | -22.82% | -3908105 | | **-22.8%** | |
| **Unexplained Change** |  |  |  |  | | **-5.0%** | |

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| **State College, PA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,510,820 | 1,792,270 | 18.6% | 569,060 | | **8.0%** | |
| **Average Fare (2018$)** | 0.90 | 1.06 | 17.9% | -340,790 | | **-4.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 228,480 | 239,200 | 4.7% | 71,600 | | **1.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.15 | 0.22 | 43.5% | 211,350 | | **3.0%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -277,510 | | **-3.9%** | |
| **Median Per Capita Income (2018$)** | 23,870 | 25,670 | 7.5% | -37,490 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 9 | 9 | 3.7% | 4,850 | | **0.1%** | |
| **% Working at Home** | 4.4 | 3.4 | -23.3% | 51,760 | | **0.7%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -692,050 | | **-9.8%** | |
| **Bike Share** | - | 1 | 1 | - 75,550 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 7,092,366 | 6,542,052 | -7.76% | -550313.392 | | **-7.8%** | |
| **Total Observed Ridership** | 6,997,392 | 6,508,742 | -6.98% | -488650 | | **-7.0%** | |
| **Unexplained Change** |  |  |  |  | | **0.8%** | |

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| **Stockton, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,605,580 | 2,471,910 | -5.1% | -82,310 | | **-2.0%** | |
| **Average Fare (2018$)** | 1.22 | 0.89 | -26.8% | 351,000 | | **8.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 969,670 | 1,064,700 | 9.8% | 82,080 | | **2.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.47 | 0.46 | -2.3% | -18,990 | | **-0.5%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -135,560 | | **-3.3%** | |
| **Median Per Capita Income (2018$)** | 24,910 | 30,780 | 23.6% | -60,790 | | **-1.5%** | |
| **% of Households with 0 Vehicles** | 7 | 4 | -51.2% | -26,880 | | **-0.7%** | |
| **% Working at Home** | 3.5 | 3.4 | -2.9% | -1,680 | | **-0.0%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -525,950 | | **-12.9%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 4,074,017 | 3,685,924 | -9.53% | -388093.051 | | **-9.5%** | |
| **Total Observed Ridership** | 4,081,350 | 3,510,022 | -14.00% | -571328 | | **-14.0%** | |
| **Unexplained Change** |  |  |  |  | | **-4.5%** | |

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| **Syracuse, NY Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 3,016,920 | 4,900,810 | 62.4% | 2,279,270 | | **24.3%** | |
| **Average Fare (2018$)** | 1.37 | 1.48 | 8.3% | -281,710 | | **-3.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 958,810 | 945,850 | -1.4% | -30,000 | | **-0.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.23 | 0.23 | 2.3% | 18,880 | | **0.2%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -343,810 | | **-3.7%** | |
| **Median Per Capita Income (2018$)** | 29,030 | 31,680 | 9.1% | -61,600 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 12 | 11 | -10.7% | -22,700 | | **-0.2%** | |
| **% Working at Home** | 3.3 | 6.1 | 85.6% | -224,010 | | **-2.4%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -345,250 | | **-3.7%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 9,387,312 | 10,252,133 | 9.21% | 864821.267 | | **9.2%** | |
| **Total Observed Ridership** | 9,557,604 | 10,168,272 | 6.39% | 610668 | | **6.4%** | |
| **Unexplained Change** |  |  |  |  | | **-2.8%** | |

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| **Tallahassee, FL Metro Area-Bus** | | | | | | |
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|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,125,840 | 1,979,780 | -6.9% | -116,300 | | **-2.5%** | |
| **Average Fare (2018$)** | 0.95 | 1.38 | 45.0% | -494,440 | | **-10.8%** | |
| **Network Restructure** | 1 | 1.000 | 0.0% | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 550,270 | 576,900 | 4.8% | 37,470 | | **0.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.29 | 0.4% | 1,870 | | **0.0%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -178,640 | | **-3.9%** | |
| **Median Per Capita Income (2018$)** | 24,310 | 27,770 | 14.2% | -38,920 | | **-0.9%** | |
| **% of Households with 0 Vehicles** | 8 | 5 | -34.0% | -20,480 | | **-0.4%** | |
| **% Working at Home** | 2.8 | 3.9 | 37.5% | -37,280 | | **-0.8%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -495,250 | | **-10.8%** | |
| **Bike Share** | - | 1 | 1 | - 35,920 | | **-0.8%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 4,573,632 | 3,235,011 | -29.27% | -1338621.19 | | **-29.3%** | |
| **Total Observed Ridership** | 4,705,192 | 2,976,152 | -36.75% | -1729040 | | **-36.7%** | |
| **Unexplained Change** |  |  |  |  | | **-7.5%** | |

