



System Ridership Report: November 2018

System-wide ridership decreased by 1%, or less than 5,300 passengers, for the month of November as compared to November 2017. MTD provided the same weekday service this year as compared to last year. UCSB ridership increased 2.6 % and SBCC ridership decreased 17.9%. UCSB and SBCC had one less school day this November as compared to November 2017.

Table A: Ridership Trends by Fare Component

Fare Categories	Month			Fiscal Year to Date		
	Nov-18	Nov-17	%Change	Jul 18 - Nov 18	Jul 17 - Nov 17	%Change
Persons with Disabilities Cash	2,490	2,697	-7.7%	14,972	14,786	1.3%
Full Fare Prepaid ⁽¹⁾	82,181	74,230	10.7%	475,569	429,825	10.6%
Free	9,503	10,733	-11.5%	54,738	59,266	-7.6%
General Fare	65,330	66,199	-1.3%	372,936	395,250	-5.6%
Santa Barbara City College	61,724	75,224	-17.9%	275,113	313,681	-12.3%
Senior & Disabled Prepaid ⁽²⁾	59,657	57,214	4.3%	314,759	295,959	6.4%
Shuttle	13,733	13,704	0.2%	100,315	112,302	-10.7%
Senior Cash	13,593	13,123	3.6%	75,307	78,669	-4.3%
Youth(K-12) Prepaid ⁽³⁾	47,091	45,614	3.2%	253,612	240,051	5.6%
Special Pass Programs	3,329	5,440	-38.8%	20,996	38,411	-45.3%
Tokens	1,582	1,864	-15.1%	7,958	10,115	-21.3%
Transfers	37,620	41,180	-8.6%	209,505	239,968	-12.7%
UC Santa Barbara	165,883	161,728	2.6%	521,063	475,366	9.6%
Total	563,716	568,950	-0.9%	2,696,843	2,703,649	-0.3%

(1) Includes adult 10-Ride and Unlimited 30-Day Passport use.

(2) Includes seniors' and persons with disabilities' 10-Ride and Unlimited 30-Day Passport use.

(3) Includes student 10-Ride and Unlimited 30-Day Passport use.

Table B: Revenue Hours and Revenue Miles

Metrics	Month			Fiscal Year to Date		
	Nov-18	Nov-17	%Change	Jul 18 - Nov 18	Jul 17 - Nov 17	%Change
Passengers	563,716	568,950	-0.9%	2,696,843	2,703,649	-0.3%
Revenue Hours	17,670	17,700	-0.2%	92,556	91,997	0.6%
Passengers per Rev Hour	31.90	32.14	-0.8%	29.14	29.39	-0.9%
Revenue Miles	211,832	214,974	-1.5%	1,100,921	1,110,341	-0.8%
Passengers per Rev Mile	2.66	2.65	0.5%	2.45	2.43	0.6%

*SOURCE: MTD PASSDAT PROGRAM, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table C: November 2018 System Ridership

