



System Ridership Report: December 2017

System-wide ridership decreased 16.8%, or more than 67,000 passengers, for the month of December as compared to December 2016. The Thomas Fire midway through the month had a significant negative effect on ridership particularly with school closures as well as eliminated service on the Seaside Shuttle and reduced service on Lines 14, 20 and 21x for a number of days for safety reasons.

Table A: Ridership Trends by Fare Component

Fare Categories	Month			Fiscal Year to Date		
	Dec-17	Dec-16	%Change	Jul 17 - Dec 17	Jul 16 - Dec 16	%Change
General Fare	55,812	69,172	-19.3%	450,700	476,471	-5.4%
Transfers	33,847	37,511	-9.8%	273,781	267,763	2.2%
Full Fare Prepaid ⁽¹⁾	55,405	68,008	-18.5%	484,481	508,351	-4.7%
Santa Barbara City College	22,938	35,054	-34.6%	336,587	374,592	-10.1%
Senior & Disabled Prepaid ⁽²⁾	50,044	52,891	-5.4%	345,963	336,610	2.8%
Shuttle (DWE & Seaside)	6,776	12,218	-44.5%	119,078	126,312	-5.7%
UC Santa Barbara	59,241	53,725	10.3%	534,261	485,889	10.0%
Student Prepaid ⁽³⁾	19,401	37,117	-47.7%	258,518	288,834	-10.5%
Free	9,658	9,196	5.0%	68,918	67,811	1.6%
My Ride	4,251	5,968	-28.8%	42,650	51,104	-16.5%
Senior	10,696	13,611	-21.4%	89,359	101,396	-11.9%
Persons with Disabilities	2,397	2,985	-19.7%	17,183	19,663	-12.6%
Tokens	1,745	2,076	-15.9%	11,763	12,256	-4.0%
Total	332,211	399,532	-16.8%	3,033,242	3,117,052	-2.7%

(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		
	Dec-17	Dec-16	%Change	Jul 17 - Dec 17	Jul 16 - Dec 16	%Change
Passengers	332,211	399,532	-16.8%	3,033,242	3,117,052	-2.7%
Revenue Hours	17,034	16,707	2.0%	108,335	104,444	3.7%
Passengers per Rev Hour	19.50	23.91	-18.4%	28.00	29.84	-6.2%
Miles	206,516	200,390	3.1%	1,310,243	1,260,687	3.9%
Passengers per Mile	1.61	1.99	-19.3%	2.32	2.47	-6.4%

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

Table C: December 2017 System Ridership

LINE	Month			Fiscal Year to Date		
	Dec-17	Dec-16	%Change	Jul 17 - Dec 17	Jul 16 - Dec 16	%Change
1 West Santa Barbara	20,671	25,389	-18.6%	165,344	172,007	-3.9%
2 East Santa Barbara	31,901	39,155	-18.5%	257,954	262,389	-1.7%
3 Oak Park	11,648	14,540	-19.9%	99,720	97,958	1.8%
4 Mesa/SBCC	7,132	7,623	-6.4%	62,978	63,372	-0.6%
5 Mesa / La Cumbre	6,741	8,518	-20.9%	63,976	71,339	-10.3%
6 Goleta	37,781	42,744	-11.6%	283,703	295,423	-4.0%
7 County Health / Fairview	18,181	19,204	-5.3%	137,927	112,765	22.3%
8 County Health	-	-	0.0%	-	13,743	-100.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	4,257	-100.0%
10 Cathedral Oaks	737	1,462	-49.6%	8,621	10,490	-17.8%
11 UCSB	56,779	61,746	-8.0%	458,719	453,752	1.1%
12x Goleta Express	12,052	15,567	-22.6%	98,362	114,675	-14.2%
14 Montecito	4,803	6,603	-27.3%	41,081	42,819	-4.1%
15x SBCC / UCSB Express	4,838	7,814	-38.1%	110,332	126,342	-12.7%
16 City College Shuttle	1,313	3,408	-61.5%	43,166	47,114	-8.4%
17 Lower West / SBCC	7,605	9,041	-15.9%	74,455	78,059	-4.6%
20 Carpinteria	17,461	20,980	-16.8%	145,118	145,611	-0.3%
21x Carpinteria Express	3,862	5,846	-33.9%	38,025	42,262	-10.0%
23 Winchester Canyon	2,518	3,199	-21.3%	22,868	30,292	-24.5%
24x UCSB Express	25,050	31,721	-21.0%	255,769	281,129	-9.0%
25 Elwood	4,146	4,123	0.6%	31,212	28,897	8.0%
27 Isla Vista Shuttle	13,535	12,466	8.6%	118,734	106,368	11.6%
28 UCSB Shuttle	17,757	13,766	29.0%	170,784	133,114	28.3%
36 Seaside Shuttle	1,889	4,000	-52.8%	28,475	33,218	-14.3%
37 Crosstown Shuttle	5,414	6,115	-11.5%	47,312	44,663	5.9%
Booster Services	5,037	16,480	-69.4%	92,347	106,899	-13.6%
System Subtotal	318,851	381,510	-16.4%	2,856,982	2,918,957	-2.1%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	11,268	15,762	-28.5%	143,302	163,748	-12.5%
31 East Beach Waterfront Shuttle	1,236	1,451	-14.8%	22,683	24,299	-6.7%
32 West Beach Waterfront Shuttle	856	809	5.8%	12,893	10,341	24.7%
Unknown/Miscellaneous			0.0%	-	-	0.0%
System Total	332,211	399,532	-16.8%	3,035,860	3,117,345	-2.6%
Related Routes						
20, 21x Carpinteria	21,323	26,826	-20.5%	183,143	187,873	-2.5%
1, 2, 37 East/West & Crosstown	57,986	70,659	-17.9%	470,610	479,059	-1.8%
4, 5, 15x, 16, 17 Mesa Lines	27,629	36,404	-24.1%	354,907	386,226	-8.1%
7, 8, 9 Calle Real	18,181	19,204	-5.3%	137,927	130,765	5.5%
6, 11 State/Hollister	94,560	104,490	-9.5%	742,422	749,175	-0.9%

