



System Ridership Report: September 2019

System-wide ridership increased by 6.2%, or more than 29,700 passengers, for the month of September as compared to September 2018. MTD provided the same amount of weekday service day this year as compared to last year. UCSB ridership increased 19.7% and SBCC ridership increased 2.1%. UCSB and SBCC had one more school day in September as compared to September 2018.

Table A: Ridership Trends by Fare Component

Fare Categories	Month			Fiscal Year to Date		
	Sep-19	Sep-18	%Change	Jul 19 - Sep 19	Jul 18 - Sep 18	%Change
Persons with Disabilities Cash	2,127	3,188	-33.3%	6,942	9,587	-27.6%
Full Fare Prepaid ⁽¹⁾	90,552	87,377	3.6%	299,418	295,687	1.3%
Free	10,424	10,789	-3.4%	30,813	34,131	-9.7%
General Fare	74,029	71,147	4.1%	232,955	233,019	0.0%
Santa Barbara City College	77,502	75,932	2.1%	130,764	128,294	1.9%
Senior & Disabled Prepaid ⁽²⁾	62,112	61,213	1.5%	191,026	188,034	1.6%
Shuttle	18,330	18,673	-1.8%	72,070	70,421	2.3%
Senior Cash	16,904	15,984	5.8%	51,300	46,369	10.6%
Youth(K-12) Prepaid ⁽³⁾	55,017	49,758	10.6%	152,419	144,886	5.2%
Special Pass Programs	4,351	3,755	15.9%	12,894	13,368	-3.5%
Tokens	1,449	1,397	3.7%	4,878	4,736	3.0%
Transfers	39,657	39,722	-0.2%	121,098	128,867	-6.0%
UC Santa Barbara	81,451	68,040	19.7%	158,179	137,885	14.7%
Total	533,905	506,975	5.3%	1,464,756	1,435,284	2.1%

(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		
	Sep-19	Sep-18	%Change	Jul 19 - Sep 19	Jul 18 - Sep 18	%Change
Passengers	533,905	506,975	5.3%	1,464,756	1,435,284	2.1%
Revenue Hours	18,141	17,770	2.1%	55,299	54,400	1.7%
Passengers per Rev Hour	29.43	28.53	3.2%	26.49	26.38	0.4%
Revenue Miles	222,560	213,807	4.1%	656,414	638,122	2.9%
Passengers per Rev Mile	2.40	2.37	1.2%	2.23	2.25	-0.8%

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

Table C: September 2019 System Ridership

LINE	Month			Fiscal Year to Date		
	Sep-19	Sep-18	%Change	Jul 19 - Sep 19	Jul 18 - Sep 18	%Change
1 West Santa Barbara	29,114	29,099	0.1%	81,347	84,161	-3.3%
2 East Santa Barbara	43,856	42,294	3.7%	125,370	124,590	0.6%
3 Oak Park	17,283	16,957	1.9%	49,593	49,864	-0.5%
4 Mesa/SBCC	13,230	11,257	17.5%	32,760	29,777	10.0%
5 Mesa / La Cumbre	12,451	12,140	2.6%	32,780	33,270	-1.5%
6 Goleta	50,936	48,305	5.4%	148,264	145,476	1.9%
7 County Health / Fairview	24,656	24,152	2.1%	75,577	74,866	0.9%
10 Cathedral Oaks	2,068	1,815	13.9%	4,823	4,332	11.3%
11 UCSB	79,144	73,194	8.1%	225,588	220,096	2.5%
12x Goleta Express	14,388	14,783	-2.7%	48,311	52,727	-8.4%
14 Montecito	6,522	6,338	2.9%	19,525	20,044	-2.6%
15x SBCC / UCSB Express	25,976	24,362	6.6%	39,344	39,241	0.3%
16 City College Shuttle	14,161	13,472	5.1%	17,447	17,392	0.3%
17 Lower West / SBCC	11,886	11,447	3.8%	33,175	33,710	-1.6%
20 Carpinteria	31,499	29,558	6.6%	97,311	83,268	16.9%
23 Winchester Canyon	4,005	4,399	-9.0%	11,856	13,544	-12.5%
24x UCSB Express	33,378	36,503	-8.6%	137,144	134,533	1.9%
25 Elwood	5,609	5,530	1.4%	18,285	16,944	7.9%
27 Isla Vista Shuttle	16,272	14,105	15.4%	33,077	29,641	11.6%
28 UCSB Shuttle	30,154	20,098	50.0%	58,496	41,264	41.8%
36 Seaside Shuttle	7,174	5,466	31.2%	18,378	15,549	18.2%
37 Crosstown Shuttle	8,103	8,742	-7.3%	23,188	24,483	-5.3%
90 West Goleta Amtrak Shuttle	937	756	23.9%	2,790	2,503	11.5%
91 East Goleta Amtrak Shuttle	457	303	50.8%	1,140	1,032	10.5%
92 Santa Barbara Amtrak Shuttle	358	511	-29.9%	963	1,782	-46.0%
Booster Services	28,376	26,643	6.5%	41,296	37,712	9.5%
System Subtotal	511,993	482,229	6.2%	1,377,828	1,341,636	2.7%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	17,531	19,829	-11.6%	68,369	74,390	-8.1%
31 East Beach Waterfront Shuttle	n/a	2,402	n/a	n/a	11,403	n/a
32 West Beach Waterfront Shuttle	n/a	2,515	n/a	n/a	7,855	n/a
34 Downtown Shuttle	4,381	-	100.0%	18,559	-	100.0%
DWS Total	21,912	24,746	-11.5%	86,928	93,648	-7.2%
System Total	533,905	506,975	5.3%	1,464,756	1,435,284	2.1%