LINE	Month			Fiscal Year to Date		
	Nov-18	Nov-17	%Change	Jul 18 - Nov 18	Jul 17 - Nov 17	%Change
1 West Santa Barbara	26,837	26,795	0.2%	143,991	144,673	-0.5%
2 East Santa Barbara	40,240	42,156	-4.5%	211,693	226,053	-6.4%
3 Oak Park	15,764	16,976	-7.1%	84,849	88,072	-3.7%
4 Mesa/SBCC	10,602	11,351	-6.6%	52,951	55,846	-5.2%
5 Mesa / La Cumbre	10,620	11,877	-10.6%	57,277	57,235	0.1%
6 Goleta	46,744	47,202	-1.0%	246,745	245,922	0.3%
7 County Health / Fairview	23,505	23,336	0.7%	125,647	119,746	4.9%
10 Cathedral Oaks	1,637	1,510	8.4%	8,150	7,884	3.4%
11 UCSB	90,696	88,720	2.2%	421,804	401,940	4.9%
12x Goleta Express	15,590	15,488	0.7%	86,584	86,310	0.3%
14 Montecito	6,144	6,755	-9.0%	33,546	36,278	-7.5%
15x SBCC / UCSB Express	24,896	26,450	-5.9%	98,182	105,494	-6.9%
16 City College Shuttle	11,602	11,175	3.8%	43,898	41,853	4.9%
17 Lower West / SBCC	10,569	12,761	-17.2%	57,564	66,850	-13.9%
20 Carpinteria	29,011	23,793	21.9%	146,494	127,657	14.8%
21x Carpinteria Express	-	6,312	-100.0%	9,835	34,163	-71.2%
23 Winchester Canyon	5,327	4,204	26.7%	24,522	20,350	20.5%
24x UCSB Express	50,281	47,659	5.5%	247,276	230,719	7.2%
25 Elwood	5,448	5,200	4.8%	29,341	27,066	8.4%
27 Isla Vista Shuttle	32,493	34,558	-6.0%	105,855	105,199	0.6%
28 UCSB Shuttle	51,411	51,426	0.0%	160,184	153,027	4.7%
36 Seaside Shuttle	4,847	4,534	6.9%	26,560	26,586	-0.1%
37 Crosstown Shuttle	8,175	7,921	3.2%	43,490	41,898	3.8%
90 West Goleta Amtrak Shuttle	688	-	100.0%	4,096	-	100.0%
91 East Goleta Amtrak Shuttle	349	-	100.0%	1,897	-	100.0%
92 Santa Barbara Amtrak Shuttle	453	-	100.0%	2,850	-	100.0%
Booster Services	21,913	21,398	2.4%	90,736	87,310	3.9%
System Subtotal	545,842	549,557	-0.7%	2,566,017	2,538,131	1.1%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	15,070	16,316	-7.6%	105,340	132,034	-20.2%
31 East Beach Waterfront Shuttle	1,806	1,957	-7.7%	15,305	21,447	-28.6%
32 West Beach Waterfront Shuttle	998	1,120	-10.9%	10,181	12,037	-15.4%
DWS Total	17,874	19,393	-7.8%	130,826	165,518	-21.0%
System Total	563,716	568,950	-0.9%	2,696,843	2,703,649	-0.3%

Related Routes						
20, 21x Carpinteria	29,011	30,105	-3.6%	156,329	161,820	-3.4%
1, 2, 37 East/West & Crosstown	75,252	76,872	-2.1%	399,174	412,624	-3.3%
4, 5, 15x, 16, 17 Mesa Lines	68,289	73,614	-7.2%	309,872	327,278	-5.3%
6, 11 State/Hollister	137,440	135,922	1.1%	668,549	647,862	3.2%

*SOURCE: MTD PASSDAT PROGRAM, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

TABLE C NOTES - PERIOD OVER PERIOD COMPARISON EXCEPTIONS: SYSTEM CHANGES AND ENHANCEMENTS OCCUR THROUGHOUT THE YEAR. THESE AFFECT THE QUALITY OF CONCLUSIONS DRAWN WHEN COMPARING RIDERSHIP PERIOD OVER PERIOD FOR THOSE LINES THAT ARE MODIFIED.

