# TITLE VI

# Assessment for Capital and Operating Assistance

# Triennial Update 1987

June 1987

RTD

Southern California Rapid Transit District 425 South Main Street Los Angeles CA 90013

24113255

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# EXECUTIVE SUMMARY

## INTRODUCTION

The Southern California Rapid Transit District (SCRTD) hereby submits "Title VI" information to the Urban Mass Transportation Administration (UMTA) as required by Chapter 2, Circular 1160.1. This document is an update of the Title VI submittal which was prepared in September of 1978. It covers the triennial period 1985 through 1987. Where information has not changed, the appropriate text from the earlier submittals has been incorporated into this document. The update has been prepared to reflect the impacts of major bus service changes undertaken by the SCRTD since the last submittal in May 1985. The SCRTD staff is confident that the information contained herein will be more than sufficient for an immediate finding of compliance.

This report is organized to correspond to the numbering system used in Circular 1160.1. SCRTD compliance with the following sections of the circular has been covered in this report:

- Chapter 1, Section 4: General Requirements
- Chapter 2, Section 1: Requirements for recipients of Section 3 and 5 funds
- Chapter 3, Section 4: Identification and consideration of transit needs in the planning process

The remaining requirements of the circular are not applicable to SCRTD.

## RESULTS OF STUDY

Service area and profile maps as required by Circular 1160.1 are presented as part of the documentation, but are too large to include in the body of the report. They are referenced throughout the report. Examination of the maps indicates that several characteristics of the transit service area noted in previous submittals remain true today:

- Much of the county's area is defined as minority territory, not only due to the relatively wide dispersal of minority residents throughout the area, but also due to UMTA's definition of what constitutes a "minority zone," namely any zone having a percentage of minority residents equal to or greater than the county average.
- Many of SCRTD's lines are quite long, and therefore, serve both minority and non-minority areas. In fact, all but one of the District's lines are "minority lines" in the sense that they traverse and serve areas defined as "minority zones".
- Most types of activity centers are uniformly distributed throughout the region.

There have not been many changes since the 1984 update. The SCRTD vehicle fleet has been upgraded and many of the old buses have been retired. The factor having the single greatest effect on bus service during the period July 1985 through the present has been the increase in the transit fares. Effective July 1, 1985, the base fare was increased from $0.50 to $0.85 resulting in a decrease in patronage through this reporting period. December 1986 boardings were 3.2% below December 1984. All lines in 1984 had an average peak load factor of 1.35, whereas the overall factor decreased to 1.08 after the fare increase.

Accessibility measured and reported in this submittal showed minor changes since 1984. The Metropolitan Accessibility Program (MAP) was applied to a transit simulation network representing December 1986 services.

As with previous submittals, SCRTD believes that the findings herein confirm SCRTD's compliance with Title VI standards. These findings are summarized as follows:

- Buses servicing various groups are distributed without discrimination as to age and comfort features.
- Bus lines having high load factors do not vary significantly among racial/ethnic groups.
- Bus lines having low load factors do not vary significantly from group to group.

The location of existing or proposed facilities and the provision of transit services do not deny access to any person on the basis of prohibited discrimination. Persons in the affected community are not differentially or adversely impacted on the basis of race, color or national origin.

- All groups measured have similar accessibility to activity centers which are uniformly distributed throughout the SCRTD service area. The activity center categories having the highest variance in accessibilty from group to group reflect distance factors rather than discriminatory practices.
- Of the 165 SCRTD lines analyzed, 164 serve areas identified with a population of American Indians; 134 serve the Black residents; 161 serve Hispanic residents; 160 serve Asians or Pacific Islander residents. Only one line, Line 161, which which operates between Westlake Vilage and Canoga Park, serves no minority.
- Fixed facilities such as operating divisions, maintenance yards, etc., are located so as not to disadvantage or impact one group more than another.

The opportunity and ability of persons to participate in transit planning, programming and implementation is not limited on the basis of race, color or national origin.

- The District actively solicits input and feedback from all groups regardless of race, color or national origin.

## DEFINITION OF TERMS

Throughout the preparation of this report, UMTA's definitions were adhered to where possible. The two most frequently used terms that need explanation are:

- Minority Zone: A traffic analysis zone having greater than the county average of one or another minority population. The California Department of Transportation (Caltrans) has defined 1,074 traffic analysis zones in the County of Los Angeles. Since these are census tracts or multiples of census tracts, data is easily compiled for these zones. For example, a "Black" minority zone is one in which the percentage of Blacks is greater than the percentage of Blacks within the total county population. For this update, the 1980 Census was utilized in establishing the minority status of each traffic analysis zone.

- Minority Line: UMTA defines a "minority line" as a bus line which services at least one minority zone at some point along its route. Under this definition, all but one of the District's lines must be classified as minority lines.

## CONTENTS OF REPORT

1. Discussion of Report Elements

   - General Requirements: This section includes assurances required by UMTA insuring that the SCRTD has not historically practiced discrimination.

   - Profile of the Service Area: This section includes data from the 1970 and 1980 Census and is intended to give UMTA a quick overview of the service area in terms of the volume and characteristics of persons served by the SCRTD.

   - Profile Maps: UMTA requires a set of maps which will provide orientation to the territory served illustrating major arterials, cities and communities; bus routes; locations of minorities (Black, Hispanic, Asian, and American Indian); location of the economically disadvantaged (low-income families, no-car households); location of activity centers; location of high employment areas; and location of transit fixed facilities. Revised editions of these maps are included under separate cover. Appendix A details the status of each.

   - Fixed Facility Impact Analysis: This section outlines planned projects and reviews the general approach to new projects as specified by SCRTD policy.

2. Distribution of Services

- Equipment Roster: This is a listing of the buses in service and includes such items as their age and amenities. Including its reserve fleet, as of May 20, 1987, the SCRTD had 2,678 buses, the average age of which was 8.1 years. The age of the active fleet during the base operation on January 21, 1987 was 6.6 years, while the active fleet age during the peak and express operations were 7.4 and 8.6 years, respectively.

- Vehicle Assignment Record: The update describes the SCRTD vehicle assignment policy and itemizes the physical factors (such as fuel capacity) that might cause modification of the policy. The Vehicle Assignment Record Analysis Table summarizes actual bus assignments for two dates from the recent past.

  The actual bus assignments by division and line are compiled for January 21, 1987 and May 20, 1987. Characteristics of buses assigned on "minority" and "non-minority" lines are compared with respect to factors such as the average age of buses used, comfort features provided, etc. (Please see definition of minority line at the beginning of this summary.)

- Load Factor Analysis: To determine if the frequency of buses was comparable and equitable on minority lines, an analysis of the peak load hour experienced on each line was conducted. Loads at the peak stop in the peak direction for the hour were tallied and divided by the seating capacity of the buses to determine the load factor. The results show the average load factor by line for the latest line checks available.

- Accessibility Analysis: This document includes a summary of the "accessibility" to various attractions such as shopping centers, medical centers, educational facilities, etc., for the various racial/ethnic groups in the community. Travel times by bus for both base and peak periods have been calculated from each zone to each other zone, thereby providing a large table of travel times covering all possible trip combinations. The activity centers (attractors), defined by UMTA as those most likely to illustrate equity (or lack of it) in bus service, have been identified by the traffic analysis zone in which they are located. Access to each activity zone from each of the other zones was calculated and compared to UMTA's standard travel time criteria to determine the percent of each population group in their respective zones having access to at least one attractor in each category. The results compare the accessibility by public transportation for each group.

  Employment data reflect the percentage of all employment in the county that the average zone-by-ethnic-type can access within 60 minutes by bus.

3. Distribution of Other Benefits

- Changes in Service Features: This section outlines the SCRTD's policy and procedures for implementing changes in service. Policy standards for implementing service changes are discussed here.

- Information Dissemination: This section discusses community involvement, adjustment of service in response to community feedback and efforts to meet with community groups. News releases and informational brochures issued during this reporting period are included in this section.

4. Identification and Consideration of Transit Needs in the Planning Process

This section reviews survey techniques used to adjust service and address fare equity issues.

# TITLE VI

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Southern California Rapid Transit District 425 South Main Street Los Angeles CA 90013

## I. REQUIRED DOCUMENTS

This chapter addresses Circular 1160.1 Sections 4b(1) through 4b(4) covering Civil Rights Assurances and General Information pertaining to the SCRTD's Civil Rights suits and compliance reviews.

### 1. General Requirements

b(1) No lawsuits or complaints were filed against SCRTD alleging transit service discrimination on the basis of race, color, or national origin during the period January 1, 1985 through June 1, 1987.

b(2) SCRTD has no applications for assistance pending with any federal agencies other than UMTA.

b(3) There were no service equity issues addressed by the civil rights compliance review performed by UMTA during the aforementioned time period.

b(4) SCRTD does not purchase any transit service from other carriers, therefore, a discussion of the enforcement of Title VI with regard to contractors is not needed. However, under a contractual agreement, the District provides limited services within the counties of Orange, Riverside and San Bernardino.

### 2. Assurances

The SCRTD's Assurance of Compliance with Title VI of the Civil Rights Act of 1964 has been filed previously and is still in effect.

## II. CAPITAL AND OPERATING ASSISTANCE

### 1. Sector Improvement Plan

No new major bus service changes were made during this reporting period. However, starting July 1, 1985, the base fare was increased from 50¢ to 85¢.

### 2. Profile of the Service Area

The socio-economic characteristics of residents within the SCRTD service area follows. All tables are based on 1980 U.S. Census data.

a. Total Population and Minority Population, Los Angeles County

| | 1970 Census | | 1980 Census | |
|---|---|---|---|---|
| | Number | Percent | Number | Percent |
| Total Population | 7,032,075 | 100.00% | 7,477,503 | 100.00% |
| Black | 762,844 | 10.85% | 943,124 | 12.61% |
| American Indian/ Alaskan Native | 24,509 | .35% | 54,569 | .73% |
| Asian/Pacific Islander | 178,335 | 2.54% | 456,693 | 6.11% |
| Hispanic | 1,289,311* | 18.33% | 2,065,503 | 27.62% |

b. Population Trends, Los Angeles County

| | 1970 Census | 1980 Census | Percent Change |
|---|---|---|---|
| Total Population | 7,032,075 | 7,477,503 | +6.3% |
| Black | 762,844 | 943,124 | +23.6% |
| American Indian/ Alaskan Native | 24,509 | 54,569 | +122.6% |
| Asian/Pacific Islander | 178,335 | 456,693 | +156.1% |
| Hispanic | 1,289,311 | 2,065,503 | +60.2% |

c. Median Family Income, Los Angeles County

| | 1980 Census |
|---|---|
| All Families | $21,135 |
| Black | $14,896 |
| American Indian/Alaskan Native | $18,040 |
| Asian/Pacific Islander | $23,744 |
| Hispanic | $15,596 |

d. Families Below Median Income, Los Angeles County, 1980

Total Families in Los Angeles County: 1,824,119
Los Angeles-Long Beach SMSA Median Family Income: $21,135

| | Total Number Families | Families with Income Less Than SMSA Median | |
|---|---|---|---|
| | | Number | Percent |
| Black | 224,340 | 149,159 | 66.5% |
| American Indian/ Alaskan Native | 12,664 | 7,423 | 58.6% |
| Asian/Pacific Islander | 106,384 | 45,570 | 42.8% |
| Hispanic | 444,457 | 297,861 | 67.0% |

* - Persons of Spanish language and Spanish surname

e. Auto Availability by Household, Los Angeles County

| | 1970 Census Occupied Housing Units | | | 1980 Census Occupied Housing Units | | |
|---|---|---|---|---|---|---|
| | Total | No Auto Available | | Total | No Auto Available | |
| | Number | Number | Percent | Number | Number | Percent |
| Total Population | 2,430,822 | 367,784 | 15.1% | 2,730,469 | 346,55 | 12.7% |
| Black | 240,643 | 64,168 | 26.7% | 310,640 | 74,811 | 24.1% |
| American Indian/ Alaskan Native | 7,070 | 1,819 | 25.7% | 17,703 | 2,990 | 16.9% |
| Asian/Pacific Islander | 54,345 | 7,538 | 13.9% | 126,720 | 14,410 | 11.4% |
| Hispanic | 342,431 | 63,148 | 18.4% | 502,912 | 88,359 | 17.6% |

f. Employment Characteristics of the Population, Los Angeles County, 1980

| | Civilian Labor Force | | | |
|---|---|---|---|---|
| | Employed | Unemployed | Total | Percent of Total |
| Total Population | 3,471,764 | 222,919 | 3,694,683 | 100.0% |
| Black | 366,545 | 42,442 | 408,987 | 11.1% |
| American Indian/ Alaskan Native | 23,939 | 2,502 | 26,441 | 0.7% |
| Asian/Pacific Islander | 226,986 | 8,600 | 235,586 | 6.4% |
| Hispanic | 835,264 | 71,821 | 907,085 | 24.6% |

g. Profile Maps have been provided under a separate cover.

3. Fixed Facility Impact

a. Capital Grants

All of the projects listed below have been the subject of previously approved capital grant applications which contained the required discussion of neighborhood impacts. They are incorporated here by reference, to wit:

| DIVISION | GRANT |
|---|---|
| 1 | CA-03-0106, CA-05-0121, CA-05-0133 |
| 2 | CA-03-0182, CA-90-0022, CA-90-X059 |
| 3 | CA-03-0182, CA-05-0121, CA-05,0133, CA-90-X222 |
| 5 | CA-03-0182, CA-90-0022, CA-90-X222 |
| 6 | CA-03-0132, CA-90-0022, CA-90-X181 |

| | |
|---|---|
| 7 | CA-90-X059, CA-90-X181 |
| 9 | CA-90-X059, CA-05-0136, CA-90-X181, CA-90-X222 |
| 10 | CA-05-0125 |
| 12 | CA-05-0133 |
| 14 | CA-03-0182, CA-90-0022 |
| 15 | CA-90-X120, CA-90-X222 |
| 18 | CA-03-0247, CA-05-0092 |

Central Maintenance Facility CA-03-0213, CA-23-2015

Vernon Yard CA-90-X059

Metro Rail Construction CA-03-0130, CA-90-0080, CA-90-X059, CA-90-X204

b. Facility Site Selection Process

The selection of the sites for fixed facilities hinges on a number of factors, including community acceptability. Initially, the District selects an optimum location on the basis of a centroid analysis of lines to be operated, minimizing operating cost by minimizing deadhead mileage. Available sites are then identified and ranked based on distance between the site and the optimum location. Environmental impact and community acceptance are tested through both engineering and citizen participation in meetings designed to evoke discussion of the pros and cons.

Sometimes communities object to a chosen site. In these cases the District coordinates and negotiates with the local agencies to resolve as many conflicts as possible. For example, in the case of the new Carson division, 15 sites were considered.

c. Dislocation and Relocation Measures

On August 27, 1986, the District signed a Full Funding Contract (FFC) with UMTA to construct the first four-mile segment (MOS-1) of the proposed 18.6-mile Metro Rail Project. This rail segment will run from Union Station, through downtown Los Angeles, and terminate at the intersection of Wilshire Boulevard and Alvarado Street. The District has complied with the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970" in all new site and expansion developments. The potential social, economic and environmental impacts of this project have been addressed in the following documents:

- Final Environmental Impact Statement, Los Angeles Rail Rapid Transit Project, Los Angeles, California, prepared by U.S. DOT/UMTA/SCRTD, December, 1983.

- Environmental Assessment, Los Angeles Rail Rapid/Transit Project - Union Station to Wilshire/Alvarado, prepared by U.S. DOT/UMTA/SCRTD, August, 1984.

- Status of Environmental Mitigation Measures for Los Angeles Metro Rail Project - Minimum Operable Segment (MOS-1) prepared by SCRTD, April 1987. An excerpt from this report pertaining to mitigation measures associated with dislocation and relocation has been included as Appendix J of this update.

An overlay of the base map, prepared as part of this submittal, illustrates the location of all the District's fixed facilities and MOS-1.

4. Distribution of Service

This section deals with the allocation of service to the region, specifically in response to the requirements of Section 4 in UMTA Circular 1160.1.

a. Equipment Roster

Table I itemizes all passenger vehicles owned and operated by SCRTD including such characteristics as bus age, body type, seating, transmission and air-conditioning. This roster was prepared by tabulating the vehicles owned and operated as of May 20, 1987.

b. Vehicle Assignment Record

The SCRTD bus lines and the minorities served by each line are listed in Table II. The minority status of the lines is determined by the definition in the UMTA circular. If a line services a residential area which had a minority population proportionally greater than the area as a whole in 1980, then it was considered a minority line.

(1) District Policies

A primary concern in vehicle assignment to bus lines is to fit the vehicle to the type of service, while taking into account such physical constraints as topography, clearance, fuel capacity, etc. An annual survey is made of bus age by operating division. Buses are reassigned, when possible, to equalize age by division. SCRTD policies for vehicle assignment are as follows:

TABLE I: S.C.R.T.D. EQUIPMENT ROSTER, 1987

| BUS # RANGE | | VEHICLE | BODY | SEAT | AIR | | MODEL |
|---|---|---|---|---|---|---|---|
| FROM | TO | TRANS | TYPE | TYPE | COND. | SEATS | AGE |
| 1000 | 1005 | 2 | 1 | 4 | 2 | 47 | 14 |
| 1007 | 1016 | 2 | 1 | 4 | 2 | 47 | 14 |
| 1018 | 1057 | 2 | 1 | 4 | 2 | 47 | 14 |
| 1059 | 1087 | 2 | 1 | 4 | 2 | 47 | 14 |
| 1089 | 1099 | 2 | 1 | 4 | 2 | 47 | 14 |
| 1100 | 1100 | 2 | 4 | 4 | 2 | 47 | 0 |
| 1107 | 1111 | 2 | 4 | 4 | 2 | 47 | 0 |
| 1113 | 1113 | 2 | 4 | 4 | 2 | 47 | 0 |
| 3000 | 3014 | 2 | 4 | 2 | 2 | 49 | 19 |
| 3100 | 3103 | 2 | 1 | 1 | 2 | 51 | 13 |
| 3105 | 3108 | 2 | 1 | 1 | 2 | 51 | 13 |
| 3110 | 3174 | 2 | 1 | 1 | 2 | 51 | 13 |
| 3176 | 3185 | 2 | 1 | 1 | 2 | 51 | 13 |
| 3187 | 3199 | 2 | 1 | 1 | 2 | 51 | 13 |
| 3201 | 3203 | 2 | 1 | 1 | 2 | 51 | 13 |
| 3205 | 3231 | 2 | 1 | 1 | 2 | 51 | 13 |
| 3233 | 3250 | 2 | 1 | 1 | 2 | 51 | 13 |
| 3252 | 3263 | 2 | 1 | 1 | 2 | 51 | 13 |
| 3265 | 3299 | 2 | 1 | 1 | 2 | 51 | 13 |
| 3300 | 3714 | 2 | 1 | 1 | 2 | 43 | 3 |
| 4002 | 4002 | 1 | 2 | 1 | 1 | 35 | 21 |
| 4008 | 4008 | 1 | 2 | 1 | 1 | 35 | 21 |
| 4100 | 4161 | 2 | 2 | 1 | 2 | 27 | 3 |
| 4200 | 4200 | 2 | 2 | 1 | 2 | 45 | 19 |
| 4202 | 4202 | 2 | 2 | 1 | 2 | 45 | 19 |
| 4207 | 4210 | 2 | 2 | 1 | 2 | 45 | 19 |
| 4212 | 4213 | 2 | 2 | 1 | 2 | 45 | 19 |
| 4216 | 4219 | 2 | 2 | 1 | 2 | 45 | 19 |
| 4225 | 4225 | 2 | 2 | 1 | 2 | 45 | 19 |
| 4228 | 4228 | 2 | 2 | 1 | 2 | 45 | 19 |
| 4300 | 4332 | 2 | 2 | 1 | 2 | 45 | 14 |
| 4334 | 4341 | 2 | 2 | 1 | 2 | 45 | 14 |
| 4400 | 4434 | 2 | 2 | 5 | 2 | 36 | 5 |
| 5099 | 5099 | 1 | 1 | 1 | 1 | 51 | 24 |
| 5251 | 5251 | 1 | 4 | 1 | 1 | 51 | 26 |
| 5300 | 5300 | 1 | 1 | 1 | 1 | 51 | 27 |
| 5721 | 5721 | 1 | 1 | 1 | 1 | 50 | 26 |
| 5800 | 5800 | 1 | 1 | 1 | 1 | 50 | 25 |
| 5999 | 5999 | 1 | 1 | 1 | 1 | 50 | 24 |
| 6100 | 6101 | 1 | 1 | 1 | 2 | 51 | 19 |
| 6103 | 6104 | 1 | 1 | 1 | 2 | 51 | 19 |
| 6106 | 6107 | 1 | 1 | 1 | 2 | 51 | 19 |
| 6109 | 6109 | 1 | 1 | 1 | 2 | 51 | 19 |
| 6112 | 6112 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6116 | 6116 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6118 | 6126 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6132 | 6133 | 2 | 1 | 1 | 2 | 51 | 19 |

TABLE I: S.C.R.T.D. EQUIPMENT ROSTER, 1987 (CONTINUED)

| BUS # RANGE | | VEHICLE | BODY | SEAT | AIR | | MODEL |
|---|---|---|---|---|---|---|---|
| FROM | TO | TRANS | TYPE | TYPE | COND. | SEATS | AGE |
| 6142 | 6142 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6144 | 6146 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6148 | 6149 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6154 | 6154 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6159 | 6167 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6170 | 6170 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6173 | 6174 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6179 | 6179 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6181 | 6181 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6183 | 6183 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6185 | 6185 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6187 | 6187 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6190 | 6190 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6196 | 6197 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6199 | 6199 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6206 | 6206 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6208 | 6209 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6213 | 6214 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6218 | 6219 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6229 | 6229 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6238 | 6238 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6244 | 6244 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6247 | 6247 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6255 | 6257 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6261 | 6262 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6267 | 6267 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6269 | 6269 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6273 | 6274 | 2 | 1 | 1 | 2 | 51 | 19 |
| 6629 | 6629 | 1 | 1 | 1 | 1 | 51 | 29 |
| 7000 | 7001 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7003 | 7004 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7009 | 7009 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7014 | 7015 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7020 | 7022 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7024 | 7027 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7031 | 7032 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7034 | 7034 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7036 | 7038 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7042 | 7043 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7045 | 7047 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7050 | 7050 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7054 | 7056 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7058 | 7059 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7062 | 7064 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7070 | 7070 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7074 | 7074 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7076 | 7076 | 2 | 1 | 1 | 2 | 51 | 16 |

TABLE I: S.C.R.T.D. EQUIPMENT ROSTER, 1987 (CONTINUED)

| BUS # RANGE | | VEHICLE | BODY | SEAT | AIR | | MODEL |
|---|---|---|---|---|---|---|---|
| FROM | TO | TRANS | TYPE | TYPE | COND. | SEATS | AGE |
| 7080 | 7080 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7087 | 7087 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7089 | 7092 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7094 | 7094 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7098 | 7098 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7103 | 7103 | 2 | 1 | 1 | 2 | 51 | 16 |
| 7200 | 7200 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7202 | 7202 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7207 | 7210 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7212 | 7212 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7215 | 7215 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7217 | 7218 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7223 | 7227 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7229 | 7234 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7236 | 7236 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7238 | 7244 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7246 | 7254 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7257 | 7271 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7274 | 7275 | 2 | 1 | 1 | 2 | 51 | 14 |
| 7300 | 7373 | 2 | 1 | 4 | 2 | 47 | 12 |
| 7375 | 7382 | 2 | 1 | 4 | 2 | 47 | 12 |
| 7384 | 7399 | 2 | 1 | 4 | 2 | 47 | 12 |
| 7400 | 7419 | 2 | 1 | 1 | 2 | 51 | 12 |
| 7421 | 7454 | 2 | 1 | 1 | 2 | 51 | 12 |
| 7456 | 7499 | 2 | 1 | 1 | 2 | 51 | 12 |
| 7500 | 7729 | 2 | 1 | 1 | 1 | 46 | 7 |
| 8000 | 8065 | 2 | 1 | 1 | 2 | 47 | 10 |
| 8067 | 8199 | 2 | 1 | 1 | 2 | 47 | 10 |
| 8200 | 8358 | 2 | 1 | 1 | 2 | 43 | 6 |
| 8360 | 9139 | 2 | 1 | 1 | 2 | 43 | 6 |
| 9200 | 9229 | 2 | 6 | 1 | 2 | 65 | 9 |
| 9250 | 9259 | 2 | 6 | 1 | 2 | 65 | 9 |
| 9902 | 9921 | 2 | 7 | 3 | 2 | 84 | 6 |

TABLE I: S.C.R.T.D. EQUIPMENT ROSTER, 1987 (CONTINUED)

VEHICLE AMENITIES CODES

| | |
|---|---|
| VEHICLE TRANSMISSION: | 1 = 2-SPEED AUTOMATIC |
| | 2 = 3 OR 4-SPEED AUTOMATIC |
| | 3 = 4-SPEED MANUAL |
| SEAT TYPE: | 1 = BENCH |
| | 2 = SUBURBAN HIGH |
| | 3 = SUBURBAN LOW |
| | 4 = BUCKET |
| | 5 = FIBERGLASS |
| BODY TYPE: | 1 = STANDARD |
| | 2 = INTERMEDIATE |
| | 3 = MINI BUS |
| | 4 = INTERURBAN 1-DOOR |
| | 5 = INTERURBAN 2-DOOR |
| | 6 = ARTICULATED |
| | 7 = DOUBLEDECK |
| AIR CONDITIONING: | 1 = NO |
| | 2 = YES |

FLEET INVENTORY SUMMARY REPORT 1987

TOTAL VEHICLES IN FLEET: 2678

AVERAGE AGE OF FLEET: 8.1 YEARS.

TABLE II: SCRTD BUS LINES AND MINORITIES SERVED, 1987

| ROUTE NUMBER | MINORITY SERVED | ROUTE NAME |
|---|---|---|
| 1 | B I A L | HOLLYWOOD BL |
| 2 | B I A L | SUNSET BL |
| 4 | B I A L | SANTA MONICA BL |
| 10 | B I A L | TEMPLE ST - MELROSE AVE |
| 14 | B I A L | W BEVERLY BL - W ADAMS BL |
| 16 | B I A L | W THIRD ST |
| 18 | B I A L | W SIXTH ST - WHITTIER BL |
| 20 | B I A L | WILSHIRE BL |
| 26 | B I A L | SEVENTH ST - VIRGIL AVE - FRANKLIN AVE |
| 28 | B I A L | W OLYMPIC BL |
| 30 | B I A L | W PICO BL - E FIRST ST |
| 33 | B I A L | VENICE BLVD |
| 38 | B I A L | W JEFFERSON BL |
| 40 | B I A L | L.A. - HAWTHORNE BL |
| 42 | B I A L | L.A. - WESTCHESTER - REDONDO BEACH |
| 45 | B I A L | BROADWAY |
| 48 | B I A L | MAPLE AVE - S MAIN ST |
| 51 | B I A L | AVALON BLVD - W SEVENTH ST |
| 53 | B I A L | CENTRAL AVE |
| 55 | B I A L | COMPTON AVE - WILMINGTON |
| 56 | B I A L | WILMINGTON AVE |
| 60 | B I A L | LONG BEACH BLVD |
| 65 | B I A L | E WASHINGTON BLVD - INDIANA ST - GAGE AVE |
| 66 | B I A L | EAST OLYMPIC BLVD - W EIGHTH ST |
| 68 | B I A L | W WASHINGTON BLVD - BROOKLYN AVE |
| 70 | B I A L | CITY TERRACE - GARVEY AVE |
| 76 | B I A L | VALLEY BL - EL MONTE |
| 78 | B I A L | HUNTINGTON DRIVE - LAS TUNAS DRIVE |
| 81 | B I A L | FIGUEROA ST |
| 83 | B I A L | MARMION WAY - YORK BLVD |
| 84 | B I A L | EAGLE ROCK BL - VERDUGO RD |
| 90 | B I A L | LOS ANGELES-SUNLAND |
| 92 | B I A L | GLENOAKS BLVD |
| 94 | B I A L | SAN FERNANDO RD |
| 96 | B I A L | L.A. - BURBANK - TOLUCA LAKE - VAN NUYS |
| 97 | B I A L | RIVERSIDE DRIVE |
| 102 | B I A L | E JEFFERSON-COLISEUM ST |
| 104 | I L | E WASHINGTON BL - LA MIRADA BL - FULLERTON |
| 105 | B I A L | VERNON AVE. - LA CIENEGA BLVD. |
| 107 | B I L | 54TH ST |
| 108 | B I A L | SLAUSON AVE |
| 110 | B I A L | GAGE AVE |
| 111 | B I A L | FLORENCE AVE |
| 115 | B I A L | MANCHESTER BL - FIRESTONE BL |
| 117 | B I A L | CENTURY BL |

TABLE II: SCRTD BUS LINES AND MINORITIES SERVED, 1987

| ROUTE NUMBER | MINORITY SERVED | ROUTE NAME |
|---|---|---|
| 119 | B I A L | 108TH - MANHATTAN BEACH BLVD |
| 120 | B I A L | IMPERIAL HWY |
| 124 | B I A L | EL SEGUNDO BL |
| 125 | B I A L | ROSECRANS AVE |
| 127 | B I A L | COMPTON BLVD.-BELLFLOWER BLVD. |
| 128 | B I A L | ALONDRA BLVD. |
| 130 | B I A L | ARTESIA BLVD. |
| 146 | B I A L | ANAHEIM ST |
| 147 | B I A L | GAFFEY ST - PORTS O CALL |
| 149 | I | LONG BEACH-DISNEYLAND-RIVERSIDE |
| 150 | I A L | HOLLYWOOD - VENTURA BLVD. |
| 152 | I A L | FALLBROOK-ROSCOE-VINELAND |
| 154 | I A L | TAMPA AVE - BURBANK BLVD - OXNARD ST |
| 158 | I A L | DEVONSHIRE ST.-WOODMAN AVE. |
| 161 | | WESTLAKE-CANOGA PARK |
| 163 | I A L | SHERMAN WAY |
| 165 | I A L | VANOWEN ST. - VICTORY BL. |
| 167 | I A L | PLUMMER ST. |
| 168 | B I A L | LASSEN ST.-PAXTON ST. - NORDHOFF ST. - OSBORNE ST. |
| 169 | B I A L | SATICOY ST.-SUNLAND BLVD. |
| 170 | I A L | HELLMAN AVE.-EL MONTE VIA SO. EL MONTE |
| 175 | I A L | FOUNTAIN-HYPERION |
| 176 | I A L | GLASSELL PARK-HIGHLAND PARK-ALHAMBRA-EL MONTE |
| 177 | B I A L | GLENDALE-LA CANADA-DUARTE |
| 178 | I A L | EL MONTE-BALDWIN PARK-WEST COVINA-VALINDA |
| 180 | B I A L | HOLLYWOOD-GLENDALE-PASADENA |
| 183 | B I A L | MAGNOLIA BLVD - GLENDALE |
| 185 | B I A L | HACIENDA BLVD.-IRWINDALE-ARROW HWY. |
| 187 | B I A L | PASADENA-GLENDORA-POMONA VIA FOOTHILL BLVD. |
| 188 | B I A L | N. FAIR OAKS AVE.-COLORADO BLVD.-DUARTE |
| 192 | B I A L | ARROYO AVE. - WHITE AVE. - S. TOWNE AVE. - WEST 9T |
| 200 | B I A L | ALVARADO - ECHO PARK |
| 201 | I A L | SILVERLAKE BLVD. |
| 204 | B I A L | VERMONT AVE. |
| 205 | B I A L | EAST TORRANCE - HARBOR CITY - SAN PEDRO |
| 206 | B I A L | NORMANDIE AVE |
| 207 | B I A L | WESTERN AVE |
| 208 | I A | BEACHWOOD DR |
| 209 | B I A L | VAN NESS AVE - ARLINGTON AVE |
| 210 | B I A L | VINE ST - CRENSHAW BL |
| 211 | B I A L | PRAIRIE ST - INGLEWOOD AVE |
| 212 | B I A L | LA BREA AVE - HOLLYWOOD WAY |
| 217 | B I A L | FAIRFAX AVE |
| 220 | B I A L | ROBERTSON BL - CULVER BL |
| 225 | B I A L | AVIATION BLVD. - PROSPECT AVE. - PALOS VERDES DR. |

TABLE II: SCRTD BUS LINES AND MINORITIES SERVED, 1987

| ROUTE NUMBER | MINORITY SERVED | ROUTE NAME |
|---|---|---|
| 228 | I A L | COLDWATER CYN.-SHELDON ST.-LANKERSHIM BL.-TUJUNGA |
| 230 | I A L | LAUREL CYN. BLVD. - WHITE OAK AVE. |
| 232 | B I A L | LONG BEACH - L A X |
| 234 | I A L | SEPULVEDA BLVD (VALLEY) |
| 236 | I A L | BALBOA BLVD - WOODLEY AVE |
| 240 | I L | RESEDA BLVD |
| 243 | I A | DE SOTO AVE. - WINNETKA AVE. |
| 245 | I A L | TOPANGA CYN. BL.-MULHOLLAND DR.-VALLEY CIR. BL. |
| 250 | B I A L | EUCLID AVE.-EVERGREEN AVE. |
| 251 | B I A L | SOTO ST |
| 254 | B I A L | LORENA-HAZARD AVE.-FOWLER ST. |
| 255 | B I A L | GRIFFIN - ROWAN |
| 256 | B I A L | EASTERN-AVE 64-N HILL |
| 259 | I A L | ARIZONA-FREMONT-COMMONWEALTH |
| 260 | B I A L | ATLANTIC BLVD |
| 262 | I A L | GARFIELD AVE |
| 264 | B I A L | SAN GABRIEL BLVD.-ALTADENA DR. |
| 265 | I A L | LAKEWOOD - WHITTIER - CERRITOS |
| 266 | I A L | LAKEWOOD BLVD - ROSEMEAD BLVD |
| 267 | B I A L | TEMPLE CITY BLVD - DEL MAR BLVD - LINCOLN AVE |
| 268 | B I A L | BALDWIN AVE - WASHINGTON BLVD (PASADENA) |
| 270 | B I A L | MONROVIA - CERRITOS |
| 274 | I A L | PUENTE AVE - CITRUS AVE |
| 280 | I A L | AZUSA AVE. |
| 291 | B I A L | GAREY AVE. - INDIAN HILL BL. |
| 358 | B I A L | L.A.-LYNWOOD-PARAMOUNT-BELLFLOWER |
| 401 | B I A L | PASADENA - NORTH ALLEN EXPRESS |
| 413 | B I A L | VICTORY BL - BURBANK EXPRESS |
| 418 | B I A L | ROSCOE BL EXPRESS |
| 419 | B I A L | DEVONSHIRE ST EXPRESS |
| 420 | B I A L | VAN NUYS BL - N HOLLYWOOD EXPRESS |
| 423 | B I A L | WESTLAKE VILLAGE - AGOURA EXPRESS |
| 424 | B I A L | VENTURA BLVD - RESEDA BLVD EXPRESS |
| 426 | B I A L | WILSHIRE BL - SHERMAN WAY EXPRESS |
| 427 | B I A L | WARNER CENTER EXPRESS |
| 429 | B I A L | HOLLYWOOD BL - SUNSET BL EXPRESS |
| 430 | B I A L | SUNSET (PALISADES) EXPRESS |
| 431 | B I A L | WESTWOOD EXPRESS |
| 434 | B I A L | MALIBU EXPRESS |
| 436 | B I A L | VENICE BL EXPRESS |
| 437 | B I A L | MARINA DEL REY EXPRESS |
| 438 | B I A L | CULVER BLVD - MANHATTAN BEACH EXPRESS |
| 439 | B I A L | LA CIENEGA BL - L.A.X. - REDONDO BEACH EXPRESS |
| 442 | B I A L | MANCHESTER BL - HAWTHORNE BL EXPRESS |
| 443 | B I A L | N TORRANCE - REDONDO - PALOS VERDES EXPRESS |

TABLE II: SCRTD BUS LINES AND MINORITIES SERVED, 1987

| ROUTE NUMBER | MINORITY SERVED | ROUTE NAME |
|---|---|---|
| 444 | B I A L | W TORRANCE - ROLLING HILLS - MARINELAND EXPRESS |
| 445 | B I A L | E TORRANCE - SAN PEDRO PARK/RIDE |
| 446 | B I A L | CARSON - WILMINGTON - SAN PEDRO EXPRESS |
| 448 | B I A L | S TORRANCE - ROLLING HILLS EXPRESS |
| 456 | B I A L | LONG BEACH EXPRESS |
| 457 | B I A L | EAST LONG BEACH PARK/RIDE |
| 459 | B I A L | LOS ALAMITOS - HUNTINGTON BEACH PARK/RIDE |
| 460 | B I A L | NORWALK - DISNEYLAND EXPRESS |
| 462 | B I A L | NORWALK - HAWAIIAN GARDENS EXPRESS |
| 464 | B I A L | FULLERTON PARK/RIDE |
| 466 | B I A L | LA MIRADA PARK/RIDE |
| 470 | B I A L | WHITTIER BLVD - BREA - PUENTE HILLS EXPRESS |
| 480 | B I A L | WEST COVINA - POMONA EXPRESS |
| 482 | B I A L | HACIENDA HEIGHTS - POMONA EXPRESS |
| 483 | B I A L | ALTADENA VIA FAIR OAKS OR LAKE EXPRESS |
| 484 | B I A L | LA PUENTE - POMONA - ONTARIO EXPRESS |
| 486 | B I A L | EL MONTE - PUENTE HILLS MALL EXPRESS |
| 487 | B I A L | SIERRA MADRE - HASTINGS RANCH EXPRESS |
| 488 | B I A L | EL MONTE - W COVINA - GLENDORA EXPRESS |
| 490 | B I A L | COVINA - DIAMOND BAR - BREA EXPRESS |
| 492 | B I A L | ARROW HIGHWAY EXPRESS |
| 494 | B I A L | MONROVIA - GLENDORA EXPRESS |
| 495 | B I A L | DIAMOND BAR - INDUSTRY PARK/RIDE |
| 496 | B I A L | MONTCLAIR - RIVERSIDE - SAN BERNARDINO EXPRESS |
| 497 | B I A L | POMONA - MONTCLAIR PARK/RIDE |
| 498 | B I A L | WEST COVINA - GLENDORA PARK/RIDE |
| 560 | B I A L | VAN NUYS BL - UCLA - LAX EXPRESS |
| 576 | B I A L | WATTS - PACIFIC PALISADES EXPRESS |
| 685 | I A L | EL SEGUNDO - HAWTHORNE BLVD B.E.E.P. |
| 686 | I A L | EL SEGUNDO - SAN PEDRO B.E.E.P. |

The District's policies on using Pre-1980 advance-design, articulated, double-deck, interurban, intermediate and small buses on various lines were discussed in the 1984 update and will not be repeated here. The District has discontinued the use of double-deck buses due to fire hazards. The District no longer operates "miniride" buses either as the City of Los Angeles has terminated the contract with the District to operate the downtown-loop service.