Related Routes						
11, 24x, 27, 28 UCSB Lines	158,948	143,900	10.5%	454,305	425,534	6.8%
1, 2, 37 East/West & Crosstown	81,073	80,135	1.2%	229,905	233,234	-1.4%
4, 5, 15x, 16, 17 Mesa Lines	77,704	72,678	6.9%	155,506	153,390	1.4%
6, 11 State/Hollister	130,080	121,499	7.1%	373,852	365,572	2.3%

*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: September 2019 - Passengers per Hour

LINE		Month			Fiscal Year to Date		
		Sep-19	Sep-18	%Change	Jul 19 - Sep 19	Jul 18 - Sep 18	%Change
1	West Santa Barbara	32.3	32.7	-1.4%	28.8	30.0	-4.0%
2	East Santa Barbara	31.2	30.6	2.0%	28.5	28.5	-0.1%
3	Oak Park	22.3	22.5	-1.0%	20.4	20.7	-1.5%
4	Mesa/SBCC	36.2	30.6	18.3%	28.1	25.4	10.5%
5	Mesa / La Cumbre	21.7	21.4	1.4%	18.3	18.8	-2.2%
6	Goleta	30.5	29.3	4.1%	28.9	28.5	1.5%
7	Calle Real / Fairview	19.8	19.9	-0.3%	19.4	19.4	0.2%
10	Cathedral Oaks	15.0	13.7	9.6%	11.0	10.0	10.1%
11	UCSB	31.5	29.5	7.1%	29.0	28.4	2.1%
12x	Goleta Express	23.9	24.7	-3.4%	26.0	28.4	-8.6%
14	Montecito	16.3	16.1	1.6%	15.3	15.9	-3.8%
15x	SBCC / UCSB Express	34.3	34.3	-0.2%	25.7	25.8	-0.4%
16	City College Shuttle	44.2	44.3	-0.1%	43.6	45.2	-3.7%
17	Low er West / SBCC	43.5	44.9	-3.0%	39.4	41.1	-4.3%
20	Carpinteria	21.2	20.2	5.0%	20.9	20.4	2.4%
23	Winchester Canyon	20.7	23.0	-9.8%	19.7	22.6	-12.8%
24x	UCSB Express	33.3	36.9	-9.7%	43.7	43.2	1.3%
25	Elw ood	25.2	25.2	0.2%	26.4	24.6	7.4%
27	Isla Vista Shuttle	36.3	32.9	10.2%	27.3	24.9	9.7%
28	UCSB Shuttle	50.0	38.4	30.3%	36.7	27.7	32.6%
36	Seaside Shuttle	20.7	16.0	29.7%	17.2	14.5	18.4%
37	Crosstow n Shuttle	16.5	18.8	-11.9%	14.8	15.8	-6.8%
90	West Goleta Amtrak Shuttle	88.4	75.1	17.8%	82.3	75.0	9.7%
91	East Goleta Amtrak Shuttle	43.1	30.1	43.3%	33.6	30.9	8.7%
92	Santa Barbara Amtrak Shuttle	23.0	34.5	-33.4%	19.3	36.3	-46.8%
	Booster Services	95.6	92.4	3.5%	90.2	85.8	5.1%
System Average		30.0	29.0	3.6%	27.1	26.6	1.8%
Downtown Waterfront Shuttles							
30	Dow ntow n Shuttle	21.5	23.3	-8.0%	21.3	22.5	-5.4%
31	East Beach Waterfront Shuttle	n/a	13.2	n/a	n/a	13.3	n/a
32	West Beach Waterfront Shuttle	n/a	28.4	n/a	n/a	20.0	n/a
34	Dow ntow n Shuttle	16.7	n/a	n/a	14.9	n/a	n/a
DWS Average		20.3	29.0	-29.9%	19.5	20.5	-5.1%
System Total		29.4	28.5	3.2%	26.5	26.1	1.4%