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| **Tampa-St. Petersburg-Clearwater, FL Metro Area-Bus** | | | | | | |
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|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 17,578,140 | 18,547,270 | 5.5% | 749,940 | | **2.6%** | |
| **Average Fare (2018$)** | 1.06 | 0.89 | -16.3% | 1,367,280 | | **4.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 4,137,580 | 4,635,160 | 12.0% | 704,690 | | **2.4%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.31 | 0.31 | 0.3% | 12,150 | | **0.0%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -1,292,400 | | **-4.4%** | |
| **Median Per Capita Income (2018$)** | 27,300 | 28,300 | 3.7% | -73,070 | | **-0.3%** | |
| **% of Households with 0 Vehicles** | 8 | 6 | -17.3% | -75,270 | | **-0.3%** | |
| **% Working at Home** | 5.4 | 7.6 | 40.3% | -493,540 | | **-1.7%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -3,724,200 | | **-12.7%** | |
| **Bike Share** | - | 1 | 1 | - 322,760 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 29,220,537 | 26,196,984 | -10.35% | -3023553.32 | | **-10.3%** | |
| **Total Observed Ridership** | 29,467,656 | 23,972,682 | -18.65% | -5494974 | | **-18.6%** | |
| **Unexplained Change** |  |  |  |  | | **-8.3%** | |

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| **Tampa-St. Petersburg-Clearwater, FL Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 67,500 | 75,120 | 11.3% | 20,450 | | **6.5%** | |
| **Average Fare (2018$)** | 2.06 | 1.24 | -39.7% | 33,090 | | **10.5%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 4,137,580 | 4,635,160 | 12.0% | 7,160 | | **2.3%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.31 | 0.31 | 0.3% | 0,100 | | **0.0%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -11,260 | | **-3.6%** | |
| **Median Per Capita Income (2018$)** | 27,300 | 28,300 | 3.7% | -0,720 | | **-0.2%** | |
| **% of Households with 0 Vehicles** | 8 | 6 | -17.3% | -0,790 | | **-0.3%** | |
| **% Working at Home** | 5.4 | 7.6 | 40.3% | -4,710 | | **-1.5%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -25,800 | | **-8.2%** | |
| **Bike Share** | - | 1 | 1 | - 3,200 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 314,951 | 327,175 | 3.88% | 12224.6643 | | **3.9%** | |
| **Total Observed Ridership** | 301,516 | 423,123 | 40.33% | 121607 | | **40.3%** | |
| **Unexplained Change** |  |  |  |  | | **36.5%** | |

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| **Terre Haute, IN Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 360,290 | 426,230 | 18.3% | 29,530 | | **9.0%** | |
| **Average Fare (2018$)** | 0.44 | 0.43 | -3.4% | -1,820 | | **-0.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 245,000 | 236,300 | -3.6% | -2,300 | | **-0.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.10 | 0.10 | 5.4% | 0,800 | | **0.2%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -17,900 | | **-5.5%** | |
| **Median Per Capita Income (2018$)** | 22,310 | 22,940 | 2.8% | -1,290 | | **-0.4%** | |
| **% of Households with 0 Vehicles** | 8 | 9 | 16.9% | 0,500 | | **0.2%** | |
| **% Working at Home** | 1.2 | 2.1 | 72.9% | -2,890 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -8,620 | | **-2.6%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 327,376 | 325,974 | -0.43% | -1401.66804 | | **-0.4%** | |
| **Total Observed Ridership** | 362,702 | 241,250 | -33.49% | -121452 | | **-33.5%** | |
| **Unexplained Change** |  |  |  |  | | **-33.1%** | |