Table D: November 2018 - Passengers per Hour

LINE		Month			Fiscal Year to Date		
		Nov-18	Nov-17	%Change	Jul 18 - Nov 18	Jul 17 - Nov 17	%Change
1	West Santa Barbara	30.8	30.8	0.1%	31.0	30.7	0.8%
2	East Santa Barbara	29.7	31.1	-4.6%	29.2	30.6	-4.6%
3	Oak Park	21.2	22.9	-7.1%	21.2	22.1	-4.2%
4	Mesa/SBCC	29.3	31.3	-6.6%	27.2	28.8	-5.6%
5	Mesa / La Cumbre	19.2	21.5	-10.9%	19.5	19.6	-0.5%
6	Goleta	29.2	29.4	-0.9%	29.1	29.9	-2.8%
7	Calle Real / Fairview	19.7	19.6	0.8%	19.6	18.8	4.4%
10	Cathedral Oaks	12.5	11.6	8.4%	11.3	11.0	2.5%
11	UCSB	37.5	36.7	2.2%	32.9	31.8	3.5%
12x	Goleta Express	26.8	26.6	0.6%	28.2	28.4	-0.8%
14	Montecito	15.6	17.2	-9.0%	15.9	17.3	-7.8%
15x	SBCC / UCSB Express	35.1	35.2	-0.3%	31.6	33.0	-4.2%
16	City College Shuttle	38.1	36.7	0.0%	41.5	37.3	0.0%
17	Low er West / SBCC	41.9	50.6	-17.2%	42.3	49.4	-14.3%
20	Carpinteria	20.2	21.1	-4.5%	20.6	21.7	-5.1%
21x	Carpinteria Express	-	19.8	-100.0%	17.6	20.6	-14.7%
23	Winchester Canyon	28.5	22.5	26.7%	24.8	20.5	20.9%
24x	UCSB Express	52.1	49.4	5.4%	48.1	44.8	7.3%
25	Elwood	25.4	24.2	4.8%	25.7	25.0	3.1%
27	Isla Vista Shuttle	52.0	55.5	-6.2%	41.7	41.9	-0.3%
28	UCSB Shuttle	76.7	76.2	0.7%	55.0	52.7	4.2%
36	Seaside Shuttle	14.6	13.5	7.9%	15.0	14.9	0.3%
37	Crosstown Shuttle	17.5	17.0	3.2%	16.9	16.4	2.8%
90	West Goleta Amtrak Shuttle	64.9	-	100.0%	72.9	-	100.0%
91	East Goleta Amtrak Shuttle	32.9	-	100.0%	33.8	-	100.0%
92	Santa Barbara Amtrak Shuttle	29.0	-	100.0%	34.5	-	100.0%
	Booster Services	89.5	82.5	8.4%	87.6	83.0	5.6%
System Average		32.8	32.9	-0.5%	29.9	29.8	0.4%
Downtown Waterfront Shuttles							
30	Downtown Shuttle	19.4	21.0	-7.8%	21.6	26.7	-19.2%
31	East Beach Waterfront Shuttle	11.4	12.4	-7.7%	12.9	17.9	-27.8%
32	West Beach Waterfront Shuttle	12.8	14.5	-11.8%	18.3	21.6	-15.2%
DWS Average		17.6	32.9	-46.5%	19.8	24.7	-20.0%
System Total		31.9	32.1	-0.8%	29.1	29.4	-0.9%

Related Routes							
20, 21x	Carpinteria	48.3	45.0	7.2%	44.3	40.9	8.4%
1, 2, 37	East/West & Crosstown	30.1	30.9	-2.7%	29.9	30.7	-2.4%
4, 5, 15x, 16, 17	Mesa Lines	23.3	25.3	-7.8%	23.3	24.8	-6.3%
6, 11	State/Hollister	26.5	27.0	-1.9%	26.5	27.4	-3.2%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table E: November 2018 – ‘At Capacity’ Loads Indicated

Classified as a 30-foot vehicle with 10 or more standees, or a 40-foot vehicle with 20 or more standees.