During this reporting period, the District has significantly reduced its inventory of buses. The total number of buses in the fleet has been reduced from 3,041 in 1984 to 2,678 as of May 20, 1987. The only new purchase during this reporting period has been the addition of 7 new Neoplan 1-door interurban buses. These air-conditioned buses, which have overhead baggage compartments, are assigned to the long distance, premium fare services which operate on freeways between cities.

(2) Analysis

The detailed listing of vehicle assignments by line for January 21, 1987 and May 20, 1987 is presented in Appendix B. Table III summarizes the results of the detailed appendix.

As noted earlier in this report, only one bus line, Line 161, can be truly classified as a non-minority line according to UMTA's definition. Therefore, the average age of buses assigned on minority lines and systemwide average age of bus fleet are identical. On January 21, 1987, the systemwide average during the base, peak, and express operation was 6.6, 7.4 and 8.6 years, respectively. On May 20, 1987, the systemwide average age bus fleet during the base, peak and express operation was 6.7, 7.3 and 9.1 years, respectively. For purposes of obtaining a meaningful analysis and to determine whether various minority groups are served equitably, lines were categorized as to whether they serve a given minority group or do not serve that minority group. Table III shows a two-way comparison, namely: (1) characteristics of vehicles assigned to minority versus non-minority lines and (2) characteristics of vehicles assigned among various minority lines.

The comparison between minority versus non-minority lines shows that the average age of buses on non-minority lines is much lower than on minority lines (3.0 years versus 6.6 years, 3.0 years versus 7.4 years during base and peak services on January 21, 1987, respectively; and 5.3 years versus 6.7 years, 5.3 years versus 7.3 years during base and peak services on May 20, 1987, respectively). However, this

TABLE III SCRTD VEHICLE ASSIGNMENT SUMMARIES

A. Vehicles Assigned on January 21, 1987

Characteristics of Buses Assigned to Minority vs Non-minority Lines

| | Minority | Non-minority | Systemwide |
|---|---|---|---|
| Average Vehicle Age | | | |
| Base | 6.6 | 3.0 | 6.6 |
| Peak | 7.4 | 3.0 | 7.4 |
| Express | 8.6 | na | 8.6 |
| Total Number of Lines | | | |
| Base | 135 | 1 | 136 |
| Peak | 155 | 1 | 156 |
| Express | 42 | na | 42 |
| Number of Lines with Ave Vehicle Age Two Years or More Older Than System Ave | | | |
| Base | 11 | 0 | 11 |
| Peak | 37 | 0 | 37 |
| Express | 26 | na | 26 |
| Percent of Lines with Ave Vehicle Age Two Years or More Older Than System Ave | | | |
| Base | 8% | 0% | 8% |
| Peak | 24% | 0% | 24% |
| Express | 62% | na | 62% |

Characteristics of Buses Assigned Among Various Minority Lines

| | Blacks | Hispanics | Asians | Indians |
|---|---|---|---|---|
| Average Vehicle Age | | | | |
| Base | 6.8 | 6.6 | 6.6 | 6.6 |
| Peak | 7.6 | 7.4 | 7.4 | 7.4 |
| Express | 8.6 | 8.6 | 8.6 | 8.6 |
| Total Number of Lines | | | | |
| Base | 107 | 132 | 131 | 135 |
| Peak | 127 | 152 | 151 | 155 |
| Express | 42 | 42 | 42 | 42 |
| Number of Lines with Ave Vehicle Age Two Years or More Older Than System Ave | | | | |
| Base | 9 | 10 | 10 | 11 |
| Peak | 34 | 36 | 36 | 37 |
| Express | 26 | 26 | 26 | 26 |
| Percent of Lines with Ave Vehicle Age Two Years or More Older Than System Ave | | | | |
| Base | 8 | 8 | 8 | 8 |
| Peak | 27 | 24 | 24 | 24 |
| Express | 62 | 62 | 62 | 62 |

TABLE III SCRTD VEHICLE ASSIGNMENT SUMMARIES

B. Vehicles Assigned on May 20, 1987

Characteristics of Buses Assigned to Minority vs Non-minority Lines

| | Minority | Non-minority | Systemwide |
|---|---|---|---|
| Average Vehicle Age | | | |
| Base | 6.7 | 5.3 | 6.7 |
| Peak | 7.3 | 5.3 | 7.3 |
| Express | 9.1 | na | 9.1 |
| Total Number of Lines | | | |
| Base | 134 | 1 | 135 |
| Peak | 159 | 1 | 160 |
| Express | 44 | na | 44 |
| Number of Lines with Ave Vehicle Age Two Years or More Older Than System Ave | | | |
| Base | 10 | 0 | 10 |
| Peak | 33 | 0 | 33 |
| Express | 20 | na | 20 |
| Percent of Lines with Ave Vehicle Age Two Years or More Older Than System Ave | | | |
| Base | 7% | 0% | 7% |
| Peak | 21% | 0% | 21% |
| Express | 45% | na | 45% |

Characteristics of Buses Assigned Among Various Minority Lines

| | Blacks | Hispanics | Asians | Indians |
|---|---|---|---|---|
| Average Vehicle Age | | | | |
| Base | 6.8 | 6.7 | 6.7 | 6.7 |
| Peak | 7.4 | 7.3 | 7.3 | 7.3 |
| Express | 8.0 | 9.1 | 9.1 | 9.1 |
| Total Number of Lines | | | | |
| Base | 107 | 131 | 130 | 134 |
| Peak | 132 | 156 | 155 | 159 |
| Express | 47 | 44 | 44 | 44 |
| Number of Lines with Ave Vehicle Age Two Years or More Older Than System Ave | | | | |
| Base | 8 | 9 | 10 | 10 |
| Peak | 30 | 32 | 33 | 33 |
| Express | 26 | 20 | 20 | 20 |
| Percent of Lines with Ave Vehicle Age Two Years or More Older Than System Ave | | | | |
| Base | 7 | 7 | 8 | 7 |
| Peak | 23 | 21 | 21 | 21 |
| Express | 55 | 45 | 45 | 45 |

comparison is of academic interest only as only one line can be classified as a non-minority line with only two buses assigned to this line during the peak and base periods on January 21, 1987 and three buses assigned on May 20, 1987. The comparison among minority lines classified as "Blacks", "Hispanics", "Asians" and "Indian" shows that, overall, buses are distributed equitably among minority groups insofar as vehicle age is concerned. On January 21, 1987, the average age of buses assigned during the base period was 6.8 years old on lines serving Blacks and 6.6 years old on lines serving Latinos, Asians or Indians. During the peak period the age on Black lines was 7.6 years versus 7.4 years on lines serving any of the other minority groups. Bus assignment records for May 20, 1987 also show the similar equitable distribution.

The percentage of lines having vehicle age two years or more older than the systemwide average show equitable distribution as well. For example, according to bus assignment records of May 20, 1987, during the base period, 7% of Black, Hispanic and Indian lines had an average vehicle age two years greater than the systemwide average. While, 8% of Asian lines had assigned buses older than the systemwide average. Similar equity is observed during the peak and express periods of operation as well.

Table III also shows that during the peak hours of operation only 37 of the District's 156 bus lines had an average vehicle age two years higher than the systemwide average on January 21, 1987. It should be kept in perspective, however, that in computing the average age of bus fleet serving any line, no age credit was given to the improved reliability due to the District's bus rehabilitation and refurbishing program. Vehicle assignment records of May 20, 1987, show that only 33 of the 160 lines had an average vehicle age two years higher than the systemwide average during the peak period of operation.

Preparation of Table III is based on the results of a specially written computer program that combines the amenity/age (Table I), with minority areas served by line (Table II), and a detailed record of equipment type and number used on January 21, 1987 and May 20, 1987.

The special purpose program produces the following reports:

- a recap of age, amenity, seats, vehicle type;
- vehicle type assignment by line by time period;
- minority or non-minority classification of the routes;
- a comparison of average age of buses assigned to minority and non-minority lines;
- a listing of route numbers and time periods that have average bus age greater than two years than the system average.

To prepare the information contained in Table III, a simple percentage is calculated by summing all appropriate routes indicated (Appendix B), and dividing by the total number of routes considered in this comparison. For example, in the case of Black routes in January 1987, the estimates are as follows:

Average systemwide age of vehicles in use on January 21, 1987, was 6.6 years on base services, 7.4 years on peak services, and 8.6 years on express services.

| | Base | Peak |
|---|---|---|
| Number of lines exceeding age standard: Serving Blacks | 9 | 34 |
| Total Lines: Serving Blacks | 107 | 127 |
| Percentage of lines serving Blacks and exceeding the system average age of bus fleet by more than two years. | 8% | 27% |

c. Load Factor Analysis

The required analysis of load factors was performed using the most recent ride check for each line. Ride checks conducted during this reporting period were used. Perhaps more than any other factor studied, load factors reflect the fare increase in effect since July 1, 1985. The average peak load factor decreased from 1.35 in the 1984 to 1.08 during this reporting period. While slight shifts can be noted in the number of lines in each minority category having 10% more than and 10% less than the system average, Table IV shows that the distribution of lines serving each group by load factor category does

not vary significantly from the system as a whole. Table V details load factors by line. Determination of the peak hour required the calculation of load factors on each line for each hour. The hour which had the highest load factor was selected as the peak hour on that line.

TABLE IV: LOAD FACTOR SUMMARY

| | NUMBER OF BUS LINES | | BUS LINES HAVING 10% MORE AND 10% LESS THAN THE SYSTEM AVERAGE | | | |
|---|---|---|---|---|---|---|
| | TOTAL | DATA AVAILABLE | 1.19 OR MORE | | 0.97 OR LESS | |
| MINORITY GROUPS: | | | | | | |
| BLACKS | 134 | 133 | 59 | 44% | 44 | 33% |
| AMERICAN INDIANS AND ALASKAN NATIVES | 165 | 164 | 69 | 42% | 62 | 38% |
| ASIANS OR PACIFIC ISLANDERS | 161 | 160 | 69 | 43% | 58 | 36% |
| HISPANICS | 162 | 161 | 68 | 42% | 60 | 37% |
| TOTAL ALL LINES | 166 | 165 | 69 | 42% | 63 | 38% |

d. Distribution of Other Facilities

As outlined in Appendix A, a map showing the location of SCRTD operating divisions, overhaul shops and other maintenance facilities, the main office and various ticket offices; the El Monte Busway; and the municipal operators' divisions and shops will be sent under a separate cover. SCRTD has no formal policy on placement of these facilities.

SCRTD has over 360 bus pass sales outlets throughout the transit service area. These outlets sell bus passes and distribute transit information. The establishment of sales outlets is initiated in one of two ways: either an agency contacts SCRTD requesting that it be permitted to sell passes, or SCRTD targets a geographical area that needs additional outlets. When an agency contacts SCRTD for permission to sell passes, the request is granted if the agency has sufficient security for storing passes and is located in an area which needs another outlet. Need is determined, in part, by sales volume at operating outlets in the vicinity of the proposed location. In an area targeted by SCRTD for an additional outlet, staff will contact candidate agencies which might include medical centers, colleges, banks, and stores.

TABLE V: SCRTD LOAD FACTOR ANALYSIS

BUS LINE LOAD FACTORS DURING PEAK HOUR AND PEAK DIRECTION

| LINE NO. | DATE OF CHECK | DAY | MINORITY STATUS | DIR. | STOP NO. | HOUR ENDG | # OF TRIPS | # OF SEATS | # ON BOARD | LOAD FACTOR |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 860513 | TU | B I A L | 4 | 1200 | 1712 | 8 | 498 | 658 | 1.32 |
| 2 | 870205 | TH | B I A L | 2 | 4490 | 736 | 7 | 309 | 461 | 1.49 |
| 4 | 870128 | TU | B I A L | 4 | 2150 | 800 | 12 | 516 | 828 | 1.60 |
| 10 | 870212 | TH | B I A L | 2 | 1760 | 736 | 12 | 540 | 702 | 1.30 |
| 14 | 851204 | WE | B I A L | 1 | 330 | 736 | 13 | 599 | 812 | 1.36 |
| 16 | 870310 | TU | B I A L | 4 | 1100 | 1736 | 15 | 701 | 914 | 1.30 |
| 18 | 851113 | WE | B I A L | 2 | 1220 | 724 | 16 | 722 | 1014 | 1.40 |
| 20 | 860402 | WE | B I A L | 2 | 1220 | 1748 | 29 | 1311 | 1856 | 1.42 |
| 26 | 850726 | FR | B I A L | 2 | 1500 | 724 | 9 | 395 | 652 | 1.65 |
| 28 | 851022 | TU | B I A L | 2 | 1680 | 1612 | 20 | 932 | 1173 | 1.26 |
| 30 | 870120 | TU | B I A L | 1 | 1240 | 748 | 22 | 1013 | 1302 | 1.29 |
| 33 | 870305 | TH | B I A L | 4 | 590 | 748 | 17 | 803 | 1058 | 1.32 |
| 38 | 860822 | FR | B I A L | 2 | 290 | 824 | 8 | 352 | 407 | 1.16 |
| 40 | 870225 | WE | B I A L | 1 | 2100 | 800 | 17 | 735 | 1019 | 1.39 |
| 45 | 870203 | TU | B I A L | 1 | 1550 | 736 | 17 | 747 | 1045 | 1.40 |
| 48 | 861203 | WE | B I A L | 1 | 330 | 748 | 5 | 215 | 351 | 1.63 |
| 51 | 860605 | TH | B I A L | 4 | 380 | 748 | 14 | 614 | 980 | 1.60 |
| 53 | 870313 | FR | B I A L | 1 | 1570 | 748 | 9 | 399 | 644 | 1.61 |
| 55 | 861204 | TH | B I A L | 1 | 1950 | 724 | 10 | 442 | 723 | 1.64 |
| 56 | 860815 | FR | B I A L | 3 | 2170 | 1636 | 5 | 208 | 290 | 1.39 |
| 60 | 860716 | WE | B I A L | 3 | 3160 | 1736 | 20 | 924 | 1354 | 1.47 |
| 65 | 870209 | MO | B I A L | 4 | 1400 | 724 | 5 | 231 | 291 | 1.26 |
| 66 | 870204 | WE | B I A L | 2 | 160 | 736 | 15 | 677 | 1139 | 1.68 |
| 68 | 860610 | TU | B I A L | 3 | 2445 | 1724 | 9 | 395 | 621 | 1.57 |
| 70 | 861105 | WE | B I A L | 2 | 1300 | 1748 | 12 | 552 | 738 | 1.34 |
| 76 | 870206 | FR | B I A L | 4 | 715 | 736 | 7 | 309 | 418 | 1.35 |
| 78 | 860415 | TU | B I A L | 4 | 1590 | 724 | 13 | 595 | 759 | 1.28 |
| 81 | 860528 | WE | B I A L | 3 | 2720 | 800 | 8 | 360 | 526 | 1.46 |
| 83 | 850926 | TH | B I A L | 1 | 670 | 1736 | 11 | 521 | 646 | 1.24 |
| 84 | 860604 | WE | B I A L | 1 | 2140 | 1648 | 6 | 260 | 322 | 1.24 |
| 90 | 860717 | TH | B I A L | 1 | 120 | 1812 | 9 | 399 | 412 | 1.03 |
| 92 | 860703 | TH | B I A L | 3 | 1420 | 724 | 9 | 399 | 394 | 0.99 |
| 94 | 860612 | TH | B I A L | 3 | 1130 | 1612 | 6 | 278 | 402 | 1.45 |
| 96 | 860707 | MO | B I A L | 1 | 120 | 1836 | 6 | 270 | 278 | 1.03 |
| 97 | 860818 | MO | B I A L | 4 | 250 | 1824 | 1 | 43 | 51 | 1.19 |
| 102 | 870123 | FR | B I A L | 4 | 1170 | 1536 | 2 | 72 | 132 | 1.83 |
| 103 | 860801 | FR | B I A L | 2 | 520 | 1548 | 2 | 86 | 52 | 0.60 |
| 104 | 860725 | FR | I L | 2 | 1130 | 724 | 3 | 114 | 89 | 0.78 |
| 105 | 870327 | FR | B I A L | 3 | 3680 | 1600 | 6 | 262 | 372 | 1.42 |
| 107 | 860807 | TH | B I L | 2 | 1604 | 1624 | 3 | 133 | 127 | 0.95 |
| 108 | 870312 | TH | B I A L | 4 | 2230 | 700 | 6 | 262 | 336 | 1.28 |
| 110 | 860702 | WE | B I A L | 2 | 1335 | 1712 | 4 | 180 | 232 | 1.29 |
| 111 | 870317 | TU | B I A L | 2 | 710 | 1712 | 6 | 258 | 321 | 1.24 |

TABLE V: SCRTD LOAD FACTOR ANALYSIS

BUS LINE LOAD FACTORS DURING PEAK HOUR AND PEAK DIRECTION

| LINE NO. | DATE OF CHECK | DAY | MINORITY STATUS | DIR. | STOP NO. | HOUR ENDG | # OF TRIPS | # OF SEATS | # ON BOARD | LOAD FACTOR |
|---|---|---|---|---|---|---|---|---|---|---|
| 115 | 860729 | TU | B I A L | 2 | 1600 | 1724 | 6 | 258 | 311 | 1.21 |
| 117 | 860728 | MO | B I A L | 4 | 520 | 736 | 5 | 215 | 337 | 1.57 |
| 119 | 870130 | FR | B I A L | 4 | 260 | 736 | 3 | 129 | 67 | 0.52 |
| 120 | 861202 | TU | B I A L | 4 | 1720 | 736 | 5 | 219 | 247 | 1.13 |
| 124 | 860620 | FR | B I A L | 2 | 1260 | 1636 | 2 | 86 | 83 | 0.97 |
| 125 | 860808 | FR | B I A L | 2 | 1500 | 1748 | 4 | 180 | 223 | 1.24 |
| 127 | 860625 | WE | B I A L | 2 | 1760 | 824 | 2 | 86 | 81 | 0.94 |
| 128 | 860618 | WE | B I A L | 4 | 1380 | 1712 | 1 | 27 | 56 | 2.07 |
| 130 | 860804 | MO | B I A L | 4 | 1412 | 800 | 1 | 43 | 48 | 1.12 |
| 146 | 860404 | FR | B I A L | 5 | 2100 | 1712 | 3 | 81 | 101 | 1.25 |
| 147 | 860703 | TH | B I A L | 5 | 1210 | 1500 | 2 | 54 | 36 | 0.67 |
| 149 | 860602 | MO | I | 2 | 1820 | 1648 | 1 | 47 | 36 | 0.77 |
| 150 | 860401 | TU | I A L | 4 | 770 | 812 | 7 | 309 | 433 | 1.40 |
| 152 | 860718 | FR | I A L | 2 | 470 | 1624 | 4 | 180 | 198 | 1.10 |
| 154 | 860701 | TU | I A L | 4 | 310 | 824 | 2 | 86 | 77 | 0.90 |
| 158 | 860801 | FR | I A L | 2 | 600 | 736 | 3 | 133 | 142 | 1.07 |
| 161 | 861210 | WE | | 4 | 1140 | 800 | 2 | 94 | 76 | 0.81 |
| 163 | 860131 | FR | I A L | 2 | 2070 | 724 | 3 | 129 | 178 | 1.38 |
| 165 | 860602 | MO | I A L | 3 | 510 | 736 | 3 | 129 | 217 | 1.68 |
| 167 | 861030 | TH | I A L | 4 | 2150 | 800 | 6 | 258 | 311 | 1.21 |
| 168 | 860730 | WE | B I A L | 1 | 390 | 712 | 5 | 223 | 270 | 1.21 |
| 169 | 860725 | FR | B I A L | 4 | 700 | 800 | 2 | 86 | 99 | 1.15 |
| 170 | 860618 | WE | I A L | 2 | 1231 | 800 | 3 | 135 | 74 | 0.55 |
| 175 | 870122 | TH | I A L | 4 | 1680 | 1600 | 4 | 187 | 311 | 1.66 |
| 176 | 860811 | MO | I A L | 2 | 1410 | 712 | 2 | 54 | 40 | 0.74 |
| 177 | 860903 | WE | B I A L | 4 | 2400 | 1624 | 2 | 86 | 71 | 0.83 |
| 178 | 860708 | TU | I A L | 2 | 1074 | 1836 | 1 | 46 | 41 | 0.89 |
| 180 | 860630 | MO | B I A L | 4 | 2170 | 1748 | 5 | 215 | 361 | 1.68 |
| 183 | 861104 | TU | I A L | 4 | 300 | 736 | 2 | 90 | 116 | 1.29 |
| 185 | 870306 | FR | B I A L | 4 | 1410 | 1612 | 1 | 27 | 31 | 1.15 |
| 187 | 870316 | TU | B I A L | 2 | 1260 | 1636 | 3 | 138 | 143 | 1.04 |
| 188 | 860730 | WE | B I A L | 4 | 1700 | 1736 | 3 | 137 | 134 | 0.98 |
| 192 | 870202 | MO | B I A L | 2 | 2130 | 748 | 3 | 81 | 48 | 0.59 |
| 200 | 861031 | FR | B I A L | 3 | 110 | 736 | 8 | 378 | 474 | 1.25 |
| 201 | 860618 | WE | I A L | 3 | 620 | 736 | 2 | 72 | 96 | 1.33 |
| 204 | 870211 | WE | B I A L | 1 | 560 | 800 | 21 | 951 | 1303 | 1.37 |
| 205 | 870227 | FR | B I A L | 3 | 1930 | 1624 | 2 | 54 | 70 | 1.30 |
| 206 | 860711 | FR | B I A L | 1 | 1530 | 824 | 5 | 223 | 354 | 1.59 |
| 207 | 860624 | TU | B I A L | 3 | 180 | 1748 | 11 | 485 | 592 | 1.22 |
| 208 | 870227 | FR | I A | 5 | 1100 | 800 | 3 | 81 | 28 | 0.35 |
| 209 | 860807 | TH | B I A L | 3 | 160 | 1812 | 3 | 129 | 118 | 0.91 |
| 210 | 860520 | TU | B I A L | 1 | 710 | 748 | 11 | 485 | 631 | 1.30 |
| 211 | 870227 | FR | B I A L | 3 | 1855 | 812 | 2 | 90 | 125 | 1.39 |

TABLE V: SCRTD LOAD FACTOR ANALYSIS

BUS LINE LOAD FACTORS DURING PEAK HOUR AND PEAK DIRECTION

| LINE NO. | DATE OF CHECK | DAY | MINORITY STATUS | DIR. | STOP NO. | HOUR ENDG | # OF TRIPS | # OF SEATS | # ON BOARD | LOAD FACTOR |
|---|---|---|---|---|---|---|---|---|---|---|
| 212 | 861125 | TU | B I A L | 1 | 300 | 812 | 7 | 317 | 524 | 1.65 |
| 217 | 860813 | WE | B I A L | 1 | 1220 | 1748 | 9 | 451 | 441 | 0.98 |
| 220 | 870320 | FR | B I A L | 3 | 2120 | 836 | 2 | 90 | 79 | 0.88 |
| 225 | 861210 | WE | B I A L | 3 | 1650 | 1524 | 5 | 223 | 191 | 0.86 |
| 228 | 860423 | WE | I A L | 1 | 470 | 736 | 4 | 176 | 224 | 1.27 |
| 230 | 860812 | TU | I A L | 4 | 180 | 1736 | 3 | 129 | 108 | 0.84 |
| 232 | 860708 | TU | B I A L | 1 | 370 | 748 | 3 | 138 | 237 | 1.72 |
| 234 | 860721 | MO | I A L | 1 | 730 | 1748 | 3 | 129 | 161 | 1.25 |
| 236 | 860625 | WE | I A L | 4 | 540 | 848 | 2 | 86 | 63 | 0.73 |
| 240 | 861030 | TH | I L | 1 | 1270 | 736 | 7 | 317 | 269 | 0.85 |
| 243 | 860613 | FR | I A | 4 | 510 | 736 | 3 | 133 | 198 | 1.49 |
| 245 | 860721 | MO | I A L | 3 | 190 | 836 | 2 | 86 | 78 | 0.91 |
| 250 | 860707 | MO | B I A L | 1 | 1100 | 924 | 2 | 54 | 35 | 0.65 |
| 251 | 851218 | WE | B I A L | 3 | 2480 | 800 | 10 | 438 | 615 | 1.40 |
| 254 | 860528 | WE | B I A L | 1 | 550 | 724 | 2 | 86 | 106 | 1.23 |
| 255 | 860804 | MO | B I A L | 3 | 1330 | 1648 | 2 | 72 | 59 | 0.82 |
| 256 | 870312 | TH | B I A L | 1 | 440 | 836 | 3 | 123 | 138 | 1.12 |
| 259 | 860702 | WE | I A L | 3 | 1570 | 1624 | 3 | 129 | 84 | 0.65 |
| 260 | 861016 | TH | B I A L | 1 | 895 | 748 | 6 | 278 | 329 | 1.18 |
| 262 | 860710 | TH | I A L | 1 | 1690 | 724 | 4 | 180 | 99 | 0.55 |
| 264 | 870312 | TH | B I A L | 3 | 1160 | 812 | 3 | 137 | 127 | 0.93 |
| 265 | 870310 | TU | I A L | 1 | 1300 | 1524 | 2 | 54 | 47 | 0.87 |
| 266 | 860612 | TH | I A L | 3 | 1670 | 700 | 2 | 89 | 98 | 1.10 |
| 267 | 860715 | TU | B I A L | 1 | 1640 | 736 | 5 | 242 | 149 | 0.62 |
| 268 | 860730 | WE | B I A L | 2 | 1200 | 748 | 4 | 175 | 180 | 1.03 |
| 270 | 870130 | FR | B I A L | 1 | 1250 | 1648 | 2 | 54 | 58 | 1.07 |
| 274 | 860610 | TU | I A L | 3 | 2470 | 1500 | 2 | 86 | 36 | 0.42 |
| 280 | 861114 | FR | I A L | 1 | 1160 | 936 | 2 | 86 | 63 | 0.73 |
| 291 | 870202 | MO | B I A L | 3 | 2120 | 912 | 3 | 81 | 82 | 1.01 |
| 358 | 860801 | FR | B I A L | 1 | 2600 | 812 | 3 | 133 | 84 | 0.63 |
| 401 | 860611 | WE | B I A L | 3 | 350 | 800 | 8 | 360 | 338 | 0.94 |
| 413 | 870112 | MO | B I A L | 3 | 1481 | 736 | 2 | 90 | 61 | 0.68 |
| 418 | 860708 | TU | B I A L | 2 | 200 | 712 | 5 | 235 | 190 | 0.81 |
| 419 | 870112 | MO | B I A L | 2 | 1110 | 724 | 2 | 94 | 47 | 0.50 |
| 420 | 870107 | WE | B I A L | 3 | 2250 | 1548 | 12 | 544 | 578 | 1.06 |
| 423 | 860721 | MO | B I A L | 2 | 1271 | 724 | 1 | 47 | 25 | 0.53 |
| 424 | 860312 | WE | B I A L | 1 | 561 | 748 | 19 | 861 | 969 | 1.13 |
| 426 | 860710 | TH | B I A L | 2 | 490 | 824 | 6 | 274 | 250 | 0.91 |
| 427 | 870331 | TU | B I A L | 1 | 1220 | 1712 | 2 | 90 | 36 | 0.40 |
| 429 | 860714 | MO | B I A L | 2 | 4020 | 736 | 3 | 129 | 156 | 1.21 |
| 430 | 870305 | TH | B I A L | 4 | 1180 | 1812 | 1 | 43 | 16 | 0.37 |
| 431 | 870305 | TH | B I A L | 4 | 1191 | 1800 | 2 | 86 | 44 | 0.51 |
| 434 | 861106 | TH | B I A L | 2 | 1430 | 1812 | 2 | 94 | 129 | 1.37 |

TABLE V: SCRTD LOAD FACTOR ANALYSIS

BUS LINE LOAD FACTORS DURING PEAK HOUR AND PEAK DIRECTION

| LINE NO. | DATE OF CHECK | DAY | MINORITY STATUS | DIR. | STOP NO. | HOUR ENDG | # OF TRIPS | # OF SEATS | # ON BOARD | LOAD FACTOR |
|---|---|---|---|---|---|---|---|---|---|---|
| 436 | 870305 | TH | B I A L | 2 | 501 | 812 | 4 | 188 | 121 | 0.64 |
| 437 | 870305 | TH | B I A L | 2 | 395 | 736 | 2 | 94 | 35 | 0.37 |
| 438 | 870209 | MO | B I A L | 2 | 1546 | 736 | 2 | 94 | 49 | 0.52 |
| 439 | 870123 | FR | B I A L | 3 | 1265 | 712 | 2 | 94 | 101 | 1.07 |
| 442 | 870225 | WE | B I A L | 1 | 1280 | 748 | 6 | 266 | 266 | 1.00 |
| 443 | 860611 | WE | B I A L | 1 | 520 | 712 | 2 | 94 | 52 | 0.55 |
| 444 | 860611 | WE | B I A L | 1 | 1320 | 1748 | 2 | 92 | 97 | 1.05 |
| 445 | 850612 | WE | B I A L | 1 | 1020 | 724 | 3 | 137 | 143 | 1.04 |
| 446 | 860709 | WE | B I A L | 3 | 1500 | 724 | 5 | 241 | 306 | 1.27 |
| 448 | 860618 | WE | B I A L | 1 | 1450 | 800 | 2 | 90 | 47 | 0.52 |
| 456 | 860618 | WE | B I A L | 1 | 291 | 736 | 6 | 291 | 217 | 0.75 |
| 457 | 860806 | WE | B I A L | 3 | 276 | 1712 | 4 | 188 | 143 | 0.76 |
| 459 | 860604 | WE | B I A L | 3 | 1220 | 1736 | 1 | 47 | 35 | 0.74 |
| 460 | 860623 | MO | B I A L | 4 | 825 | 724 | 4 | 184 | 182 | 0.99 |
| 462 | 870121 | WE | B I A L | 2 | 1190 | 1748 | 4 | 194 | 204 | 1.05 |
| 464 | 861023 | TH | B I A L | 2 | 161 | 1712 | 7 | 329 | 233 | 0.71 |
| 466 | 860714 | MO | B I A L | 2 | 551 | 1836 | 3 | 141 | 91 | 0.65 |
| 470 | 870311 | WE | B I A L | 4 | 2950 | 800 | 8 | 364 | 395 | 1.09 |
| 480 | 870115 | TH | B I A L | 4 | 1335 | 800 | 12 | 558 | 648 | 1.16 |
| 482 | 860715 | TU | B I A L | 4 | 1801 | 700 | 4 | 184 | 166 | 0.90 |
| 483 | 860604 | WE | B I A L | 1 | 1151 | 1748 | 7 | 302 | 354 | 1.17 |
| 484 | 861112 | WE | B I A L | 2 | 1271 | 724 | 5 | 235 | 343 | 1.46 |
| 486 | 870316 | MO | B I A L | 2 | 1145 | 1748 | 5 | 225 | 227 | 1.01 |
| 487 | 860609 | MO | B I A L | 3 | 4371 | 748 | 11 | 519 | 459 | 0.88 |
| 488 | 860710 | TH | B I A L | 4 | 1541 | 748 | 4 | 183 | 147 | 0.80 |
| 490 | 861209 | TU | B I A L | 4 | 1440 | 648 | 4 | 184 | 202 | 1.10 |
| 492 | 860710 | TH | B I A L | 4 | 585 | 724 | 2 | 98 | 68 | 0.69 |
| 494 | 860710 | TH | B I A L | 4 | 1630 | 724 | 2 | 98 | 85 | 0.87 |
| 495 | 860806 | WE | B I A L | 2 | 1301 | 1736 | 6 | 281 | 240 | 0.85 |
| 496 | 861015 | WE | B I A L | 4 | 2381 | 700 | 1 | 47 | 42 | 0.89 |
| 497 | 861020 | MO | B I A L | 2 | 701 | 1824 | 7 | 333 | 277 | 0.83 |
| 498 | 860505 | MO | B I A L | 2 | 311 | 1824 | 6 | 281 | 271 | 0.96 |
| 560 | 870126 | MO | B I A L | 1 | 810 | 1636 | 6 | 266 | 341 | 1.28 |
| 576 | 870129 | TH | B I A L | 4 | 940 | 848 | 2 | 94 | 95 | 1.01 |
| 685 | 850125 | FR | I A L | 1 | 1400 | 636 | 1 | 43 | 26 | 0.60 |
| 686 | 851003 | TH | I A L | 1 | 1351 | 648 | 1 | 43 | 22 | 0.51 |

MINORITY STATUS: B=BLACK
I=AMERICAN INDIAN/ALASKAN NATIVE
A=ASIAN/PACIFIC ISLANDER
L=HISPANIC/LATINO

Table VI shows that the pass outlets are distributed fairly evenly among the minority zones. The distribution shown in this table is similar to that which was reported in the 1984 update.

TABLE VI: DISTRIBUTION OF PASS SALES OUTLETS, 1987

| Location by Zone Type | Number of Outlets | Percent of Outlets |
|---|---|---|
| Black | 148 | 41% |
| Indian or Alaskan Native | 154 | 43% |
| Asian or Pacific Islander | 128 | 35% |
| Hispanic | 169 | 47% |
| Non-Minority | 39 | 11% |
| Total Outlets[1] | 361 | 100% |

e. Accessibility Provided by the Service

Accessibility was analyzed using the Metropolitan Accessi-
ility Program (MAP) and Traffic Analysis Zone definitions as the basic data unit. In all cases, the comparison is between zones having a percentage of minority population for any of the four minorities in excess of the county average and those zones which do not have any minority population in excess of the county average.

Employment data are place-of-work estimates made by Southern California Association of Governments (SCAG). They are based on a variety of sources including ongoing surveys. No listing of community shopping centers as defined in the Circular 1160.1 is available for Los Angeles County. Major retail centers as defined for this analysis, therefore, include all areas which include at least one general merchandise store of at least 100,000 square feet in size, plus 25 or more contiguous stores.

(1) The total number of outlets is less than the sum of the outlets in each zone type. This is because a single zone may be categorized as more than one type of minority zone (e.g., a zone may be defined as both a Black minority zone and a Hispanic minority zone.)

The medical center analysis includes all hospitals in the county with 100 or more beds. No comprehensive listing of outpatient clinics was available. However, since most clinics are located in hospitals, the same listing of hospitals was analyzed for access within both the 60-minute and the 30-minute time bands. Similarly, food stamp and welfare offices are typically located in the same offices in Los Angeles. Hence, there is only one listing for this under the "social service" category.

Table VII, which presents a summary of the accessibility analysis, shows that 22.77 percent of the county's employment locations are accessible within 60 minutes by bus from the average Black resident zone, while 16.99 percent of the total employment locations are within 60 minutes by bus from the average non-minority zone. In the case of police stations, 100.0 percent of all Black minority and non-minority zones are within 45 minutes by bus of a police station.

The average fare comparison is omitted from the summary table since the fare applies uniformly throughout the county on the lines operated by the District. Transfers between two carriers are 10 cents. However, the municipal operators supply such a small portion of the area's service that an attempt to calculate the fare for two-carrier trips would have been meaningless in terms of overall area wide access to the various attractors.