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| **Toledo, OH Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,685,850 | 2,771,330 | 3.2% | 51,660 | | **1.7%** | |
| **Average Fare (2018$)** | 1.29 | 1.96 | 52.5% | -370,570 | | **-12.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 947,410 | 909,840 | -4.0% | -25,640 | | **-0.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.17 | 0.17 | -2.1% | -3,940 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -113,940 | | **-3.7%** | |
| **Median Per Capita Income (2018$)** | 25,750 | 26,770 | 4.0% | -7,680 | | **-0.3%** | |
| **% of Households with 0 Vehicles** | 10 | 9 | -3.7% | -2,640 | | **-0.1%** | |
| **% Working at Home** | 3.1 | 4.1 | 31.5% | -17,060 | | **-0.6%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -343,870 | | **-11.3%** | |
| **Bike Share** | - | 1 | 1 | - 25,800 | | **-0.8%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 3,043,187 | 2,157,913 | -29.09% | -885273.868 | | **-29.1%** | |
| **Total Observed Ridership** | 2,939,815 | 2,131,046 | -27.51% | -808769 | | **-27.5%** | |
| **Unexplained Change** |  |  |  |  | | **1.6%** | |

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| **Topeka, KS Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 807,440 | 903,510 | 11.9% | 60,970 | | **4.9%** | |
| **Average Fare (2018$)** | 0.97 | 0.71 | -27.3% | 113,380 | | **9.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 348,720 | 347,950 | -0.2% | -0,590 | | **-0.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.20 | 0.21 | 3.4% | 3,180 | | **0.3%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -47,310 | | **-3.8%** | |
| **Median Per Capita Income (2018$)** | 28,740 | 33,330 | 16.0% | -12,280 | | **-1.0%** | |
| **% of Households with 0 Vehicles** | 7 | 6 | -19.7% | -3,440 | | **-0.3%** | |
| **% Working at Home** | 3.4 | 3.8 | 11.8% | -3,720 | | **-0.3%** | |
| **Years Since Ride-hail Start** | - | 3 | 3 | -118,490 | | **-9.5%** | |
| **Bike Share** | - | 1 | 1 | - 13,090 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,241,543 | 1,201,471 | -3.23% | -40071.3393 | | **-3.2%** | |
| **Total Observed Ridership** | 1,108,509 | 1,229,955 | 10.96% | 121446 | | **11.0%** | |
| **Unexplained Change** |  |  |  |  | | **14.2%** | |

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| **Tucson, AZ Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 7,902,170 | 8,283,420 | 4.8% | 294,610 | | **1.6%** | |
| **Average Fare (2018$)** | 0.71 | 0.67 | -6.0% | 249,440 | | **1.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,421,190 | 1,491,840 | 5.0% | 186,850 | | **1.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.34 | 0.34 | -1.3% | -26,220 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -571,290 | | **-3.0%** | |
| **Median Per Capita Income (2018$)** | 25,520 | 28,450 | 11.5% | -128,310 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 9 | 8 | -14.3% | -42,010 | | **-0.2%** | |
| **% Working at Home** | 4.9 | 5.5 | 11.2% | -56,580 | | **-0.3%** | |
| **Years Since Ride-hail Start** | - | 5 | 5 | -2,941,030 | | **-15.5%** | |
| **Bike Share** | - | 1 | 1 | - 182,630 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 18,929,116 | 15,843,323 | -16.30% | -3085793.1 | | **-16.3%** | |
| **Total Observed Ridership** | 20,017,125 | 14,612,074 | -27.00% | -5405051 | | **-27.0%** | |
| **Unexplained Change** |  |  |  |  | | **-10.7%** | |

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| **Tulsa, OK Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,590,060 | 2,879,510 | 11.2% | 141,030 | | **4.4%** | |
| **Average Fare (2018$)** | 0.80 | 0.89 | 11.2% | -88,050 | | **-2.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,393,410 | 1,463,670 | 5.0% | 31,700 | | **1.0%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.22 | 0.21 | -4.9% | -13,060 | | **-0.4%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -125,440 | | **-3.9%** | |
| **Median Per Capita Income (2018$)** | 27,950 | 29,000 | 3.8% | -8,280 | | **-0.3%** | |
| **% of Households with 0 Vehicles** | 6 | 5 | -12.3% | -4,110 | | **-0.1%** | |
| **% Working at Home** | 3.3 | 4.2 | 28.0% | -21,160 | | **-0.7%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -387,830 | | **-12.1%** | |
| **Bike Share** | - | 1 | 1 | - 33,270 | | **-1.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 109,080 | | **-3.4%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 3,210,214 | 2,597,501 | -19.09% | -612712.892 | | **-19.1%** | |
| **Total Observed Ridership** | 2,921,255 | 2,720,550 | -6.87% | -200705 | | **-6.9%** | |
| **Unexplained Change** |  |  |  |  | | **12.2%** | |

