The same bus features were given similar levels of importance in the 2018 & 2014 surveys.

80% of FAX riders agree with an electronic fare payment system.

Environmental concerns are a growing reason to take the bus. From 1% in 2018 to 9% in 2022.

Among the 30% who do not have access to a vehicle, 77% use FAX instead of their own car.

70% of riders do not have access to a car or other vehicle.

In 2018, 77% among the 30% who do have access to a vehicle, 27% use FAX instead of their own car.

80% of respondents are very satisfied, satisfied, or slightly satisfied with FAX services.

95% of respondents are very satisfied, satisfied, or slightly satisfied, 90% or more of respondents are very satisfied, satisfied, or slightly satisfied.

The median respondents annual income is $13,800.

Considerable increase over 2018 ($9,300), including 9% earning $75,000 or more/yr in contrast to only 2% in 2018.

RESULTS OF THE 2018 SURVEY SHOW SIMILAR PATTERNS OF SATISFACTION.

95% of respondents are very satisfied, satisfied, or slightly satisfied.

80% of respondents agree with an electronic fare payment system.

Environmental concerns are a growing reason to take the bus. From 1% in 2018 to 9% in 2022. The same bus features were given similar levels of importance in the 2018 & 2014 surveys.

The median respondents annual income is $13,800. Considerable increase over 2018 ($9,300), including 9% earning $75,000 or more/yr in contrast to only 2% in 2018.

70% of riders do not have access to a car or other vehicle.

Upon arrival, FAX has both long-term riders as well as relatively new riders. 70% of riders do not have access to a car or other vehicle.

Among the 30% who do not have access to a vehicle, 77% use FAX instead of their own car.

Environmental concerns are a growing reason to take the bus. From 1% in 2018 to 9% in 2022.

The median respondents annual income is $13,800. Considerable increase over 2018 ($9,300), including 9% earning $75,000 or more/yr in contrast to only 2% in 2018.

70% of riders do not have access to a car or other vehicle.

Among the 30% who do not have access to a vehicle, 77% use FAX instead of their own car. The same bus features were given similar levels of importance in the 2018 & 2014 surveys.

The median respondents annual income is $13,800. Considerable increase over 2018 ($9,300), including 9% earning $75,000 or more/yr in contrast to only 2% in 2018.

70% of riders do not have access to a car or other vehicle.

Among the 30% who do not have access to a vehicle, 77% use FAX instead of their own car. The same bus features were given similar levels of importance in the 2018 & 2014 surveys.

The median respondents annual income is $13,800. Considerable increase over 2018 ($9,300), including 9% earning $75,000 or more/yr in contrast to only 2% in 2018.

70% of riders do not have access to a car or other vehicle.

Among the 30% who do not have access to a vehicle, 77% use FAX instead of their own car. The same bus features were given similar levels of importance in the 2018 & 2014 surveys.

The median respondents annual income is $13,800. Considerable increase over 2018 ($9,300), including 9% earning $75,000 or more/yr in contrast to only 2% in 2018.

70% of riders do not have access to a car or other vehicle.

Among the 30% who do not have access to a vehicle, 77% use FAX instead of their own car. The same bus features were given similar levels of importance in the 2018 & 2014 surveys.

The median respondents annual income is $13,800. Considerable increase over 2018 ($9,300), including 9% earning $75,000 or more/yr in contrast to only 2% in 2018.

70% of riders do not have access to a car or other vehicle.

Among the 30% who do not have access to a vehicle, 77% use FAX instead of their own car. The same bus features were given similar levels of importance in the 2018 & 2014 surveys.

The median respondents annual income is $13,800. Considerable increase over 2018 ($9,300), including 9% earning $75,000 or more/yr in contrast to only 2% in 2018.

70% of riders do not have access to a car or other vehicle. The same bus features were given similar levels of importance in the 2018 & 2014 surveys.

The median respondents annual income is $13,800. Considerable increase over 2018 ($9,300), including 9% earning $75,000 or more/yr in contrast to only 2% in 2018.

70% of riders do not have access to a car or other vehicle. The same bus features were given similar levels of importance in the 2018 & 2014 surveys.

The median respondents annual income is $13,800. Considerable increase over 2018 ($9,300), including 9% earning $75,000 or more/yr in contrast to only 2% in 2018.

70% of riders do not have access to a car or other vehicle. The same bus features were given similar levels of importance in the 2018 & 2014 surveys.