*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: December 2017 - Passengers per Hour

LINE	Month			Fiscal Year to Date			
	Dec-17	Dec-16	%Change	Jul 17 - Dec 17	Jul 16 - Dec 16	%Change	
1	West Santa Barbara	22.8	26.1	-12.8%	29.5	29.5	-0.1%
2	East Santa Barbara	22.6	25.4	-11.0%	29.3	28.4	3.4%
3	Oak Park	15.0	18.2	-17.4%	20.9	19.1	9.8%
4	Mesa/SBCC	18.9	19.6	-3.9%	27.2	27.2	-0.2%
5	Mesa / La Cumbre	11.7	14.6	-19.4%	18.3	20.3	-10.0%
6	Goleta	22.8	27.9	-18.2%	28.7	31.5	-8.7%
7	Calle Real / Fairview	14.6	15.1	-3.1%	18.1	18.1	0.1%
8	Calle Real / Turnpike	20.0	-	100.0%	-	26.0	-100.0%
9	Calle Real / Old Town Shuttle	20.0	-	100.0%	-	11.7	-100.0%
10	Cathedral Oaks	5.4	10.1	-47.1%	10.1	13.2	-23.8%
11	UCSB	22.6	25.2	-10.5%	30.3	30.1	0.7%
12x	Goleta Express	20.0	26.4	-24.3%	27.0	31.9	-15.2%
14	Montecito	11.7	15.5	-24.3%	16.4	17.0	-3.4%
15x	SBCC / UCSB Express	16.5	30.5	-45.9%	31.6	36.6	-13.5%
16	City College Shuttle	13.7	30.4	-55.1%	35.5	38.7	-8.4%
17	Lower West / SBCC	28.9	33.3	-13.2%	46.0	48.0	-4.1%
20	Carpinteria	14.9	18.4	-19.1%	20.5	20.5	0.4%
21x	Carpinteria Express	11.6	18.8	-38.6%	19.1	21.9	-12.8%
23	Winchester Canyon	13.0	16.1	-19.2%	19.3	21.7	-11.4%
24x	UCSB Express	25.0	30.8	-18.9%	41.6	45.4	-8.5%
25	Elwood	18.6	21.1	-11.9%	23.9	27.1	-11.8%
27	Isla Vista Shuttle	26.0	26.6	-2.4%	39.2	35.0	12.0%
28	UCSB Shuttle	47.2	50.0	-5.7%	52.1	50.0	4.2%
36	Seaside Shuttle	5.4	11.3	-52.2%	13.4	15.6	-14.5%
37	Crosstown Shuttle	11.0	11.9	-7.1%	15.6	14.6	6.9%
	Booster Services	29.6	88.8	-66.7%	75.5	88.8	-15.0%
<i>System Average</i>		19.8	23.9	-17.1%	28.2	29.1	-3.1%
Downtown Waterfront Shuttles							
30	Downtown Shuttle	14.1	19.3	-27.1%	25.0	27.6	-9.6%
31	East Beach Waterfront Shuttle	7.6	8.9	-14.7%	16.6	17.5	-4.9%
32	West Beach Waterfront Shuttle	10.7	10.1	5.8%	20.3	16.2	24.8%
<i>System Total</i>		19.4	23.5	-17.4%	27.8	28.8	-3.3%