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| **Vallejo-Fairfield, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,594,170 | 1,787,210 | 12.1% | 53,050 | | **5.3%** | |
| **Average Fare (2018$)** | 2.46 | 2.39 | -2.9% | 13,240 | | **1.3%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 601,740 | 651,210 | 8.2% | 17,840 | | **1.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.43 | 0.41 | -5.0% | -9,220 | | **-0.9%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -30,550 | | **-3.1%** | |
| **Median Per Capita Income (2018$)** | 31,950 | 38,190 | 19.5% | -12,670 | | **-1.3%** | |
| **% of Households with 0 Vehicles** | 6 | 5 | -13.0% | -1,650 | | **-0.2%** | |
| **% Working at Home** | 3.8 | 5.5 | 44.1% | -13,020 | | **-1.3%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -66,020 | | **-6.6%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 997,142 | 948,038 | -4.92% | -49104.3593 | | **-4.9%** | |
| **Total Observed Ridership** | 999,482 | 921,265 | -7.83% | -78217 | | **-7.8%** | |
| **Unexplained Change** |  |  |  |  | | **-2.9%** | |

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| **Virginia Beach-Norfolk-Newport News, VA-NC Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 11,378,290 | 11,583,310 | 1.8% | 150,240 | | **0.9%** | |
| **Average Fare (2018$)** | 0.88 | 0.99 | 12.2% | -530,760 | | **-3.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 2,473,770 | 2,546,900 | 3.0% | 108,760 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.38 | 0.37 | -1.4% | -39,540 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -735,670 | | **-4.2%** | |
| **Median Per Capita Income (2018$)** | 30,710 | 31,530 | 2.7% | -37,370 | | **-0.2%** | |
| **% of Households with 0 Vehicles** | 6 | 7 | 4.4% | 11,910 | | **0.1%** | |
| **% Working at Home** | 4.3 | 3.3 | -23.3% | 142,060 | | **0.8%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -2,100,240 | | **-11.9%** | |
| **Bike Share** | - | 1 | 1 | - 155,610 | | **-0.9%** | |
| **Electric Scooters** | - | 1 | 1 | - 563,790 | | **-3.2%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 17,637,198 | 13,860,871 | -21.41% | -3776326.73 | | **-21.4%** | |
| **Total Observed Ridership** | 18,896,387 | 13,357,352 | -29.31% | -5539035 | | **-29.3%** | |
| **Unexplained Change** |  |  |  |  | | **-7.9%** | |

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| **Virginia Beach-Norfolk-Newport News, VA-NC Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 375,060 | 383,470 | 2.2% | 28,070 | | **1.6%** | |
| **Average Fare (2018$)** | 0.45 | 0.83 | 84.4% | -133,920 | | **-7.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 2,473,770 | 2,546,900 | 3.0% | 9,810 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.38 | 0.37 | -1.4% | -3,410 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -67,160 | | **-3.9%** | |
| **Median Per Capita Income (2018$)** | 30,710 | 31,530 | 2.7% | -3,460 | | **-0.2%** | |
| **% of Households with 0 Vehicles** | 6 | 7 | 4.4% | 0,930 | | **0.1%** | |
| **% Working at Home** | 4.3 | 3.3 | -23.3% | 12,330 | | **0.7%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -132,510 | | **-7.7%** | |
| **Bike Share** | - | 1 | 1 | - 15,120 | | **-0.9%** | |
| **Electric Scooters** | - | 1 | 1 | - 54,780 | | **-3.2%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,718,768 | 1,353,830 | -21.23% | -364937.939 | | **-21.2%** | |
| **Total Observed Ridership** | 1,651,310 | 1,461,451 | -11.50% | -189859 | | **-11.5%** | |
| **Unexplained Change** |  |  |  |  | | **9.7%** | |