Related Routes							
11, 24x, 27, 28 UCSB Lines	151	138	9.8%	137	124	10.1%	
1, 2, 37 East/West & Crosstow n	29.0	29.3	-1.0%	26.2	26.8	-2.3%	
4, 5, 15x, 16, 17 Mesa Lines	33.9	33.0	2.9%	27.1	27.1	0.3%	
6, 11 State/Hollister	31.1	29.4	5.9%	29.0	28.4	1.9%	

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

Table E: September 2019 – ‘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		
	Sep-19	Sep-18	%Change	Jul 19 - Sep 19	Jul 18 - Sep 18	%Change
1 West Santa Barbara	10	3	233.3%	16	13	23.1%
2 East Santa Barbara	11	7	57.1%	21	44	-52.3%
3 Oak Park	6	3	100.0%	11	4	175.0%
4 Mesa/SBCC	1	-	100.0%	1	-	100.0%
5 Mesa / La Cumbre	9	2	350.0%	14	4	250.0%
6 Goleta	18	12	50.0%	46	37	24.3%
7 Calle Real / Fairview	2	6	-66.7%	2	12	-83.3%
10 Cathedral Oaks	1	1	0.0%	1	2	-50.0%
11 UCSB	23	10	130.0%	87	57	52.6%
12x Goleta Express	-	6	-100.0%	17	37	-54.1%
14 Montecito	2	2	0.0%	2	2	0.0%
15x SBCC / UCSB Express	28	26	7.7%	36	30	20.0%
16 City College Shuttle	2	6	-66.7%	3	10	-70.0%
17 Lower West / SBCC	-	4	-100.0%	1	5	-80.0%
20 Carpinteria	22	9	144.4%	41	19	115.8%
23 Winchester Canyon	-	-	0.0%	2	4	-50.0%
24x UCSB Express	6	72	-91.7%	89	153	-41.8%
25 Elwood	-	6	-100.0%	2	9	-77.8%
27 Isla Vista Shuttle	43	11	290.9%	46	12	283.3%
28 UCSB Shuttle	2	4	-50.0%	7	5	40.0%
36 Seaside Shuttle	5	-	100.0%	5	1	400.0%
37 Crossstown Shuttle	-	-	0.0%	2	-	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	91	9	911.1%	129	14	821.4%
System Subtotal	282	199	41.7%	581	475	22.3%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	6	8	-25.0%	20	42	-52.4%
31 East Beach Waterfront Shuttle	-	-	0.0%	-	1	-100.0%
32 West Beach Waterfront Shuttle	-	-	0.0%	-	-	0.0%
34 Downtown Shuttle	-	-	100.0%	5	-	100.0%
DWS Total	6	8	-25.0%	25	43	-41.9%
System Total	288	207	39.1%	606	518	17.0%