Related Routes							
20, 21x	Carpinteria	14.2	18.5	-23.4%	20.2	20.8	-2.6%
1, 2, 37	East/West & Crosstown	20.6	23.3	-11.5%	27.0	26.4	2.2%
4, 5, 15x, 16, 17	Mesa Lines	17.2	22.6	-23.7%	29.2	31.8	-8.1%
7, 8, 9	Calle Real/Fairview	14.6	15.1	-3.1%	18.1	18.3	-1.4%
6, 11	State/Hollister	22.7	26.3	-13.6%	29.7	30.6	-3.1%

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

Table E: December 2017 – ‘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		
	Dec-17	Dec-16	%Change	Jul 17 - Dec 17	Jul 16 - Dec 16	%Change
1 West Santa Barbara	3	1	200.0%	29	10	190.0%
2 East Santa Barbara	7	6	16.7%	66	25	164.0%
3 Oak Park	-	1	-100.0%	3	11	-72.7%
4 Mesa/SBCC	-	-	0.0%	7	5	40.0%
5 Mesa / La Cumbre	1	-	100.0%	17	22	-22.7%
6 Goleta	8	13	-38.5%	124	167	-25.7%
7 Calle Real / Fairview	1	2	-50.0%	6	9	-33.3%
8 Calle Real / Turnpike	-	-	0.0%	-	1	-100.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10 Cathedral Oaks	-	3	-100.0%	1	4	-75.0%
11 UCSB	8	14	-42.9%	159	156	1.9%
12x Goleta Express	1	5	-80.0%	57	30	90.0%
14 Montecito	1	-	100.0%	11	4	175.0%
15x SBCC / UCSB Express	2	8	-75.0%	51	83	-38.6%
16 City College Shuttle	1	2	-50.0%	15	17	-11.8%
17 Lower West / SBCC	1	-	100.0%	7	15	-53.3%
20 Carpinteria	-	5	-100.0%	17	19	-10.5%
21x Carpinteria Express	-	-	0.0%	1	6	-83.3%
23 Winchester Canyon	-	-	0.0%	3	5	-40.0%
24x UCSB Express	5	12	-58.3%	196	199	-1.5%
25 Elwood	2	1	100.0%	3	5	-40.0%
27 Isla Vista Shuttle	19	9	111.1%	113	39	189.7%
28 UCSB Shuttle	13	6	116.7%	81	79	2.5%
36 Seaside Shuttle	-	-	0.0%	1	5	-80.0%
37 Crosstown Shuttle	1	2	-50.0%	4	5	-20.0%
Booster Services	1	18	-94.4%	83	95	-12.6%
System Subtotal	75	108	-30.6%	1,055	1,016	3.8%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	5	3	66.7%	71	85	-16.5%
31 East Beach Waterfront Shuttle	-	-	0.0%	7	7	0.0%
32 West Beach Waterfront Shuttle	-	-	0.0%	-	-	0.0%
Unknown	-	2	-100.0%	2	23	-91.3%
System Total	80	113	-29.2%	1,135	1,131	0.4%