As shown in Table VII, in most cases, accessibility from minority zones is equal to or better than accessibility from non-minority zones.

The methodology employed by MAP assumes a certain amount of uniformity in the dispersal of the various attractors throughout the service area. As supported by the Accessibility Comparison Summary (Table VII) and the Activity Center Map to be provided to UMTA by SCRTD, most attractors measured in this report are uniformly dispersed throughout the area; and bus service to them is equitable from all Traffic Analysis Zones regardless of minority or majority population content.

However, three categories of trip attractors being used as a measure of equity in bus service in Los Angeles deserve special attention. In each case, their dispersal throughout the service area is not uniform, either simply by definition or due to economic considerations. The Central Business District (CBD) in Los Angeles is centrally located. Various civic offices located in the CBD serve more than the 2,300 square mile service area of

TABLE VII

ACCESSIBILITY COMPARISON SURVEY
SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

Accessibility By Bus By Type Of Zone
Within Standard Travel Times

| Activity Center | Time of day | Travel Time Standard | Type Of Zone: Black | Hispanic | Asian | Indian | Non-minority |
|---|---|---|---|---|---|---|---|
| A. Percent Of Total County Employment Accessible For Average Zone By Type | | | | | | | |
| | Peak | 60 | 22.77 | 19.84 | 21.44 | 20.98 | 16.99 |
| B. Percent Of Population Group Having Access To Activity Center | | | | | | | |
| Major Retail Centers | Base | 45 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Medical Centers | Peak | 60(1) | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | Base | 60(1) | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | Peak | 30(2) | 97.4 | 92.8 | 94.7 | 94.3 | 94.0 |
| | Base | 30(2) | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Social Service Offices | Base | 30 | 91.8 | 90.4 | 87.8 | 93.5 | 87.2 |
| Police Stations | Base | 45 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Community Colleges | Peak | 60 | 96.1 | 94.9 | 96.7 | 91.9 | 90.6 |
| | Base | 60 | 99.6 | 95.7 | 97.0 | 93.7 | 93.2 |
| Adult And Continuation High School | Peak | 60 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | Base | 60 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| L.A. CBD | Peak | 60 | 79.4 | 75.2 | 75.3 | 57.0 | 59.4 |
| | Base | 60 | 70.0 | 67.7 | 65.1 | 48.9 | 48.7 |
| C. Number Of Zones By Type | | | | | | | |
| | | | 233 | 375 | 304 | 493 | 234 |

(1) Standard Travel Time For Hospitals
(2) Standard Travel Time For Clinics

public transit in Los Angeles County, including densely populated areas 30 miles to the east, 22 miles to the south, and 25 miles to the northwest. The greatest employment densities in Los Angeles are in the CBD and nearby areas to the southeast and to the west. Social service offices have been located where they are most needed. In each of these cases, the measurement of accessibility shown in Table VII more closely reflects the location of the attractor than the bus service.

5. Distribution of Other Benefits

a. Changes in Service Features

Planned changes in service features are generally covered in the current Short Range Transit Plan.

While no significant service changes were made during this reporting period, the Proposition A reduced fare program, instituted in 1982, ended on June 30, 1985. The amount of service to be provided was determined by agreement between the Los Angeles County Transportation Commission and the SCRTD Board.

On April 10, 1986, the Board also adopted a set of consolidated transit service policies. These policies pertain to issues such as:

- Service Deployment Standards
- Operational Standards
- Financial Standards
- Coordination Standards

A full documentation of these policies has been included in Appendix F.

Excerpts from the Short Range Transit Plan and Board Report on Fare Policy Alternatives are also included in Appendix F. These excerpts show that the impact on transit dependent groups was given the highest consideration. Although racial/ethnic groups were not examined income and automobile availability were used as a measure of transit dependency.

b. Information Dissemination

Several avenues of communication between SCRTD and local citizens are utilized. These include public meetings, public hearings, meetings with community groups, communication with elected officials, news releases, promotional and marketing information, and correspondence between citizens and SCRTD.

Public meetings are held at the beginning of major areawide studies. The purpose of these meetings is to establish contact with concerned citizens and to provide a forum for their comments. Since the meetings are held upon study initiation, citizen input can influence the study direction from the outset.

Public hearings are held in accordance with legal requirements. Public hearing notices are posted on buses (via signs and brochures) and are published in regional and local newspapers. Two weeks after the public hearing is held, the comments are documented and submitted with staff responses to the Board of Directors. The staff response will sometimes involve a modification to the original proposals presented at the hearing. The Board then acts upon the staff recommendations.

The Local Government and Community Affairs Department of SCRTD provides speakers to community groups. The Department representatives speak on both institutional and service matters. Each of ten representatives must make at least four presentations per month. In addition, each representative is assigned a geographic area and must maintain communication with the local governments and city councils of the 85 cities of Los Angeles county. In addition, the representatives communicate and interact with the private sector and nurture productive relationships with industrial, business and service organizational leaders throughout the county. Appendix G lists all the community group meetings held during this reporting period. Presentations are also made on request. In some cases, the Department will target particular groups and offer to provide a speaker to them.

News releases are regularly prepared by the SCRTD News Bureau and released to all regional newspapers, radio stations, television stations and wire services. The newspapers and electronic media then determine whether they will publish or broadcast the release. Appendix H lists all news releases during this reporting period. News releases prepared in Spanish are designated by an 'S'. News releases regarding public hearings should not be confused with paid legal notices placed by SCRTD. These notices announce the public hearing time, date, and subject matter. The news releases are announcements which the media run voluntarily.

The SCRTD Marketing and Communications Department prepares both promotional and informational material concerning SCRTD services. Several media formats are used by the Marketing Department. These include interior car cards, bulkhead cards, and "take-one" cards, which are all displayed inside

the buses. Brochures are also prepared and distributed through pass sales outlets, customer service centers and by direct mail. The promotional material covers special fares and highlights specific areas of service. Informational material includes service changes and public hearing notices. Appendix I lists the titles of brochures issued by SCRTD's Marketing and Communications Department during this reporting period. Fifty-four percent were printed in Spanish as well as English.

c. Participation in Decision-Making

The SCRTD Board of Directors is the ultimate policy-making body for the District. Of the 11 members of the Board, two are Black, and three are women, one of whom is Hispanic. The Directors are appointed: two by the Mayor of Los Angeles, one each by the five County Board Supervisors, and one each by the four Corridor Selection Committees.

In addition, the following ad hoc community advisory bodies consult with SCRTD:

The Mayor's San Fernando Valley Advisory Committee on Transportation

Palos Verdes Peninsula Transportation Committee
League of California Cities Transportation Committee

United Neighborhoods Organization (100% Hispanic)

Hollywood Committee of 40

North Hollywood Committee of 45

Los Angeles Urban League

Southern Christian Leadership Conference

Angeles Mesa UWCA Board of Directors
Total Members: 20 (16 Female); 3 Hispanic; 17 Black

Benefit Assessment District Committee
Total Members: 33 (3 Female); 2 Hispanic; 3 Black

Citizen Advisory Committee on Accessible Transportation (LACAT)
Total Members: 18 (11 Female); 2 Hispanic; 1 Black

Citizens Advisory Committee - Hollywood
Total Members: 10 (2 Female)

Citizens Advisory Committee - South Bay
Total Members: 9 (3 Female); 2 Hispanic

Citizens Advisory Committee - South Los Angeles
Total Members: 12 (10 Female); 3 Hispanic; 7 Black

Crenshaw High School Task Force
Total Members: 40 (25 Female); 1 Hispanic; 35 Black

Foothill Cities Transportation Forum, Arcadia
Total Members: 8 (2 Female)

Hollenbeck Police Business Council
Total Members: 25 (10 Female); 8 Hispanic

Key Council for Cal-State Afro-American Museum of Historic Culture
Total Members: 25 (25 Female)

Lillian Street Elementary School Advisory Council
Total Members: 7 (6 Female); 1 Hispanic; 1 Black

Little Main Committee - Venice
Total Members: 15 (7 Female)

San Gabriel Human Relations Commission
Total Members: 9 (3 Female); 5 Hispanic

Transportation Committee of L.A.N.A.A.C.P.
Total Members: 10 (5 Female); 10 Black

Wilshire Center Community Involvement Association
Total Members: 13 (3 Female); 2 Black

Wilshire Chamber of Transportation Committee
Total Members: 15 (2 Female); 2 Hispanic; 1 Black

Wilshire Chamber of Commerce Transportation Committee
Total Members: 13 (3 Female); 2 Black

The Congressionally Ordered Re-Engineering (CORE) Study Forum
Total Members: 85 (24 Female); 7 Hispanic; 10 Black; 4 Asian

Some of these committees serve at the pleasure of local elected officials and are not under the control of SCRTD. Consequently, no records of minority representation are available.

Community meetings to discuss the planned construction of Metro Rail are held regularly. Two committees in Hollywood and North Hollywood and the CORE Forum were created to discuss Metro Rail planning and design. Plans are being implemented to establish citizen forums throughout the District's service area.

d. Bilingual Facilities

The District makes an extensive effort to communicate with Spanish-speaking residents. Most of the marketing materials discussed in Section 4b are prepared in either English or Spanish or both. All information having to do with service changes or information that directly affects mobility is provided in both English and Spanish. Also, as noted above, many news releases in past years have been prepared in both Spanish and English. Spanish and Asian versions of legal notices for public hearings are placed in ethnic newspapers.

The District's Customer Information Service and Handicap Hotline both have Spanish-speaking operators. Meetings held in Hispanic neighborhoods include a bilingual staff member to either make the presentation or to translate, as appropriate.

e. Intergovernmental Review Procedures

On September 29, 1983, the California State Office of Planning and Research (OPR) established a set of intergovernmental review procedures to replace the A-95 review process. For the review of federal grants, direct federal involvement projects and state plans, OPR's new procedures establish a dual clearinghouse system -- state and areawide.

The procedures designate OPR as the "Single Point of Contact" (SPOC) to coordinate review activities with federal agencies. As the SPOC, one of OPR's major responsibilities will be to transmit state recommendations on specific projects to federal agencies. Pursuant to the federal agency regulations which govern the review process, the state recommendation must be "accommodated" when federal officials make funding or development decisions. OPR will also transmit comments which conflict with the state recommendation.

In SCRTD's operating area, the Southern California Association of Governments (SCAG) has been named as the areawide clearinghouse. SCAG's responsibilities are to review projects of regional significance; notify cities, counties, special districts and single purpose agencies of state plans, federal grants and direct federal involvement projects; transmit all comments to OPR; facilitate the consistency of comments among local agencies; assist local agencies in working directly with the state; and work with applicants to develop consistency and conformity with local and regional plans and policies.

The following is a list of transit-related programs subject to the intergovernmental review process. Those programs marked with single asterisk(*) are subject to review by SCAG.

* 20.500 Urban Mass Transportation Capital Improvements Grants Sec. 4 (i) Innovative Techniques Program

* 20.503 Urban Mass Transportation Managerial Training Grants (Section 10) Sec. 11. University Research and Training Grants

* 20504 Mass Transportation Technology (Section 6)

* 20.505 Urban Mass Transportation Section 8 Planning and Technical Studies Grants.

* 20.506 Urban Mass Transportation Demonstration Grants (Section 6) Section 9 Block Grant Program.

Section 9A Mass Transit Account Formula Distribution Program.

* 20.507 Urban Transportation Capital and Operating Assistance Formula Grants (Section 5).

* 20.509 Public Transportation for Nonurbanized Areas (Section 18).

* 20.510 Urban Mass Transportation Planning Methods Research and Development (Section 6).

Section 16 Grants to Meet Special Needs of Elderly and Handicapped Persons.

* Local Rail Service Assistance Program (FRA).

No comments pertaining to the District's activities have been received through the intergovernmental review process from any local civil rights agencies.

## III. TECHNICAL AND PLANNING ASSISTANCE

Sections 1, 2, and 3 are part of the Southern California Association of Governments' Title VI submittal.

1. GENERAL

2. PROFILE OF METROPOLITAN PLANNING ORGANIZATION

3. CITIZEN'S INVOLVEMENT IN PLANNING AND PROGRAMMING

4. IDENTIFICATION AND CONSIDERATION OF TRANSIT NEEDS IN THE PLANNING PROCESS

The SCRTD participates in the regional Overall Work Program (OWP). The OWP funds projects that are designed to analyze transit needs and implement transit improvements. FY 1986 and 1987 OWP projects undertaken by SCRTD were as follows:

| Submitting Agency | Project Title | Amount Requested |
|---|---|---|
| SCRTD | Fare Service Change Analysis | $128,000 |
| SCRTD | Absenteeism Analysis | 50,000 |
| SCRTD | Articulated Bus Depolyment | 61,960 |
| SCRTD | UMTA Circular 1160.1 Update | 50,000 |
| SCRTD | Anthropometric Study | 40,000 |
| SCRTD | Hollywood Freeway Line Haul | 100,000 |
| SCRTD | SRTP Update | 804,000 |
| SCRTD | Update Energy Bus Replacement Facilities/Maintenance Plans | 180,000 |
| SCRTD | Rail Operations Planning | 120,000 |
| SCRTD | Intergration of Rail Operations Planning | 60,000 |
| SCRTD | Strategic Service Plan | 220,000 |
| | Total | 1,813,960 |

For further information concerning the Overall Work Program, please see the previously submitted OWP prepared for the region by the Southern California Association of Governments.

# TITLE VI

# ASSESSMENT FOR CAPITAL AND OPERATING ASSISTANCE

# TRIENNIAL UPDATE 1987

# APPENDICES

JUNE 1987

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT
425 South Main Street
Los Angeles, California 90013

# APPENDIX A

# APPENDIX A

## PROFILE MAPS

Listed below are 1987 editions of maps which will be sent under a separate cover. However, maps showing location of minority census tracts, low income areas and non-auto households are being included in this Appendix. The data for these maps was derived using the 1980 Census data.

Service Area

Bus Routes

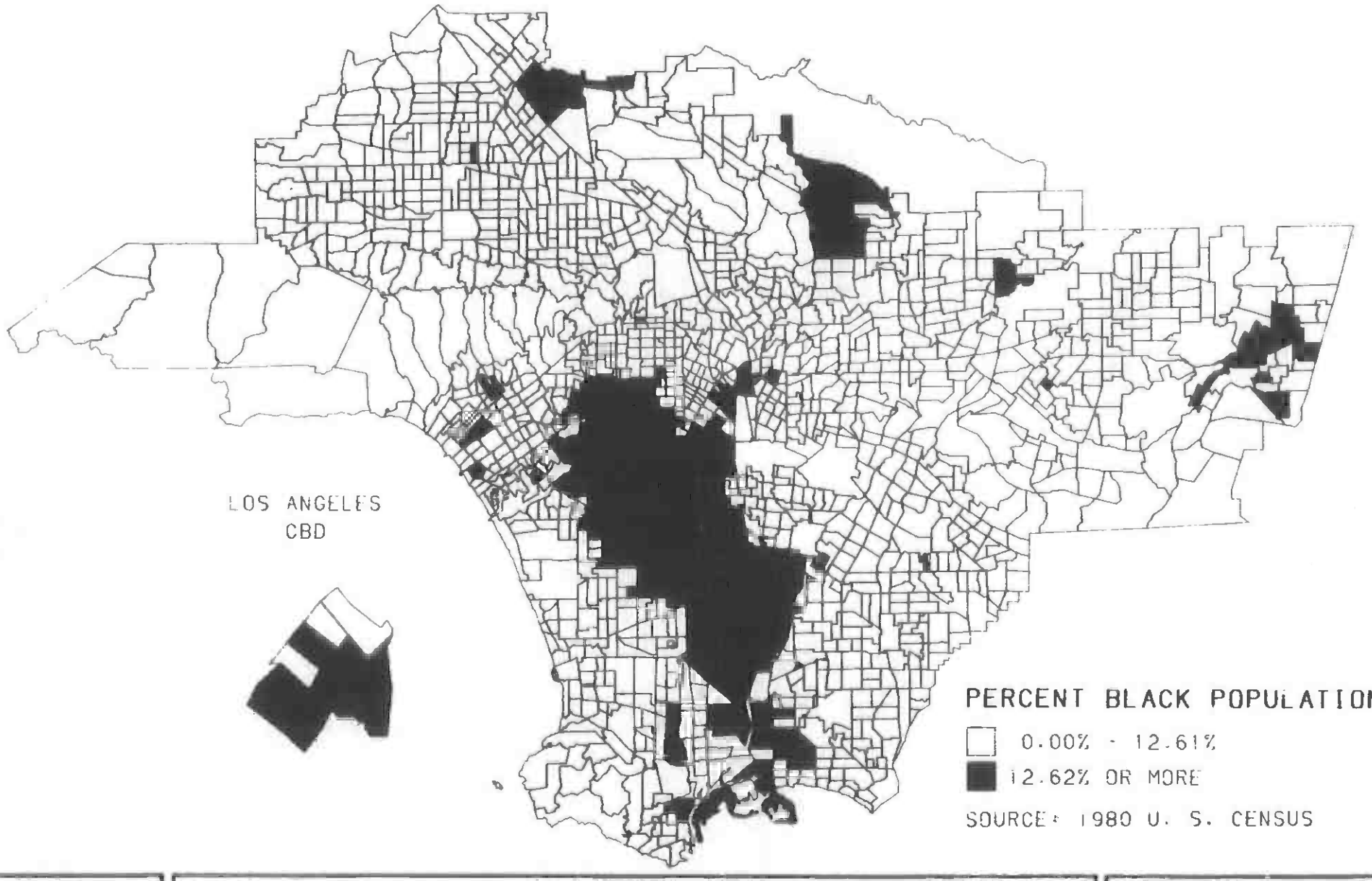
Fixed Facilities

Pass Outlets

Activity Centers

1980 Census

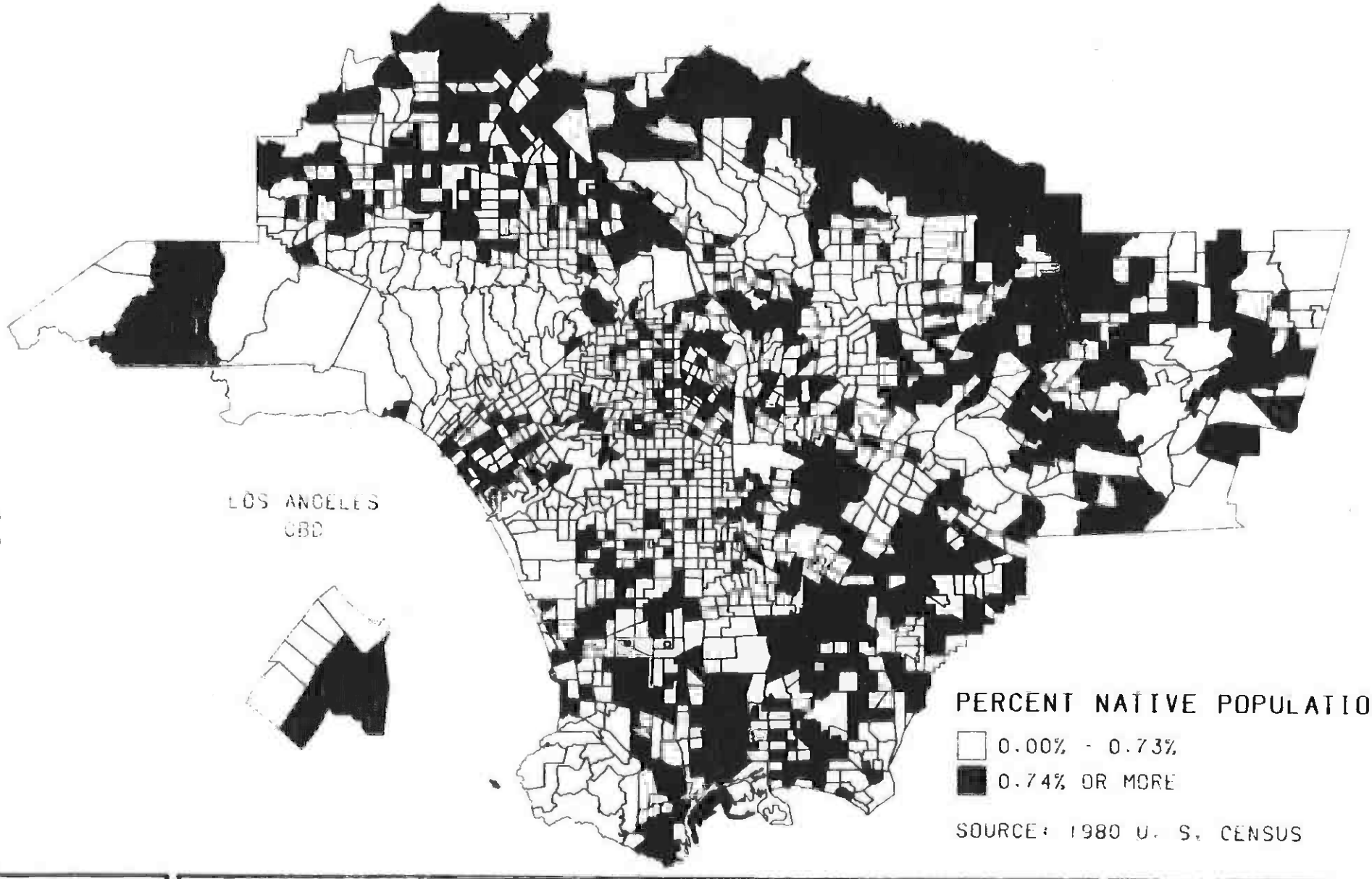
- Black Minority Zones
- Indian/Aleut Minority Zones
- Asian/Pacific Islander Minority Zones
- Latino Minority Zones
- Poverty Level Zones
- No-Auto Household Zones




RTD

**TRACTS WHERE THE PERCENT BLACK POPULATION EXCEEDS THE SMSA AVERAGE**

**FIGURE A-5**

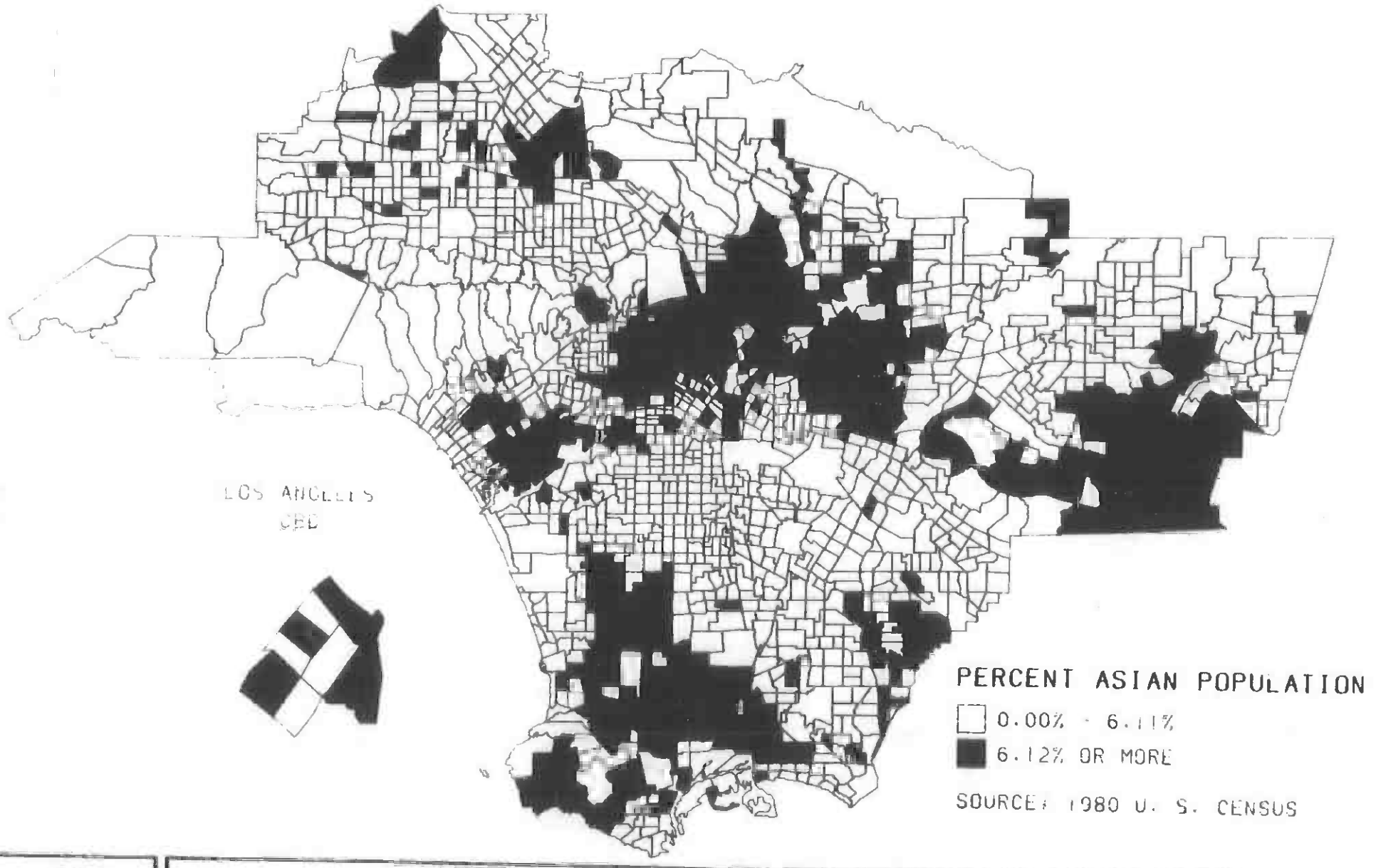





RTD

**TRACTS WHERE THE PERCENT NATIVE POPULATION EXCEEDS THE SMSA AVERAGE**

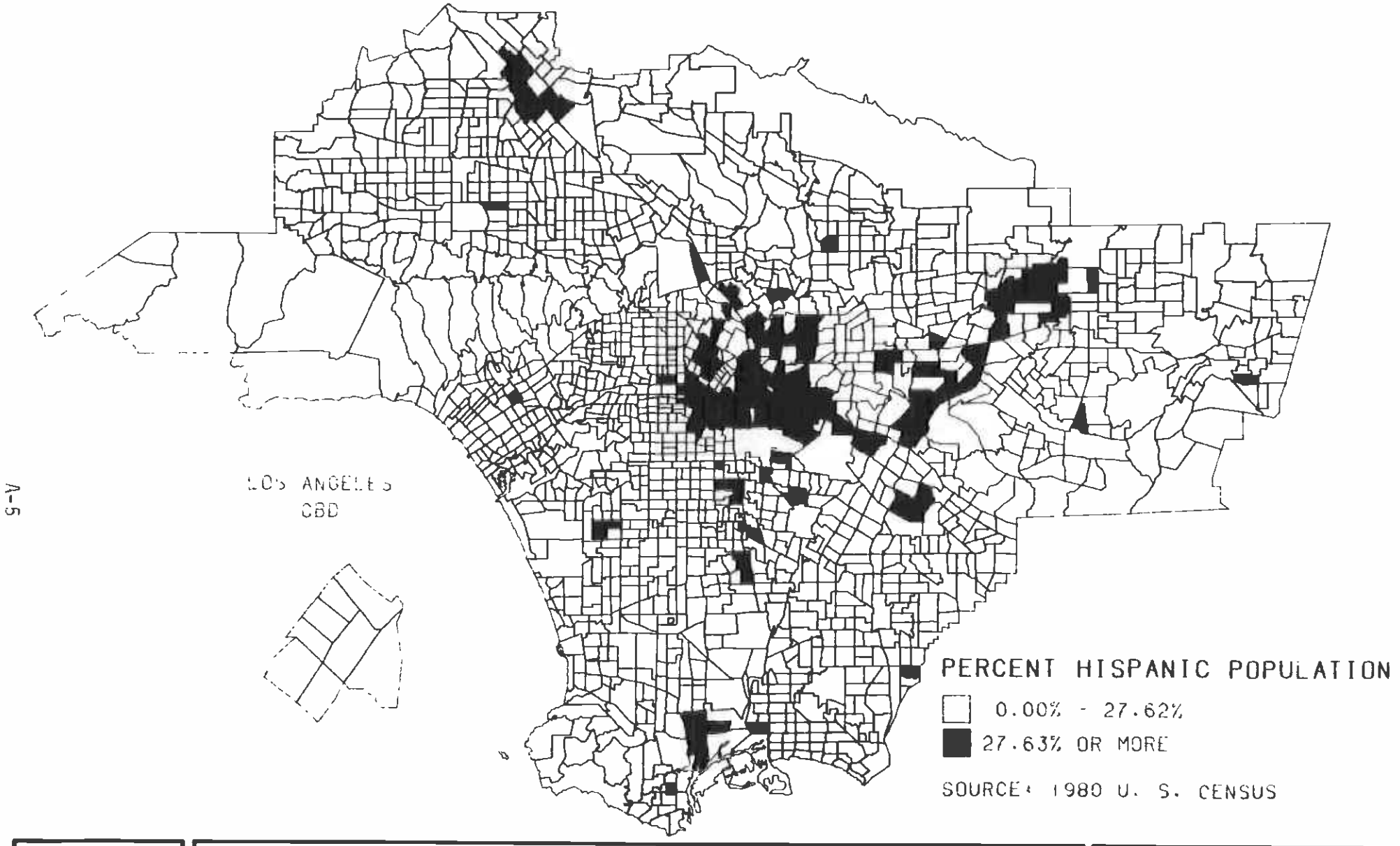
**FIGURE A-6**




RTD

**TRACTS WHERE THE PERCENT ASIAN POPULATION EXCEEDS THE SMSA AVERAGE**

**FIGURE A-7**

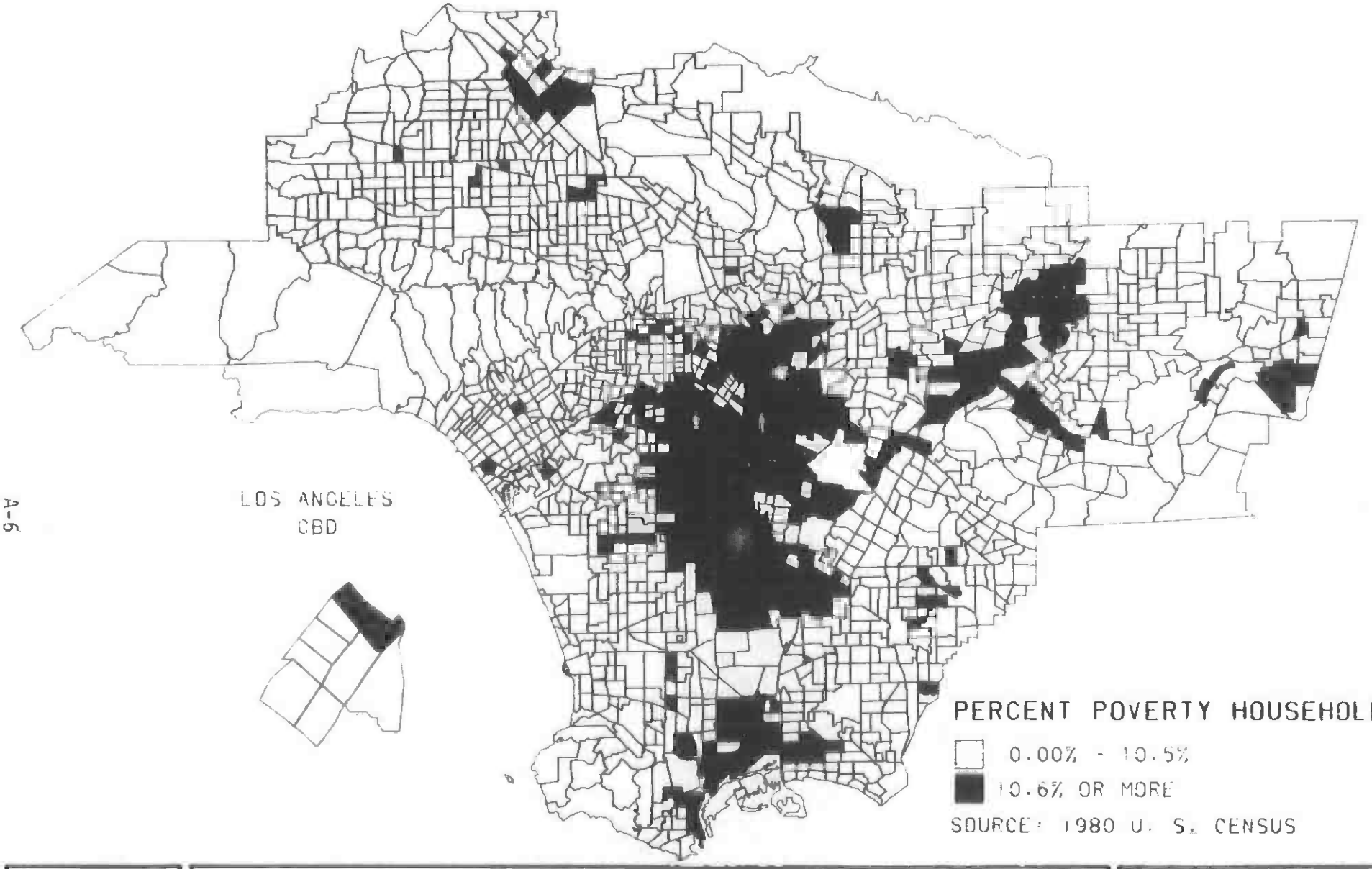



A-5

RTD

**TRACTS WHERE THE PERCENT HISPANIC POPULATION EXCEEDS THE SMSA AVERAGE**

**FIGURE A-8**

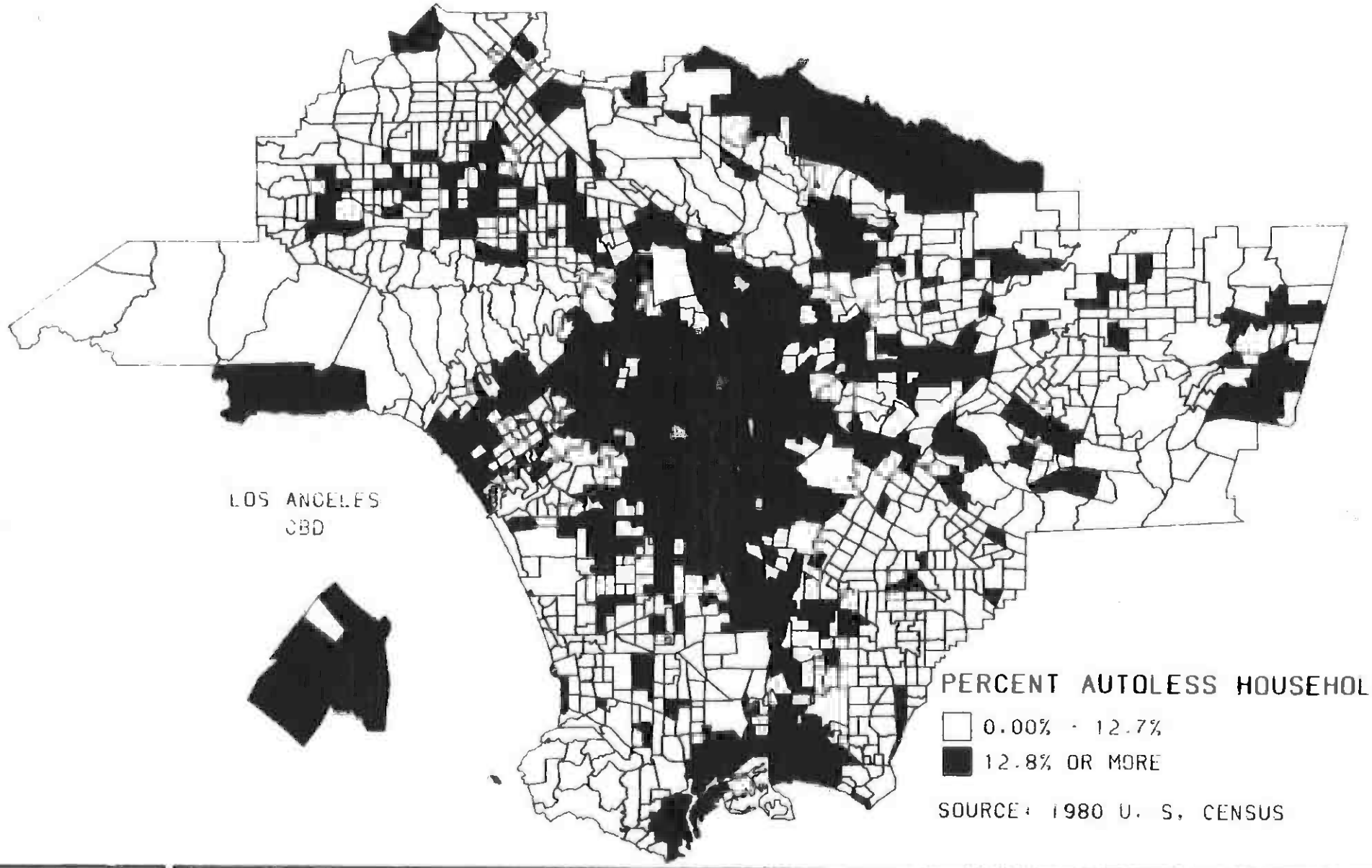





RTD

**TRACTS WHERE THE PERCENT POVERTY LEVEL FAMILIES EXCEEDS THE SMSA AVERAGE**

**FIGURE A-9**






RTD

**TRACTS WHERE THE PERCENT AUTOLESS HOUSEHOLDS EXCEEDS THE SMSA AVERAGE**

**FIGURE A-10**

APPENDIX B

# APPENDIX B

## SCRTD VEHICLE ASSIGNMENT RECORDS

The contents of this Appendix are organized as follows:

Vehicle Amenities Codes are described on page B-1. These codes are used throughout this Appendix. Fleet Roster used to generate the Vehicle Assignment Record for January 21, 1987 is summarized on pages B-2 to B-4.