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| **Visalia-Porterville, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,572,880 | 2,005,190 | 27.5% | 185,070 | | **11.3%** | |
| **Average Fare (2018$)** | 0.72 | 0.99 | 37.6% | -141,730 | | **-8.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 620,740 | 655,540 | 5.6% | 19,370 | | **1.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.29 | 0.30 | 1.9% | 3,760 | | **0.2%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -52,000 | | **-3.2%** | |
| **Median Per Capita Income (2018$)** | 20,090 | 21,960 | 9.3% | -11,060 | | **-0.7%** | |
| **% of Households with 0 Vehicles** | 6 | 4 | -34.5% | -5,880 | | **-0.4%** | |
| **% Working at Home** | 2.9 | 6.0 | 106.0% | -33,780 | | **-2.1%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -97,090 | | **-5.9%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,644,739 | 1,501,130 | -8.73% | -143608.949 | | **-8.7%** | |
| **Total Observed Ridership** | 1,785,496 | 1,360,152 | -23.82% | -425344 | | **-23.8%** | |
| **Unexplained Change** |  |  |  |  | | **-15.1%** | |

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| **Waco, TX Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 777,200 | 793,720 | 2.1% | 11,550 | | **0.9%** | |
| **Average Fare (2018$)** | 0.61 | 0.96 | 57.6% | -84,000 | | **-6.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 343,610 | 384,870 | 12.0% | 24,650 | | **1.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.18 | 0.18 | -1.4% | -0,860 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 3.80 | 2.58 | -32.2% | -42,980 | | **-3.3%** | |
| **Median Per Capita Income (2018$)** | 23,450 | 24,890 | 6.1% | -4,540 | | **-0.3%** | |
| **% of Households with 0 Vehicles** | 8 | 10 | 18.7% | 3,870 | | **0.3%** | |
| **% Working at Home** | 2.1 | 3.8 | 79.8% | -12,220 | | **-0.9%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -143,630 | | **-11.0%** | |
| **Bike Share** | - | 1 | 1 | - 12,070 | | **-0.9%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,304,411 | 982,283 | -24.70% | -322127.523 | | **-24.7%** | |
| **Total Observed Ridership** | 934,740 | 1,250,485 | 33.78% | 315745 | | **33.8%** | |
| **Unexplained Change** |  |  |  |  | | **58.5%** | |

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| **Washington-Arlington-Alexandria, DC-VA-MD-WV Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 71,106,130 | 72,283,800 | 1.7% | 1,457,940 | | **0.8%** | |
| **Average Fare (2018$)** | 1.09 | 1.11 | 1.5% | -1,536,590 | | **-0.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 8,826,440 | 9,562,820 | 8.3% | 3,102,010 | | **1.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.53 | 0.53 | -0.6% | -249,840 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -7,774,590 | | **-4.0%** | |
| **Median Per Capita Income (2018$)** | 44,970 | 48,510 | 7.9% | -881,850 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 10 | 9 | -12.2% | -430,090 | | **-0.2%** | |
| **% Working at Home** | 5.0 | 6.4 | 27.5% | -1,790,320 | | **-0.9%** | |
| **Years Since Ride-hail Start** | 1.0 | 7 | 6 | -20,434,730 | | **-10.6%** | |
| **Bike Share** | 1.00 | 1 | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 6,307,740 | | **-3.3%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 192,798,596 | 158,334,349 | -17.88% | -34464246.8 | | **-17.9%** | |
| **Total Observed Ridership** | 186,302,248 | 157,384,475 | -15.52% | -28917773 | | **-15.5%** | |
| **Unexplained Change** |  |  |  |  | | **2.4%** | |