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

Table F: December 2017 – ‘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		
	Dec-17	Dec-16	%Change	Jul 17 - Dec 17	Jul 16 - Dec 16	%Change
1 West Santa Barbara	1	1	0.0%	3	7	-57.1%
2 East Santa Barbara	1	-	100.0%	16	10	60.0%
3 Oak Park	-	-	0.0%	-	5	-100.0%
4 Mesa/SBCC	-	-	0.0%	-	1	-100.0%
5 Mesa / La Cumbre	-	-	0.0%	12	2	500.0%
6 Goleta	2	3	-33.3%	41	63	-34.9%
7 Calle Real / Fairview	-	-	0.0%	5	2	150.0%
8 Calle Real / Turnpike	-	-	0.0%	-	-	0.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	-	0.0%
10 Cathedral Oaks	-	2	-100.0%	1	2	-50.0%
11 UCSB	36	21	71.4%	279	178	56.7%
12x Goleta Express	-	-	0.0%	38	23	65.2%
14 Montecito	-	-	0.0%	2	3	-33.3%
15x SBCC / UCSB Express	2	1	100.0%	29	52	-44.2%
16 City College Shuttle	1	-	100.0%	5	6	-16.7%
17 Lower West / SBCC	1	-	100.0%	1	6	-83.3%
20 Carpinteria	-	-	0.0%	1	5	-80.0%
21x Carpinteria Express	-	-	0.0%	-	-	0.0%
23 Winchester Canyon	1	-	100.0%	6	4	50.0%
24x UCSB Express	9	12	-25.0%	252	291	-13.4%
25 Elwood	-	-	0.0%	-	4	-100.0%
27 Isla Vista Shuttle	23	18	27.8%	110	134	-17.9%
28 UCSB Shuttle	32	16	100.0%	283	223	26.9%
36 Seaside Shuttle	-	-	0.0%	-	11	-100.0%
37 Crosstown Shuttle	-	2	-100.0%	1	5	-80.0%
Booster Services	2	11	-81.8%	75	50	50.0%
System Subtotal	111	87	27.6%	1,160	1,087	6.7%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	7	21	-66.7%	379	445	-14.8%
31 East Beach Waterfront Shuttle	-	1	-100.0%	2	29	-93.1%
32 West Beach Waterfront Shuttle	-	1	-100.0%	6	2	200.0%
Unknown	-	4	-100.0%	1	48	-97.9%
System Total	118	114	3.5%	1,548	1,611	-3.9%

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

Table G: December 2017 – Bicycles Carried

LINE	Month			Fiscal Year to Date		
	Dec-17	Dec-16	%Change	Jul 17 - Dec 17	Jul 16 - Dec 16	%Change
1 West Santa Barbara	176	191	-7.9%	1,001	1,202	-16.7%
2 East Santa Barbara	355	486	-27.0%	2,545	2,908	-12.5%
3 Oak Park	93	156	-40.4%	859	858	0.1%
4 Mesa/SBCC	95	65	46.2%	901	921	-2.2%
5 Mesa / La Cumbre	109	184	-40.8%	1,360	1,566	-13.2%
6 Goleta	995	1,293	-23.0%	6,730	7,936	-15.2%
7 Calle Real / Fairview	414	450	-8.0%	3,309	2,755	20.1%
8 Calle Real / Turnpike	-	-	0.0%	-	330	-100.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	51	-100.0%
10 Cathedral Oaks	12	24	-50.0%	226	250	-9.6%
11 UCSB	1,461	1,802	-18.9%	10,107	11,227	-10.0%
12x Goleta Express	388	528	-26.5%	3,612	4,011	-9.9%
14 Montecito	72	119	-39.5%	734	863	-14.9%
15x SBCC / UCSB Express	117	150	-22.0%	1,839	1,857	-1.0%
16 City College Shuttle	10	42	-76.2%	377	425	-11.3%
17 Lower West / SBCC	60	59	1.7%	495	716	-30.9%
20 Carpinteria	597	571	4.6%	4,201	3,684	14.0%
21x Carpinteria Express	132	220	-40.0%	1,171	1,393	-15.9%
23 Winchester Canyon	56	110	-49.1%	402	617	-34.8%
24x UCSB Express	630	933	-32.5%	5,335	6,936	-23.1%
25 Elwood	56	111	-49.5%	499	624	-20.0%
27 Isla Vista Shuttle	147	79	86.1%	842	779	8.1%
28 UCSB Shuttle	150	104	44.2%	1,331	839	58.6%
36 Seaside Shuttle*	-	-	0.0%	-	-	0.0%
37 Crosstown Shuttle*	13	5	160.0%	99	20	395.0%
Booster services	7	6	16.7%	83	96	-13.5%
System Subtotal	6,145	7,688	-20.1%	48,058	52,864	-9.1%
Downtown Waterfront Shuttles						
30 Downtown Shuttle*	-	-	N/A	-	-	N/A
31 East Beach Waterfront Shuttle*	-	-	N/A	-	-	N/A
32 West Beach Waterfront Shuttle*	-	-	N/A	-	-	N/A
Unknown	-	15	-100.0%	8	610	-98.7%
System Total	6,145	7,703	-20.2%	48,066	53,474	-10.1%

*SOURCE: GFI GENFARE, MTD TRANSIT DEVELOPMENT DEPARTMENT, PLANNING SECTION
 *THE ELECTRIC SHUTTLE CANNOT CARRY BICYCLES, UNLESS REPLACED BY A DIESEL VEHICLE