An overall summary of bus characteristics assigned to Minority, Non-minority, Black, Indian, Asian and Latino routes on January 21, 1987 is provided on page B-5.

Pages B-6 to B-36 provide a summary of bus characteristics on a route by route basis for buses assigned on January 21, 1987. A code of 1 under the minority service heading indicates that the route is classified as a minority route according to UMTA guidelines. A code of 0 indicates that the route is a non-minority route.

Table shown on pages B-6 to B-12 provides a summary of bus characteristics on Black Minority routes. A code of 1 under the minority service heading indicates that the route is classified as a Black Route. Tables shown on pages B-13 to B-19, B-20 to B-26, B-27 to B-33 provide summary of bus characteristics on Indian, Asian and Latino Minority Routes respectively.

Table shown on pages B-34 to B-36 provides a listing of routes where average age of buses assigned to these routes exceeds the system average age of 7.2 years by more than 2 years during base, peak or express operation.

Fleet Roster used to generate the Vehicle Assignment Record for May 20, 1987 is summarized on pages B-37 to B-39. An overall summary of bus characteristics assigned to Non-minority, Minority, Black, Indian, Asian and Latino Routes on May 20, 1987 is shown on page B-40. Tables shown on pages B-41 through B-72 are similar to those described earlier for January 21, 1987 assignment records.

Vehicle Amenities Codes for the following tables are as follows:

| | |
|---|---|
| Vehicle Transmission: | 1 = 2-Speed Automatic |
| | 2 = 3 or 4-Speed Automatic |
| | 3 = 4-Speed Manual |
| Seat Type: | 1 = Bench |
| | 2 = Suburban High |
| | 3 = Suburban Low |
| | 4 = Bucket |
| | 5 = Fiberglass |
| Body Type: | 1 = Standard |
| | 2 = Intermediate |
| | 3 = Mini Bus |
| | 4 = Interurban 1-Door |
| | 5 = Interurban 2-Door |
| | 6 = Articulated |
| | 7 = Doubledecker |
| Air-conditioning: | 1 = No |
| | 2 = Yes |

FLEET ROSTER INPUT SUMMARY

| BUS NUMBER RANGE FRDM | TO | BODY TYPE | SEAT TYPE | VEHICLE TRANSMISSION | AIR CONDITIONING | SEATS | VEHICLE AGE |
|---|---|---|---|---|---|---|---|
| 1000 | 1005 | 1 | 4 | 2 | 2 | 47 | 14. |
| 1007 | 1016 | 1 | 4 | 2 | 2 | 47 | 14. |
| 1018 | 1057 | 1 | 4 | 2 | 2 | 47 | 14. |
| 1059 | 1087 | 1 | 4 | 2 | 2 | 47 | 14. |
| 1089 | 1099 | 1 | 4 | 2 | 2 | 47 | 14. |
| 3000 | 3014 | 4 | 2 | 3 | 2 | 49 | 19. |
| 3100 | 3103 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3105 | 3108 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3110 | 3174 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3176 | 3185 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3187 | 3199 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3201 | 3203 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3205 | 3231 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3233 | 3250 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3252 | 3263 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3265 | 3299 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3300 | 3714 | 1 | 1 | 2 | 2 | 43 | 3. |
| 4002 | 4002 | 2 | 1 | 1 | 1 | 35 | 21. |
| 4008 | 4008 | 2 | 1 | 1 | 1 | 35 | 21. |
| 4100 | 4161 | 2 | 1 | 2 | 2 | 27 | 3. |
| 4200 | 4200 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4202 | 4202 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4207 | 4210 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4212 | 4213 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4216 | 4219 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4225 | 4225 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4228 | 4228 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4300 | 4332 | 2 | 1 | 2 | 2 | 45 | 14. |
| 4334 | 4341 | 2 | 1 | 2 | 2 | 45 | 14. |
| 4400 | 4434 | 2 | 5 | 2 | 2 | 36 | 5. |
| 5099 | 5099 | 1 | 1 | 1 | 1 | 51 | 24. |
| 5193 | 5193 | 1 | 1 | 1 | 1 | 48 | 29. |
| 5251 | 5251 | 4 | 1 | 1 | 1 | 51 | 26. |
| 5300 | 5300 | 1 | 1 | 1 | 1 | 51 | 27. |
| 5721 | 5721 | 1 | 1 | 1 | 1 | 50 | 26. |
| 5800 | 5800 | 1 | 1 | 1 | 1 | 50 | 25. |
| 5999 | 5999 | 1 | 1 | 1 | 1 | 50 | 24. |
| 6100 | 6101 | 1 | 1 | 1 | 2 | 51 | 19. |
| 6103 | 6104 | 1 | 1 | 1 | 2 | 51 | 19. |
| 6106 | 6107 | 1 | 1 | 1 | 2 | 51 | 19. |
| 6109 | 6109 | 1 | 1 | 1 | 2 | 51 | 19. |
| 6112 | 6112 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6116 | 6116 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6118 | 6126 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6132 | 6133 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6142 | 6142 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6144 | 6146 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6148 | 6149 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6154 | 6154 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6159 | 6167 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6170 | 6170 | 1 | 1 | 2 | 2 | 51 | 19. |

FLEET ROSTER INPUT SUMMARY

| BUS NUMBER RANGE FROM | TO | BODY TYPE | SEAT TYPE | VEHICLE TRANSMISSION | AIR CONDITIONING | SEATS | VEHICLE AGE |
|---|---|---|---|---|---|---|---|
| 6173 | 6174 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6179 | 6179 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6181 | 6181 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6183 | 6183 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6185 | 6185 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6187 | 6187 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6190 | 6190 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6196 | 6197 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6199 | 6199 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6206 | 6206 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6208 | 6209 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6213 | 6214 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6218 | 6219 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6229 | 6229 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6238 | 6238 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6244 | 6244 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6247 | 6247 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6255 | 6257 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6261 | 6262 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6267 | 6267 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6269 | 6269 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6273 | 6274 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6629 | 6629 | 1 | 1 | 1 | 1 | 51 | 29. |
| 7000 | 7001 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7003 | 7004 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7009 | 7009 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7014 | 7015 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7020 | 7022 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7024 | 7027 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7031 | 7032 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7034 | 7034 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7036 | 7038 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7042 | 7043 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7045 | 7047 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7050 | 7050 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7054 | 7056 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7058 | 7059 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7062 | 7064 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7070 | 7070 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7074 | 7074 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7076 | 7076 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7080 | 7080 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7087 | 7087 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7089 | 7092 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7094 | 7094 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7098 | 7098 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7103 | 7103 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7200 | 7200 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7202 | 7202 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7207 | 7210 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7212 | 7212 | 1 | 1 | 2 | 2 | 51 | 14. |

FLEET ROSTER INPUT SUMMARY

| BUS NUMBER RANGE FROM | TO | BODY TYPE | SEAT TYPE | VEHICLE TRANSMISSION | AIR CONDITIONING | SEATS | VEHICLE AGE |
|---|---|---|---|---|---|---|---|
| 7215 | 7215 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7217 | 7218 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7223 | 7227 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7229 | 7234 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7236 | 7236 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7238 | 7244 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7246 | 7254 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7257 | 7271 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7274 | 7275 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7300 | 7373 | 1 | 4 | 2 | 2 | 47 | 12. |
| 7375 | 7382 | 1 | 4 | 2 | 2 | 47 | 12. |
| 7384 | 7399 | 1 | 4 | 2 | 2 | 47 | 12. |
| 7400 | 7419 | 1 | 1 | 2 | 2 | 51 | 12. |
| 7421 | 7454 | 1 | 1 | 2 | 2 | 51 | 12. |
| 7456 | 7499 | 1 | 1 | 2 | 2 | 51 | 12. |
| 7500 | 7729 | 1 | 1 | 2 | 1 | 46 | 7. |
| 8000 | 8065 | 1 | 1 | 2 | 2 | 47 | 10. |
| 8067 | 8199 | 1 | 1 | 2 | 2 | 47 | 10. |
| 8200 | 8358 | 1 | 1 | 2 | 2 | 43 | 6. |
| 8360 | 9139 | 1 | 1 | 2 | 2 | 43 | 6. |
| 9200 | 9229 | 6 | 1 | 2 | 2 | 65 | 9. |
| 9250 | 9259 | 6 | 1 | 2 | 2 | 65 | 9. |
| 9902 | 9921 | 7 | 3 | 2 | 2 | 84 | 6. |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MINORITY | | BASE | 1297. | 6.6 | 93 | 6 | 0 | 0 | 0 | 1 | 0 | 96 | 0 | 0 | 1 | 2 | 0 | 100 | 0 | 0 | 10 | 90 | 43.9 |
| | | PEAK | 1627. | 7.4 | 93 | 6 | 0 | 0 | 0 | 1 | 0 | 92 | 0 | 0 | 6 | 2 | 0 | 100 | 0 | 0 | 9 | 91 | 44.5 |
| | | EXPR | 363. | 8.6 | 96 | 4 | 0 | 1 | 0 | 0 | 0 | 73 | 1 | 0 | 26 | 0 | 0 | 99 | 1 | 0 | 27 | 73 | 45.9 |

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NON-MINORITY | | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLACK | | BASE | 1191. | 6.8 | 94 | 5 | 0 | 0 | 0 | 1 | 0 | 97 | 0 | 0 | 1 | 2 | 0 | 100 | 0 | 0 | 10 | 90 | 44.1 |
| | | PEAK | 1501. | 7.6 | 94 | 5 | 0 | 0 | 0 | 1 | 0 | 92 | 0 | 0 | 7 | 1 | 0 | 100 | 0 | 0 | 9 | 91 | 44.7 |
| | | EXPR | 363. | 8.6 | 96 | 4 | 0 | 1 | 0 | 0 | 0 | 73 | 1 | 0 | 26 | 0 | 0 | 99 | 1 | 0 | 27 | 73 | 45.9 |



| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INDIAN | | BASE | 1297. | 6.6 | 93 | 6 | 0 | 0 | 0 | 1 | 0 | 96 | 0 | 0 | 1 | 2 | 0 | 100 | 0 | 0 | 10 | 90 | 43.9 |
| | | PEAK | 1627. | 7.4 | 93 | 6 | 0 | 0 | 0 | 1 | 0 | 92 | 0 | 0 | 6 | 2 | 0 | 100 | 0 | 0 | 9 | 91 | 44.5 |
| | | EXPR | 363. | 8.6 | 96 | 4 | 0 | 1 | 0 | 0 | 0 | 73 | 1 | 0 | 26 | 0 | 0 | 99 | 1 | 0 | 27 | 73 | 45.9 |

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ASIAN | | BASE | 1284. | 6.6 | 93 | 6 | 0 | 0 | 0 | 1 | 0 | 97 | 0 | 0 | 1 | 2 | 0 | 100 | 0 | 0 | 10 | 90 | 44.0 |
| | | PEAK | 1612. | 7.4 | 93 | 6 | 0 | 0 | 0 | 1 | 0 | 92 | 0 | 0 | 6 | 2 | 0 | 100 | 0 | 0 | 9 | 91 | 44.6 |
| | | EXPR | 363. | 8.6 | 96 | 4 | 0 | 1 | 0 | 0 | 0 | 73 | 1 | 0 | 26 | 0 | 0 | 99 | 1 | 0 | 27 | 73 | 45.9 |

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LATINO | | BASE | 1291. | 6.6 | 93 | 6 | 0 | 0 | 0 | 1 | 0 | 97 | 0 | 0 | 1 | 2 | 0 | 100 | 0 | 0 | 10 | 90 | 43.9 |
| | | PEAK | 1620. | 7.4 | 93 | 6 | 0 | 0 | 0 | 1 | 0 | 92 | 0 | 0 | 6 | 2 | 0 | 100 | 0 | 0 | 9 | 91 | 44.5 |
| | | EXPR | 362. | 8.6 | 96 | 4 | 0 | 1 | 0 | 0 | 0 | 73 | 1 | 0 | 26 | 0 | 0 | 99 | 1 | 0 | 27 | 73 | 45.9 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | BASE | 15. | 9.1 | 13 | 0 | 0 | 0 | 0 | 87 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.6 |
| | | PEAK | 15. | 9.1 | 13 | 0 | 0 | 0 | 0 | 87 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.6 |
| 2 | 1 | BASE | 25. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 31. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.5 |
| 4 | 1 | BASE | 37. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 37. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 10 | 1 | BASE | 18. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.1 |
| | | PEAK | 18. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.1 |
| 14 | 1 | BASE | 22. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 31. | 8.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 16 | 1 | BASE | 14. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 14. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 18 | 1 | BASE | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| | | PEAK | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 20 | 1 | BASE | 60. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 60. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 26 | 1 | BASE | 9. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 9. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| 28 | 1 | BASE | 26. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 47. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 30 | 1 | BASE | 28. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 44. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 33 | 1 | BASE | 23. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 29. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 38 | 1 | BASE | 11. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 16. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 40 | 1 | BASE | 37. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| | | PEAK | 37. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 45 | 1 | BASE | 25. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 25. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 48 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 51 | 1 | BASE | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 53 | 1 | BASE | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 55 | 1 | BASE | 17. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 17. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 56 | 1 | BASE | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 60 | 1 | BASE | 33. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 42 | 58 | 44.9 |
| | | PEAK | 33. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 42 | 58 | 44.9 |
| 65 | 1 | BASE | 6. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 9. | 9.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.6 |
| 66 | 1 | BASE | 9. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 24. | 10.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.7 |
| 68 | 1 | BASE | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: BLACK VS. NON-BLACK LINES

| | | | | | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | |
| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | AVE.NO SEATS |
| 70 | 1 | BASE | 18. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 18. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 76 | 1 | BASE | 14. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 78 | 1 | BASE | 16. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 16. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 81 | 1 | BASE | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 83 | 1 | BASE | 11. | 6.7 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 11. | 6.7 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 84 | 1 | BASE | 9. | 7.8 | 89 | 11 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 8.6 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 90 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 92 | 1 | BASE | 8. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 8. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 94 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 96 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 97 | 1 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 102 | 1 | BASE | 4. | 5.3 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 75 | 0 | 100 | 0 | 0 | 0 | 100 | 37.8 |
| | | PEAK | 4. | 5.3 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 75 | 0 | 100 | 0 | 0 | 0 | 100 | 37.8 |
| 104 | 0 | BASE | 4. | 4.8 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 35.5 |
| | | PEAK | 5. | 4.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 40 | 0 | 100 | 0 | 0 | 0 | 100 | 33.8 |
| 105 | 1 | BASE | 14. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 14. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 107 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 108 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 15. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 110 | 1 | BASE | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 111 | 1 | BASE | 13. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 115 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 24. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 117 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 119 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 120 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 124 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 125 | 1 | BASE | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE. NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 127 | 1 | BASE | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 128 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 130 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 146 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 147 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 149 | 0 | BASE | 3. | 17.3 | 33 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 33 | 67 | 0 | 0 | 100 | 48.3 |
| | | PEAK | 3. | 17.3 | 33 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 33 | 67 | 0 | 0 | 100 | 48.3 |
| 152 | 0 | BASE | 7. | 5.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 10. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 154 | 0 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 158 | 0 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 161 | 0 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 163 | 0 | BASE | 7. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 7. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 165 | 0 | BASE | 10. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 10. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 167 | 0 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |
| | | PEAK | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |
| 168 | 1 | BASE | 4. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 169 | 1 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.4 |
| 170 | 0 | BASE | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 175 | 0 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 4. | 4.8 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 176 | 0 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 4. | 5.8 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 39.5 |
| 177 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 178 | 0 | BASE | 2. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 180 | 1 | BASE | 15. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 15. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 47.7 |
| 183 | 0 | BASE | 2. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 2. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 185 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 187 | 1 | BASE | 8. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 8. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.6 |
| | | | | | | | | | | | | | | | | | | | | | | | 46.6 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 188 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 192 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 200 | 1 | BASE | 12. | 11.5 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.2 |
| | | PEAK | 12. | 11.5 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.2 |
| 201 | 0 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 204 | 1 | BASE | 38. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 42. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 205 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 206 | 1 | BASE | 13. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 207 | 1 | BASE | 20. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 27. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 208 | 0 | BASE | 1. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 1. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 209 | 1 | BASE | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 210 | 1 | BASE | 21. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 21. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 211 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 212 | 1 | BASE | 10. | 10.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| | | PEAK | 10. | 10.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 217 | 1 | BASE | 12. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 12. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 220 | 1 | BASE | 5. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 5. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 225 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 228 | 0 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 230 | 0 | BASE | 6. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 11. | 5.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 232 | 1 | BASE | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 234 | 0 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 236 | 0 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 240 | 0 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 243 | 0 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 245 | 0 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | VEHICLE -TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 250 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 251 | 1 | BASE | 14. | 7.4 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 14. | 7.4 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 254 | 1 | BASE | 7. | 5.6 | 57 | 43 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 43 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| | | PEAK | 7. | 5.6 | 57 | 43 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 43 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| 255 | 1 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 256 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 7. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 259 | 0 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 260 | 1 | BASE | 13. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 54 | 46 | 45.8 |
| | | PEAK | 14. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.2 |
| 262 | 0 | BASE | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 264 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 265 | 0 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 266 | 0 | BASE | 6. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 44.5 |
| | | PEAK | 6. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 44.5 |
| 267 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 268 | 1 | BASE | 4. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 9. | 8.2 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 67 | 0 | 100 | 0 | 0 | 0 | 100 | 41.0 |
| 270 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 274 | 0 | BASE | 6. | 3.0 | 83 | 17 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 40.3 |
| | | PEAK | 6. | 3.0 | 83 | 17 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 40.3 |
| 280 | 0 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 291 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 358 | 1 | PEAK | 4. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 401 | 1 | BASE | 6. | 13.5 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 15. | 13.8 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | EXPR | 15. | 13.8 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 413 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 418 | 1 | PEAK | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 419 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 420 | 1 | BASE | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | EXPR | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 423 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 424 | 1 | BASE | 26. | 3.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 40. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | EXPR | 40. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 426 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 427 | 1 | PEAK | 4. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| | | EXPR | 4. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 429 | 1 | PEAK | 7. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.4 |
| | | EXPR | 7. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.4 |
| 430 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 431 | 1 | PEAK | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 434 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | EXPR | 8. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 436 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 437 | 1 | PEAK | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 438 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 439 | 1 | BASE | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 442 | 1 | PEAK | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 443 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 444 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.9 |
| | | EXPR | 10. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.9 |
| 445 | 1 | PEAK | 4. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 4. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 446 | 1 | BASE | 11. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 82 | 18 | 46.9 |
| | | PEAK | 13. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 69 | 31 | 47.5 |
| | | EXPR | 13. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 69 | 31 | 47.5 |
| 448 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 456 | 1 | BASE | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 457 | 1 | PEAK | 6. | 12.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 46.8 |
| | | EXPR | 6. | 12.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 46.8 |
| 459 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 460 | 1 | BASE | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 462 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE. NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 464 | 1 | PEAK | 13. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 13. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 466 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 470 | 1 | BASE | 12. | 3.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 19. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 32 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | EXPR | 19. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 32 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| 480 | 1 | BASE | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| | | PEAK | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| | | EXPR | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| 482 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 483 | 1 | BASE | 13. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 16. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | EXPR | 16. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 484 | 1 | BASE | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| | | PEAK | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| | | EXPR | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| 486 | 1 | BASE | 5. | 9.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 60 | 40 | 47.2 |
| | | PEAK | 12. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 58 | 42 | 47.1 |
| | | EXPR | 12. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 58 | 42 | 47.1 |
| 487 | 1 | BASE | 8. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.1 |
| | | PEAK | 20. | 10.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 47.9 |
| | | EXPR | 20. | 10.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 47.9 |
| 488 | 1 | BASE | 3. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 11. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.6 |
| | | EXPR | 11. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.6 |
| 490 | 1 | BASE | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 492 | 1 | BASE | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 494 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 495 | 1 | PEAK | 8. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 88 | 0 | 0 | 100 | 0 | 0 | 13 | 87 | 46.9 |
| | | EXPR | 8. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 88 | 0 | 0 | 100 | 0 | 0 | 13 | 87 | 46.9 |
| 496 | 1 | BASE | 2. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 4. | 17.3 | 25 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 25 | 75 | 0 | 0 | 100 | 48.5 |
| | | EXPR | 4. | 17.3 | 25 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 25 | 75 | 0 | 0 | 100 | 48.5 |
| 497 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 498 | 1 | PEAK | 9. | 12.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 9. | 12.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 560 | 1 | BASE | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 576 | 1 | BASE | 2. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 6. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.3 |
| | | EXPR | 6. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.3 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: INDIAN VS. NON-INDIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE. NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | BASE | 15. | 9.1 | 13 | 0 | 0 | 0 | 0 | 87 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.6 |
| | | PEAK | 15. | 9.1 | 13 | 0 | 0 | 0 | 0 | 87 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.6 |
| 2 | 1 | BASE | 25. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 31. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.5 |
| 4 | 1 | BASE | 37. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 37. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 10 | 1 | BASE | 18. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.1 |
| | | PEAK | 18. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.1 |
| 14 | 1 | BASE | 22. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 31. | 8.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 16 | 1 | BASE | 14. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 14. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 18 | 1 | BASE | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| | | PEAK | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 20 | 1 | BASE | 60. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 60. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 26 | 1 | BASE | 9. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 9. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| 28 | 1 | BASE | 26. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 47. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 30 | 1 | BASE | 28. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 44. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 33 | 1 | BASE | 23. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 29. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 38 | 1 | BASE | 11. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 16. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 40 | 1 | BASE | 37. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| | | PEAK | 37. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 45 | 1 | BASE | 25. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 25. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 48 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 51 | 1 | BASE | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 53 | 1 | BASE | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 55 | 1 | BASE | 17. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 17. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 56 | 1 | BASE | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 60 | 1 | BASE | 33. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 42 | 58 | 44.9 |
| | | PEAK | 33. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 42 | 58 | 44.9 |
| 65 | 1 | BASE | 6. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 9. | 9.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.6 |
| 66 | 1 | BASE | 9. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 24. | 10.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.7 |
| 68 | 1 | BASE | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: INDIAN VS. NON-INDIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 70 | 1 | BASE | 18. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 18. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 76 | 1 | BASE | 14. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 78 | 1 | BASE | 16. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 16. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 81 | 1 | BASE | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 83 | 1 | BASE | 11. | 6.7 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 11. | 6.7 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 84 | 1 | BASE | 9. | 7.8 | 89 | 11 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 8.6 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 90 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 92 | 1 | BASE | 8. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 8. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 94 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 96 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 97 | 1 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 102 | 1 | BASE | 4. | 5.3 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 75 | 0 | 100 | 0 | 0 | 0 | 100 | 37.8 |
| | | PEAK | 4. | 5.3 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 75 | 0 | 100 | 0 | 0 | 0 | 100 | 37.8 |
| 104 | 1 | BASE | 4. | 4.8 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 35.5 |
| | | PEAK | 5. | 4.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 40 | 0 | 100 | 0 | 0 | 0 | 100 | 33.8 |
| 105 | 1 | BASE | 14. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 14. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 107 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 108 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 15. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 110 | 1 | BASE | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 111 | 1 | BASE | 13. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 115 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 24. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 117 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 119 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 120 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 124 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 125 | 1 | BASE | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: INDIAN VS. NON-INDIAN LINES

| | | | | | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE. NO |
| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | SEATS |
| 127 | 1 | BASE | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 128 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 130 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 146 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 147 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 149 | 1 | BASE | 3. | 17.3 | 33 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 33 | 67 | 0 | 0 | 100 | 48.3 |
| | | PEAK | 3. | 17.3 | 33 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 33 | 67 | 0 | 0 | 100 | 48.3 |
| 152 | 1 | BASE | 7. | 5.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 10. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 154 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 158 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 161 | 0 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 163 | 1 | BASE | 7. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 7. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 165 | 1 | BASE | 10. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |
| | | PEAK | 10. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |
| 167 | 1 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 168 | 1 | BASE | 4. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.4 |
| 169 | 1 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 170 | 1 | BASE | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 4. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 175 | 1 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 4. | 4.8 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 39.5 |
| 176 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 5.8 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 177 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 178 | 1 | BASE | 2. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 3. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 47.7 |
| 180 | 1 | BASE | 15. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 15. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 183 | 1 | BASE | 2. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 2. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 185 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 187 | 1 | BASE | 8. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.6 |
| | | PEAK | 8. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.6 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: INDIAN VS. NON-INDIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 188 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 192 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 200 | 1 | BASE | 12. | 11.5 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.2 |
| | | PEAK | 12. | 11.5 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.2 |
| 201 | 1 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 204 | 1 | BASE | 38. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 42. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 205 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 206 | 1 | BASE | 13. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 207 | 1 | BASE | 20. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 27. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 208 | 1 | BASE | 1. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 1. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 209 | 1 | BASE | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 210 | 1 | BASE | 21. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 21. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 211 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 212 | 1 | BASE | 10. | 10.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| | | PEAK | 10. | 10.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 217 | 1 | BASE | 12. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 12. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 220 | 1 | BASE | 5. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 5. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 225 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 228 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 230 | 1 | BASE | 6. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 11. | 5.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 232 | 1 | BASE | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 234 | 1 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 236 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 240 | 1 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 243 | 1 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 245 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: INDIAN VS. NON-INDIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | -TRANSMISSION- | | | | -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 250 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 251 | 1 | BASE | 14. | 7.4 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 14. | 7.4 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 254 | 1 | BASE | 7. | 5.6 | 57 | 43 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 43 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| | | PEAK | 7. | 5.6 | 57 | 43 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 43 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| 255 | 1 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 256 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 7. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 259 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 260 | 1 | BASE | 13. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 54 | 46 | 45.8 |
| | | PEAK | 14. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.2 |
| 262 | 1 | BASE | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 264 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 265 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 266 | 1 | BASE | 6. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 44.5 |
| | | PEAK | 6. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 44.5 |
| 267 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 268 | 1 | BASE | 4. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 9. | 8.2 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 67 | 0 | 100 | 0 | 0 | 0 | 100 | 41.0 |
| 270 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 274 | 1 | BASE | 6. | 3.0 | 83 | 17 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 40.3 |
| | | PEAK | 6. | 3.0 | 83 | 17 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 40.3 |
| 280 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 291 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 358 | 1 | PEAK | 4. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 401 | 1 | BASE | 6. | 13.5 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 15. | 13.8 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | EXPR | 15. | 13.8 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 413 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 418 | 1 | PEAK | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 419 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 420 | 1 | BASE | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | EXPR | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 423 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |

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| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 424 | 1 | BASE | 26. | 3.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 40. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | EXPR | 40. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 426 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 427 | 1 | PEAK | 4. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| | | EXPR | 4. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 429 | 1 | PEAK | 7. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.4 |
| | | EXPR | 7. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.4 |
| 430 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 431 | 1 | PEAK | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 434 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | EXPR | 8. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 436 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 437 | 1 | PEAK | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 438 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 439 | 1 | BASE | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 442 | 1 | PEAK | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 443 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 444 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.9 |
| | | EXPR | 10. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.9 |
| 445 | 1 | PEAK | 4. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 4. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 446 | 1 | BASE | 11. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 82 | 18 | 46.9 |
| | | PEAK | 13. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 69 | 31 | 47.5 |
| | | EXPR | 13. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 69 | 31 | 47.5 |
| 448 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 456 | 1 | BASE | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 457 | 1 | PEAK | 6. | 12.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 46.8 |
| | | EXPR | 6. | 12.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 46.8 |
| 459 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 460 | 1 | BASE | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 462 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |

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| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 464 | 1 | PEAK | 13. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 13. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 466 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 470 | 1 | BASE | 12. | 3.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 19. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 32 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | EXPR | 19. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 32 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| 480 | 1 | BASE | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| | | PEAK | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| | | EXPR | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| 482 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 483 | 1 | BASE | 13. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 16. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | EXPR | 16. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 484 | 1 | BASE | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| | | PEAK | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| | | EXPR | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| 486 | 1 | BASE | 5. | 9.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 60 | 40 | 47.2 |
| | | PEAK | 12. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 58 | 42 | 47.1 |
| | | EXPR | 12. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 58 | 42 | 47.1 |
| 487 | 1 | BASE | 8. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.1 |
| | | PEAK | 20. | 10.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 47.9 |
| | | EXPR | 20. | 10.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 47.9 |
| 488 | 1 | BASE | 3. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 11. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.6 |
| | | EXPR | 11. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.6 |
| 490 | 1 | BASE | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 492 | 1 | BASE | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 494 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 495 | 1 | PEAK | 8. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 88 | 0 | 0 | 100 | 0 | 0 | 13 | 87 | 46.9 |
| | | EXPR | 8. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 88 | 0 | 0 | 100 | 0 | 0 | 13 | 87 | 46.9 |
| 496 | 1 | BASE | 2. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 4. | 17.3 | 25 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 25 | 75 | 0 | 0 | 100 | 48.5 |
| | | EXPR | 4. | 17.3 | 25 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 25 | 75 | 0 | 0 | 100 | 48.5 |
| 497 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 498 | 1 | PEAK | 9. | 12.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 9. | 12.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 560 | 1 | BASE | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 576 | 1 | BASE | 2. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 6. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.3 |
| | | EXPR | 6. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.3 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | VEHICLE -TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 1 | 1 | BASE | 15. | 9.1 | 13 | 0 | 0 | 0 | 0 | 87 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.6 |
| | | PEAK | 15. | 9.1 | 13 | 0 | 0 | 0 | 0 | 87 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.6 |
| 2 | 1 | BASE | 25. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 31. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.5 |
| 4 | 1 | BASE | 37. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 37. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 10 | 1 | BASE | 18. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.1 |
| | | PEAK | 18. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.1 |
| 14 | 1 | BASE | 22. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 31. | 8.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 16 | 1 | BASE | 14. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 14. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 18 | 1 | BASE | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| | | PEAK | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 20 | 1 | BASE | 60. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 60. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 26 | 1 | BASE | 9. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 9. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| 28 | 1 | BASE | 26. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 47. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 30 | 1 | BASE | 28. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 44. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 33 | 1 | BASE | 23. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 29. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 38 | 1 | BASE | 11. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 16. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 40 | 1 | BASE | 37. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| | | PEAK | 37. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 45 | 1 | BASE | 25. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 25. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 48 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 51 | 1 | BASE | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 53 | 1 | BASE | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 55 | 1 | BASE | 17. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 17. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 56 | 1 | BASE | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 60 | 1 | BASE | 33. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 42 | 58 | 44.9 |
| | | PEAK | 33. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 42 | 58 | 44.9 |
| 65 | 1 | BASE | 6. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 9. | 9.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.6 |
| 66 | 1 | BASE | 9. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 24. | 10.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.7 |
| 68 | 1 | BASE | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE. NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 | 1 | BASE | 18. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 18. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 76 | 1 | BASE | 14. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 78 | 1 | BASE | 16. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 16. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 81 | 1 | BASE | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 83 | 1 | BASE | 11. | 6.7 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 11. | 6.7 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 84 | 1 | BASE | 9. | 7.8 | 89 | 11 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 8.6 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 90 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 92 | 1 | BASE | 8. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 8. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 94 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 96 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 97 | 1 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 102 | 1 | BASE | 4. | 5.3 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 75 | 0 | 100 | 0 | 0 | 0 | 100 | 37.8 |
| | | PEAK | 4. | 5.3 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 75 | 0 | 100 | 0 | 0 | 0 | 100 | 37.8 |
| 104 | 0 | BASE | 4. | 4.8 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 35.5 |
| | | PEAK | 5. | 4.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 40 | 0 | 100 | 0 | 0 | 0 | 100 | 33.8 |
| 105 | 1 | BASE | 14. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 14. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 107 | 0 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 108 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 15. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 110 | 1 | BASE | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 111 | 1 | BASE | 13. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 115 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 24. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 117 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 119 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 120 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 124 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 125 | 1 | BASE | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |

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S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 127 | 1 | BASE | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 128 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 130 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 146 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 147 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 149 | 0 | BASE | 3. | 17.3 | 33 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 33 | 67 | 0 | 0 | 100 | 48.3 |
| | | PEAK | 3. | 17.3 | 33 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 33 | 67 | 0 | 0 | 100 | 48.3 |
| 152 | 1 | BASE | 7. | 5.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 10. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 154 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 158 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 161 | 0 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 163 | 1 | BASE | 7. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 7. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 165 | 1 | BASE | 10. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |
| | | PEAK | 10. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |
| 167 | 1 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 168 | 1 | BASE | 4. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.4 |
| 169 | 1 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 170 | 1 | BASE | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 4. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 175 | 1 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 4. | 4.8 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 39.5 |
| 176 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 5.8 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 177 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 178 | 1 | BASE | 2. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 3. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 47.7 |
| 180 | 1 | BASE | 15. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 15. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 183 | 1 | BASE | 2. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 2. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 185 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 187 | 1 | BASE | 8. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.6 |
| | | PEAK | 8. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.6 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: ASIAN VS. NON-ASIAN LINES

| | | | | | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE. NO |
| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | SEATS |
| 188 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 192 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 200 | 1 | BASE | 12. | 11.5 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.2 |
| | | PEAK | 12. | 11.5 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.2 |
| 201 | 1 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 204 | 1 | BASE | 38. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 42. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 205 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 206 | 1 | BASE | 13. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 207 | 1 | BASE | 20. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 27. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 208 | 1 | BASE | 1. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 1. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 209 | 1 | BASE | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 210 | 1 | BASE | 21. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 21. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 211 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 212 | 1 | BASE | 10. | 10.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| | | PEAK | 10. | 10.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 217 | 1 | BASE | 12. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 12. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 220 | 1 | BASE | 5. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 5. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 225 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 228 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 230 | 1 | BASE | 6. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 11. | 5.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 232 | 1 | BASE | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 234 | 1 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 236 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 240 | 0 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 243 | 1 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 245 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.O. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: ASIAN VS. NON-ASIAN LINES

| | | | | | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | |
| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | AVE.NO SEATS |
| 250 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 251 | 1 | BASE | 14. | 7.4 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 14. | 7.4 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 254 | 1 | BASE | 7. | 5.6 | 57 | 43 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 43 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| | | PEAK | 7. | 5.6 | 57 | 43 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 43 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| 255 | 1 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 256 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 7. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 259 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 260 | 1 | BASE | 13. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 54 | 46 | 45.8 |
| | | PEAK | 14. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.2 |
| 262 | 1 | BASE | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 264 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 265 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 266 | 1 | BASE | 6. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 44.5 |
| | | PEAK | 6. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 44.5 |
| 267 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 268 | 1 | BASE | 4. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 9. | 8.2 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 67 | 0 | 100 | 0 | 0 | 0 | 100 | 41.0 |
| 270 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 274 | 1 | BASE | 6. | 3.0 | 83 | 17 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 40.3 |
| | | PEAK | 6. | 3.0 | 83 | 17 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 40.3 |
| 280 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 291 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 358 | 1 | PEAK | 4. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 401 | 1 | BASE | 6. | 13.5 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 15. | 13.8 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | EXPR | 15. | 13.8 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 413 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 418 | 1 | PEAK | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 419 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 420 | 1 | BASE | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | EXPR | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 423 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 424 | 1 | BASE | 26. | 3.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 40. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | EXPR | 40. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 426 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 427 | 1 | PEAK | 4. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| | | EXPR | 4. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 429 | 1 | PEAK | 7. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.4 |
| | | EXPR | 7. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.4 |
| 430 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 431 | 1 | PEAK | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 434 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | EXPR | 8. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 436 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 437 | 1 | PEAK | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 438 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 439 | 1 | BASE | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 442 | 1 | PEAK | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 443 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 444 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.9 |
| | | EXPR | 10. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.9 |
| 445 | 1 | PEAK | 4. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 4. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 446 | 1 | BASE | 11. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 82 | 18 | 46.9 |
| | | PEAK | 13. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 69 | 31 | 47.5 |
| | | EXPR | 13. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 69 | 31 | 47.5 |
| 448 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 456 | 1 | BASE | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 457 | 1 | PEAK | 6. | 12.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 46.8 |
| | | EXPR | 6. | 12.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 46.8 |
| 459 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 460 | 1 | BASE | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 462 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 464 | 1 | PEAK | 13. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 13. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 466 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 470 | 1 | BASE | 12. | 3.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 19. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 32 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | EXPR | 19. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 32 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| 480 | 1 | BASE | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| | | PEAK | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| | | EXPR | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| 482 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 483 | 1 | BASE | 13. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 16. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | EXPR | 16. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 484 | 1 | BASE | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| | | PEAK | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| | | EXPR | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| 486 | 1 | BASE | 5. | 9.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 60 | 40 | 47.2 |
| | | PEAK | 12. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 58 | 42 | 47.1 |
| | | EXPR | 12. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 58 | 42 | 47.1 |
| 487 | 1 | BASE | 8. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.1 |
| | | PEAK | 20. | 10.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 47.9 |
| | | EXPR | 20. | 10.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 47.9 |
| 488 | 1 | BASE | 3. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 11. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.6 |
| | | EXPR | 11. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.6 |
| 490 | 1 | BASE | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 492 | 1 | BASE | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 494 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 495 | 1 | PEAK | 8. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 88 | 0 | 0 | 100 | 0 | 0 | 13 | 87 | 46.9 |
| | | EXPR | 8. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 88 | 0 | 0 | 100 | 0 | 0 | 13 | 87 | 46.9 |
| 496 | 1 | BASE | 2. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 4. | 17.3 | 25 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 25 | 75 | 0 | 0 | 100 | 48.5 |
| | | EXPR | 4. | 17.3 | 25 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 25 | 75 | 0 | 0 | 100 | 48.5 |
| 497 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 498 | 1 | PEAK | 9. | 12.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 9. | 12.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 560 | 1 | BASE | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 576 | 1 | BASE | 2. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 6. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.3 |
| | | EXPR | 6. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.3 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.O. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | BASE | 15. | 9.1 | 13 | 0 | 0 | 0 | 0 | 87 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.6 |
| | | PEAK | 15. | 9.1 | 13 | 0 | 0 | 0 | 0 | 87 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.6 |
| 2 | 1 | BASE | 25. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 31. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.5 |
| 4 | 1 | BASE | 37. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 37. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 10 | 1 | BASE | 18. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.1 |
| | | PEAK | 18. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.1 |
| 14 | 1 | BASE | 22. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 31. | 8.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 16 | 1 | BASE | 14. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 14. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 18 | 1 | BASE | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| | | PEAK | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 20 | 1 | BASE | 60. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 60. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 26 | 1 | BASE | 9. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 9. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| 28 | 1 | BASE | 26. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 47. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 30 | 1 | BASE | 28. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 44. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 33 | 1 | BASE | 23. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 29. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 38 | 1 | BASE | 11. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 16. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 40 | 1 | BASE | 37. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| | | PEAK | 37. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 45 | 1 | BASE | 25. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 25. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 48 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 51 | 1 | BASE | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 53 | 1 | BASE | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 19. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 55 | 1 | BASE | 17. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 17. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 56 | 1 | BASE | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 60 | 1 | BASE | 33. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 42 | 58 | 44.9 |
| | | PEAK | 33. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 42 | 58 | 44.9 |
| 65 | 1 | BASE | 6. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 9. | 9.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.6 |
| 66 | 1 | BASE | 9. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 24. | 10.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.7 |
| 68 | 1 | BASE | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | VEHICLE -TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 70 | 1 | BASE | 18. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 18. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 76 | 1 | BASE | 14. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 78 | 1 | BASE | 16. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 16. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 81 | 1 | BASE | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 83 | 1 | BASE | 11. | 6.7 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 11. | 6.7 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 84 | 1 | BASE | 9. | 7.8 | 89 | 11 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 8.6 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 90 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 92 | 1 | BASE | 8. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 8. | 3.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 94 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 96 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 97 | 1 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 102 | 1 | BASE | 4. | 5.3 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 75 | 0 | 100 | 0 | 0 | 0 | 100 | 37.8 |
| | | PEAK | 4. | 5.3 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 75 | 0 | 100 | 0 | 0 | 0 | 100 | 37.8 |
| 104 | 1 | BASE | 4. | 4.8 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 35.5 |
| | | PEAK | 5. | 4.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 | 40 | 0 | 100 | 0 | 0 | 0 | 100 | 33.8 |
| 105 | 1 | BASE | 14. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 14. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 107 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 108 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 15. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 110 | 1 | BASE | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 111 | 1 | BASE | 13. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 115 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 24. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 117 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 119 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 120 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 124 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 125 | 1 | BASE | 8. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 127 | 1 | BASE | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 128 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 130 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 146 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 147 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 149 | 0 | BASE | 3. | 17.3 | 33 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 33 | 67 | 0 | 0 | 100 | 48.3 |
| | | PEAK | 3. | 17.3 | 33 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 33 | 67 | 0 | 0 | 100 | 48.3 |
| 152 | 1 | BASE | 7. | 5.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 10. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 154 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 158 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 161 | 0 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 163 | 1 | BASE | 7. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 7. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 165 | 1 | BASE | 10. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |
| | | PEAK | 10. | 3.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |
| 167 | 1 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 168 | 1 | BASE | 4. | 6.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.4 |
| 169 | 1 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 170 | 1 | BASE | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 4. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 175 | 1 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 4. | 4.8 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 39.5 |
| 176 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 5.8 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 177 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 178 | 1 | BASE | 2. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 3. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 47.7 |
| 180 | 1 | BASE | 15. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 15. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 183 | 1 | BASE | 2. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 2. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 185 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 187 | 1 | BASE | 8. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.6 |
| | | PEAK | 8. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.6 |

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S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | VEHICLE -TRANSMISSION- | | | | AIR -CONOT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 188 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 192 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 200 | 1 | BASE | 12. | 11.5 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.2 |
| | | PEAK | 12. | 11.5 | 75 | 25 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.2 |
| 201 | 1 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 204 | 1 | BASE | 38. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 42. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 205 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 206 | 1 | BASE | 13. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 207 | 1 | BASE | 20. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 27. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 208 | 0 | BASE | 1. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 1. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 209 | 1 | BASE | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 6. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 210 | 1 | BASE | 21. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 21. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 211 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 212 | 1 | BASE | 10. | 10.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| | | PEAK | 10. | 10.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 217 | 1 | BASE | 12. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 12. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 220 | 1 | BASE | 5. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 5. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 225 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 228 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 230 | 1 | BASE | 6. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 11. | 5.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 232 | 1 | BASE | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 234 | 1 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 236 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 240 | 1 | BASE | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 243 | 0 | BASE | 2. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 245 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | -TRANSMISSION- | | | | -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 250 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 251 | 1 | BASE | 14. | 7.4 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 14. | 7.4 | 86 | 14 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 254 | 1 | BASE | 7. | 5.6 | 57 | 43 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 43 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| | | PEAK | 7. | 5.6 | 57 | 43 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 43 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| 255 | 1 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 256 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 7. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 259 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 260 | 1 | BASE | 13. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 54 | 46 | 45.8 |
| | | PEAK | 14. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.2 |
| 262 | 1 | BASE | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 264 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 265 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 266 | 1 | BASE | 6. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 44.5 |
| | | PEAK | 6. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 44.5 |
| 267 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 268 | 1 | BASE | 4. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 9. | 8.2 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 67 | 0 | 100 | 0 | 0 | 0 | 100 | 41.0 |
| 270 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 274 | 1 | BASE | 6. | 3.0 | 83 | 17 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 40.3 |
| | | PEAK | 6. | 3.0 | 83 | 17 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 40.3 |
| 280 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 291 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 358 | 1 | PEAK | 4. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 401 | 1 | BASE | 6. | 13.5 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 15. | 13.8 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | EXPR | 15. | 13.8 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 413 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 418 | 1 | PEAK | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 419 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 420 | 1 | BASE | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | EXPR | 26. | 3.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| 423 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 424 | 1 | BASE | 26. | 3.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 40. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | EXPR | 40. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 426 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 427 | 1 | PEAK | 4. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| | | EXPR | 4. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 429 | 1 | PEAK | 7. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.4 |
| | | EXPR | 7. | 8.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.4 |
| 430 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 431 | 1 | PEAK | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 434 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | EXPR | 8. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 436 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 437 | 1 | PEAK | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 438 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 439 | 1 | BASE | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 5. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 442 | 1 | PEAK | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 443 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 444 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.9 |
| | | EXPR | 10. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 46.9 |
| 445 | 1 | PEAK | 4. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 4. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 446 | 1 | BASE | 11. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 82 | 18 | 46.9 |
| | | PEAK | 13. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 69 | 31 | 47.5 |
| | | EXPR | 13. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 69 | 31 | 47.5 |
| 448 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 456 | 1 | BASE | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 8. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 457 | 1 | PEAK | 6. | 12.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 46.8 |
| | | EXPR | 6. | 12.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 46.8 |
| 459 | 1 | PEAK | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 460 | 1 | BASE | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 10. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 462 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR JANUARY 21, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, JANUARY 21, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 464 | 1 | PEAK | 13. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 13. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 466 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 470 | 1 | BASE | 12. | 3.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 19. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 32 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | EXPR | 19. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 68 | 0 | 0 | 32 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| 480 | 1 | BASE | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| | | PEAK | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| | | EXPR | 13. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 92 | 8 | 46.1 |
| 482 | 1 | BASE | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 5. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 483 | 1 | BASE | 13. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 16. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | EXPR | 16. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 484 | 1 | BASE | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| | | PEAK | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| | | EXPR | 12. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.2 |
| 486 | 1 | BASE | 5. | 9.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 60 | 40 | 47.2 |
| | | PEAK | 12. | 9.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 58 | 42 | 47.1 |
| | | EXPR | 11. | 9.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 27 | 0 | 0 | 100 | 0 | 0 | 64 | 36 | 46.7 |
| 487 | 1 | BASE | 8. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 46.1 |
| | | PEAK | 20. | 10.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 47.9 |
| | | EXPR | 20. | 10.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 47.9 |
| 488 | 1 | BASE | 3. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 11. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.6 |
| | | EXPR | 11. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.6 |
| 490 | 1 | BASE | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 9. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 492 | 1 | BASE | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 494 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 495 | 1 | PEAK | 8. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 88 | 0 | 0 | 100 | 0 | 0 | 13 | 87 | 46.9 |
| | | EXPR | 8. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 88 | 0 | 0 | 100 | 0 | 0 | 13 | 87 | 46.9 |
| 496 | 1 | BASE | 2. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 4. | 17.3 | 25 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 25 | 75 | 0 | 0 | 100 | 48.5 |
| | | EXPR | 4. | 17.3 | 25 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 25 | 75 | 0 | 0 | 100 | 48.5 |
| 497 | 1 | ----------NO VEHICLE ASSIGNMENT RECORD FOUND FOR THIS ROUTE---------- | | | | | | | | | | | | | | | | | | | | | |
| 498 | 1 | PEAK | 9. | 12.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 9. | 12.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 560 | 1 | BASE | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 11. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 576 | 1 | BASE | 2. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 6. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.3 |
| | | EXPR | 6. | 9.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.3 |

THE FOLLOWING ARE ROUTE NUMBERS AND TIME PERIODS EXCEEDING THE ACCEPTED AVERAGE OF 7.2 BY MORE THAN 2 YEARS
BASE PEAK EXPR

| | | | |
|---|---|---|---|
| LINE NUMBER= | 1 | PERIODS= | |
| LINE NUMBER= | 2 | PERIODS= | |
| LINE NUMBER= | 4 | PERIODS= | |
| LINE NUMBER= | 10 | PERIODS= | |
| LINE NUMBER= | 14 | PERIODS= | |
| LINE NUMBER= | 16 | PERIODS= | |
| LINE NUMBER= | 18 | PERIODS= | |
| LINE NUMBER= | 20 | PERIODS= | |
| LINE NUMBER= | 26 | PERIODS= | |
| LINE NUMBER= | 28 | PERIODS= | |
| LINE NUMBER= | 30 | PERIODS= | X |
| LINE NUMBER= | 33 | PERIODS= | |
| LINE NUMBER= | 38 | PERIODS= | |
| LINE NUMBER= | 40 | PERIODS= | |
| LINE NUMBER= | 45 | PERIODS= | |
| LINE NUMBER= | 48 | PERIODS= | |
| LINE NUMBER= | 51 | PERIODS= | |
| LINE NUMBER= | 53 | PERIODS= | |
| LINE NUMBER= | 55 | PERIODS= | |
| LINE NUMBER= | 56 | PERIODS= | |
| LINE NUMBER= | 60 | PERIODS= | |
| LINE NUMBER= | 65 | PERIODS= | |
| LINE NUMBER= | 66 | PERIODS= | X |
| LINE NUMBER= | 68 | PERIODS= | |
| LINE NUMBER= | 70 | PERIODS= | |
| LINE NUMBER= | 76 | PERIODS= | |
| LINE NUMBER= | 78 | PERIODS= | |
| LINE NUMBER= | 81 | PERIODS= | |
| LINE NUMBER= | 83 | PERIODS= | |
| LINE NUMBER= | 84 | PERIODS= | |
| LINE NUMBER= | 90 | PERIODS= | |
| LINE NUMBER= | 92 | PERIODS= | |
| LINE NUMBER= | 94 | PERIODS= | |
| LINE NUMBER= | 96 | PERIODS= | |
| LINE NUMBER= | 97 | PERIODS= | |
| LINE NUMBER= | 102 | PERIODS= | |
| LINE NUMBER= | 104 | PERIODS= | |
| LINE NUMBER= | 105 | PERIODS= | |
| LINE NUMBER= | 107 | PERIODS= | |
| LINE NUMBER= | 108 | PERIODS= | |
| LINE NUMBER= | 110 | PERIODS= | |
| LINE NUMBER= | 111 | PERIODS= | |
| LINE NUMBER= | 115 | PERIODS= | |
| LINE NUMBER= | 117 | PERIODS= | |
| LINE NUMBER= | 119 | PERIODS= | |
| LINE NUMBER= | 120 | PERIODS= | |
| LINE NUMBER= | 124 | PERIODS= | X |
| LINE NUMBER= | 125 | PERIODS= | |
| LINE NUMBER= | 127 | PERIODS= | |
| LINE NUMBER= | 128 | PERIODS= | |
| LINE NUMBER= | 130 | PERIODS= | |
| LINE NUMBER= | 146 | PERIODS= | |
| LINE NUMBER= | 147 | PERIODS= | |
| LINE NUMBER= | 149 | PERIODS= | X X |
| LINE NUMBER= | 152 | PERIODS= | |
| LINE NUMBER= | 154 | PERIODS= | |
| LINE NUMBER= | 158 | PERIODS= | |
| LINE NUMBER= | 161 | PERIODS= | |
| LINE NUMBER= | 163 | PERIODS= | |
| LINE NUMBER= | 165 | PERIODS= | |
| LINE NUMBER= | 167 | PERIODS= | |
| LINE NUMBER= | 168 | PERIODS= | |
| LINE NUMBER= | 169 | PERIODS= | |

| | | | | |
|---|---|---|---|---|
| LINE NUMBER= 170 | PERIODS= | X | X | |
| LINE NUMBER= 175 | PERIODS= | | | |
| LINE NUMBER= 176 | PERIODS= | | | |
| LINE NUMBER= 177 | PERIODS= | | | |
| LINE NUMBER= 178 | PERIODS= | | X | |
| LINE NUMBER= 180 | PERIODS= | | | |
| LINE NUMBER= 183 | PERIODS= | | | |
| LINE NUMBER= 185 | PERIODS= | | | |
| LINE NUMBER= 187 | PERIODS= | | | |
| LINE NUMBER= 188 | PERIODS= | | | |
| LINE NUMBER= 192 | PERIODS= | | | |
| LINE NUMBER= 200 | PERIODS= | X | X | |
| LINE NUMBER= 201 | PERIODS= | | | |
| LINE NUMBER= 204 | PERIODS= | | | |
| LINE NUMBER= 205 | PERIODS= | | | |
| LINE NUMBER= 206 | PERIODS= | | | |
| LINE NUMBER= 207 | PERIODS= | | | |
| LINE NUMBER= 208 | PERIODS= | | | |
| LINE NUMBER= 209 | PERIODS= | | | |
| LINE NUMBER= 210 | PERIODS= | | | |
| LINE NUMBER= 211 | PERIODS= | | | |
| LINE NUMBER= 212 | PERIODS= | X | X | |
| LINE NUMBER= 217 | PERIODS= | X | X | |
| LINE NUMBER= 220 | PERIODS= | X | X | |
| LINE NUMBER= 225 | PERIODS= | | | |
| LINE NUMBER= 228 | PERIODS= | | | |
| LINE NUMBER= 230 | PERIODS= | | | |
| LINE NUMBER= 232 | PERIODS= | | | |
| LINE NUMBER= 234 | PERIODS= | | | |
| LINE NUMBER= 236 | PERIODS= | | | |
| LINE NUMBER= 240 | PERIODS= | | | |
| LINE NUMBER= 243 | PERIODS= | | | |
| LINE NUMBER= 245 | PERIODS= | | | |
| LINE NUMBER= 250 | PERIODS= | | | |
| LINE NUMBER= 251 | PERIODS= | | | |
| LINE NUMBER= 254 | PERIODS= | | | |
| LINE NUMBER= 255 | PERIODS= | | | |
| LINE NUMBER= 256 | PERIODS= | | | |
| LINE NUMBER= 259 | PERIODS= | | | |
| LINE NUMBER= 260 | PERIODS= | | | |
| LINE NUMBER= 262 | PERIODS= | | | |
| LINE NUMBER= 264 | PERIODS= | | | |
| LINE NUMBER= 265 | PERIODS= | | | |
| LINE NUMBER= 266 | PERIODS= | | | |
| LINE NUMBER= 267 | PERIODS= | | | |
| LINE NUMBER= 268 | PERIODS= | | | |
| LINE NUMBER= 270 | PERIODS= | | | |
| LINE NUMBER= 274 | PERIODS= | | | |
| LINE NUMBER= 280 | PERIODS= | | | |
| LINE NUMBER= 291 | PERIODS= | | | |
| LINE NUMBER= 358 | PERIODS= | | X | |
| LINE NUMBER= 401 | PERIODS= | X | X | X |
| LINE NUMBER= 413 | PERIODS= | | X | X |
| LINE NUMBER= 418 | PERIODS= | | X | X |
| LINE NUMBER= 419 | PERIODS= | | X | X |
| LINE NUMBER= 420 | PERIODS= | | | |
| LINE NUMBER= 423 | PERIODS= | | X | X |
| LINE NUMBER= 424 | PERIODS= | | | |
| LINE NUMBER= 426 | PERIDDS= | | | |
| LINE NUMBER= 427 | PERIODS= | | X | X |
| LINE NUMBER= 429 | PERIODS= | | | |
| LINE NUMBER= 430 | PERIODS= | | | |
| LINE NUMBER= 431 | PERIODS= | | X | X |
| LINE NUMBER= 434 | PERIODS= | | | |
| LINE NUMBER= 436 | PERIODS= | | | |
| LINE NUMBER= 437 | PERIODS= | | X | X |

| | | | |
|---|---|---|---|
| LINE NUMBER= 438 | PERIODS= | X | X |
| LINE NUMBER= 439 | PERIODS= | X | X |
| LINE NUMBER= 442 | PERIODS= | X | X |
| LINE NUMBER= 443 | PERIODS= | | |
| LINE NUMBER= 444 | PERIODS= | X | X |
| LINE NUMBER= 445 | PERIODS= | X | X |
| LINE NUMBER= 446 | PERIODS= | | |
| LINE NUMBER= 448 | PERIODS= | X | X |
| LINE NUMBER= 456 | PERIODS= | | |
| LINE NUMBER= 457 | PERIODS= | X | X |
| LINE NUMBER= 459 | PERIODS= | X | X |
| LINE NUMBER= 460 | PERIODS= | | |
| LINE NUMBER= 462 | PERIODS= | | |
| LINE NUMBER= 464 | PERIODS= | X | X |
| LINE NUMBER= 466 | PERIODS= | X | X |
| LINE NUMBER= 470 | PERIODS= | | |
| LINE NUMBER= 480 | PERIODS= | | |
| LINE NUMBER= 482 | PERIODS= | | |
| LINE NUMBER= 483 | PERIODS= | | |
| LINE NUMBER= 484 | PERIODS= | | |
| LINE NUMBER= 486 | PERIODS= | X | X |
| LINE NUMBER= 487 | PERIODS= | X | X |
| LINE NUMBER= 488 | PERIODS= | | |
| LINE NUMBER= 490 | PERIODS= | | |
| LINE NUMBER= 492 | PERIODS= | X | X |
| LINE NUMBER= 494 | PERIODS= | X | X |
| LINE NUMBER= 495 | PERIODS= | X | X |
| LINE NUMBER= 496 | PERIODS= | X | X |
| LINE NUMBER= 497 | PERIODS= | | |
| LINE NUMBER= 498 | PERIODS= | X | X |
| LINE NUMBER= 560 | PERIODS= | | |
| LINE NUMBER= 576 | PERIODS= | X | X |

FLEET ROSTER INPUT SUMMARY

| BUS NUMBER RANGE FROM | TO | BODY TYPE | SEAT TYPE | VEHICLE TRANSMISSION | AIR CONDITIONING | SEATS | VEHICLE AGE |
|---|---|---|---|---|---|---|---|
| 1000 | 1005 | 1 | 4 | 2 | 2 | 47 | 14. |
| 1007 | 1016 | 1 | 4 | 2 | 2 | 47 | 14. |
| 1018 | 1057 | 1 | 4 | 2 | 2 | 47 | 14. |
| 1059 | 1087 | 1 | 4 | 2 | 2 | 47 | 14. |
| 1089 | 1099 | 1 | 4 | 2 | 2 | 47 | 14. |
| 1100 | 1100 | 4 | 4 | 2 | 2 | 47 | 0. |
| 1107 | 1111 | 4 | 4 | 2 | 2 | 47 | 0. |
| 1113 | 1113 | 4 | 4 | 2 | 2 | 47 | 0. |
| 3000 | 3014 | 4 | 2 | 2 | 2 | 49 | 19. |
| 3100 | 3103 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3105 | 3108 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3110 | 3174 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3176 | 3185 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3187 | 3199 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3201 | 3203 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3205 | 3231 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3233 | 3250 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3252 | 3263 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3265 | 3299 | 1 | 1 | 2 | 2 | 51 | 13. |
| 3300 | 3714 | 1 | 1 | 2 | 2 | 43 | 3. |
| 4002 | 4002 | 2 | 1 | 1 | 1 | 35 | 21. |
| 4008 | 4008 | 2 | 1 | 1 | 1 | 35 | 21. |
| 4100 | 4161 | 2 | 1 | 2 | 2 | 27 | 3. |
| 4200 | 4200 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4202 | 4202 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4207 | 4210 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4212 | 4213 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4216 | 4219 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4225 | 4225 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4228 | 4228 | 2 | 1 | 2 | 2 | 45 | 19. |
| 4300 | 4332 | 2 | 1 | 2 | 2 | 45 | 14. |
| 4334 | 4341 | 2 | 1 | 2 | 2 | 45 | 14. |
| 4400 | 4434 | 2 | 5 | 2 | 2 | 36 | 5. |
| 5099 | 5099 | 1 | 1 | 1 | 1 | 51 | 24. |
| 5193 | 5193 | 1 | 1 | 1 | 1 | 48 | 29. |
| 5251 | 5251 | 4 | 1 | 1 | 1 | 51 | 26. |
| 5300 | 5300 | 1 | 1 | 1 | 1 | 51 | 27. |
| 5721 | 5721 | 1 | 1 | 1 | 1 | 50 | 26. |
| 5800 | 5800 | 1 | 1 | 1 | 1 | 50 | 25. |
| 5999 | 5999 | 1 | 1 | 1 | 1 | 50 | 24. |
| 6100 | 6101 | 1 | 1 | 1 | 2 | 51 | 19. |
| 6103 | 6104 | 1 | 1 | 1 | 2 | 51 | 19. |
| 6106 | 6107 | 1 | 1 | 1 | 2 | 51 | 19. |
| 6109 | 6109 | 1 | 1 | 1 | 2 | 51 | 19. |
| 6112 | 6112 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6116 | 6116 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6118 | 6126 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6132 | 6133 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6142 | 6142 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6144 | 6146 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6148 | 6149 | 1 | 1 | 2 | 2 | 51 | 19. |

FLEET ROSTER INPUT SUMMARY

| BUS NUMBER RANGE FROM | TO | BODY TYPE | SEAT TYPE | VEHICLE TRANSMISSION | AIR CONDITIONING | SEATS | VEHICLE AGE |
|---|---|---|---|---|---|---|---|
| 6154 | 6154 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6159 | 6167 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6170 | 6170 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6173 | 6174 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6179 | 6179 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6181 | 6181 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6183 | 6183 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6185 | 6185 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6187 | 6187 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6190 | 6190 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6196 | 6197 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6199 | 6199 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6206 | 6206 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6208 | 6209 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6213 | 6214 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6218 | 6219 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6229 | 6229 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6238 | 6238 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6244 | 6244 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6247 | 6247 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6255 | 6257 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6261 | 6262 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6267 | 6267 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6269 | 6269 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6273 | 6274 | 1 | 1 | 2 | 2 | 51 | 19. |
| 6629 | 6629 | 1 | 1 | 1 | 1 | 51 | 29. |
| 7000 | 7001 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7003 | 7004 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7009 | 7009 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7014 | 7015 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7020 | 7022 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7024 | 7027 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7031 | 7032 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7034 | 7034 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7036 | 7038 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7042 | 7043 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7045 | 7047 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7050 | 7050 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7054 | 7056 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7058 | 7059 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7062 | 7064 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7070 | 7070 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7074 | 7074 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7076 | 7076 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7080 | 7080 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7087 | 7087 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7089 | 7092 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7094 | 7094 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7098 | 7098 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7103 | 7103 | 1 | 1 | 2 | 2 | 51 | 16. |
| 7200 | 7200 | 1 | 1 | 2 | 2 | 51 | 14. |

FLEET ROSTER INPUT SUMMARY

| BUS NUMBER RANGE FROM | TO | BODY TYPE | SEAT TYPE | VEHICLE TRANSMISSION | AIR CONDITIONING | SEATS | VEHICLE AGE |
|---|---|---|---|---|---|---|---|
| 7202 | 7202 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7207 | 7210 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7212 | 7212 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7215 | 7215 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7217 | 7218 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7223 | 7227 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7229 | 7234 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7236 | 7236 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7238 | 7244 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7246 | 7254 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7257 | 7271 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7274 | 7275 | 1 | 1 | 2 | 2 | 51 | 14. |
| 7300 | 7373 | 1 | 4 | 2 | 2 | 47 | 12. |
| 7375 | 7382 | 1 | 4 | 2 | 2 | 47 | 12. |
| 7384 | 7399 | 1 | 4 | 2 | 2 | 47 | 12. |
| 7400 | 7419 | 1 | 1 | 2 | 2 | 51 | 12. |
| 7421 | 7454 | 1 | 1 | 2 | 2 | 51 | 12. |
| 7456 | 7499 | 1 | 1 | 2 | 2 | 51 | 12. |
| 7500 | 7729 | 1 | 1 | 2 | 1 | 46 | 7. |
| 8000 | 8065 | 1 | 1 | 2 | 2 | 47 | 10. |
| 8067 | 8199 | 1 | 1 | 2 | 2 | 47 | 10. |
| 8200 | 8358 | 1 | 1 | 2 | 2 | 43 | 6. |
| 8360 | 9139 | 1 | 1 | 2 | 2 | 43 | 6. |
| 9200 | 9229 | 6 | 1 | 2 | 2 | 65 | 9. |
| 9250 | 9259 | 6 | 1 | 2 | 2 | 65 | 9. |
| 9902 | 9921 | 7 | 3 | 2 | 2 | 84 | 6. |

VEHICLE AMENITIES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MINORITY | | BASE | 1532. | 6.7 | 93 | 6 | 0 | 1 | 0 | 1 | 0 | 95 | 1 | 0 | 3 | 2 | 0 | 100 | 0 | 0 | 9 | 91 | 44.2 |
| | | PEAK | 2113. | 7.3 | 93 | 5 | 0 | 1 | 0 | 1 | 0 | 91 | 1 | 0 | 7 | 1 | 0 | 100 | 0 | 0 | 9 | 91 | 44.6 |
| | | EXPR | 46. | 9.1 | 98 | 2 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 37 | 0 | 0 | 100 | 0 | 0 | 28 | 72 | 45.8 |

VEHICLE AMENITIES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| NON-MINORITY | | BASE | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |

VEHICLE AMENITIES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BLACK | | BASE | 1397. | 6.8 | 94 | 5 | 0 | 0 | 0 | 1 | 0 | 95 | 0 | 0 | 3 | 1 | 0 | 100 | 0 | 0 | 10 | 90 | 44.3 |
| | | PEAK | 1946. | 7.4 | 94 | 4 | 0 | 0 | 0 | 1 | 0 | 91 | 0 | 0 | 8 | 1 | 0 | 100 | 0 | 0 | 9 | 91 | 44.8 |
| | | EXPR | 505. | 8.0 | 96 | 3 | 0 | 1 | 0 | 0 | 0 | 76 | 1 | 0 | 22 | 0 | 0 | 100 | 0 | 0 | 26 | 74 | 45.5 |

VEHICLE AMENITIES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| INDIAN | | BASE | 1532. | 6.7 | 93 | 6 | 0 | 1 | 0 | 1 | 0 | 95 | 1 | 0 | 3 | 2 | 0 | 100 | 0 | 0 | 9 | 91 | 44.2 |
| | | PEAK | 2113. | 7.3 | 93 | 5 | 0 | 1 | 0 | 1 | 0 | 91 | 1 | 0 | 7 | 1 | 0 | 100 | 0 | 0 | 9 | 91 | 44.6 |
| | | EXPR | 46. | 9.1 | 98 | 2 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 37 | 0 | 0 | 100 | 0 | 0 | 28 | 72 | 45.8 |

VEHICLE AMENITIES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ASIAN | | BASE | 1516. | 6.7 | 93 | 5 | 0 | 0 | 0 | 1 | 0 | 95 | 0 | 0 | 3 | 2 | 0 | 100 | 0 | 0 | 9 | 91 | 44.2 |
| | | PEAK | 2092. | 7.3 | 94 | 5 | 0 | 0 | 0 | 1 | 0 | 91 | 0 | 0 | 7 | 1 | 0 | 100 | 0 | 0 | 9 | 91 | 44.6 |
| | | EXPR | 46. | 9.1 | 98 | 2 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 37 | 0 | 0 | 100 | 0 | 0 | 28 | 72 | 45.8 |