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| **Washington-Arlington-Alexandria, DC-VA-MD-WV Metro Area-Rail** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 75,874,570 | 85,666,380 | 12.9% | 21,233,450 | | **7.8%** | |
| **Average Fare (2018$)** | 2.32 | 2.20 | -5.1% | 1,731,380 | | **0.6%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | 1 | - | - 18,462,651 | | **-6.5%** | |
| **Population + Employment** | 8,826,440 | 9,562,820 | 8.3% | 4,590,670 | | **1.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.53 | 0.53 | -0.6% | -365,890 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -11,644,380 | | **-4.3%** | |
| **Median Per Capita Income (2018$)** | 44,970 | 48,510 | 7.9% | -1,281,610 | | **-0.5%** | |
| **% of Households with 0 Vehicles** | 10 | 9 | -12.2% | -627,560 | | **-0.2%** | |
| **% Working at Home** | 5.0 | 6.4 | 27.5% | -2,637,990 | | **-1.0%** | |
| **Years Since Ride-hail Start** | 1.0 | 7 | 6 | 3,426,880 | | **1.3%** | |
| **Bike Share** | 1.00 | 1 | - | - | | **0.0%** | |
| **Electric Scooters** | - | 1 | 1 | - 9,189,850 | | **-3.4%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 271,722,778 | 260,081,229 | -4.28% | -11641548.35 | | **-4.3%** | |
| **Total Observed Ridership** | 283,212,684 | 233,283,293 | -17.63% | -49929391 | | **-17.6%** | |
| **Unexplained Change** |  |  |  |  | | **-13.3%** | |

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| **Wenatchee-East Wenatchee, WA Metro Area-Bus** | | | | | | |
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|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,593,730 | 1,797,060 | 12.8% | 53,350 | | **5.9%** | |
| **Average Fare (2018$)** | 0.92 | 0.62 | -32.9% | 91,550 | | **10.0%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 168,630 | 182,820 | 8.4% | 17,090 | | **1.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.09 | 0.09 | 3.4% | 1,020 | | **0.1%** | |
| **Average Gas Price (2018$)** | 4.35 | 3.40 | -21.8% | -26,720 | | **-2.9%** | |
| **Median Per Capita Income (2018$)** | 24,710 | 27,520 | 11.4% | -7,390 | | **-0.8%** | |
| **% of Households with 0 Vehicles** | 6 | 4 | -37.2% | -5,020 | | **-0.6%** | |
| **% Working at Home** | 3.2 | 7.1 | 120.3% | -27,390 | | **-3.0%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -64,320 | | **-7.1%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 911,224 | 943,646 | 3.56% | 32422.47891 | | **3.6%** | |
| **Total Observed Ridership** | 861,913 | 947,095 | 9.88% | 85182 | | **9.9%** | |
| **Unexplained Change** |  |  |  |  | | **6.3%** | |

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| **Wheeling, WV-OH Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 701,920 | 717,450 | 2.2% | 4,420 | | **1.1%** | |
| **Average Fare (2018$)** | 1.04 | 1.12 | 7.9% | -9,100 | | **-2.2%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 208,690 | 200,770 | -3.8% | -3,350 | | **-0.8%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.24 | 0.24 | 0.3% | 0,100 | | **0.0%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -17,590 | | **-4.3%** | |
| **Median Per Capita Income (2018$)** | 23,480 | 27,130 | 15.5% | -4,090 | | **-1.0%** | |
| **% of Households with 0 Vehicles** | 10 | 6 | -40.2% | -3,110 | | **-0.8%** | |
| **% Working at Home** | 2.8 | 2.4 | -14.3% | 0,950 | | **0.2%** | |
| **Years Since Ride-hail Start** | - | 1 | 1 | -12,190 | | **-3.0%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 411,860 | 368,675 | -10.49% | -43185.40464 | | **-10.5%** | |
| **Total Observed Ridership** | 413,551 | 353,457 | -14.53% | -60094 | | **-14.5%** | |
| **Unexplained Change** |  |  |  |  | | **-4.0%** | |

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| **Wichita, KS Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,519,830 | 1,800,240 | 18.5% | 119,650 | | **7.1%** | |
| **Average Fare (2018$)** | 1.02 | 0.92 | -9.8% | 11,680 | | **0.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 914,890 | 940,320 | 2.8% | 11,140 | | **0.7%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.14 | 0.14 | -2.4% | -2,540 | | **-0.2%** | |
| **Average Gas Price (2018$)** | 3.93 | 2.72 | -30.9% | -86,150 | | **-5.1%** | |
| **Median Per Capita Income (2018$)** | 28,750 | 29,190 | 1.5% | -4,020 | | **-0.2%** | |
| **% of Households with 0 Vehicles** | 6 | 6 | 11.2% | 2,080 | | **0.1%** | |
| **% Working at Home** | 3.4 | 2.9 | -15.4% | 4,030 | | **0.2%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -207,810 | | **-12.3%** | |
| **Bike Share** | - | 1 | 1 | - 13,310 | | **-0.8%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,687,716 | 1,570,300 | -6.96% | -117416.2052 | | **-7.0%** | |
| **Total Observed Ridership** | 1,933,525 | 1,421,737 | -26.47% | -511788 | | **-26.5%** | |
| **Unexplained Change** |  |  |  |  | | **-19.5%** | |