LINE	Month			Fiscal Year to Date		
	Nov-18	Nov-17	%Change	Jul 18 - Nov 18	Jul 17 - Nov 17	%Change
1 West Santa Barbara	3	-	100.0%	16	26	-38.5%
2 East Santa Barbara	4	7	-42.9%	52	59	-11.9%
3 Oak Park	-	-	0.0%	4	3	33.3%
4 Mesa/SBCC	-	1	-100.0%	2	7	-71.4%
5 Mesa / La Cumbre	-	5	-100.0%	6	16	-62.5%
6 Goleta	11	13	-15.4%	54	116	-53.4%
7 Calle Real / Fairview	9	-	100.0%	29	5	480.0%
10 Cathedral Oaks	-	-	100.0%	3	1	200.0%
11 UCSB	45	50	-10.0%	168	151	11.3%
12x Goleta Express	6	3	100.0%	62	56	10.7%
14 Montecito	2	2	0.0%	5	10	-50.0%
15x SBCC / UCSB Express	21	5	320.0%	116	49	136.7%
16 City College Shuttle	6	1	500.0%	16	14	14.3%
17 Lower West / SBCC	-	1	-100.0%	7	6	16.7%
20 Carpinteria	7	8	-12.5%	38	17	123.5%
21x Carpinteria Express	-	-	0.0%	1	1	0.0%
23 Winchester Canyon	-	1	-100.0%	4	3	33.3%
24x UCSB Express	82	35	134.3%	328	191	71.7%
25 Elwood	1	1	100.0%	11	1	100.0%
27 Isla Vista Shuttle	50	38	31.6%	145	94	54.3%
28 UCSB Shuttle	17	27	-37.0%	40	68	-41.2%
36 Seaside Shuttle	-	-	0.0%	1	1	0.0%
37 Crosstown Shuttle	-	2	-100.0%	-	3	-100.0%
90 West Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
91 East Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
92 Santa Barbara Amtrak Shuttle	-	-	0.0%	-	-	0.0%
Booster Services	16	16	0.0%	43	82	-47.6%
System Subtotal	280	216	29.6%	1,151	980	17.4%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	4	3	33.3%	53	66	-19.7%
31 East Beach Waterfront Shuttle	-	-	0.0%	1	7	-85.7%
32 West Beach Waterfront Shuttle	-	-	0.0%	-	-	0.0%
DWS Total	4	3	33.3%	54	73	-26.0%
System Total	284	219	29.7%	1,205	1,053	14.4%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table F: November 2018 – ‘Too Full to Board’ Loads Indicated

Passengers were refused service because a vehicle was too full to safely board additional riders.

LINE	Month			Fiscal Year to Date		
	Nov-18	Nov-17	%Change	Jul 18 - Nov 18	Jul 17 - Nov 17	%Change
1 West Santa Barbara	4	1	100.0%	12	1	100.0%
2 East Santa Barbara	2	2	0.0%	4	15	-73.3%
3 Oak Park	1	-	0.0%	1	-	0.0%
4 Mesa/SBCC	-	-	0.0%	-	-	0.0%
5 Mesa / La Cumbre	-	2	-100.0%	5	11	-54.5%
6 Goleta	2	6	-66.7%	19	29	-34.5%
7 Calle Real / Fairview	-	3	100.0%	4	5	-20.0%
10 Cathedral Oaks	-	-	100.0%	2	1	100.0%
11 UCSB	108	90	20.0%	287	223	28.7%
12x Goleta Express	2	2	100.0%	60	35	71.4%
14 Montecito	-	-	0.0%	-	2	-100.0%
15x SBCC / UCSB Express	23	2	1050.0%	76	24	216.7%
16 City College Shuttle	-	-	0.0%	3	4	-25.0%
17 Lower West / SBCC	-	-	0.0%	-	-	0.0%
20 Carpinteria	-	-	100.0%	9	1	800.0%
21x Carpinteria Express	-	-	0.0%	-	-	0.0%
23 Winchester Canyon	4	3	33.3%	12	5	140.0%
24x UCSB Express	62	29	113.8%	320	210	52.4%
25 Ellwood	-	-	0.0%	1	-	100.0%
27 Isla Vista Shuttle	51	27	88.9%	176	80	120.0%
28 UCSB Shuttle	52	93	-44.1%	202	222	-9.0%
36 Seaside Shuttle	1	-	100.0%	7	-	100.0%
37 Crossstown Shuttle	-	-	0.0%	1	1	0.0%
90 West Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
91 East Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
92 Santa Barbara Amtrak Shuttle	-	-	0.0%	-	-	0.0%
Booster Services	20	22	-9.1%	53	67	-20.9%
System Subtotal	332	282	17.7%	1,254	936	34.0%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	5	18	-72.2%	82	321	-74.5%
31 East Beach Waterfront Shuttle	-	1	-100.0%	2	2	0.0%
32 West Beach Waterfront Shuttle	-	-	0.0%	4	7	100.0%
DWS Total	5	19	-73.7%	88	330	-73.3%
System Total	337	301	12.0%	1,342	1,266	6.0%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table G: November 2018 – Bicycles Carried