VEHICLE AMENITIES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LATINO | | BASE | 1523. | 6.7 | 93 | 5 | 0 | 0 | 0 | 1 | 0 | 95 | 0 | 0 | 3 | 2 | 0 | 100 | 0 | 0 | 9 | 91 | 44.2 |
| | | PEAK | 2102. | 7.3 | 94 | 5 | 0 | 0 | 0 | 1 | 0 | 91 | 0 | 0 | 7 | 1 | 0 | 100 | 0 | 0 | 9 | 91 | 44.6 |
| | | EXPR | 46. | 9.1 | 98 | 2 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 37 | 0 | 0 | 100 | 0 | 0 | 28 | 72 | 45.8 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 1 | 1 | BASE | 19. | 8.7 | 11 | 0 | 0 | 0 | 0 | 89 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.7 |
| | | PEAK | 23. | 8.7 | 9 | 0 | 0 | 0 | 0 | 91 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 63.1 |
| 2 | 1 | BASE | 29. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 33. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| 4 | 1 | BASE | 41. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 43. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 10 | 1 | BASE | 19. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 24. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 14 | 1 | BASE | 26. | 8.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.5 |
| | | PEAK | 34. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 16 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 18 | 1 | BASE | 20. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 23. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 20 | 1 | BASE | 64. | 7.4 | 97 | 0 | 0 | 0 | 0 | 3 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 77. | 7.5 | 96 | 1 | 0 | 0 | 0 | 3 | 0 | 99 | 0 | 0 | 0 | 1 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 26 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 28 | 1 | BASE | 29. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 49. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 30 | 1 | BASE | 30. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 45. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 33 | 1 | BASE | 24. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 32. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 38 | 1 | BASE | 11. | 7.6 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 9 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 15. | 7.2 | 93 | 7 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 40 | 1 | BASE | 40. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 53. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 45 | 1 | BASE | 27. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| | | PEAK | 32. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 48 | 1 | BASE | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 11. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 51 | 1 | BASE | 20. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 32. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| 53 | 1 | BASE | 16. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 19. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 55 | 1 | BASE | 20. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 21. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 56 | 1 | BASE | 11. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 13. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 60 | 1 | BASE | 38. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 16 | 0 | 0 | 100 | 0 | 0 | 39 | 61 | 46.1 |
| | | PEAK | 50. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 100 | 0 | 0 | 40 | 60 | 46.0 |
| 65 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 9. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 66 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 24. | 9.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 4 | 96 | 46.5 |
| 68 | 1 | BASE | 19. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| | | PEAK | 24. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | -VEHICLE TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 70 | 1 | BASE | 21. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 30. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 3 | 97 | 45.5 |
| 76 | 1 | BASE | 17. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 20. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 10 | 90 | 44.3 |
| 78 | 1 | BASE | 20. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 30. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| 81 | 1 | BASE | 15. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 21. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 83 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 13. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 84 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 90 | 1 | BASE | 9. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 17. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 92 | 1 | BASE | 18. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 23. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 94 | 1 | BASE | 16. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 25. | 4.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 96 | 1 | BASE | 10. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 16. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 97 | 1 | BASE | 5. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 102 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 104 | 0 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 105 | 1 | BASE | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 18. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 107 | 1 | BASE | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 6. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 108 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 15. | 7.6 | 87 | 13 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 110 | 1 | BASE | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 111 | 1 | BASE | 16. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 17. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 115 | 1 | BASE | 15. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 23. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 117 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 119 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 120 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 17. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 124 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 125 | 1 | BASE | 7. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | VEHICLE -TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 127 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 128 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 130 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 146 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 147 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 149 | 0 | BASE | 4. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 5. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| 152 | 0 | BASE | 10. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 13. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 154 | 0 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 158 | 0 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 161 | 0 | BASE | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 163 | 0 | BASE | 9. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 9. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 165 | 0 | BASE | 14. | 4.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 16. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 167 | 0 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 4.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 168 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 9. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| 169 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 8. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 170 | 0 | BASE | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 175 | 0 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 6. | 7.7 | 17 | 83 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 67 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| 176 | 0 | BASE | 3. | 3.7 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 100 | 0 | 0 | 0 | 100 | 30.0 |
| | | PEAK | 4. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 177 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 7. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 178 | 0 | BASE | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 180 | 1 | BASE | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 185 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 6.0 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 33.7 |
| 187 | 1 | BASE | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 45.6 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 45.6 |
| 188 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 192 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 5.6 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 31.8 |
| 200 | 1 | BASE | 12. | 13.7 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.5 |
| | | PEAK | 13. | 13.5 | 31 | 69 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.8 |
| 201 | 0 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 204 | 1 | BASE | 40. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 45. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| 205 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 206 | 1 | BASE | 13. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 207 | 1 | BASE | 23. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 29. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 208 | 0 | BASE | 2. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| | | PEAK | 2. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 209 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 210 | 1 | BASE | 24. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 24. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 211 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 212 | 1 | BASE | 19. | 3.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 22. | 3.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 217 | 1 | BASE | 13. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 14. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 220 | 1 | BASE | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 225 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 228 | 0 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 6. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 230 | 0 | BASE | 8. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 13. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 232 | 1 | BASE | 10. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.1 |
| | | PEAK | 10. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.1 |
| 234 | 0 | BASE | 9. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 12. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 236 | 0 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 6. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 240 | 0 | BASE | 4. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 6. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 243 | 0 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 245 | 0 | BASE | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 250 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | -TRANSMISSION- | | | | -CONDT- | | |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 251 | 1 | BASE | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 254 | 1 | BASE | 7. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 7. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 255 | 1 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 256 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 6. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 259 | 0 | BASE | 4. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 5. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 260 | 1 | BASE | 17. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 53 | 47 | 46.0 |
| | | PEAK | 20. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 45.8 |
| 262 | 0 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 44.8 |
| 264 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 4. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 265 | 0 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 266 | 0 | BASE | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 45.0 |
| | | PEAK | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 45.0 |
| 267 | 1 | BASE | 5. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.8 |
| | | PEAK | 8. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 268 | 1 | BASE | 4. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 8. | 8.0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 42.5 |
| 270 | 1 | BASE | 8. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 9. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 274 | 0 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 280 | 0 | BASE | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 291 | 1 | BASE | 4. | 4.0 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 31.8 |
| | | PEAK | 4. | 4.0 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 31.8 |
| 358 | 1 | PEAK | 4. | 10.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 401 | 1 | BASE | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 15. | 12.7 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 7 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| | | EXPR | 15. | 12.7 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 7 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| 413 | 1 | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 418 | 1 | PEAK | 5. | 11.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 80 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| | | EXPR | 5. | 11.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 80 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 419 | 1 | PEAK | 3. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 420 | 1 | BASE | 29. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 36. | 4.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | EXPR | 36. | 4.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 423 | 1 | PEAK | 2. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 424 | 1 | BASE | 29. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 55. | 5.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | EXPR | 55. | 5.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | -VEHICLE TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 426 | 1 | PEAK | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 427 | 1 | PEAK | 4. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 4. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 429 | 1 | PEAK | 7. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | EXPR | 7. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 430 | 1 | PEAK | 2. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 2. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 431 | 1 | PEAK | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 434 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 436 | 1 | PEAK | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 437 | 1 | PEAK | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 438 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 439 | 1 | BASE | 9. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 9. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 9. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 442 | 1 | PEAK | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | EXPR | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 443 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 444 | 1 | BASE | 6. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 11. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 82 | 18 | 46.2 |
| | | EXPR | 11. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 82 | 18 | 46.2 |
| 445 | 1 | PEAK | 4. | 12.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 46.8 |
| | | EXPR | 4. | 12.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 46.8 |
| 446 | 1 | BASE | 14. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 36 | 0 | 0 | 100 | 0 | 0 | 64 | 36 | 46.4 |
| | | PEAK | 17. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 35 | 0 | 0 | 100 | 0 | 0 | 65 | 35 | 46.4 |
| | | EXPR | 17. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 35 | 0 | 0 | 100 | 0 | 0 | 65 | 35 | 46.4 |
| 448 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| 456 | 1 | BASE | 9. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 100 | 0 | 0 | 89 | 11 | 46.1 |
| | | PEAK | 15. | 9.2 | 93 | 0 | 0 | 7 | 0 | 0 | 0 | 73 | 7 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.4 |
| | | EXPR | 15. | 9.2 | 93 | 0 | 0 | 7 | 0 | 0 | 0 | 73 | 7 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.4 |
| 457 | 1 | PEAK | 6. | 13.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.7 |
| | | EXPR | 6. | 13.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.7 |
| 459 | 1 | PEAK | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 460 | 1 | BASE | 10. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.5 |
| | | PEAK | 12. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.8 |
| | | EXPR | 12. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.8 |
| 462 | 1 | BASE | 6. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 47.7 |
| | | PEAK | 9. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 44 | 56 | 48.8 |
| | | EXPR | 9. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 44 | 56 | 48.8 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 464 | 1 | PEAK | 11. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 11. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 466 | 1 | PEAK | 4. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 4. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 470 | 1 | BASE | 20. | 5.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 26. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | EXPR | 26. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| 480 | 1 | BASE | 24. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 75 | 25 | 45.6 |
| | | PEAK | 34. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 65 | 35 | 46.1 |
| | | EXPR | 34. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 65 | 35 | 46.1 |
| 482 | 1 | BASE | 9. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 46.3 |
| | | PEAK | 14. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 100 | 0 | 0 | 71 | 29 | 46.3 |
| | | EXPR | 14. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 100 | 0 | 0 | 71 | 29 | 46.3 |
| 483 | 1 | BASE | 13. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| | | EXPR | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| 484 | 1 | BASE | 20. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 60 | 40 | 45.0 |
| | | PEAK | 27. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 19 | 0 | 0 | 100 | 0 | 0 | 52 | 48 | 45.3 |
| | | EXPR | 27. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 19 | 0 | 0 | 100 | 0 | 0 | 52 | 48 | 45.3 |
| 486 | 1 | BASE | 7. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 57 | 43 | 44.7 |
| | | PEAK | 13. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 62 | 38 | 45.5 |
| | | EXPR | 13. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 62 | 38 | 45.5 |
| 487 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 55 | 45 | 45.4 |
| | | PEAK | 22. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 100 | 0 | 0 | 55 | 45 | 46.1 |
| | | EXPR | 22. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 100 | 0 | 0 | 55 | 45 | 46.1 |
| 488 | 1 | BASE | 3. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 70 | 30 | 45.5 |
| | | EXPR | 10. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 70 | 30 | 45.5 |
| 490 | 1 | BASE | 11. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 27 | 0 | 0 | 100 | 0 | 0 | 64 | 36 | 46.0 |
| | | PEAK | 14. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 21 | 0 | 0 | 100 | 0 | 0 | 71 | 29 | 46.0 |
| | | EXPR | 14. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 21 | 0 | 0 | 100 | 0 | 0 | 71 | 29 | 46.0 |
| 492 | 1 | BASE | 2. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 4. | 12.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.0 |
| | | EXPR | 4. | 12.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.0 |
| 494 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 495 | 1 | PEAK | 9. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 78 | 0 | 0 | 100 | 0 | 0 | 11 | 89 | 47.3 |
| | | EXPR | 9. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 78 | 0 | 0 | 100 | 0 | 0 | 11 | 89 | 47.3 |
| 496 | 1 | BASE | 5. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 6. | 18.0 | 17 | 0 | 0 | 83 | 0 | 0 | 0 | 17 | 83 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.3 |
| | | EXPR | 6. | 18.0 | 17 | 0 | 0 | 83 | 0 | 0 | 0 | 17 | 83 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.3 |
| 497 | 1 | PEAK | 3. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 3. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 498 | 1 | PEAK | 11. | 11.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 82 | 0 | 0 | 100 | 0 | 0 | 18 | 82 | 46.8 |
| | | EXPR | 11. | 11.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 82 | 0 | 0 | 100 | 0 | 0 | 18 | 82 | 46.8 |
| 560 | 1 | BASE | 16. | 4.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 20. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | EXPR | 20. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: BLACK VS. NON-BLACK LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | VEHICLE -TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 576 | 1 | BASE | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: INDIAN VS. NON-INDIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | BASE | 19. | 8.7 | 11 | 0 | 0 | 0 | 0 | 89 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.7 |
| | | PEAK | 23. | 8.7 | 9 | 0 | 0 | 0 | 0 | 91 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 63.1 |
| 2 | 1 | BASE | 29. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 33. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| 4 | 1 | BASE | 41. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 43. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 10 | 1 | BASE | 19. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 24. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 14 | 1 | BASE | 26. | 8.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.5 |
| | | PEAK | 34. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 16 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 18 | 1 | BASE | 20. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 23. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 20 | 1 | BASE | 64. | 7.4 | 97 | 0 | 0 | 0 | 0 | 3 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 77. | 7.5 | 96 | 1 | 0 | 0 | 0 | 3 | 0 | 99 | 0 | 0 | 0 | 1 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 26 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 28 | 1 | BASE | 29. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 49. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 30 | 1 | BASE | 30. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 45. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 33 | 1 | BASE | 24. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 32. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 38 | 1 | BASE | 11. | 7.6 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 9 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 15. | 7.2 | 93 | 7 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 40 | 1 | BASE | 40. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 53. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 45 | 1 | BASE | 27. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| | | PEAK | 32. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 48 | 1 | BASE | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 11. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 51 | 1 | BASE | 20. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 32. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| 53 | 1 | BASE | 16. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 19. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 55 | 1 | BASE | 20. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 21. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 56 | 1 | BASE | 11. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 13. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 60 | 1 | BASE | 38. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 16 | 0 | 0 | 100 | 0 | 0 | 39 | 61 | 46.1 |
| | | PEAK | 50. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 100 | 0 | 0 | 40 | 60 | 46.0 |
| 65 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 9. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 66 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 24. | 9.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 4 | 96 | 46.5 |
| 68 | 1 | BASE | 19. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| | | PEAK | 24. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.O. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: INDIAN VS. NON-INDIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE. NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 | 1 | BASE | 21. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 30. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 3 | 97 | 45.5 |
| 76 | 1 | BASE | 17. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 20. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 10 | 90 | 44.3 |
| 78 | 1 | BASE | 20. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 30. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| 81 | 1 | BASE | 15. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 21. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 83 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 13. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 84 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 90 | 1 | BASE | 9. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 17. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 92 | 1 | BASE | 18. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 23. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 94 | 1 | BASE | 16. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 25. | 4.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 96 | 1 | BASE | 10. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 16. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 97 | 1 | BASE | 5. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 102 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 104 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 105 | 1 | BASE | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 18. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 107 | 1 | BASE | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 6. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 108 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 15. | 7.6 | 87 | 13 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 110 | 1 | BASE | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 111 | 1 | BASE | 16. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 17. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 115 | 1 | BASE | 15. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 23. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 117 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 119 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 120 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 17. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 124 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 125 | 1 | BASE | 7. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: INDIAN VS. NON-INDIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | VEHICLE -TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 127 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 128 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 130 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 146 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 147 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 149 | 1 | BASE | 4. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 5. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| 152 | 1 | BASE | 10. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 13. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 154 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 158 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 161 | 0 | BASE | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 163 | 1 | BASE | 9. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 9. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 165 | 1 | BASE | 14. | 4.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 16. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 167 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 4.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 168 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 9. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| 169 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 8. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 170 | 1 | BASE | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 175 | 1 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 6. | 7.7 | 17 | 83 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 67 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| 176 | 1 | BASE | 3. | 3.7 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 100 | 0 | 0 | 0 | 100 | 30.0 |
| | | PEAK | 4. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 177 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 7. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 178 | 1 | BASE | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 180 | 1 | BASE | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 185 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 6.0 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 33.7 |
| 187 | 1 | BASE | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 45.6 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 45.6 |
| 188 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: INDIAN VS. NON-INDIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 192 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 5.6 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 31.8 |
| 200 | 1 | BASE | 12. | 13.7 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.5 |
| | | PEAK | 13. | 13.5 | 31 | 69 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.8 |
| 201 | 1 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 204 | 1 | BASE | 40. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 45. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| 205 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 206 | 1 | BASE | 13. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 207 | 1 | BASE | 23. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 29. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 208 | 1 | BASE | 2. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| | | PEAK | 2. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 209 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 210 | 1 | BASE | 24. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 24. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 211 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 212 | 1 | BASE | 19. | 3.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 22. | 3.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 217 | 1 | BASE | 13. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 14. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 220 | 1 | BASE | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 225 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 228 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 6. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 230 | 1 | BASE | 8. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 13. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 232 | 1 | BASE | 10. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.1 |
| | | PEAK | 10. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.1 |
| 234 | 1 | BASE | 9. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 12. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 236 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 6. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 240 | 1 | BASE | 4. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 6. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 243 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 245 | 1 | BASE | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 250 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: INDIAN VS. NON-INDIAN LINES

| | | | | | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | |
| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | AVE.NO SEATS |
| 251 | 1 | BASE | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 254 | 1 | BASE | 7. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 7. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 255 | 1 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 256 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 6. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 259 | 1 | BASE | 4. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 5. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 260 | 1 | BASE | 17. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 53 | 47 | 46.0 |
| | | PEAK | 20. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 45.8 |
| 262 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 44.8 |
| 264 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 4. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 265 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 266 | 1 | BASE | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 45.0 |
| | | PEAK | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 45.0 |
| 267 | 1 | BASE | 5. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.8 |
| | | PEAK | 8. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 268 | 1 | BASE | 4. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 8. | 8.0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 42.5 |
| 270 | 1 | BASE | 8. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 9. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 274 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 280 | 1 | BASE | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 291 | 1 | BASE | 4. | 4.0 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 31.8 |
| | | PEAK | 4. | 4.0 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 31.8 |
| 358 | 1 | PEAK | 4. | 10.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 401 | 1 | BASE | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 15. | 12.7 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 7 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| | | EXPR | 1. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 413 | 1 | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 418 | 1 | PEAK | 5. | 11.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 80 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 419 | 1 | PEAK | 3. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 420 | 1 | BASE | 29. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 36. | 4.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 423 | 1 | PEAK | 2. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 424 | 1 | BASE | 29. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 55. | 5.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: INDIAN VS. NON-INDIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | VEHICLE -TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 426 | 1 | PEAK | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 427 | 1 | PEAK | 4. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 429 | 1 | PEAK | 7. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 430 | 1 | PEAK | 2. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 431 | 1 | PEAK | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 434 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 436 | 1 | PEAK | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 437 | 1 | PEAK | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 438 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 439 | 1 | BASE | 9. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 9. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 442 | 1 | PEAK | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 443 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 444 | 1 | BASE | 6. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 11. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 82 | 18 | 46.2 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 445 | 1 | PEAK | 4. | 12.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 46.8 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 446 | 1 | BASE | 14. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 36 | 0 | 0 | 100 | 0 | 0 | 64 | 36 | 46.4 |
| | | PEAK | 17. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 35 | 0 | 0 | 100 | 0 | 0 | 65 | 35 | 46.4 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 448 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 456 | 1 | BASE | 9. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 100 | 0 | 0 | 89 | 11 | 46.1 |
| | | PEAK | 15. | 9.2 | 93 | 0 | 0 | 7 | 0 | 0 | 0 | 73 | 7 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.4 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 457 | 1 | PEAK | 6. | 13.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.7 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 459 | 1 | PEAK | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 460 | 1 | BASE | 10. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.5 |
| | | PEAK | 12. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.8 |
| 462 | 1 | BASE | 6. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 47.7 |
| | | PEAK | 9. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 44 | 56 | 48.8 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 464 | 1 | PEAK | 11. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: INDIAN VS. NON-INDIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 466 | 1 | PEAK | 4. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 470 | 1 | BASE | 20. | 5.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 26. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 480 | 1 | BASE | 24. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 75 | 25 | 45.6 |
| | | PEAK | 34. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 65 | 35 | 46.1 |
| | | EXPR | 2. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 482 | 1 | BASE | 9. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 46.3 |
| | | PEAK | 14. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 100 | 0 | 0 | 71 | 29 | 46.3 |
| | | EXPR | 2. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 483 | 1 | BASE | 13. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 484 | 1 | BASE | 20. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 60 | 40 | 45.0 |
| | | PEAK | 27. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 19 | 0 | 0 | 100 | 0 | 0 | 52 | 48 | 45.3 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 486 | 1 | BASE | 7. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 57 | 43 | 44.7 |
| | | PEAK | 13. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 62 | 38 | 45.5 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 487 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 55 | 45 | 45.4 |
| | | PEAK | 22. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 100 | 0 | 0 | 55 | 45 | 46.1 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 488 | 1 | BASE | 3. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 70 | 30 | 45.5 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 490 | 1 | BASE | 11. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 27 | 0 | 0 | 100 | 0 | 0 | 64 | 36 | 46.0 |
| | | PEAK | 14. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 21 | 0 | 0 | 100 | 0 | 0 | 71 | 29 | 46.0 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 492 | 1 | BASE | 2. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 4. | 12.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.0 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 494 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 495 | 1 | PEAK | 9. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 78 | 0 | 0 | 100 | 0 | 0 | 11 | 89 | 47.3 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 496 | 1 | BASE | 5. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 6. | 18.0 | 17 | 0 | 0 | 83 | 0 | 0 | 0 | 17 | 83 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.3 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 497 | 1 | PEAK | 3. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 498 | 1 | PEAK | 11. | 11.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 82 | 0 | 0 | 100 | 0 | 0 | 18 | 82 | 46.8 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 560 | 1 | BASE | 16. | 4.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 20. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 576 | 1 | BASE | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | BASE | 19. | 8.7 | 11 | 0 | 0 | 0 | 0 | 89 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.7 |
| | | PEAK | 23. | 8.7 | 9 | 0 | 0 | 0 | 0 | 91 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 63.1 |
| 2 | 1 | BASE | 29. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 33. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| 4 | 1 | BASE | 41. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 43. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 10 | 1 | BASE | 19. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 24. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 14 | 1 | BASE | 26. | 8.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.5 |
| | | PEAK | 34. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 16 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 18 | 1 | BASE | 20. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 23. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 20 | 1 | BASE | 64. | 7.4 | 97 | 0 | 0 | 0 | 0 | 3 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 77. | 7.5 | 96 | 1 | 0 | 0 | 0 | 3 | 0 | 99 | 0 | 0 | 0 | 1 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 26 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 28 | 1 | BASE | 29. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 49. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 30 | 1 | BASE | 30. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 45. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 33 | 1 | BASE | 24. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 32. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 38 | 1 | BASE | 11. | 7.6 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 9 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 15. | 7.2 | 93 | 7 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 40 | 1 | BASE | 40. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 53. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 45 | 1 | BASE | 27. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| | | PEAK | 32. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 48 | 1 | BASE | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 11. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 51 | 1 | BASE | 20. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 32. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| 53 | 1 | BASE | 16. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 19. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 55 | 1 | BASE | 20. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 21. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 56 | 1 | BASE | 11. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 13. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 60 | 1 | BASE | 38. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 16 | 0 | 0 | 100 | 0 | 0 | 39 | 61 | 46.1 |
| | | PEAK | 50. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 100 | 0 | 0 | 40 | 60 | 46.0 |
| 65 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 9. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 66 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 24. | 9.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 4 | 96 | 46.5 |
| 68 | 1 | BASE | 19. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| | | PEAK | 24. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: ASIAN VS. NON-ASIAN LINES

| | | | | | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO |
| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | SEATS |
| 70 | 1 | BASE | 21. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 30. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 3 | 97 | 45.5 |
| 76 | 1 | BASE | 17. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 20. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 10 | 90 | 44.3 |
| 78 | 1 | BASE | 20. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 30. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| 81 | 1 | BASE | 15. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.3 |
| | | PEAK | 21. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 83 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 13. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 84 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 90 | 1 | BASE | 9. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 17. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 92 | 1 | BASE | 18. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 23. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 94 | 1 | BASE | 16. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 25. | 4.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 96 | 1 | BASE | 10. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 16. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 97 | 1 | BASE | 5. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 102 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 104 | 0 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 105 | 1 | BASE | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 18. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 107 | 0 | BASE | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 6. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 108 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 15. | 7.6 | 87 | 13 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 110 | 1 | BASE | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 111 | 1 | BASE | 16. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| | | PEAK | 17. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 115 | 1 | BASE | 15. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 23. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 117 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 119 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 120 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 17. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 124 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 125 | 1 | BASE | 7. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.4 |

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE. NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 127 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 128 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 130 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 146 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 147 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 149 | 0 | BASE | 4. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 5. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| 152 | 1 | BASE | 10. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 13. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 154 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 158 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 161 | 0 | BASE | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 163 | 1 | BASE | 9. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 9. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 165 | 1 | BASE | 14. | 4.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 16. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 167 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 4.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 168 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 9. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| 169 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 8. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 170 | 1 | BASE | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 175 | 1 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 6. | 7.7 | 17 | 83 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 67 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| 176 | 1 | BASE | 3. | 3.7 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 100 | 0 | 0 | 0 | 100 | 30.0 |
| | | PEAK | 4. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 177 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 7. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 178 | 1 | BASE | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 180 | 1 | BASE | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 185 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 6.0 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 33.7 |
| 187 | 1 | BASE | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 45.6 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 45.6 |
| 188 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 192 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 5.6 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 31.8 |
| 200 | 1 | BASE | 12. | 13.7 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.5 |
| | | PEAK | 13. | 13.5 | 31 | 69 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.8 |
| 201 | 1 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 204 | 1 | BASE | 40. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 45. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| 205 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 206 | 1 | BASE | 13. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 207 | 1 | BASE | 23. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 29. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 208 | 1 | BASE | 2. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| | | PEAK | 2. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 209 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 210 | 1 | BASE | 24. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 24. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 211 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 212 | 1 | BASE | 19. | 3.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 22. | 3.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 217 | 1 | BASE | 13. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 14. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 220 | 1 | BASE | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 225 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 228 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 6. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 230 | 1 | BASE | 8. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 13. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 232 | 1 | BASE | 10. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.1 |
| | | PEAK | 10. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.1 |
| 234 | 1 | BASE | 9. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 12. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 236 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 6. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 240 | 0 | BASE | 4. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 6. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 243 | 1 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 245 | 1 | BASE | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 250 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | | |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | | |
| 251 | 1 | BASE | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.6 |
| | | PEAK | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.6 |
| 254 | 1 | BASE | 7. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.1 |
| | | PEAK | 7. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.1 |
| 255 | 1 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | | 36.0 |
| 256 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | | 36.0 |
| | | PEAK | 6. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | | 36.0 |
| 259 | 1 | BASE | 4. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 45.0 |
| | | PEAK | 5. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 46.2 |
| 260 | 1 | BASE | 17. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 53 | 47 | | 46.0 |
| | | PEAK | 20. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | | 45.8 |
| 262 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | PEAK | 6. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | | 44.8 |
| 264 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.3 |
| | | PEAK | 4. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.0 |
| 265 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 27.0 |
| 266 | 1 | BASE | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | | 45.0 |
| | | PEAK | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | | 45.0 |
| 267 | 1 | BASE | 5. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 47.8 |
| | | PEAK | 8. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 47.0 |
| 268 | 1 | BASE | 4. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | | 36.0 |
| | | PEAK | 8. | 8.0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | | 42.5 |
| 270 | 1 | BASE | 8. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 27.0 |
| | | PEAK | 9. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 27.0 |
| 274 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| 280 | 1 | BASE | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 47.0 |
| | | PEAK | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 47.0 |
| 291 | 1 | BASE | 4. | 4.0 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | | 31.8 |
| | | PEAK | 4. | 4.0 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | | 31.8 |
| 358 | 1 | PEAK | 4. | 10.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 46.0 |
| 401 | 1 | BASE | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.6 |
| | | PEAK | 15. | 12.7 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 7 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.4 |
| | | EXPR | 1. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 45.0 |
| 413 | 1 | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| 418 | 1 | PEAK | 5. | 11.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 80 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 46.2 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 47.0 |
| 419 | 1 | PEAK | 3. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 45.7 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 47.0 |
| 420 | 1 | BASE | 29. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.6 |
| | | PEAK | 36. | 4.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.7 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| 423 | 1 | PEAK | 2. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 47.0 |
| | | EXPR | 1. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 47.0 |
| 424 | 1 | BASE | 29. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.6 |
| | | PEAK | 55. | 5.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.3 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 426 | 1 | PEAK | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 427 | 1 | PEAK | 4. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 429 | 1 | PEAK | 7. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 430 | 1 | PEAK | 2. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 431 | 1 | PEAK | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 434 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 436 | 1 | PEAK | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 437 | 1 | PEAK | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 438 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 439 | 1 | BASE | 9. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 9. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 442 | 1 | PEAK | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 443 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 444 | 1 | BASE | 6. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 11. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 82 | 18 | 46.2 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 445 | 1 | PEAK | 4. | 12.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 46.8 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 446 | 1 | BASE | 14. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 36 | 0 | 0 | 100 | 0 | 0 | 64 | 36 | 46.4 |
| | | PEAK | 17. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 35 | 0 | 0 | 100 | 0 | 0 | 65 | 35 | 46.4 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 448 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 456 | 1 | BASE | 9. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 100 | 0 | 0 | 89 | 11 | 46.1 |
| | | PEAK | 15. | 9.2 | 93 | 0 | 0 | 7 | 0 | 0 | 0 | 73 | 7 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.4 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 457 | 1 | PEAK | 6. | 13.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.7 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 459 | 1 | PEAK | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 460 | 1 | BASE | 10. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.5 |
| | | PEAK | 12. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.8 |
| 462 | 1 | BASE | 6. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 47.7 |
| | | PEAK | 9. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 44 | 56 | 48.8 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 464 | 1 | PEAK | 11. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: ASIAN VS. NON-ASIAN LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 466 | 1 | PEAK | 4. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 470 | 1 | BASE | 20. | 5.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 26. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 480 | 1 | BASE | 24. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 75 | 25 | 45.6 |
| | | PEAK | 34. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 65 | 35 | 46.1 |
| | | EXPR | 2. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 482 | 1 | BASE | 9. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 46.3 |
| | | PEAK | 14. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 100 | 0 | 0 | 71 | 29 | 46.3 |
| | | EXPR | 2. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 483 | 1 | BASE | 13. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 484 | 1 | BASE | 20. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 60 | 40 | 45.0 |
| | | PEAK | 27. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 19 | 0 | 0 | 100 | 0 | 0 | 52 | 48 | 45.3 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 486 | 1 | BASE | 7. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 57 | 43 | 44.7 |
| | | PEAK | 13. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 62 | 38 | 45.5 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 487 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 55 | 45 | 45.4 |
| | | PEAK | 22. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 100 | 0 | 0 | 55 | 45 | 46.1 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 488 | 1 | BASE | 3. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 70 | 30 | 45.5 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 490 | 1 | BASE | 11. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 27 | 0 | 0 | 100 | 0 | 0 | 64 | 36 | 46.0 |
| | | PEAK | 14. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 21 | 0 | 0 | 100 | 0 | 0 | 71 | 29 | 46.0 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 492 | 1 | BASE | 2. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 4. | 12.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.0 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 494 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 495 | 1 | PEAK | 9. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 78 | 0 | 0 | 100 | 0 | 0 | 11 | 89 | 47.3 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 496 | 1 | BASE | 5. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 6. | 18.0 | 17 | 0 | 0 | 83 | 0 | 0 | 0 | 17 | 83 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.3 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 497 | 1 | PEAK | 3. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 498 | 1 | PEAK | 11. | 11.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 82 | 0 | 0 | 100 | 0 | 0 | 18 | 82 | 46.8 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 560 | 1 | BASE | 16. | 4.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 20. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 576 | 1 | BASE | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 1 | 1 | BASE | 19. | 8.7 | 11 | 0 | 0 | 0 | 0 | 89 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 62.7 |
| | | PEAK | 23. | 8.7 | 9 | 0 | 0 | 0 | 0 | 91 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 63.1 |
| 2 | 1 | BASE | 29. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| | | PEAK | 33. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| 4 | 1 | BASE | 41. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 43. | 6.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 10 | 1 | BASE | 19. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 24. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 14 | 1 | BASE | 26. | 8.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.5 |
| | | PEAK | 34. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 16 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 18 | 1 | BASE | 20. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 23. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 20 | 1 | BASE | 64. | 7.4 | 97 | 0 | 0 | 0 | 0 | 3 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 77. | 7.5 | 96 | 1 | 0 | 0 | 0 | 3 | 0 | 99 | 0 | 0 | 0 | 1 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 26 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 28 | 1 | BASE | 29. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | PEAK | 49. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| 30 | 1 | BASE | 30. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 45. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 33 | 1 | BASE | 24. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.3 |
| | | PEAK | 32. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 38 | 1 | BASE | 11. | 7.6 | 91 | 9 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 9 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| | | PEAK | 15. | 7.2 | 93 | 7 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 40 | 1 | BASE | 40. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 53. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 45 | 1 | BASE | 27. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| | | PEAK | 32. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.8 |
| 48 | 1 | BASE | 7. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 11. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 51 | 1 | BASE | 20. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 32. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| 53 | 1 | BASE | 16. | 8.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 19. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.1 |
| 55 | 1 | BASE | 20. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 21. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.9 |
| 56 | 1 | BASE | 11. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 13. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| 60 | 1 | BASE | 38. | 8.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 0 | 0 | 16 | 0 | 0 | 100 | 0 | 0 | 39 | 61 | 46.1 |
| | | PEAK | 50. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 100 | 0 | 0 | 40 | 60 | 46.0 |
| 65 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 9. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 66 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 24. | 9.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 4 | 96 | 46.5 |
| 68 | 1 | BASE | 19. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.9 |
| | | PEAK | 24. | 8.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | | |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | | |
| 70 | 1 | BASE | 21. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.5 |
| | | PEAK | 30. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 3 | 97 | | 45.5 |
| 76 | 1 | BASE | 17. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.2 |
| | | PEAK | 20. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 10 | 90 | | 44.3 |
| 78 | 1 | BASE | 20. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 45.2 |
| | | PEAK | 30. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 45.9 |
| 81 | 1 | BASE | 15. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.3 |
| | | PEAK | 21. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.0 |
| 83 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | PEAK | 13. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.6 |
| 84 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | PEAK | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| 90 | 1 | BASE | 9. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.3 |
| | | PEAK | 17. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.9 |
| 92 | 1 | BASE | 18. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.3 |
| | | PEAK | 23. | 5.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.2 |
| 94 | 1 | BASE | 16. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.5 |
| | | PEAK | 25. | 4.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.1 |
| 96 | 1 | BASE | 10. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.6 |
| | | PEAK | 16. | 5.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.3 |
| 97 | 1 | BASE | 5. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.6 |
| | | PEAK | 5. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.6 |
| 102 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | | 36.0 |
| | | PEAK | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | | 36.0 |
| 104 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 27.0 |
| | | PEAK | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 27.0 |
| 105 | 1 | BASE | 14. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.9 |
| | | PEAK | 18. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 44.1 |
| 107 | 1 | BASE | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.8 |
| | | PEAK | 6. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 45.0 |
| 108 | 1 | BASE | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | PEAK | 15. | 7.6 | 87 | 13 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.8 |
| 110 | 1 | BASE | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.5 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.5 |
| 111 | 1 | BASE | 16. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.5 |
| | | PEAK | 17. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.9 |
| 115 | 1 | BASE | 15. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.8 |
| | | PEAK | 23. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 45.3 |
| 117 | 1 | BASE | 10. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | PEAK | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| 119 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | PEAK | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| 120 | 1 | BASE | 14. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | PEAK | 17. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.5 |
| 124 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | PEAK | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| 125 | 1 | BASE | 7. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.0 |
| | | PEAK | 11. | 6.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | | 43.4 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | VEHICLE STYLE | | | | | | | SEAT STYLE | | | | | VEHICLE TRANSMISSION | | | | AIR CONDT | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 127 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 128 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 130 | 1 | BASE | 4. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 146 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 147 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 149 | 0 | BASE | 4. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 5. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| 152 | 1 | BASE | 10. | 4.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 13. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 154 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 158 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 161 | 0 | BASE | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 163 | 1 | BASE | 9. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 9. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 165 | 1 | BASE | 14. | 4.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| | | PEAK | 16. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 167 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 4.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| 168 | 1 | BASE | 6. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | PEAK | 9. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.2 |
| 169 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 8. | 5.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |
| 170 | 1 | BASE | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 3. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 175 | 1 | BASE | 2. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 6. | 7.7 | 17 | 83 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 67 | 0 | 100 | 0 | 0 | 0 | 100 | 40.0 |
| 176 | 1 | BASE | 3. | 3.7 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 100 | 0 | 0 | 0 | 100 | 30.0 |
| | | PEAK | 4. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 177 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 7. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 178 | 1 | BASE | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 180 | 1 | BASE | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 18. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 185 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 3. | 6.0 | 33 | 67 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 33.7 |
| 187 | 1 | BASE | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 45.6 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 88 | 12 | 45.6 |
| 188 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.5 |

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES: VEHICLE STYLE (1) | (2) | (3) | (4) | (5) | (6) | (7) | SEAT STYLE (1) | (2) | (3) | (4) | (5) | VEHICLE TRANSMISSION (1) | (2) | (3) | (4) | AIR CONDT (1) | (2) | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 192 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 5.6 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 31.8 |
| 200 | 1 | BASE | 12. | 13.7 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.5 |
| | | PEAK | 13. | 13.5 | 31 | 69 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.8 |
| 201 | 1 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 204 | 1 | BASE | 40. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 45. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| 205 | 1 | BASE | 3. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 206 | 1 | BASE | 13. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 15. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 207 | 1 | BASE | 23. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | PEAK | 29. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 208 | 0 | BASE | 2. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| | | PEAK | 2. | 4.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 31.5 |
| 209 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 210 | 1 | BASE | 24. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 24. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 211 | 1 | BASE | 5. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 212 | 1 | BASE | 19. | 3.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| | | PEAK | 22. | 3.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.2 |
| 217 | 1 | BASE | 13. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | PEAK | 14. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 220 | 1 | BASE | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| 225 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 8. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.5 |
| 228 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 6. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 230 | 1 | BASE | 8. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 13. | 4.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.9 |
| 232 | 1 | BASE | 10. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.1 |
| | | PEAK | 10. | 7.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.1 |
| 234 | 1 | BASE | 9. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 12. | 4.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 236 | 1 | BASE | 5. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 6. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 240 | 1 | BASE | 4. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| | | PEAK | 6. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 243 | 0 | BASE | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 4. | 4.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 245 | 1 | BASE | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 3. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| 250 | 1 | BASE | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 2. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | | AVE.NO SEATS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | -VEHICLE TRANSMISSION- | | | | -AIR CONDT- | | |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 251 | 1 | BASE | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 14. | 6.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| 254 | 1 | BASE | 7. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | PEAK | 7. | 6.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| 255 | 1 | BASE | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 3. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 256 | 1 | BASE | 5. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 6. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| 259 | 1 | BASE | 4. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| | | PEAK | 5. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| 260 | 1 | BASE | 17. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 53 | 47 | 46.0 |
| | | PEAK | 20. | 7.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 100 | 0 | 0 | 45 | 55 | 45.8 |
| 262 | 1 | BASE | 4. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 5.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 17 | 83 | 44.8 |
| 264 | 1 | BASE | 3. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | PEAK | 4. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.0 |
| 265 | 1 | BASE | 4. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 5. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 266 | 1 | BASE | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 45.0 |
| | | PEAK | 8. | 6.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | 0 | 0 | 13 | 0 | 0 | 100 | 0 | 0 | 50 | 50 | 45.0 |
| 267 | 1 | BASE | 5. | 8.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.8 |
| | | PEAK | 8. | 8.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 268 | 1 | BASE | 4. | 5.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 0 | 0 | 0 | 100 | 36.0 |
| | | PEAK | 8. | 8.0 | 50 | 50 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 100 | 0 | 0 | 0 | 100 | 42.5 |
| 270 | 1 | BASE | 8. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| | | PEAK | 9. | 3.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 27.0 |
| 274 | 1 | BASE | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 5. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 280 | 1 | BASE | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 3. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 291 | 1 | BASE | 4. | 4.0 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 31.8 |
| | | PEAK | 4. | 4.0 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 31.8 |
| 358 | 1 | PEAK | 4. | 10.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.0 |
| 401 | 1 | BASE | 5. | 12.4 | 20 | 80 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.6 |
| | | PEAK | 15. | 12.7 | 13 | 87 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 7 | 7 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| | | EXPR | 1. | 14.0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 413 | 1 | PEAK | 3. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 418 | 1 | PEAK | 5. | 11.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 80 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 46.2 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 419 | 1 | PEAK | 3. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 420 | 1 | BASE | 29. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 36. | 4.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.7 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 423 | 1 | PEAK | 2. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 424 | 1 | BASE | 29. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | PEAK | 55. | 5.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.3 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | -VEHICLE TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 426 | 1 | PEAK | 6. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 427 | 1 | PEAK | 4. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 429 | 1 | PEAK | 7. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.1 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 430 | 1 | PEAK | 2. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 431 | 1 | PEAK | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 434 | 1 | BASE | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 9. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 436 | 1 | PEAK | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 437 | 1 | PEAK | 3. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 438 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 439 | 1 | BASE | 9. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | PEAK | 9. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 442 | 1 | PEAK | 5. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| 443 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 444 | 1 | BASE | 6. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 11. | 8.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 100 | 0 | 0 | 82 | 18 | 46.2 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 445 | 1 | PEAK | 4. | 12.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 25 | 75 | 46.8 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 446 | 1 | BASE | 14. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 36 | 0 | 0 | 100 | 0 | 0 | 64 | 36 | 46.4 |
| | | PEAK | 17. | 9.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 0 | 35 | 0 | 0 | 100 | 0 | 0 | 65 | 35 | 46.4 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 448 | 1 | PEAK | 3. | 10.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.7 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 456 | 1 | BASE | 9. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 100 | 0 | 0 | 89 | 11 | 46.1 |
| | | PEAK | 15. | 9.2 | 93 | 0 | 0 | 7 | 0 | 0 | 0 | 73 | 7 | 0 | 20 | 0 | 0 | 100 | 0 | 0 | 73 | 27 | 46.4 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 457 | 1 | PEAK | 6. | 13.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 83 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.7 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 459 | 1 | PEAK | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 460 | 1 | BASE | 10. | 7.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 90 | 10 | 46.5 |
| | | PEAK | 12. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 83 | 17 | 46.8 |
| 462 | 1 | BASE | 6. | 9.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 47.7 |
| | | PEAK | 9. | 10.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 44 | 56 | 48.8 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 464 | 1 | PEAK | 11. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |

SCRTD VEHICLE ASSIGNMENT RECORD FOR MAY 20, 1987.