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| **Williamsport, PA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 826,820 | 992,430 | 20.0% | 108,730 | | **8.2%** | |
| **Average Fare (2018$)** | 0.68 | 0.62 | -8.6% | 28,450 | | **2.1%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 174,980 | 166,050 | -5.1% | -14,880 | | **-1.1%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.19 | 0.20 | 4.4% | 4,210 | | **0.3%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -49,800 | | **-3.7%** | |
| **Median Per Capita Income (2018$)** | 26,340 | 26,410 | 0.3% | 0,260 | | **0.0%** | |
| **% of Households with 0 Vehicles** | 8 | 4 | -53.5% | -10,900 | | **-0.8%** | |
| **% Working at Home** | 2.4 | 4.7 | 95.8% | -22,770 | | **-1.7%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -85,780 | | **-6.4%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,333,356 | 1,284,354 | -3.68% | -49002.75855 | | **-3.7%** | |
| **Total Observed Ridership** | 1,385,824 | 1,312,783 | -5.27% | -73041 | | **-5.3%** | |
| **Unexplained Change** |  |  |  |  | | **-1.6%** | |

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| **Winston-Salem, NC Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,323,070 | 1,878,220 | 42.0% | 375,750 | | **14.7%** | |
| **Average Fare (2018$)** | 0.60 | 0.53 | -11.5% | 46,920 | | **1.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 700,030 | 910,110 | 30.0% | 169,460 | | **6.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.10 | 0.08 | -13.2% | -15,630 | | **-0.6%** | |
| **Average Gas Price (2018$)** | 3.95 | 2.71 | -31.3% | -125,600 | | **-4.9%** | |
| **Median Per Capita Income (2018$)** | 25,660 | 28,850 | 12.4% | -21,350 | | **-0.8%** | |
| **% of Households with 0 Vehicles** | 7 | 6 | -15.8% | -5,560 | | **-0.2%** | |
| **% Working at Home** | 4.2 | 4.9 | 16.7% | -13,170 | | **-0.5%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -337,470 | | **-13.2%** | |
| **Bike Share** | - | 1 | 1 | - 27,230 | | **-1.1%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 2,560,545 | 2,643,571 | 3.24% | 83025.81762 | | **3.2%** | |
| **Total Observed Ridership** | 2,968,748 | 2,133,710 | -28.13% | -835038 | | **-28.1%** | |
| **Unexplained Change** |  |  |  |  | | **-31.4%** | |

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| **Worcester, MA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 2,158,540 | 2,596,170 | 20.3% | 331,200 | | **8.5%** | |
| **Average Fare (2018$)** | 1.11 | 1.02 | -7.7% | 103,970 | | **2.7%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 1,194,130 | 1,380,880 | 15.6% | 124,430 | | **3.2%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.11 | 0.12 | 4.1% | 8,050 | | **0.2%** | |
| **Average Gas Price (2018$)** | 4.13 | 2.85 | -31.0% | -179,640 | | **-4.6%** | |
| **Median Per Capita Income (2018$)** | 33,210 | 34,200 | 3.0% | -9,860 | | **-0.3%** | |
| **% of Households with 0 Vehicles** | 9 | 11 | 21.6% | 15,810 | | **0.4%** | |
| **% Working at Home** | 3.7 | 6.3 | 68.9% | -79,600 | | **-2.1%** | |
| **Years Since Ride-hail Start** | - | 4 | 4 | -549,740 | | **-14.2%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 3,875,233 | 3,672,948 | -5.22% | -202285.2878 | | **-5.2%** | |
| **Total Observed Ridership** | 3,834,744 | 3,373,789 | -12.02% | -460955 | | **-12.0%** | |
| **Unexplained Change** |  |  |  |  | | **-6.8%** | |