LINE	Month			Fiscal Year to Date			
	Nov-18	Nov-17	%Change	Jul 18 - Nov 18	Jul 17 - Nov 17	%Change	
1	West Santa Barbara	153	141	8.5%	780	825	-5.5%
2	East Santa Barbara	369	391	-5.6%	1,882	2,190	-14.1%
3	Oak Park	153	142	7.7%	820	766	7.0%
4	Mesa/SBCC	143	142	0.7%	748	806	-7.2%
5	Mesa / La Cumbre	193	190	1.6%	1,022	1,248	-18.1%
6	Goleta	1,029	1,059	-2.8%	5,568	5,735	-2.9%
7	Calle Real / Fairview	557	542	2.8%	3,015	2,895	4.1%
10	Cathedral Oaks	16	33	-51.5%	128	214	-40.2%
11	UCSB	1,816	1,775	2.3%	9,283	8,652	7.3%
12x	Goleta Express	393	563	-30.2%	2,593	3,229	-19.7%
14	Montecito	79	96	-17.7%	529	662	-20.1%
15x	SBCC / UCSB Express	336	399	-15.8%	1,568	1,725	-9.1%
16	City College Shuttle	61	87	-29.9%	283	367	-22.9%
17	Lower West / SBCC	52	78	-33.3%	366	435	-15.9%
20	Carpinteria	543	670	-19.0%	3,073	3,609	-14.9%
21x	Carpinteria Express	-	186	-100.0%	199	1,039	-80.8%
23	Winchester Canyon	82	75	9.3%	559	346	61.6%
24x	UCSB Express	801	901	-11.1%	4,906	4,705	4.3%
25	Elwood	81	86	-5.8%	509	442	15.2%
27	Isla Vista Shuttle	147	219	-32.9%	544	695	-21.7%
28	UCSB Shuttle	258	421	-38.7%	1,046	1,181	-11.4%
36	Seaside Shuttle*	-	-	0.0%	2	-	0.0%
37	Crossstown Shuttle*	1	3	-66.7%	50	86	-41.9%
90	West Goleta Amtrak Shuttle	1	-	100.0%	13	-	100.0%
91	East Goleta Amtrak Shuttle	3	-	100.0%	26	-	100.0%
92	Santa Barbara Amtrak Shuttle	-	-	0.0%	3	-	100.0%
	Booster services	13	21	-38.1%	51	79	-35.4%
System Subtotal		7,280	8,220	-11.4%	39,566	41,931	-5.6%
Downtown Waterfront Shuttles							
30	Downtown Shuttle*	-	-	0.0%	-	-	0.0%
31	East Beach Waterfront Shuttle*	-	-	0.0%	-	-	0.0%
32	West Beach Waterfront Shuttle*	-	-	0.0%	3	-	100.0%
DWS Total		-	-	0.0%	3	-	0.0%
System Total		7,280	8,220	-11.4%	39,569	41,931	-5.6%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