S.C.R.T.D. VEHICLE ASSIGNMENT RECORD, MAY 20, 1987.: LATINO VS. NON-LATINO LINES

| ROUTE | MINORITY SERVICE | SERVICE TYPE | NO. OF VEHICLES | AVERAGE AGE | VEHICLE AMENITIES | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | ------ VEHICLE STYLE ------- | | | | | | | ---- SEAT STYLE--- | | | | | -VEHICLE TRANSMISSION- | | | | AIR -CONDT- | | AVE.NO SEATS |
| | | | | | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (1) | (2) | (3) | (4) | (5) | (1) | (2) | (3) | (4) | (1) | (2) | |
| 466 | 1 | PEAK | 4. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 470 | 1 | BASE | 20. | 5.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.8 |
| | | PEAK | 26. | 5.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.7 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 480 | 1 | BASE | 24. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 100 | 0 | 0 | 75 | 25 | 45.6 |
| | | PEAK | 34. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 100 | 0 | 0 | 65 | 35 | 46.1 |
| | | EXPR | 2. | 7.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 45.0 |
| 482 | 1 | BASE | 9. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 100 | 0 | 0 | 67 | 33 | 46.3 |
| | | PEAK | 14. | 7.9 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 100 | 0 | 0 | 71 | 29 | 46.3 |
| | | EXPR | 2. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 483 | 1 | BASE | 13. | 7.1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.2 |
| | | PEAK | 17. | 7.2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 44.4 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 484 | 1 | BASE | 20. | 5.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 0 | 0 | 5 | 0 | 0 | 100 | 0 | 0 | 60 | 40 | 45.0 |
| | | PEAK | 27. | 6.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 19 | 0 | 0 | 100 | 0 | 0 | 52 | 48 | 45.3 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 486 | 1 | BASE | 7. | 5.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 57 | 43 | 44.7 |
| | | PEAK | 13. | 6.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 62 | 38 | 45.5 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 487 | 1 | BASE | 11. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 55 | 45 | 45.4 |
| | | PEAK | 22. | 7.4 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 100 | 0 | 0 | 55 | 45 | 46.1 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 488 | 1 | BASE | 3. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| | | PEAK | 10. | 6.7 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 100 | 0 | 0 | 70 | 30 | 45.5 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 490 | 1 | BASE | 11. | 8.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 27 | 0 | 0 | 100 | 0 | 0 | 64 | 36 | 46.0 |
| | | PEAK | 14. | 7.8 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 21 | 0 | 0 | 100 | 0 | 0 | 71 | 29 | 46.0 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 492 | 1 | BASE | 2. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 4. | 12.5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 75 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 48.0 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 494 | 1 | PEAK | 3. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 14.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 495 | 1 | PEAK | 9. | 11.6 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 78 | 0 | 0 | 100 | 0 | 0 | 11 | 89 | 47.3 |
| | | EXPR | 1. | 7.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 46.0 |
| 496 | 1 | BASE | 5. | 19.0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.0 |
| | | PEAK | 6. | 18.0 | 17 | 0 | 0 | 83 | 0 | 0 | 0 | 17 | 83 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 49.3 |
| | | EXPR | 1. | 13.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 51.0 |
| 497 | 1 | PEAK | 3. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 498 | 1 | PEAK | 11. | 11.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 82 | 0 | 0 | 100 | 0 | 0 | 18 | 82 | 46.8 |
| | | EXPR | 1. | 12.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 47.0 |
| 560 | 1 | BASE | 16. | 4.3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.8 |
| | | PEAK | 20. | 4.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.6 |
| | | EXPR | 1. | 3.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| 576 | 1 | BASE | 2. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | PEAK | 6. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |
| | | EXPR | 1. | 6.0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 100 | 43.0 |

THE FOLLOWING ARE ROUTE NUMBERS AND TIME PERIODS EXCEEDING THE ACCEPTED AVERAGE OF 7.0 BY MORE THAN 2 YEARS

| | BASE | PEAK | EXPR |
|---|---|---|---|
| LINE NUMBER= 1 | PERIODS= | | |
| LINE NUMBER= 2 | PERIODS= | | |
| LINE NUMBER= 4 | PERIODS= | | |
| LINE NUMBER= 10 | PERIODS= | | |
| LINE NUMBER= 14 | PERIODS= | | |
| LINE NUMBER= 16 | PERIODS= | | |
| LINE NUMBER= 18 | PERIODS= | | |
| LINE NUMBER= 20 | PERIODS= | | |
| LINE NUMBER= 26 | PERIODS= | | |
| LINE NUMBER= 28 | PERIODS= | | |
| LINE NUMBER= 30 | PERIODS= | | |
| LINE NUMBER= 33 | PERIODS= | | |
| LINE NUMBER= 38 | PERIODS= | | |
| LINE NUMBER= 40 | PERIODS= | | |
| LINE NUMBER= 45 | PERIODS= | | |
| LINE NUMBER= 48 | PERIODS= | | |
| LINE NUMBER= 51 | PERIODS= | | |
| LINE NUMBER= 53 | PERIODS= | | |
| LINE NUMBER= 55 | PERIODS= | | |
| LINE NUMBER= 56 | PERIODS= | | |
| LINE NUMBER= 60 | PERIODS= | | |
| LINE NUMBER= 65 | PERIODS= | | |
| LINE NUMBER= 66 | PERIODS= | | X |
| LINE NUMBER= 68 | PERIODS= | | |
| LINE NUMBER= 70 | PERIODS= | | |
| LINE NUMBER= 76 | PERIODS= | | |
| LINE NUMBER= 78 | PERIODS= | | |
| LINE NUMBER= 81 | PERIODS= | | |
| LINE NUMBER= 83 | PERIODS= | | |
| LINE NUMBER= 84 | PERIODS= | | |
| LINE NUMBER= 90 | PERIODS= | | |
| LINE NUMBER= 92 | PERIODS= | | |
| LINE NUMBER= 94 | PERIODS= | | |
| LINE NUMBER= 96 | PERIODS= | | |
| LINE NUMBER= 97 | PERIODS= | | |
| LINE NUMBER= 102 | PERIODS= | | |
| LINE NUMBER= 104 | PERIODS= | | |
| LINE NUMBER= 105 | PERIODS= | | |
| LINE NUMBER= 107 | PERIODS= | | |
| LINE NUMBER= 108 | PERIODS= | | |
| LINE NUMBER= 110 | PERIODS= | | |
| LINE NUMBER= 111 | PERIODS= | | |
| LINE NUMBER= 115 | PERIODS= | | |
| LINE NUMBER= 117 | PERIODS= | | |
| LINE NUMBER= 119 | PERIODS= | | |
| LINE NUMBER= 120 | PERIODS= | | |
| LINE NUMBER= 124 | PERIODS= | | |
| LINE NUMBER= 125 | PERIODS= | | |
| LINE NUMBER= 127 | PERIODS= | | |
| LINE NUMBER= 128 | PERIODS= | | |
| LINE NUMBER= 130 | PERIODS= | | |
| LINE NUMBER= 146 | PERIODS= | | |
| LINE NUMBER= 147 | PERIODS= | | |
| LINE NUMBER= 149 | PERIODS= | X | X |
| LINE NUMBER= 152 | PERIODS= | | |
| LINE NUMBER= 154 | PERIODS= | | |
| LINE NUMBER= 158 | PERIODS= | | |
| LINE NUMBER= 161 | PERIODS= | | |
| LINE NUMBER= 163 | PERIODS= | | |
| LINE NUMBER= 165 | PERIODS= | | |
| LINE NUMBER= 167 | PERIODS= | | |
| LINE NUMBER= 168 | PERIODS= | | |
| LINE NUMBER= 169 | PERIODS= | | |

| | | | |
|---|---|---|---|
| LINE NUMBER= 170 | PERIODS= | X | X |
| LINE NUMBER= 175 | PERIODS= | | |
| LINE NUMBER= 176 | PERIODS= | | |
| LINE NUMBER= 177 | PERIODS= | | |
| LINE NUMBER= 178 | PERIODS= | | |
| LINE NUMBER= 180 | PERIODS= | | |
| LINE NUMBER= 185 | PERIODS= | | |
| LINE NUMBER= 187 | PERIODS= | | |
| LINE NUMBER= 188 | PERIODS= | | |
| LINE NUMBER= 192 | PERIODS= | | |
| LINE NUMBER= 200 | PERIODS= | X | X |
| LINE NUMBER= 201 | PERIODS= | | |
| LINE NUMBER= 204 | PERIODS= | | |
| LINE NUMBER= 205 | PERIODS= | | |
| LINE NUMBER= 206 | PERIODS= | | |
| LINE NUMBER= 207 | PERIODS= | | |
| LINE NUMBER= 208 | PERIODS= | | |
| LINE NUMBER= 209 | PERIODS= | | |
| LINE NUMBER= 210 | PERIODS= | | |
| LINE NUMBER= 211 | PERIODS= | | |
| LINE NUMBER= 212 | PERIODS= | | |
| LINE NUMBER= 217 | PERIODS= | X | X |
| LINE NUMBER= 220 | PERIODS= | X | X |
| LINE NUMBER= 225 | PERIODS= | | |
| LINE NUMBER= 228 | PERIODS= | | |
| LINE NUMBER= 230 | PERIODS= | | |
| LINE NUMBER= 232 | PERIODS= | | |
| LINE NUM8ER= 234 | PERIODS= | | |
| LINE NUMBER= 236 | PERIODS= | | |
| LINE NUMBER= 240 | PERIODS= | | |
| LINE NUMBER= 243 | PERIODS= | | |
| LINE NUMBER= 245 | PERIODS= | | |
| LINE NUMBER= 250 | PERIODS= | | |
| LINE NUMBER= 251 | PERIODS= | | |
| LINE NUMBER= 254 | PERIODS= | | |
| LINE NUMBER= 255 | PERIODS= | | |
| LINE NUMBER= 256 | PERIODS= | | |
| LINE NUMBER= 259 | PERIODS= | | |
| LINE NUMBER= 260 | PERIODS= | | |
| LINE NUMBER= 262 | PERIODS= | | |
| LINE NUMBER= 264 | PERIODS= | | |
| LINE NUMBER= 265 | PERIODS= | | |
| LINE NUMBER= 266 | PERIODS= | | |
| LINE NUMBER= 267 | PERIODS= | | |
| LINE NUMBER= 268 | PERIODS= | | |
| LINE NUMBER= 270 | PERIODS= | | |
| LINE NUMBER= 274 | PERIODS= | | |
| LINE NUMBER= 280 | PERIODS= | | |
| LINE NUMBER= 291 | PERIODS= | | |
| LINE NUMBER= 358 | PERIODS= | | X |
| LINE NUMBER= 401 | PERIODS= | X | X X |
| LINE NUMBER= 413 | PERIODS= | | |
| LINE NUMBER= 418 | PERIODS= | | X X |
| LINE NUMBER= 419 | PERIODS= | | X X |
| LINE NUMBER= 420 | PERIODS= | | |
| LINE NUMBER= 423 | PERIODS= | | X X |
| LINE NUMBER= 424 | PERIODS= | | |
| LINE NUMBER= 426 | PERIODS= | | X X |
| LINE NUMBER= 427 | PERIODS= | | X X |
| LINE NUMBER= 429 | PERIODS= | | |
| LINE NUMBER= 430 | PERIODS= | | X |
| LINE NUMBER= 431 | PERIODS= | | |
| LINE NUMBER= 434 | PERIODS= | | |
| LINE NUMBER= 436 | PERIODS= | | X |
| LINE NUMBER= 437 | PERIODS= | | X X |
| LINE NUMBER= 438 | PERIODS= | | X X |

```
LINE NUMBER= 439  PERIODS=  X     X     X
LINE NUMBER= 442  PERIODS=
LINE NUMBER= 443  PERIODS=        X     X
LINE NUMBER= 444  PERIODS=
LINE NUMBER= 445  PERIODS=        X     X
LINE NUMBER= 446  PERIODS=  X     X
LINE NUMBER= 448  PERIODS=        X     X
LINE NUMBER= 456  PERIODS=        X
LINE NUMBER= 457  PERIODS=        X     X
LINE NUMBER= 459  PERIODS=
LINE NUMBER= 460  PERIODS=
LINE NUMBER= 462  PERIODS=        X
LINE NUMBER= 464  PERIODS=        X     X
LINE NUMBER= 466  PERIODS=        X     X
LINE NUMBER= 470  PERIODS=
LINE NUMBER= 480  PERIODS=
LINE NUMBER= 482  PERIODS=
LINE NUMBER= 483  PERIODS=
LINE NUMBER= 484  PERIODS=
LINE NUMBER= 486  PERIODS=
LINE NUMBER= 487  PERIODS=
LINE NUMBER= 488  PERIODS=
LINE NUMBER= 490  PERIODS=
LINE NUMBER= 492  PERIODS   X     X     X
LINE NUMBER= 494  PERIODS=        X     X
LINE NUMBER= 495  PERIODS=        X
LINE NUMBER= 496  PERIODS=  X     X     X
LINE NUMBER= 497  PERIODS=        X     X
LINE NUMBER= 498  PERIODS=        X     X
LINE NUMBER= 560  PERIODS=
LINE NUMBER= 576  PERIODS=
```

# APPENDIX C

APPENDIX C

FIXED FACILITIES

I. SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

| CUSTOMER SERVICE CENTERS | ADDRESS | |
|---|---|---|
| HEADQUARTERS | 419 SOUTH MAIN STREET | LOS ANGELES |
| ARCO PLAZA | 515 SOUTH FLOWER | LOS ANGELES |
| DIVISION 5 | 5425 SOUTH VAN NESS STREET | LOS ANGELES |
| HOLLYWOOD | 6249 HOLLYWOOD BOULEVARD | LOS ANGELES |
| WILSHIRE | 5315 WILSHIRE BOULEVARD | LOS ANGELES |
| SAN FERNANDO VALLEY | 14435 SHERMAN WAY | VAN NUYS |
| EL MONTE | 3449 SANTA ANITA AVENUE | EL MONTE |
| SOUTH BAY | DEL AMO FASHION CENTER | TORRANCE |
| CALIFORNIA MART | 1016 SOUTH MAIN STREET | LOS ANGELES |
| EAST LOS ANGELES | 4501 B WHITTIER BOULEVARD | EAST LOS ANGELES |

BUS DIVISION AND MAINTENANCE FACILITIES

| NAME | ADDRESS | | |
|---|---|---|---|
| METRO RAIL | 300 SANTA FE AVENUE | LOS ANGELES | M. O. W. SHOPS |
| ALAMEDA | 1130 EAST SIXTH STREET | LOS ANGELES | OPERATING DIV. |
| LOS ANGELES | 720 EAST FIFTEENTH ST. | LOS ANGELES | OPERATING DIV. |
| CYPRESS PARK | 630 WEST AVENUE 28 | LOS ANGELES | OPERATING DIV. |
| METRO | 7878 TELEGRAPH ROAD | DOWNEY | MAKE-READY FAC. |
| SOUTH CENTRAL | 2300 W FIFTY FOURTH ST. | LOS ANGELES | OPERATING DIV. |
| VENICE | 100 SUNSET AVENUE | VENICE | OPERATING DIV. |
| WEST HOLLYWOOD | 8800 W SANTA MONICA BLVD | LOS ANGELES | OPERATING DIV. |
| CHATSWORTH | 9201 CANOGA AVENUE | CHATSWORTH | OPERATING DIV. |
| EL MONTE | 3449 SANTA ANITA | EL MONTE | OPERATING DIV. |
| DIVISION 10 | 742 NORTH MISSION ROAD | EAST L. A. | OPERATING DIV. |
| LONG BEACH | 970 WEST CHESTER PLACE | LONG BEACH | OPERATING DIV. |
| SOUTH PARK SHOPS | 361 EAST FIFTY FIFTH ST. | LOS ANGELES | MAINTENANCE FAC. |
| SUN VALLEY | 11900 BRANFORD | SUN VALLEY | OPERATING DIV. |
| POMONA | 1551 EAST MISSION | POMONA | OPERATING DIV. |
| SOUTH BAY | 450 W. GRIFFITH | CARSON | OPERATING DIV. |
| VERNON YARDS | 4462 PACIFIC BOULEVARD | VERNON | MAINTENANCE FAC. |
| VAN NUYS | 14557 SHERMAN WAY | VAN NUYS | NEW VEHICLE PREP |
| RIVERSIDE | 2450 MULBERRY STREET | RIVERSIDE | OPERATING DIV. |
| CENTRAL MAINT. FAC. | 900 LYON STREET | LOS ANGELES | MAINTENANCE FAC. |

# APPENDIX C

## FIXED FACILITIES

### I. SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT

| RTD TERMINALS | ADDRESS | |
|---|---|---|
| TERMINAL 17 | 632 SOUTH MAPLE | LOS ANGELES |
| EL MONTE | 3501 SANTA ANITA AVENUE | EL MONTE |
| TERMINAL 25 | WASHIGTON AND TOBERMAN | LOS ANGELES |
| TERMINAL 26 | FAIRFAX AND WASHIGTON | LOS ANGELES |
| TERMINAL 28 | 17TH STREET AND HILL STREET | LOS ANGELES |
| TERMINAL 31 | VIGNES AND MACY | LOS ANGELES |
| TERMINAL 27 | LAX, 6111 W. 96TH STREET | LOS ANGELES |
| TERMINAL 36 | 3911 UNIVERSITY AVENUE | LOS ANGELES |
| TERMINAL 40 | PICO/RIMPAU | RIVERSIDE |
| TERMINAL 41 | 6TH/WILTON | LOS ANGELES |
| TERMINAL 46 | 800 N. ALAMEDA | LOS ANGELES |

### II. MUNICIPAL BUS LINES

| OPERATOR | ADDRESS |
|---|---|
| ARCADIA | 180 W. LIVE OAK |
| CLAREMONT | 207 HARVARD AVE |
| COMMERCE | 2535 COMMERCE WAY |
| CULVER CITY | 9815 W. JEFFERSON |
| GARDENA | 15350 S. VAN NESS |
| HERMOSA BEACH | 555 6TH ST. |
| LA MIRADA | 15677 PHOEBE ST. |
| LONG BEACH | 1300 GARDENA AVE |
| LOS ANGELES DASH | 354 S. SPRING ST. |
| MONTEBELLO | 311 S. GREENWOOD |
| NORWALK | 12700 IMPERIAL HWY |
| REDONDO BEACH | 415 DIAMOND ST. |
| SANTA MONICA | 1660 7TH ST. |
| TORRANCE | 20466 MADRONA AVE |
| WHITTIER PUBLIC TRANSIT | 13230 E. PENN ST. |

# APPENDIX D

APPENDIX D
SCRTD TICKET OFFICES

| MINORITY | | STATUS | ADDRESS | CITY | CENSUS TRACT | NO. |
|---|---|---|---|---|---|---|
| | I | L | CALIFORNIA MART | LA | 207900 | 001 |
| | A | | CULVER CITY SNR. CIT. CTR. | CULVER CITY | 702801 | 002 |
| | A | | DEL AMO, SP. #281 | TORRANCE | 650602 | 003 |
| | I | A | THE BROADWAY/FOX HILL, C.C. | CULVER CITY | 702600 | 004 |
| B | I | A | SO. CAL. GAS COMPANY | LA | 207700 | 005 |
| B | I | L | TIMES-MIRROR SQUARE | LA | 207300 | 006 |
| B | | | 10007 HAWTHORNE | INGLEWOOD | 601202 | 007 |
| B | | L | 1009 W. M.L. KING | LA | 231200 | 008 |
| | A | L | 1010 N. VERMONT | LA | 191300 | 009 |
| B | I | A | 1010 S WESTERN | LA | 213100 | 010 |
| | | L | 1013 TRUMAN | SAN FERNANDO | 320300 | 011 |
| | | | 10201 RESEDA BL | NORTHRIDGE | 111203 | 012 |
| B | | | 1022 W. M.L. KING JR. | LA | 231600 | 013 |
| | I | A L | 1027 WILSHIRE BOULEVARD | LA | 209200 | 014 |
| B | | A | 1035 S LA BREA | LA | 216200 | 015 |
| B | | | 10408 S CENTRAL | WATTS | 240700 | 016 |
| | | A L | 1050 N WESTERN | SAN PEDRO | 190900 | 017 |
| B | | | 1055 E VERNON | LA | 228600 | 018 |
| | I | L | 1061 S. BROADWAY | LA | 207900 | 019 |
| | A | | 10722 W WASHINGTON BLVD | CULVER CITY | 271800 | 020 |
| B | | | 10811 S MAIN ST | LA | 241100 | 021 |
| | I | L | 10900 VALLEY MALL | EL MONTE | 432700 | 022 |
| B | I | L | 10905 S ATLANTIC | LYNWOOD | 540101 | 023 |
| | I | A L | 1091 SOUTH HOOVER STREET | LA | 213400 | 024 |
| B | | | 10950 S. CENTRAL | LA | 240800 | 025 |
| | I | L | 10990 LOWER AZUSA | EL MONTE | 432400 | 026 |
| | I | L | 1100 NORTH GRAND AVENUE | LA | 207900 | 027 |
| B | I | L | 111 E. FIRST ST. | LA | 207300 | 028 |
| | I | A | 111 NORTH HOPE STREET | LA | 207500 | 029 |
| B | | | 11121 CRENSHAW | INGLEWOOD | 602001 | 030 |
| B | | | 11202 S CRENSHAW | INGLEWOOD | 602001 | 031 |
| B | | | 11274 S CRENSHAW | INGLEWOOD | 602001 | 032 |
| B | | | 11401 S FIGUEROA | LA | 241200 | 033 |
| | I | A L | 1141 WEST CARSON STREET | TORRANCE | 543502 | 034 |
| | I | L | 1149 SOUTH HILL STREET | LA | 207900 | 035 |
| | I | L | 1150 SOUTH OLIVE, TRANSAMERICA FIN. | LA | 207900 | 036 |
| | I | L | 1150 SOUTH OLIVE, TRANSAMERICA INS. | LA | 207900 | 037 |
| | I | A L | 1151 SAN GABRIEL BOULEVARD | ROSEMEAD | 482502 | 038 |
| | I | L | 11550 TELEGRAPH | STA FE SPGS | 502800 | 039 |
| | | | 11766 WILSHIRE | LA | 264302 | 040 |
| | I | A L | 11849 BRADDOCK DR | LA | 275200 | 041 |
| B | I | A L | 11873 SOUTH HAWTHORNE BLVD | HAWTHORNE | 602101 | 042 |
| B | | | 11922 SOUTH VERMONT AVENUE | LA | 602800 | 043 |
| | I | L | 11950 GARVEY | EL MONTE | 433900 | 044 |
| B | I | L | 11968 FOOTHILL | LA | 104102 | 045 |
| B | I | L | 120 S. SPRING | LA | 207300 | 046 |
| | | | 1207 S. SOTO | LA | 204502 | 047 |
| | | L | 1209 W. VENICE | LA | 224300 | 048 |
| | I | | 121 WEST GRAND | EL SEGUNDO | 620100 | 049 |
| | I | A | 12124 HAWTHORNE | LA | 602102 | 050 |

APPENDIX D
SCRTD TICKET OFFICES

| MINORITY | | STATUS | | ADDRESS | CITY | CENSUS TRACT | NO. |
|---|---|---|---|---|---|---|---|
| B | I | A | L | 12200 HAWTHORNE BOULEVARD | HAWTHORNE | 602101 | 051 |
| | I | | | 1225 15TH ST. | SANTA MONICA | 701802 | 052 |
| B | | | L | 123 W. VERNON | LA | 231800 | 053 |
| B | I | | L | 1261 E. FLORENCE | FLORENCE | 532900 | 054 |
| | | A | | 12722 SHERMN WY | LA | 123302 | 055 |
| B | I | | L | 12765 VAN NUYS BL | PACOIMA | 104300 | 056 |
| B | I | | L | 12773 VAN NUYS | PACOIMA | 104300 | 057 |
| | | | | 12921 MAGNOLIA BL | VAN NUYS | 124700 | 058 |
| | | A | L | 1301 EAST BROOKLYN AVENUE | MONTEREY PARK | 530400 | 059 |
| B | I | A | L | 1301 LONG BEACH | LONG BEACH | 575400 | 060 |
| | I | A | | 13013 WASHINGTON | LA | 602102 | 061 |
| | | | L | 1317 S. FLOWER | LA | 224200 | 062 |
| | I | | L | 13241 E WHITTIER BL | WHITTIER | 502002 | 063 |
| | I | | L | 13272 VAN NUYS | PACOIMA | 104600 | 064 |
| B | | | | 1329 N. LAKE | PASADENA | 461500 | 065 |
| B | | | L | 136 E COMPTON | LA | 542600 | 066 |
| | | | L | 13612 VAN NUYS BOULEVARD | PACOIMA | 104400 | 067 |
| B | | | | 1377 N. FAIR OAKS | LA | 462000 | 068 |
| B | I | A | | 13999 S WESTERN | GARDENA | 602900 | 069 |
| | | | | 14049 VENTURA BL | SHERMAN OAKS | 141200 | 070 |
| | | A | | 1408 E. HUNTINGTON | PASADENA | 480701 | 071 |
| | | | L | 14135 FRANCISQUIT | BALDWIN PARK | 406900 | 072 |
| | | A | | 1416 E. COLORADO | GLENDALE | 302101 | 073 |
| | | A | | 1421 E. VALLEY BL. | ALHAMBRA | 481500 | 074 |
| | I | A | | 14310 HAWTHORNE | LAWNDALE | 602402 | 075 |
| B | | | | 1445 CENTURY | LA | 238500 | 076 |
| | | | | 14450 MOORPARK | LA | 141301 | 077 |
| | I | | | 14919 E WHITTIER BL | WHITTIER | 503301 | 078 |
| B | I | | | 150 W. ARROW HWY. | LA | 402200 | 079 |
| | I | A | L | 1501-B WHITTIER | LA | 204501 | 080 |
| B | I | | L | 1510 E. FIRST STREET | LA | 203400 | 081 |
| | | | | 15301 VENTURA | LA | 141302 | 082 |
| B | I | | L | 1533 S GAREY | POMONA | 402902 | 083 |
| | | | L | 1542 E FLORENCE | LA | 533000 | 084 |
| | I | | L | 15424 E. FAIRGROVE | LA PUENTE | 407600 | 085 |
| | | A | L | 1561 W. SUNSET BLVD. | LA | 197500 | 086 |
| B | I | | | 1575 EAST HOLT AVENUE | POMONA | 402702 | 087 |
| | | A | | 1580 EAST COLORADO BOULEVARD | PASADENA | 463400 | 088 |
| | I | | L | 15933 SOUTH PIONEER BOULEVARD | NORWALK | 552900 | 089 |
| | | | L | 1602 W. PICO | LA | 224300 | 090 |
| | | A | L | 1640 N WILCOX | HOLLYWOOD | 190700 | 091 |
| B | | | | 1651 E 103RD ST | WATTS | 242300 | 092 |
| | | | | 16545 VENTURA BL | ENCINO | 139701 | 093 |
| | | | | 1657 N. HIGHLAND | HOLLYWOOD | 190100 | 094 |
| | | A | L | 1701 N. MAIN ST. | LA | 199700 | 095 |
| | I | | | 1705 PICO BLVD. | SANTA MONICA | 701802 | 096 |
| | | A | L | 1707 VENICE | LA | 221200 | 097 |
| | | | | 1717 N. GLENDALE | GLENDALE | 302000 | 098 |
| B | I | A | | 1717 S WESTERN | LA | 221300 | 099 |
| B | I | A | | 1726 S. WESTERN | LA | 221300 | 100 |

APPENDIX D
SCRTD TICKET OFFICES

| MINORITY | | STATUS | ADDRESS | CITY | CENSUS TRACT | NO. |
|---|---|---|---|---|---|---|
| B | | | 1730 W ADAMS BL | LA | 221502 | 101 |
| B | | | 1730 WEST MANCHESTER | LA | 238100 | 102 |
| | | | 17374 SUNSET | LA | 262600 | 103 |
| B | | | 1743 W. JEFFERSON | LA | 222300 | 104 |
| B | | | 1766 JEFFERSON BL | LA | 222300 | 105 |
| | I | | 18 PENINSULA | LONG BEACH | 577300 | 106 |
| B | | L | 1800 NORTH LONG BEACH | COMPTON | 541601 | 107 |
| B | | L | 1800 ROSECRANS | COMPTON | 541601 | 108 |
| | I | A L | 1800 W. 6TH ST | LA | 208900 | 109 |
| | I | | 18000 CHATSWORTH | LA | 111301 | 110 |
| | | A L | 1806 SUNSET | LA | 197500 | 111 |
| | | | 18111 NORDHOFF | NORTHRIDGE | 115202 | 112 |
| | I | | 18418 SHERMAN | RESEDA | 131800 | 113 |
| B | | L | 1860 N BULLIS | COMPTON | 541601 | 114 |
| | | A L | 1938 E SEVENTH | LA | 206500 | 115 |
| B | | | 1961 W MANCHESTER | LA | 238100 | 116 |
| B | | L | 1969 E FIRESTONE BL | LA | 535300 | 117 |
| | I | A L | 198 E CARSON ST | CARSON | 543501 | 118 |
| | I | A | 200 FOX HILLS MALL | CULVER CITY | 702600 | 119 |
| | | L | 2000 MARENGO ST. | LA | 203600 | 120 |
| | I | L | 2001 6TH ST | LA | 208800 | 121 |
| | I | L | 2004 W. 6TH STREET | LA | 208800 | 122 |
| | I | A L | 2009 WHITTIER BL | LA | 204501 | 123 |
| B | I | L | 201 NORTH LOS ANGELES STREET | LA | 207300 | 124 |
| B | I | L | 201 S. BROADWAY | LA | 207300 | 125 |
| B | | L | 2015 S. GRIFFITH | LA | 226400 | 126 |
| | I | L | 202 THE PLAZA | NOWALK | 552100 | 127 |
| B | | A | 20226 SOUTH AVALON BOULEVARD | CARSON | 543400 | 128 |
| | I | L | 2029 WEST SEVENTH STREET | LA | 209400 | 129 |
| | I | L | 2040 GLENOAKS BOULEVARD | SAN FERNANDO | 320200 | 130 |
| B | I | A L | 205 N. GRAND | SAN PEDRO | 296500 | 131 |
| B | I | | 207 HARVARD | CLAREMONT | 402000 | 132 |
| | | | 209 S MARKET | INGLEWOOD | 601302 | 133 |
| B | | A | 210 E. ALONDRA BLVD. | COMPTON | 542500 | 134 |
| B | I | A | 2100 N. LONG BEACH | LONG BEACH | 573100 | 135 |
| | | L | 212 BRAND BL | GLENDALE | 302300 | 136 |
| | I | A L | 2123 W PICO | LA | 213400 | 137 |
| B | | | 214 S. LA BREA | INGLEWOOD | 601201 | 138 |
| | I | A | 2201 WEST REDONDO BEACH BLVD | GARDENA | 603600 | 139 |
| B | | | 2207 W. FLORENCE AVE. | LA | 235201 | 140 |
| | I | | 223 E 1ST ST | LONG BEACH | 575900 | 141 |
| | | | 2240 SEPULVEDA BOULEVARD | TORRANCE | 650902 | 142 |
| B | I | L | 225 NORTH HILL | LA | 207400 | 143 |
| B | I | | 2270 NORTH LAKE | ALTADENA | 461100 | 144 |
| B | I | L | 230 WEST SECOND STREET | LA | 207300 | 145 |
| | | A L | 2320 E. WASHINGTON | LA | 206500 | 146 |
| | I | | 237 LONG BEACH BL | LONG BEACH | 575900 | 147 |
| | I | A | 239 CERRITOS ML | LA | 554521 | 148 |
| B | I | L | 2404 S. VERMONT | LA | 221602 | 149 |
| | | A L | 2409 DALY | LA | 199200 | 150 |

APPENDIX D
SCRTD TICKET OFFICES

| MINORITY | | STATUS | ADDRESS | CITY | CENSUS TRACT | NO. |
|---|---|---|---|---|---|---|
| | I | | 241-A LINCOLN | VENICE | 702100 | 151 |
| | | A L | 2417 BROOKLYN AVE | BOYLE HEIGHTS | 204400 | 152 |
| | | A L | 2432 BROOKLYN AV | BOYLE HEIGHTS | 204200 | 153 |
| | | L | 2465 WHITTIER BLVD. | MONTEBELLO | 531900 | 154 |
| B | | | 248 N. MARKET ST. | INGLEWOOD | 600902 | 155 |
| | | A L | 2523 WASHINGTON | LA | 206500 | 156 |
| B | | L | 2529 SAN PEDRO | LA | 226400 | 157 |
| | I | L | 2570 CLARENDON | HUNTINGTON PARK | 532601 | 158 |
| | | A L | 258 S. WESTERN | LA | 211500 | 159 |
| | | | 260 S LA BREA AV | LA | 214200 | 160 |
| | | A L | 2610 W. 3RD ST | LA | 208600 | 161 |
| | | L | 2615 S GRAND | LA | 224600 | 162 |
| | I | L | 2620 EAST GAGE AVENUE | HUNTINGTON PARK | 532601 | 163 |
| | | A L | 2640 E 1ST ST | LA | 204300 | 164 |
| | I | A L | 2676 W. PICO | LA | 213300 | 165 |
| | I | L | 2688 E FLORENCE | HUNTINGTON PK | 533102 | 166 |
| B | I | L | 2713 1/2 S. VERMONT | LA | 221800 | 167 |
| | I | A | 2725 E. VALLEY BL. | WEST COVINA | 408201 | 168 |
| B | | | 2745 MANCHESTER | INGLEWOOD | 600802 | 169 |
| | | A L | 2750 E. FIRST ST | LA | 204300 | 170 |
| B | | L | 280 E COMPTON | COMPTON | 542600 | 171 |
| B | | A | 2855 CRENSHAW BL | LA | 219400 | 172 |
| | | A L | 300 N LOS ANGELES ST | LA | 207200 | 173 |
| | | L | 3000 WHITTIER BLVD. | LA | 204700 | 174 |
| | | A L | 3012 1_2 SAN GABRIEL BLVD | ROSEMEAD | 482302 | 175 |
| | I | A L | 3027 SN FERN RD | LA | 187100 | 176 |
| | | A L | 303 SAN FERNANDO | LA | 199600 | 177 |
| | | A L | 3030 W OLYMPIC | LA | 213200 | 178 |
| B | I | A | 307 E. 1ST ST | LA | 206200 | 179 |
| B | I | A | 3087 W. PICO BL | LA | 213100 | 180 |
| B | | | 310 W MANCHESTER | LA | 238200 | 181 |
| B | | | 311 W MANCHESTER | LA | 238200 | 182 |
| | I | A L | 311 S. VERMONT | LA | 211300 | 183 |
| | I | | 311 S. VICTORY | LA | 310800 | 184 |
| B | | | 3133 W CENTURY | INGLEWOOD | 600702 | 185 |
| B | I | L | 317 S BROADWAY | LA | 207300 | 186 |
| B | | | 3208 FLORENCE | LA | 235202 | 187 |
| | I | | 3210 EAST ANAHEIM | LONG BEACH | 575100 | 188 |
| B | | A L | 3210 WASHINGTON BLVD | LA | 218100 | 189 |
| | | A | 325 WESTWOOD BLVD | LA | 265301 | 190 |
| B | | | 3300 W. SLAUSON | LA | 234600 | 191 |
| | | A L | 3303 W. 8TH ST | LA | 212400 | 192 |
| | | | 332 N. AZUSA | LA | 406200 | 193 |
| | I | | 333 S. GRAND | LA | 207600 | 194 |
| | I | | 333 SOUTH HOPE STREET | LA | 207600 | 195 |
| | | L | 3331 S. MAIN | LA | 231100 | 196 |
| | | | 3352 E. OLYMPIC | LA | 205100 | 197 |
| | | | 3400 E. OLYMPIC | LA | 205100 | 198 |
| | | A L | 3410 W 3RD ST | LA | 211100 | 199 |
| | I | L | 3425 E. FIRST ST. | LA | 203900 | 200 |