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

Table F: September 2019 – ‘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		
	Sep-19	Sep-18	%Change	Jul 19 - Sep 19	Jul 18 - Sep 18	%Change
1 West Santa Barbara	-	5	-100.0%	1	6	-83.3%
2 East Santa Barbara	4	1	100.0%	8	1	100.0%
3 Oak Park	1	-	0.0%	1	-	100.0%
4 Mesa/SBCC	-	-	0.0%	-	-	0.0%
5 Mesa / La Cumbre	-	1	-100.0%	4	5	-20.0%
6 Goleta	5	1	400.0%	15	13	15.4%
7 Calle Real / Fairview	1	-	100.0%	2	-	100.0%
10 Cathedral Oaks	2	-	100.0%	5	1	400.0%
11 UCSB	27	7	285.7%	68	30	126.7%
12x Goleta Express	3	1	200.0%	46	55	-16.4%
14 Montecito	1	-	100.0%	1	-	100.0%
15x SBCC / UCSB Express	35	10	250.0%	47	14	235.7%
16 City College Shuttle	8	2	300.0%	10	3	233.3%
17 Lower West / SBCC	1	-	100.0%	2	-	100.0%
20 Carpinteria	2	7	-71.4%	4	8	-50.0%
23 Winchester Canyon	-	2	-100.0%	-	2	-100.0%
24x UCSB Express	14	23	-39.1%	228	147	55.1%
25 Elwood	-	1	-100.0%	1	1	0.0%
27 Isla Vista Shuttle	51	16	218.8%	51	16	218.8%
28 UCSB Shuttle	27	24	12.5%	29	25	16.0%
36 Seaside Shuttle	2	1	100.0%	2	4	-50.0%
37 Crossstown Shuttle	-	-	0.0%	-	-	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	49	10	390.0%	78	18	333.3%
System Subtotal	233	112	108.0%	603	349	72.8%
Downtown Waterfront Shuttles						
30 Downtown Shuttle	9	11	-18.2%	45	68	-33.8%
31 East Beach Waterfront Shuttle	-	-	0.0%	-	2	-100.0%
32 West Beach Waterfront Shuttle	-	3	-100.0%	-	4	-100.0%
34 Downtown Shuttle	-	-	0.0%	5	-	100.0%
DWS Total	9	14	-35.7%	50	74	-32.4%
System Total	242	126	92.1%	653	423	54.4%

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

Table G: September 2019 – Bicycles Carried

LINE	Month			Fiscal Year to Date		
	Sep-19	Sep-18	%Change	Jul 19 - Sep 19	Jul 18 - Sep 18	%Change
1 West Santa Barbara	196	144	36.1%	588	434	35.5%
2 East Santa Barbara	443	376	17.8%	1,321	1,108	19.2%
3 Oak Park	108	141	-23.4%	325	464	-30.0%
4 Mesa/SBCC	101	142	-28.9%	315	429	-26.6%
5 Mesa / La Cumbre	217	218	-0.5%	593	589	0.7%
6 Goleta	1,032	1,014	1.8%	3,228	3,390	-4.8%
7 Calle Real / Fairview	495	574	-13.8%	1,600	1,776	-9.9%
10 Cathedral Oaks	58	30	93.3%	149	97	53.6%
11 UCSB	1,502	1,744	-13.9%	4,480	5,245	-14.6%
12x Goleta Express	523	494	5.9%	1,585	1,658	-4.4%
14 Montecito	73	126	-42.1%	291	324	-10.2%
15x SBCC / UCSB Express	255	360	-29.2%	633	721	-12.2%
16 City College Shuttle	116	85	36.5%	148	117	26.5%
17 Lower West / SBCC	77	77	0.0%	276	234	17.9%
20 Carpinteria	702	561	25.1%	2,244	1,823	23.1%
23 Winchester Canyon	50	128	-60.9%	171	344	-50.3%
24x UCSB Express	833	889	-6.3%	2,593	2,936	-11.7%
25 Elwood	119	87	36.8%	385	287	34.1%
27 Isla Vista Shuttle	123	109	12.8%	282	206	36.9%
28 UCSB Shuttle	178	168	6.0%	511	365	40.0%
36 Seaside Shuttle*	-	-	0.0%	2	-	100.0%
37 Crossstown Shuttle*	-	20	-100.0%	2	47	-95.7%
90 West Goleta Amtrak Shuttle	2	5	-60.0%	2	9	-77.8%
91 East Goleta Amtrak Shuttle	1	4	-75.0%	3	10	-70.0%
92 Santa Barbara Amtrak Shuttle	-	-	0.0%	-	2	-100.0%
Booster services	31	14	121.4%	47	25	88.0%
System Subtotal	7,235	7,510	-3.7%	21,774	22,839	-4.7%
Downtown Waterfront Shuttles						
30 Downtown Shuttle*	-	-	0.0%	-	3	-100.0%
31 East Beach Waterfront Shuttle*	-	-	0.0%	-	-	0.0%
32 West Beach Waterfront Shuttle*	-	-	0.0%	-	-	0.0%
34 Downtown Shuttle*	-	-	0.0%	-	-	0.0%
DWS Total	-	-	0.0%	-	3	-100.0%
System Total	7,235	7,510	-3.7%	21,774	22,842	-4.7%