*THE ELECTRIC SHUTTLE CANNOT CARRY BICYCLES, UNLESS REPLACED BY A DIESEL VEHICLE

Table H: November 2018 – Wheelchairs Boarded

LINE	Month			Fiscal Year to Date		
	Nov-18	Nov-17	%Change	Jul 18 - Nov 18	Jul 17 - Nov 17	%Change
1 West Santa Barbara	132	137	-3.6%	635	844	-24.8%
2 East Santa Barbara	108	200	-46.0%	700	1,200	-41.7%
3 Oak Park	56	87	-35.6%	441	432	2.1%
4 Mesa/SBCC	10	3	233.3%	76	61	24.6%
5 Mesa / La Cumbre	22	73	-69.9%	212	349	-39.3%
6 Goleta	138	180	-23.3%	795	988	-19.5%
7 Calle Real / Fairview	205	150	36.7%	885	950	-6.8%
10 Cathedral Oaks	-	-	100.0%	10	3	233.3%
11 UCSB	247	235	5.1%	1,145	1,155	-0.9%
12x Goleta Express	48	51	-5.9%	273	298	-8.4%
14 Montecito	10	59	-83.1%	95	204	-53.4%
15x SBCC / UCSB Express	11	44	-75.0%	47	122	-61.5%
16 City College Shuttle	47	39	20.5%	212	118	79.7%
17 Lower West / SBCC	9	19	-52.6%	80	89	-10.1%
20 Carpinteria	70	167	-58.1%	464	782	-40.7%
21x Carpinteria Express	-	17	-100.0%	27	130	-79.2%
23 Winchester Canyon	3	2	50.0%	26	14	85.7%
24x UCSB Express	46	59	-22.0%	256	283	-9.5%
25 Ellwood	9	5	80.0%	36	29	24.1%
27 Isla Vista Shuttle	5	17	-70.6%	24	35	-31.4%
28 UCSB Shuttle	10	8	25.0%	29	49	-40.8%
36 Seaside Shuttle	6	5	20.0%	15	23	-34.8%
37 Crossstown Shuttle	20	19	5.3%	59	76	-22.4%
90 West Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
91 East Goleta Amtrak Shuttle	-	-	0.0%	-	-	0.0%
92 Santa Barbara Amtrak Shuttle	-	-	0.0%	-	-	0.0%
Booster Services	3	1	200.0%	9	7	28.6%
System Subtotal	1,215	1,577	-23.0%	6,551	8,241	-20.5%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	68	73	-6.8%	431	323	33.4%
31 East Beach Waterfront Shuttle	10	9	11.1%	61	41	48.8%
32 West Beach Waterfront Shuttle	3	3	0.0%	46	22	109.1%
DWS Total	81	85	-4.7%	538	386	39.4%
System Total	1,296	1,662	-22.0%	7,089	8,627	-17.8%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

Table I: Ridership by Day Type

	November 2018			November 2017				
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	463,856	21	22,088	466,102	21	22,195	-107	-0.5%
Saturday	56,974	4	14,244	59,731	4	14,933	-689	-4.6%
Sunday	42,886	4	10,722	43,117	4	10,779	-58	-0.5%
Total	563,716	29	19,438	568,950	29	19,619	-180	-0.9%

	FY 2018			FY 2017				
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	2,241,658	107	20,950	2,230,350	106	21,041	-91	-0.4%
Saturday	246,077	21	11,718	262,585	22	11,936	-218	-1.8%
Sunday	209,108	24	8,713	210,714	24	8,780	-67	-0.8%
Total	2,696,843	152	17,742	2,703,649	152	17,787	-45	-0.3%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION

External Factors Affecting Ridership

Service Days & School Days: MTD provided one more day of weekday service this year as compared to November 2017.

	Weekdays	Saturdays	Sundays	HS + JHS	SBCC	UCSB
Nov-18	21	4	4	16	19	19
Nov-17	21	4	4	15	20	20

*SOURCE: GREGORIAN CALENDAR, SB AREA SCHOOL DISTRICT, SBCC, UCSB. SS=SUMMER SESSION

Weather: The Max temperatures were slightly lower this November as compared to November 2017.

	Temperature (°F)	High	Average	Low	Precipitation
Nov-18	Maximum	81	67	55	Weekday: 1.01 in (3 days)
	Mean	72	59	46	Saturday: 0.0 in(0 days) 1.01 in
	Minimum	63	55	39	Sunday: 0.0 in (0 days)
Nov-17	Maximum	61	58	54	Weekday: .07 in (1 days)
	Mean	57	50	43	Saturday: 0 in (0 days) .07 in
	Minimum	48	39	25	Sunday: .4 in (1 day)

*SOURCE: WWW.WUNDERGROUND.COM

Addendum: Data Source Documentation

*GFI Genfare data is taken directly from the electronic fare box system on each MTD vehicle so equipped. In general, GFI data has not been verified, modified, adjusted, added, or removed since being captured at the time of the driver/passenger transaction. GFI data is considered raw data.

*Passdat program accuracy is determined by the amount of GFI fare box data that remains unchanged as compared to Trapeze Run and Trip templates for the evaluation time period. Both human and mechanical errors influence the need to make manual adjustments. These corrections are defined and determined by evaluation of historical and experiential ridership patterns.