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| **York-Hanover, PA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,838,860 | 1,677,010 | -8.8% | -74,370 | | **-4.1%** | |
| **Average Fare (2018$)** | 1.15 | 1.14 | -1.2% | 7,090 | | **0.4%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 653,750 | 672,990 | 2.9% | 10,570 | | **0.6%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.17 | 0.18 | 4.2% | 4,850 | | **0.3%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -62,880 | | **-3.5%** | |
| **Median Per Capita Income (2018$)** | 30,530 | 32,730 | 7.2% | -7,940 | | **-0.4%** | |
| **% of Households with 0 Vehicles** | 6 | 7 | 12.7% | 2,460 | | **0.1%** | |
| **% Working at Home** | 3.1 | 4.5 | 44.4% | -17,380 | | **-1.0%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -108,100 | | **-5.9%** | |
| **Bike Share** | - | 1 | 1 | - 17,780 | | **-1.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,817,743 | 1,550,720 | -14.69% | -267023.6695 | | **-14.7%** | |
| **Total Observed Ridership** | 1,812,077 | 1,632,435 | -9.91% | -179642 | | **-9.9%** | |
| **Unexplained Change** |  |  |  |  | | **4.8%** | |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Youngstown-Warren-Boardman, OH-PA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,001,750 | 1,319,290 | 31.7% | 180,120 | | **12.8%** | |
| **Average Fare (2018$)** | 0.70 | 0.62 | -11.1% | 38,860 | | **2.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 796,260 | 765,380 | -3.9% | -12,570 | | **-0.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.04 | 0.04 | -7.9% | -1,940 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -57,690 | | **-4.1%** | |
| **Median Per Capita Income (2018$)** | 23,700 | 26,490 | 11.8% | -11,560 | | **-0.8%** | |
| **% of Households with 0 Vehicles** | 8 | 9 | 8.4% | 1,520 | | **0.1%** | |
| **% Working at Home** | 3.0 | 2.8 | -6.7% | 1,430 | | **0.1%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -96,680 | | **-6.9%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,403,076 | 1,446,656 | 3.11% | 43580.2662 | | **3.1%** | |
| **Total Observed Ridership** | 1,344,315 | 1,406,727 | 4.64% | 62412 | | **4.6%** | |
| **Unexplained Change** |  |  |  |  | | **1.5%** | |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Yuba City, CA Metro Area-Bus** | | | | | | |
|  |  |  |  |  |  | |
|  | **Average Values** | | | **Ridership Effect** | | |
| **Description** | **2012** | **2018** | **% Diff** | **Absolute** | **% Diff** | |
|  |  |  |  |  |  | |
| **Vehicle Revenue Miles** | 1,001,750 | 1,319,290 | 31.7% | 180,120 | | **12.8%** | |
| **Average Fare (2018$)** | 0.70 | 0.62 | -11.1% | 38,860 | | **2.8%** | |
| **Network Restructure** | - | - | - | - | | **0.0%** | |
| **Major Maintenance Event** | - | - | - | - | | **0.0%** | |
| **Population + Employment** | 796,260 | 765,380 | -3.9% | -12,570 | | **-0.9%** | |
| **% of Pop+Emp in Transit Supportive Density** | 0.04 | 0.04 | -7.9% | -1,940 | | **-0.1%** | |
| **Average Gas Price (2018$)** | 4.11 | 2.92 | -28.9% | -57,690 | | **-4.1%** | |
| **Median Per Capita Income (2018$)** | 23,700 | 26,490 | 11.8% | -11,560 | | **-0.8%** | |
| **% of Households with 0 Vehicles** | 8 | 9 | 8.4% | 1,520 | | **0.1%** | |
| **% Working at Home** | 3.0 | 2.8 | -6.7% | 1,430 | | **0.1%** | |
| **Years Since Ride-hail Start** | - | 2 | 2 | -96,680 | | **-6.9%** | |
| **Bike Share** | - | - | - | - | | **0.0%** | |
| **Electric Scooters** | - | - | - | - | | **0.0%** | |
| **New Reporters** |  |  |  | - | | **0.0%** | |
| **Total Modeled Ridership** | 1,403,076 | 1,446,656 | 3.11% | 43580.2662 | | **3.1%** | |
| **Total Observed Ridership** | 1,344,315 | 1,406,727 | 4.64% | 62412 | | **4.6%** | |
| **Unexplained Change** |  |  |  |  | | **1.5%** | |