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

Table H: September 2019 – Wheelchairs Boarded

LINE	Month			Fiscal Year to Date			
	Sep-19	Sep-18	%Change	Jul 19 - Sep 19	Jul 18 - Sep 18	%Change	
1	West Santa Barbara	148	141	5.0%	434	371	17.0%
2	East Santa Barbara	158	161	-1.9%	393	454	-13.4%
3	Oak Park	76	100	-24.0%	207	311	-33.4%
4	Mesa/SBCC	16	22	-27.3%	63	49	28.6%
5	Mesa / La Cumbre	62	36	72.2%	220	154	42.9%
6	Goleta	175	138	26.8%	425	495	-14.1%
7	Calle Real / Fairview	174	155	12.3%	508	474	7.2%
10	Cathedral Oaks	6	-	100.0%	11	4	175.0%
11	UCSB	195	202	-3.5%	535	652	-17.9%
12x	Goleta Express	59	59	0.0%	156	159	-1.9%
14	Montecito	15	18	-16.7%	30	62	-51.6%
15x	SBCC / UCSB Express	1	10	-90.0%	1	18	-94.4%
16	City College Shuttle	66	72	-8.3%	96	93	3.2%
17	Low er West / SBCC	10	11	-9.1%	58	56	3.6%
20	Carpinteria	169	77	119.5%	406	321	26.5%
21x	Carpinteria Express	-	-	0.0%	-	27	-100.0%
23	Winchester Canyon	2	5	-60.0%	11	16	-31.3%
24x	UCSB Express	38	59	-35.6%	125	146	-14.4%
25	Elw ood	11	5	120.0%	29	19	52.6%
27	Isla Vista Shuttle	1	7	-85.7%	3	10	-70.0%
28	UCSB Shuttle	4	4	0.0%	10	8	25.0%
36	Seaside Shuttle	1	-	100.0%	3	7	-57.1%
37	Crosstow n Shuttle	3	6	-50.0%	40	28	42.9%
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	1	1	0.0%	1	3	-66.7%
System Subtotal		1,391	1,289	7.9%	3,765	3,937	-4.4%
Downtown Waterfront Shuttles							
30	Dow ntow n Shuttle	63	74	-14.9%	220	298	-26.2%
31	East Beach Waterfront Shuttle	-	12	-100.0%	-	45	-100.0%
32	West Beach Waterfront Shuttle	-	13	-100.0%	-	37	-100.0%
34	Dow ntow n Shuttle	3	-	100.0%	44	-	100.0%
DWS Total		66	99	-33.3%	264	380	-30.5%
System Total		1,457	1,388	5.0%	4,029	4,317	-6.7%

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

Table I: Ridership by Day Type

	September 2019			September 2018				
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	439,477	20	21,974	404,060	20	20,203	1,771	8.8%
Saturday	44,212	4	11,053	54,778	5	10,956	97	0.9%
Sunday	50,216	6	8,369	48,137	5	9,627	-1,258	-13.1%
Total	533,905	30	17,797	506,975	30	16,899	898	5.3%

	FY 2019			FY 2018				
	Ridership	Days	Avg Daily Ridership	Ridership	Days	Avg Daily Ridership	Change in Daily Ridership	% Change in Daily Ridership
Weekday	1,211,636	64	18,932	1,170,461	64	18,288	643	3.5%
Saturday	132,861	13	10,220	136,430	13	10,495	-275	-2.6%
Sunday	120,259	15	8,017	128,393	15	8,560	-542	-6.3%
Total	1,464,756	92	15,921	1,435,284	92	15,601	320	2.1%

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

External Factors Affecting Ridership

Service Days & School Days:

	Weekdays	Saturdays	Sundays	HS + JHS	SBCC	UCSB
Sep-19	20	4	6	20	20	6 + 14 SS
Sep-18	20	5	5	19	19	5 + 14 SS

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

Weather: In the month of September, there were no days of rain compared to September 2018.

	Temperature (°F)	High	Average	Low	Precipitation	
Sep-19	Maximum	87	72	67	Weekday: 0.0 in (0 days)	
	Mean	78	68	59	Saturday: 0.0 in(0 days) 0.0 in	
	Minimum	71	63	48	Sunday: 0.0 in (0 days)	
Sep-18	Maximum	81	69	62	Weekday: 0.0 in (0 days)	
	Mean	74	66	57	Saturday: 0.0 in(0 days) 0.0 in	
	Minimum	67	63	50	Sunday: 0.00 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.