

Exhibit C-20: Data Dictionary

Entry	Explanation
UZA Name	Name of UZA
UZA #	Rank according to National Transit Database
2019 Fixed Route VRM	Sum of vehicle revenue miles (VRM) in 2019 for all rubber-tire modes (Motorbus, Commuter Bus, and Rapid Bus) in UZA
2038 Desert VRM	VRM needed to service all block groups with insufficiently frequent service in UZA
Desert % of 2019 VRM	Represents the proportion of the UZA's 2019 Fixed Route VRM composed by 2038 Desert VRM $(2038 \text{ Desert VRM}/2019 \text{ Fixed Route VRM}) \times 100$
2038 Frequency VRM	VRM needed to service all deserts in UZA
Frequency % of 2019 VRM	$(2038 \text{ Frequency VRM}/2019 \text{ Fixed Route VRM}) \times 100$
Total New 2038 VRM	Sum of 2038 Frequency and 2038 Desert VRM
New VRM Percentage of 2019 Total	Represents the proportion of the UZA's 2019 Fixed Route VRM composed by 2038 Frequency VRM $(\text{Total New VRM } 2038/2019 \text{ Fixed Route VRM}) \times 100$
Total Population Served by Transit in UZA	Population of block groups that fall inside the transit service area of each UZA
Population (2017) in 2038 Desert BGs	Population of block groups that fall inside block groups projected to qualify as transit deserts in 2038
Number of Desert BGs 2038	Count of block groups qualifying as deserts in 2038
Area of 2038 Desert BGs (sq mi)	Total area of all 2038 desert block groups in square miles
Population (2017) in 2017 Desert BGs	Population of block groups that fall inside block groups projected to qualify as transit deserts in 2017
Number of Desert BGs 2017	Count of block groups qualifying as deserts in 2017
Area of 2017 Desert BGs	Total area of all 2017 desert block groups in square miles
Desert Population 2010	Population of block groups that fall inside block groups projected to qualify as transit deserts in 2010
Number of Desert BGs 2010	Count of block groups qualifying as deserts in 2010
Area of 2010 Desert BGs	Total area of all 2010 desert block groups in square miles
Total # of Routes Needing Frequency Improvements	Total number of routes qualifying for more services as a result of frequency analysis
Routes that need to be upgraded to minimum 15 min headway	Number of routes that needed to be upgraded to 15 min peak headway service
Routes that need to be upgraded to minimum 30 min headway	Number of routes that needed to be upgraded to 30 min peak headway service
Routes that need to be upgraded to minimum 60 min headway	Number of routes that needed to be upgraded to 60 min peak headway service