Table H: December 2017 – Wheelchairs Boarded

LINE	Month			Fiscal Year to Date		
	Dec-17	Dec-16	%Change	Jul 17 - Dec 17	Jul 16 - Dec 16	%Change
1 West Santa Barbara	144	94	53.2%	988	665	48.6%
2 East Santa Barbara	241	171	40.9%	1,441	1,009	42.8%
3 Oak Park	64	137	-53.3%	496	749	-33.8%
4 Mesa/SBCC	9	13	-30.8%	70	70	0.0%
5 Mesa / La Cumbre	35	58	-39.7%	384	398	-3.5%
6 Goleta	134	203	-34.0%	1,124	1,092	2.9%
7 Calle Real / Fairview	140	155	-9.7%	1,088	890	22.2%
8 Calle Real / Turnpike	-	-	0.0%	-	86	-100.0%
9 Calle Real / Old Town Shuttle	-	-	0.0%	-	33	-100.0%
10 Cathedral Oaks	-	1	-100.0%	3	9	-66.7%
11 UCSB	192	207	-7.2%	1,346	1,221	10.2%
12x Goleta Express	53	55	-3.6%	351	361	-2.8%
14 Montecito	46	15	206.7%	250	124	101.6%
15x SBCC / UCSB Express	7	11	-36.4%	129	121	6.6%
16 City College Shuttle	4	4	0.0%	122	163	-25.2%
17 Lower West / SBCC	12	18	-33.3%	101	138	-26.8%
20 Carpinteria	161	81	98.8%	942	533	76.7%
21x Carpinteria Express	8	27	-70.4%	138	139	-0.7%
23 Winchester Canyon	2	9	-77.8%	16	33	-51.5%
24x UCSB Express	30	37	-18.9%	313	273	14.7%
25 Elwood	5	3	66.7%	34	34	0.0%
27 Isla Vista Shuttle	5	4	25.0%	40	11	263.6%
28 UCSB Shuttle	2	3	-33.3%	51	15	240.0%
36 Seaside Shuttle	3	3	0.0%	31	36	-13.9%
37 Crosstown Shuttle	12	5	140.0%	89	47	89.4%
Booster Services	-	1	-100.0%	5	3	66.7%
System Subtotal	1,309	1,315	-0.5%	9,552	8,253	15.7%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	33	60	-45.0%	356	506	-29.6%
31 East Beach Waterfront Shuttle	9	4	125.0%	49	65	-24.6%
32 West Beach Waterfront Shuttle	7	-	100.0%	31	10	210.0%
Unknown	-	7	-100.0%	5	36	-86.1%
System Total	1,358	1,386	-2.0%	9,993	8,870	12.7%

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

Table I: Ridership by Day Type

December 2017

December 2016

	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	262,262	20	13,113	330,003	21	15,714	-2,601	-16.6%
Saturday	40,339	5	8,068	42,670	5	8,534	-466	-5.5%
Sunday	29,610	5	5,922	26,859	4	6,715	-793	-11.8%
Total	332,211	30	11,074	399,532	30	13,318	-2,244	-16.8%

FY 2017

FY 2016

	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	2,492,278	124	20,099	2,582,214	124	20,824	-725	-3.5%
Saturday	302,924	28	10,819	307,110	28	10,968	-150	-1.4%
Sunday	240,658	30	8,022	228,021	30	7,601	421	5.5%
Total	3,035,860	182	16,681	3,117,345	182	17,128	-448	-2.6%

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

External Factors Affecting Ridership

Service Days & School Days: MTD provided one less day of weekday service this December as compared to December 2016. All schools were affected by the Thomas fire and had closures due to the smoke and ash.

	Weekdays	Saturdays	Sundays	HS + JHS	SBCC	UCSB
Dec-17	20	5	5	6	4	6
Dec-16	21	5	4	12	7	7

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

Weather: Average temperatures for December 2017 were significantly cooler than in December 2016. There was also zero precipitation days in December 2017, compared to eight in 2016.

	Temperature (°F)	High	Average	Low	Precipitation
Dec-17	Maximum	78	59	45	Weekday: 0 in (0 days)
	Mean	68	53	37	Saturday: 0 in (0 day)
	Minimum	59	45	28	Sunday: 0 in (0 days)
Dec-16	Maximum	65	53	41	Weekday: 3.17 in (7 days)
	Mean	64	52	40	Saturday: .02 in (1 day)
	Minimum	63	52	40	Sunday: 0 in (0 days)

*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.