APPENDIX D
SCRTD TICKET OFFICES

| MINORITY | | STATUS | ADDRESS | CITY | CENSUS TRACT | NO. |
|---|---|---|---|---|---|---|
| | | L | 3425 WHITTIER BL | LA | 204800 | 201 |
| B | A | | 3427 CRENSHAW BL | LA | 219400 | 202 |
| B | I | L | 345 S BROADWAY | LA | 207300 | 203 |
| | A | | 3540 S. FIGUEROA | LA | 222700 | 204 |
| B | | | 3555 W. SLAUSON | LA | 234600 | 205 |
| | | | 3575 ATLANTIC AVENUE | LONG BEACH | 572002 | 206 |
| B | A | | 3610 WEST SIXTH ST | LA | 211800 | 207 |
| B | A | | 3670 CRENSHAW BOULEVARD | LA | 219500 | 208 |
| B | I | L | 3801 WEST TEMPLE AVENUE | POMONA | 402402 | 209 |
| B | A | | 3821 STA ROSALIA | LA | 236100 | 210 |
| | | L | 3843 S. SOTO STREET | VERNON | 532400 | 211 |
| | I | A L | 3880 NORTH MISSION ROAD | LA | 199100 | 212 |
| | A | | 3902 WILSHIRE BLVD | LA | 211700 | 213 |
| | A | | 3928 W. ROSECRANS | HAWTHORNE | 602401 | 214 |
| | A | | 3971 W. 6TH ST | LA | 211700 | 215 |
| | I | L | 400 WEST WASHINGTON BOULEVARD | LA | 224500 | 216 |
| B | A | L | 4020 W WASHINGTON BLVD | LA | 218100 | 217 |
| B | A | | 4022 BUCKINGHAM | LA | 236201 | 218 |
| | I | A L | 4022 W. BEVERLY | LA | 192700 | 219 |
| | I | A L | 4028 W BEVERLY BL | LA | 192700 | 220 |
| B | I | | 4030 S. WESTERN AVE. | LA | 231400 | 221 |
| | | | 4033 LAUREL CANYON | STUDIO CITY | 143500 | 222 |
| B | A | | 4050 VICTORIA AVENUE | LA | 236100 | 223 |
| B | I | L | 410 SOUTH SPRING STREET | LA | 207300 | 224 |
| B | | L | 411 EAST EIGHTH | LA | 206400 | 225 |
| | | L | 417 N. ROWAN | EAST LA | 530900 | 226 |
| | I | | 419 N. VINCENT | WEST COVINA | 405500 | 227 |
| B | I | L | 419 S. MAIN | LA | 207300 | 228 |
| B | | | 4209 W. WASHINGTON | LA | 218200 | 229 |
| | | | 424 1/2 N FAIRFAX | LA | 194400 | 230 |
| B | A | | 4301 M.L. KING | LA | 219500 | 231 |
| B | | L | 4323 S FIGUEROA | LA | 231700 | 232 |
| B | | L | 4360 S FIGUEROA | LA | 231700 | 233 |
| B | | | 4373 S VERMONT | LA | 231600 | 234 |
| B | I | L | 440 S. BROADWAY | LA | 207300 | 235 |
| | I | L | 4400 E. SLAUSON | MAYWOOD | 533400 | 236 |
| | I | A | 4417 W. 133TH ST. | HAWTHORNE | 602402 | 237 |
| | I | L | 4435 SHERMAN WAY | BELL | 533801 | 238 |
| | I | | 445 S. FIGUEROA | LA | 207600 | 239 |
| B | I | L | 445 SOUTH BROADWAY | LA | 207300 | 240 |
| | A | | 451 S. SIERRA MADRE | LA | 464200 | 241 |
| | | | 4700 ADMIRALTY WAY | MARINA DEL REY | 702900 | 242 |
| B | A | | 4700 VENICE | LA | 217200 | 243 |
| B | A | | 4711 W. VENICE BLVD | LA | 217200 | 244 |
| B | | | 472 S. MARKET ST. | INGLEWOOD | 601201 | 245 |
| | I | | 4821 LANKERSHIM | NORTH HOLLYWOOD | 125400 | 246 |
| | | L | 4831 WHITTIER BL | EAST LA | 531602 | 247 |
| | A | L | 4910 HUNTINGTON DR | EL SERENO | 201502 | 248 |
| B | A | | 4972 W. PICO BL | LA | 217200 | 249 |
| | I | L | 500 E. WASHINGTON | LA | 224100 | 250 |

APPENDIX D
SCRTD TICKET OFFICES

| MINORITY | | STATUS | | ADDRESS | CITY | CENSUS TRACT | NO. |
|---|---|---|---|---|---|---|---|
| B | | | | 5027 W. ADAMS | LA | 218500 | 251 |
| B | | | | 5080 RODEO RD | LA | 220100 | 252 |
| | | A | L | 5101 SANTA MONICA | LA | 191100 | 253 |
| B | I | A | | 515 S. FLOWER | LA | 207700 | 254 |
| | | A | | 5151 STATE UNIVERSITY DRIVE | LA | 482001 | 255 |
| | | A | | 5179 HOLLYWOOD BLVD | LA | 190400 | 256 |
| B | | | | 5215 W. ADAMS BL | LA | 218400 | 257 |
| | | | | 5315 WILSHIRE BLVD | LA | 215100 | 258 |
| B | | | L | 5318 S MAIN ST | LA | 231900 | 259 |
| B | | | | 5356 W PICO | LA | 217100 | 260 |
| | | | | 5400 BAL. | LA | 139600 | 261 |
| | I | A | L | 5401 1/2 N. FIGUEROA STREET | LA | 183800 | 262 |
| | | A | L | 5420 SUNSET BL | HOLLYWOOD | 190500 | 263 |
| | | | L | 5426 WHITTIER | COMMERCE | 531702 | 264 |
| | | A | L | 5476 SANTA MONICA | LA | 190900 | 265 |
| B | I | A | | 550 S. FLOWER | LA | 207700 | 266 |
| B | | | | 5500 S. COMPTON | LA | 228700 | 267 |
| B | | | | 5786 RODEO | LA | 220100 | 268 |
| | | | | 5800 FULTON AVENUE | VAN NUYS | 124500 | 269 |
| | I | A | L | 5803 N. FIG | LA | 183700 | 270 |
| B | | | | 5804 RODEO ROAD | LA | 220100 | 271 |
| B | | | L | 5810 S. BROADWAY | LA | 232800 | 272 |
| | I | A | L | 5817 N FIGUEROA | HIGHLAND PARK | 183600 | 273 |
| B | | | | 5824 S VERMONT | LA | 232600 | 274 |
| | | | L | 5825 SANTA FE | VERNON | 532400 | 275 |
| B | | | | 5860 S. VERMONT | LA | 232600 | 276 |
| | I | | L | 5925 ATLANTIC | MAYWOOD | 533400 | 277 |
| | I | | L | 5942 PACIFIC BL | LA | 532500 | 278 |
| | I | | L | 5964 PACIFIC BL | HUNTINGTON PK | 532500 | 279 |
| | | A | L | 600 N. BROADWAY | LA | 207200 | 280 |
| B | I | | | 600 SOUTH SPRING | LA | 207800 | 281 |
| | | | | 6039 EAST FLORENCE AVENUE | BELL GARDENS | 500202 | 282 |
| | | | | 610 E. COLORADO | PASADENA | 463600 | 283 |
| | | | | 612 E. LIVE OAK | SAN GABRIEL | 481100 | 284 |
| B | I | A | | 612 S. FLOWER ST | LA | 207700 | 285 |
| B | I | A | | 617 W. SEVENTH STREET | LA | 207700 | 286 |
| B | | | L | 6200 COMPTON AVE. | LA | 532800 | 287 |
| | I | | | 6201 WINNETKA AVENUE | WOODLAND HILLS | 134902 | 288 |
| | I | A | L | 6235 YORK BOULEVARD | HIGHLAND PARK | 183700 | 289 |
| | I | | | 6249 HOLLYWOOD BLVD | HOLLYWOOD | 190302 | 290 |
| | I | A | L | 6250 SANTA MONICA | LA | 190800 | 291 |
| | | A | | 6273 N. ROSEMEAD | TEMPLE CITY | 480101 | 292 |
| | | | | 630 N. LA BREA | LA | 192100 | 293 |
| B | | | | 6309 S. WESTERN AVE. | LA | 237200 | 294 |
| | I | | L | 6344 SAN FERN RD | LA | 301600 | 295 |
| | | | | 6350 W 3RD ST | LA | 214600 | 296 |
| | | | | 6404 HOLLYWOOD BLVD | HOLLYWOOD | 190200 | 297 |
| B | | | | 6425 S. CRENSHAW | LA | 234900 | 29B |
| B | | | | 6425 S. VAN NESS | LA | 234800 | 299 |
| B | | | L | 647 N FAIR OAKS | PASADENA | 461900 | 300 |

APPENDIX D
SCRTD TICKET OFFICES

| MINORITY | | STATUS | | ADDRESS | CITY | CENSUS TRACT | NO. |
|---|---|---|---|---|---|---|---|
| | I | A | L | 650 EAST CARSON | CARSON | 543802 | 301 |
| B | | | | 653 E. EL SEGUNDO | WILLOWBROOK | 540901 | 302 |
| B | I | | | 653 S MAIN ST | LA | 207800 | 303 |
| B | I | | | 655 S SPRING | LA | 207800 | 304 |
| | | A | L | 655 SHATTO PL. | LA | 211100 | 305 |
| | | | | 6565 HOLLYWOOD BL | HOLLYWOOD | 190200 | 306 |
| | | | | 6600 TOPANGA CY | CANOGA PARK | 135101 | 307 |
| B | | | | 6622 S. CENTRAL | FLORENCE | 239400 | 308 |
| | I | | | 6661 LONG BEACH BLVD. | LONG BEACH | 570400 | 309 |
| B | | | | 6695 GREEN VALLEY CIRCLE | FOX HILLS | 703001 | 310 |
| | I | | | 6864 FOOTHILL | LA | 101400 | 311 |
| | I | | L | 6939 S. EASTERN | BELL GARDENS | 533801 | 312 |
| B | I | A | | 700 WILSHIRE BLVD | LA | 207700 | 313 |
| | I | | | 7020 RESEDA | LA | 132400 | 314 |
| | | | | 7028 1/2 VAN NUYS | VAN NUYS | 127801 | 315 |
| | I | A | L | 707 N WESTERN | LA | 191700 | 316 |
| | | A | | 709 NORTH HILL STREET | LA | 207100 | 317 |
| B | I | | | 719 SOUTH BROADWAY | LA | 207800 | 318 |
| B | | | L | 720 E. SEVEN ST. | LA | 206400 | 319 |
| B | I | | L | 7210 S COMPTON | LA | 532900 | 320 |
| B | | | | 7211 1/2 BROADWAY | LA | 237600 | 321 |
| | I | | L | 7219 SOUTH ATLANTIC AVENUE | CUDAHY | 533600 | 322 |
| | I | A | | 7221 WOODMAN AVE | VAN NUYS | 127101 | 323 |
| B | | | | 7224 S. VERMONT | LA | 237400 | 324 |
| | I | A | L | 725 FIGUEROA | LA | 209300 | 325 |
| | | | | 7257 SUNSET BL | WEST HOLLYWOOD | 189900 | 326 |
| | | A | | 727 N. BROADWAY | LA | 207100 | 327 |
| B | | | | 740 WEST COMPTON | COMPTON | 542700 | 328 |
| | I | A | L | 750 W. 7TH ST | LA | 209300 | 329 |
| B | I | | | 753 INDIAN HILL | POMONA | 402702 | 330 |
| | I | | L | 7625 EASTERN AVE | BELL GARDENS | 534100 | 331 |
| | | A | | 767 N. HILL | LA | 207100 | 332 |
| B | | | | 7723 S WESTERN | LA | 237900 | 333 |
| | | | | 7777 MELROSE | LA | 192200 | 334 |
| | I | | | 7780 FOOTHILL | SUNLANDL | 103400 | 335 |
| | | | L | 7831 S. ALAMEDA | FLORENCE | 534900 | 336 |
| | | | | 7855 SANTA MONICA | LA | 700200 | 337 |
| | I | | | 788 E. ALOSTA | GLENDORA | 401101 | 338 |
| | I | | L | 800 W WHITTIER | MONTEBELLO | 530102 | 339 |
| | | A | L | 801 S. VERMONT | LA | 212300 | 340 |
| | I | A | L | 8035 LANKERSHIM | LA | 121800 | 341 |
| B | I | | | 806 S BROADWAY | LA | 207800 | 342 |
| | I | | L | 8112 SEVILLE AVE | SOUTHGATE | 534800 | 343 |
| B | | | L | 818 S SAN PEDRO | LA | 206400 | 344 |
| B | I | A | L | 828 SOUTH MESA | SAN PEDRO | 296200 | 345 |
| B | | A | | 833 SOUTH WESTERN | LA | 212600 | 346 |
| | I | | L | 8501 SANTA ANITA | EL MONTE | 432700 | 347 |
| B | I | A | L | 8511 W. VENICE BLVD. | LA | 270200 | 348 |
| | | A | | 855 NORTH VERMONT AVENUE | LA | 191500 | 349 |
| | | | | 8575 W 3RD ST | LA | 214900 | 350 |

APPENDIX D
SCRTD TICKET OFFICES

| MINORITY | | STATUS | ADDRESS | CITY | CENSUS TRACT | NO. |
|---|---|---|---|---|---|---|
| B | | | 8620 ORCHARD AVE. | LA | 238300 | 351 |
| | A | L | 864 S. VERMONT | LA | 212300 | 352 |
| B | | | 8740 S. VERMONT | LA | 238200 | 353 |
| B | I | L | 910 LINCOLN BLVD. | VENICE | 273200 | 354 |
| B | | | 915 E. MANCHESTER | LA | 239800 | 355 |
| | | L | 9211 E. WHITTIER | PICO RIVERA | 500900 | 356 |
| | A | L | 924 1/2 S VERMONT | LA | 212300 | 357 |
| B | | | 931 N LAKE AVE | PASADENA | 462100 | 358 |
| | | | 950 NORTH LA BREA | INGLEWOOD | 601301 | 359 |
| B | | | 9631 COMPTON AVE. | LA | 242300 | 360 |
| | I | A | 9750 WOOOMAN AV | PACOIMA | 119300 | 361 |

TICKET OFFICES

II. MUNICIPAL BUS LINES

| | |
|---|---|
| Arcadia Dial-A-Ride | 240 W. Huntington Dr., Arcadia |
| Claremont Dial-A-Ride | 207 Harvard Ave., Claremont |
| City of Commerce Bus Lines | 2535 Commerce Way, Commerce |
| Culver City Municipal Bus Lines | Culver and Duquesne, Culver City |
| Gardena Municipal Bus Lines | 15350 S. Van Ness, Gardena |
| Hermosa Beach | 1315 Valley Dr., Hermosa Beach |
| Long Beach Transit Authority | 1300 Gardena Ave., Long Beach |
| Los Angeles Dash | 354 S. Spring St., Los Angeles |
| Montebello Municipal Bus Lines | 311 S. Greenwood Ave., Montebello |
| Norwalk Square Bus Terminal | 11737 The Plaza, Norwalk |
| City Hall of Redondo Beach | 415 Diamond St., Redondo Beach |
| Santa Monica Municipal Bus Lines | 1660 7th St., Santa Monica |
| Torrance Transit System | 3031 Torrance Blvd., Torrance |
| Whittier Public Transit | 13230 E. Penn St., Whittier |

APPENDIX E

APPENDIX E

I. MAJOR RETAIL CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 481500 | 600 E. VALLEY BLVD. | ALHAMBRA |
| 430701 | 1045 WEST HUNTINGTON DRIVE | ARCADIA |
| 430400 | FOOTHILL BLVD. / 2ND AVE. | ARCADIA |
| 430721 | 400 S. BALDWIN / HUNTINGTON DR. | ARCADIA |
| 554512 | CARMENITA RD. / SOUTH ST. | ARTESIA |
| 554521 | SOUTH ST. / GRIDLEY RD. | ARTESIA |
| 542401 | 10850 ALONDRA BLVD. | ARTESIA |
| 554512 | 183RD / ARTESIA FRWY | CERRITOS |
| 404200 | 600 E. FOOTHILL BLVD. | AZUSA |
| 404200 | ALOSTA / CITRUS AVES. | AZUSA |
| 533802 | WILCOX / FLORENCE AVES. | BELL |
| 554300 | LAKEWOOD / ARTESIA | BELLFLOWER |
| 310800 | MAGNOLIA / GOLDEN STATE FRWY | BURBANK |
| 310800 | VICTORY / CHANDLER BLVD. | BURBANK |
| 135201 | VAN OWEN / FALLBROOK | CANOGA PARK |
| 135101 | VANOWEN ST. / TOPANGA CANYON BLVD. | CANOGA PARK |
| 543400 | 20700 S. AVALON BLVD. / DEL AMO | CARSON |
| 401902 | 555 W. FOOTHILL BLVD. | CLAREMONT |
| 402000 | ARROW HWY. / INDIAN HILL BLVD. | CLAREMONT |
| 542500 | ALAMEDA/MYRRH ST | COMPTON |
| 542600 | 509 TAMARIND | COMPTON |
| 405900 | ARROW HWY. / CITRUS AVE. | COVINA |
| 406000 | AZUSA AVE. / SAN BERNARDINO RD. | COVINA |
| 275500 | 4700 INGLEWOOD BLVD. | CULVER CITY |
| 271800 | VENICE / OVERLAND | CULVER CITY |
| 702600 | SLAUSON AVE. / SEPULVEDA AVE. | CULVER CITY |
| 551300 | LAKEWOOD / FIRESTONE BLVDS. | DOWNEY |
| 433300 | 3544 PECK RD. / EXLINE | EL MONTE |
| 139600 | 17200 VENTURA BLVD. | ENCINO |
| 300500 | 2600 FOOTHILL BLVD. | GLENDALE |
| 302000 | 211 N. GLENDALE AVE. | GLENDALE |
| 302300 | CENTRAL / COLORADO | GLENDALE |
| 401202 | LONEHILL AVE. / GLADSTONE ST. | GLENDORA |
| 401201 | 1802 E. ALOSTA | GLENDORA |
| 602102 | 12124 HAWTHORNE PLAZA | HAWTHORNE |
| 602001 | CRENSHAW / IMPERIAL | INGLEWOOD |
| 460700 | FOOTHILL BLVD. / OAKWOOD | LA CANADA |
| 504001 | ROSECRANS AVE / LA MIRADA AVE | LA MIRADA |
| 503101 | VALLEY VIEW AVE. / IMPERIAL BLVD. | LA MIRADA |

APPENDIX E

I. MAJOR RETAIL CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 408201 | AZUSA AVE. / VALLEY BLVD. | LA PUENTE |
| 408622 | 17400 COLIMA RD. | LA PUENTE |
| 408701 | 1724 NOGALES ST. | LA PUENTE |
| 570701 | CANDLEWOOD ST. / LAKEWOOD BLVD. | LAKEWOOD |
| 570902 | SOUTH ST. / WOODRUFF AVE. | LAKEWOOD |
| 570701 | LAKEWOOD / DEL AMO | LAKEWOOD |
| 570701 | LAKEWOOD BLVD. / HARDWICK ST. | LAKEWOOD |
| 128702 | 13760 RIVERSIDE DR. | LANCASTER |
| 603900 | 15230 HAWTHORNE BLVD. | LAWNDALE |
| 670100 | 2065 PALOS VERDES DR. N. | LOMITA |
| 571200 | CARSON / BELLFLOWER BLVD. | LONG BEACH |
| 575800 | LONG BEACH / 3RD | LONG BEACH |
| 577601 | PACIFIC COAST HWY. / WESTMINSTER AVE. | LONG BEACH |
| 574201 | BELLFLOWER BLVD. / STEARNS AVE. | LONG BEACH |
| 575756 | QUEEN MARY | LONG BEACH |
| 191201 | 1601 N. VERMONT AVE. | LOS ANGELES |
| 700400 | LA CIENEGA, SAN VICENTE, BEVERLY BLVDS. | LOS ANGELES |
| 207600 | 404 S. FIGUEROA ST. | LOS ANGELES |
| 1505 | IMPERIAL HWY. / ORANGE FRWY. | BREA |
| 207700 | 8TH / FLOWER | LOS ANGELES |
| 265700 | SANTA MONICA BL / AVENUE OF THE STARS | LOS ANGELES |
| 181300 | VENTURA FRWY / GLENDALE FRWY | LOS ANGELES |
| 219500 | CRENSHAW BLVD. / COLISEUM ST. | LOS ANGELES |
| 219900 | LA CIENEGA BLVD. / CENTINELA AVE. | LOS ANGELES |
| 206200 | 1ST / LOS ANGELES ST. | LOS ANGELES |
| 217200 | PICO / SAN VICENTE | LOS ANGELES |
| 207700 | 5TH ST./ FLOWER ST. | LOS ANGELES |
| 214500 | 6310 W. THIRD ST. | LOS ANGELES |
| 221900 | HOOVER / JEFFERSON BLVDS. | LOS ANGELES |
| 216600 | LA CIENEGA / SAWYER | LOS ANGELES |
| 206200 | 123 S. WELLER ST. | LOS ANGELES |
| 265301 | 1133 WESTWOOD BLVD. | LOS ANGELES |
| 800400 | 29169 W. HEATHERCLIFF RD. | MALIBU |
| 620000 | SEPULVEDA BLVD / ROSECRANS | MANHATTAN BCH |
| 430900 | HUNTINGTON DR. / FOOTHILL FRWY | MONROVIA |
| 430900 | 935 W. DUARTE RD. | MONROVIA |
| 530002 | BEVERLY / MONTEBELLO BLVDS. | MONTEBELLO |
| 530001 | POMONA FWY / PARAMOUNT | MONTEBELLO |
| 482002 | 1900 S. ATLANTIC BLVD. | MONTEREY PARK |

APPENDIX E

I. MAJOR RETAIL CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 482101 | 400 S. ATLANTIC | MONTEREY PARK |
| 482102 | 700 S. ATLANTIC BLVD. | MONTEREY PARK |
| 482700 | ATLANTIC BLVD. / FLORAL DR. | MONTEREY PARK |
| 123800 | 6100 LAUREL CANYON BLVD. | N HOLLYWOOD |
| 123800 | VICTORY / LAUREL CANYON BLVD. | N HOLLYWOOD |
| 115301 | TAMPA / NORDHOFF | NORTHRIDGE |
| 113301 | CORBIN / NORDHOFF | NORTHRIDGE |
| 111203 | RESEDA / DEVONSHIRE | NORTHRIDGE |
| 552100 | ROSECRANS / PIONEER BLVDS. | NORWALK |
| 550100 | IMPERIAL HWY. / NORWALK BLVD. | NORWALK |
| 463102 | FOOTHILL BLVD. / ROSEMEAD | PASADENA |
| 462200 | ORANGE GROVE / LOS ROBLES | PASADENA |
| 463600 | COLORADO BLVD / LOS ROBLES | PASADENA |
| 403313 | DIAMOND BAR BLVD. / POMONA FRWY | POMONA |
| 401702 | GAREY / FOOTHILL | POMONA |
| 402702 | EAST HOLT AVE. / INDIAN HILL BLVD. | POMONA |
| 403311 | CORONA EXPRESSWAY / POMONA FREEWAY | POMONA |
| 621200 | HARBOR DR. / PACIFIC AVE. | REDONDO BEACH |
| 604000 | 2031 HAWTHORNE / ARTESIA BLVD. | REDONDO BEACH |
| 432900 | 3600 ROSEMEAD BLVD / SAN BERNARDINO FWY | ROSEMEAD |
| 480701 | FAIR OAKS / MONTEREY | S PASADENA |
| 400300 | SAN DIMAS CANYON RD. / BONITA AVE. | SAN DIMAS |
| 401302 | VIA VERDE AVE. / PUENTE ST. | SAN DIMAS |
| 111102 | 11130 BALBOA BLVD. | SAN FERNANDO |
| 111202 | CHATSWORTH ST. / ZELZAH AVE. | SAN FERNANDO |
| 106102 | FOOTHILL BLVD. / SAYRE ST. | SAN FERNANDO |
| 320200 | HUBBARD / GLENOAKS BLVD. | SAN FERNANDO |
| 211700 | WESTERN AVE. / 5TH ST. | SAN PEDRO |
| 296300 | WESTERN AVE. / PARK WESTERN DR. | SAN PEDRO |
| 502800 | 9940 ORR AND DAY | SANTA FE SPG |
| 701900 | 395 SANTA MONICA PLACE | SANTA MONICA |
| 128702 | 13760 RIVERSIDE DR. | SHERMAN OAKS |
| 121300 | LAUREL CANYON BLVD. / ROSCOE BLVD. | SUN VALLEY |
| 103400 | FOOTHILL / SUNLAND BLVDS. | SUNLAND |
| 650300 | 190TH / ANZA | TORRANCE |
| 650501 | HAWTHORNE / DEL AMO BLVDS. | TORRANCE |
| 651400 | CRENSHAW BLVD. / PACIFIC COAST HWY. | TORRANCE |
| 650701 | HAWTHORNE BLVD. / SEPULVEDA BLVD. | TORRANCE |
| 128702 | 13700 RIVERSIDE DR. | VAN NUYS |

APPENDIX E

I. MAJOR RETAIL CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 120101 | VAN NUYS BLVD. / ROSCOE | VAN NUYS |
| 141302 | 15301 VENTURA BLVD. | VAN NUYS |
| 141200 | 14423 VENTURA BLVD. | VAN NUYS |
| 702900 | ADMIRALTY WAY / LINCOLN BLVD. | VENICE |
| 275302 | 4371 GLENCOE AVE. | VENICE |
| 702900 | 310 WASHINGTON ST. | VENICE |
| 533102 | FLORENCE / PACIFIC | WALNUT PK |
| 407400 | FRANCISQUITO AVE. / SUNSET BLVD. | WEST COVINA |
| 406700 | SAN BERNARDINO FRWY. / VINCENT AVE. | WEST COVINA |
| 406200 | SAN BERNARDINO FRWY. / BARRANCA | WEST COVINA |
| 408131 | AMAR RD. / AZUSA AVE. | WEST COVINA |
| 501800 | WHITTIER BLVD. / LAUREL / CENTRAL | WHITTIER |
| 500202 | 15700 WHITTIER BL | WHITTIER |
| 135101 | TOPANGA CANYON BL. / ERWIN ST. | WOODLAND HLS |
| 137502 | 20929 VENTURA BLVD. | WOODLAND HLS |

APPENDIX E

## II. LOS ANGELES COUNTY COMMUNITY COLLEGES

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 552900 | 11110 E. ALONDRA BLVD. | NORWALK |
| 400900 | BARRANCA AVE/E. FOOTHILL BLVD. | AZUSA |
| 543200 | SANTA FE AV/E. ARTESIA BLVD. | COMPTON |
| 603702 | 16007 CRENSHAW BLVD. | TORRANCE |
| 300800 | 1500 N. VERDUGO RD. | GLENDALE |
| 571200 | 4901 E. CARSON ST. | LONG BEACH |
| 573400 | 1305 E.PAC COAST HWY | LONG BEACH |
| 191500 | 855 N. VERMONT AVE. | LOS ANGELES |
| 294400 | 1111 FIGUEROA PL. | WILMINGTON |
| 320300 | 1212 SAN FERNANDO RD. | SAN FERNANDO |
| 134902 | 6201 WINNETKA AVE. | WOODLAND HILLS |
| 600400 | 1600 W. IMPERIAL HWY. | LOS ANGELES |
| 224500 | 400 W. WASHINGTON BLVD. | LOS ANGELES |
| 124500 | 5800 FULTON AVE. | VAN NUYS |
| 702500 | 4800 FRESHMAN DR. | CULVER CITY |
| 207400 | 1100 N. GRAND AVE. | WALNUT |
| 463400 | 1570 E. COLORADO BLVD. | PASADENA |
| 500300 | PECK RD/WORKMAN HILL RD. | WHITTIER |
| 701802 | 1900 PICO BLVD. | SANTA MONICA |
| 462900 | 2550 PALOMA ST. | PASADENA |
| 700400 | 563 N. ALFRED ST. | LA |
| 482502 | 1151 SAN GABRIEL BLVD. | ROSEMEAD |
| 530400 | 1301 BROOKLYN AVE. | MONTEREY PARK |
| 224700 | CHESTER PL./ADAMS BLVD. | LA |

APPENDIX E

III. LOS ANGELES COUNTY ADULT SCHOOLS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 554700 | 12222 CUESTA DR | CERRITOS |
| 554700 | 12254 CUESTA DR | CERRITOS |
| 481000 | 101 S SECOND ST | ALHAMBRA |
| 481701 | 501 E HELLMAN | ALHAMBRA |
| 481100 | 801 RAMONA ST | SAN GABRIEL |
| 430801 | 20 S THIRD AVE | ARCADIA |
| 404700 | 3600 FRAZIER ST | BALDWIN PARK |
| 405100 | 4600 BOGART AVE | BALDWIN PARK |
| 407101 | 904 N WILLOW | LA PUENTE |
| 553300 | 14929 CERRITOS AVE | BELLFLOWER |
| 554200 | 9242 E LAUREL ST | BELLFLOWER |
| 701000 | 255 LASKY DR | BEVERLY HILLS |
| 602301 | 14901 S INGLEWOOD AVE | LAWNDALE |
| 602402 | 14609 GREVILLEA AVE | LAWNDALE |
| 406102 | 342 S FOURTH | COVINA |
| 401902 | 851 SANTA CLARA | CLAREMONT |
| 542600 | 515 E COMPTON BL | COMPTON |
| 405900 | 231 E STEPHANIE DR | COVINA |
| 406102 | 342 S FOURTH | COVINA |
| 702700 | 4401 ELENDA ST | CULVER CITY |
| 551100 | 12330 WOODRUFF | DOWNEY |
| 551300 | 11040 BROOKSHIRE | DOWNEY |
| 433200 | 10807 RAMONA BL | EL MONTE |
| 433800 | 1051 N DURFEE AVE | EL MONTE |
| 500800 | 6501 S PASSONS BL | PICO RIVERA |
| 403901 | 350 W MAUNA LOA | GLENDORA |
| 400401 | 500 N LORAINE | GLENDORA |
| 408202 | 320 N WILLOW | LA PUENTE |
| 601201 | 235 S GREVILLEA AVE | INGLEWOOD |
| 460700 | 4469 CHEVY CHASE | LA CANADA |
| 577000 | 845 PARK AVE | LONG BEACH |
| 294100 | 1527 LAKME AVE | WILMINGTON |
| 208300 | 1575 W 2ND ST | LOS ANGELES |
| 224100 | 1646 S OLIVE | LOS ANGELES |
| 234500 | 5010 11TH AVE | LOS ANGELES |
| 203600 | 2100 MARENGO ST | LOS ANGELES |
| 482001 | 1260 S MONTEREY PASS | MONTEREY PARK |
| 137302 | 5440 VALLEY CIRCLE BL | WOODLAND HILLS |
| 207100 | 717 N FIGUEROA | LOS ANGELES |

APPENDIX E

III.. LOS ANGELES COUNTY ADULT SCHOOLS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 194400 | 7850 MELROSE AVE | LOS ANGELES |
| 183500 | 820 N AVE 54 | LOS ANGELES |
| 239600 | 7676 S SAN PEDRO | LOS ANGELES |
| 603200 | 18120 S NORMANDIE | GARDENA |
| 531601 | 5101 E 6TH ST | LOS ANGELES |
| 295100 | 740 N PACIFIC AVE | SAN PEDRO |
| 190100 | 1521 N HIGHLAND | HOLLYWOOD |
| 532500 | 6020 MILES AVE | HUNTINGTON PARK |
| 241100 | 325 E 111TH ST | LOS ANGELES |
| 111101 | 11254 GOTHIC AVE | GRANADA HILLS |
| 216100 | 4650 W OLYMPIC | LOS ANGELES |
| 231600 | 4131 S VERMONT | LOS ANGELES |
| 125100 | 5231 COLFAX AVE | NORTH HOLLYWOOD |
| 109100 | 11450 SHARP AVE | MISSION HILLS |
| 104400 | 13323 LOURVE ST | PACOIMA |
| 208300 | 1320 W. THIRD | LOS ANGELES |
| 132700 | 18230 KITTRIDGE | RESEDA |
| 204300 | 456 S MATHEWS ST | LOS ANGELES |
| 296900 | 1001 W 15TH ST | SAN PEDRO |
| 297500 | 920 W 36TH, #950 | SAN PEDRO |
| 535500 | 3351 FIRESTONE BL | SOUTH GATE |
| 267401 | 11800 TEXAS AVE | LOS ANGELES |
| 127802 | 6535 CEDROS AVE | VAN NUYS |
| 273700 | 13000 VENICE BL | LOS ANGELES |
| 702100 | 611 FIFTH AVE | VENICE |
| 240900 | 840 E 111TH PL | LOS ANGELES |
| 276601 | 7400 W MANCHESTER AVE | LOS ANGELES |
| 134902 | 6200 WINNETKA AVE | WOODLAND HILLS |
| 201402 | 4500 MULTNOMAH ST | LOS ANGELES |
| 131600 | 8035 WILBUR AVE | RESEDA |
| 294200 | 1425 N AVALON | WILMINGTON |
| 207400 | 450 N GRAND | LOS ANGELES |
| 269500 | 9200 CATTARAUGUS AVE | LOS ANGELES |
| 234500 | 3051 W 52ND ST | LOS ANGELES |
| 276601 | 8701 PARK HILL DR | LOS ANGELES |
| 219700 | 4701 RODEO RD | LOS ANGELES |
| 125100 | 5355 COLFAX AVE | NORTH HOLLYWOOD |
| 117202 | 15938 TUPPER ST | SEPULVEDA |
| 600302 | 1541 W 110TH ST | LOS ANGELES |

APPENDIX E

III. LOS ANGELES COUNTY ADULT SCHOOLS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 132900 | 6510 ETIWANDA AVE | RESEDA |
| 183500 | 928 NORTH AVENUE 53 | LOS ANGELES |
| 239500 | 7840 TOWNE AVE | LOS ANGELES |
| 132800 | 6501 BALBOA BL | VAN NUYS |
| 242100 | 2315 E 103RD ST | LOS ANGELES |
| 137303 | 5445 MANTON AVE | WOODLAND HILLS |
| 121200 | 12508 WICKS ST | SUN VALLEY |
| 123601 | 12924 OXNARD ST | VAN NUYS |
| 206500 | 727 S WILSON | LOS ANGELES |
| 109500 | 11015 O'MELVENY AVE | SAN FERNANDO |
| 603300 | 1230 W 177TH ST | GARDENA |
| 531601 | 483 S CLELA ST | LOS ANGELES |
| 103400 | 7705 SUMMITROSE ST | TUJUNGA |
| 208300 | 134 WITMER ST | LOS ANGELES |
| 535500 | 9321 STATE | SOUTH GATE |
| 134500 | 6921 JORDAN AVE | CANOGA PARK |
| 651001 | 24514 WESTERN AVE | HARBOR CITY |
| 272100 | 12971 ZANJA ST | LOS ANGELES |
| 199200 | 2506 ALTA ST | LOS ANGELES |
| 127802 | 14711 GILMORE ST | VAN NUYS |
| 532601 | 2861 N RANDOLPH | HUNTINGTON PARK |
| 113302 | 10010 DE SOTO AVE | CHATSWORTH |
| 240900 | 11015 AVALON BL | LOS ANGELES |
| 701100 | 1441 BARRINGTON | LOS ANGELES |
| 540000 | 11300 WRIGHT RD | LYNWOOD |
| 541700 | 12124 BULLIS RD | LYNWOOD |
| 430900 | 845 W COLORADO BL | MONROVIA |
| 431100 | 1000 S CANYON | MONROVIA |
| 533900 | 6119 AGRA ST | BELL GARDENS |
| 530102 | 149 N 21ST. | MONTEBELLO |
| 552800 | 14800 S JERSEY | NORWALK |
| 408800 | 605 N GAREY | POMONA |
| 408201 | 1006 OTTERBEIN | ROWLAND HTS |
| 408701 | 1830 NOGALES ST | ROWLAND HTS |
| 701802 | 1651 16TH ST | SANTA MONICA |
| 620800 | 701 S PECK AVE | MANHATTAN BCH |
| 620800 | 325 S PECK AVE | MANHATTAN BCH |
| 650902 | 2600 VINE ST | TORRANCE |
| 650101 | 2606 182ND ST | TORRANCE |

APPENDIX E

III. LOS ANGELES COUNTY ADULT SCHOOLS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 651221 | 3860 W 230TH ST | TORRANCE |
| 403400 | 20720 CARREY RD | WALNUT |
| 406602 | 614 E VINE AVE | WEST COVINA |
| 502902 | 9401 S PAINTER | WHITTER |
| 111301 | 10500 LINDLEY AVE | NORTHRIDGE |
| 192200 | 7795 ROSEWOOD AVE | LOS ANGELES |
| 403901 | 5834 N BARRANCA | GLENDORA |
| 400300 | 121 W ALLEN AVE | SAN DIMAS |
| 311100 | 3811 ALLAN AVE | BURBANK |
| 541100 | 1104 E 148TH ST | COMPTON |
| 541200 | 1420 N MCKINLEY | COMPTON |
| 500800 | 9515 HANEY | PICO RIVERA |
| 620100 | 640 MAIN ST | EL SEGUNDO |
| 302000 | 220 N KENWOOD | GLENDALE |
| 408202 | 14162 E LOMITAS ST | CITY OF INDUSTRY |
| 575800 | 235 E 8TH ST | LONG BEACH |
| 221100 | 1430 W VENICE | LOS ANGELES |
| 111101 | 16341 DONMETZ ST | GRANADA HILLS |
| 543501 | 22628 S MAIN ST | CARSON |
| 106400 | 13101 DRONFIELD AVE | SYLMAR |
| 262600 | 777 TEMESCAL CYN RD | PACFIC PALISADES |
| 137501 | 5429 QUAKERTOWN AVE | WOODLAND HILLS |
| 532301 | 1230 S VAIL AVE | MONTEBELLO |
| 503801 | 14645 MERCADO AVE | LA MIRADA |
| 463102 | 3081 E FOOTHILL BL | PASADENA |
| 480701 | 1401 FREMONT AVE | SOUTH PASADENA |
| 431900 | 9528 E LONGDEN AVE | TEMPLE CITY |
| 431800 | 9501 E LEMON AVE | TEMPLE CITY |
| 540700 | 12501 N WILMINGTON AV | LOS ANGELES |
| 209400 | 1510 CAMBRIA | LOS ANGELES |
| 650501 | 3915 SPENCER ST | TORRANCE |
| 502902 | 9401 S PAINTER | WHITTIER |
| 480900 | 20 S MARENGO | ALHAMBRA |
| 310900 | 1915 MONTEREY AVE | BURBANK |
| 601401 | 441 W HILLCREST | INGLEWOOD |
| 204300 | 544 S MATTHEWS | LOS ANGELES |
| 670402 | 38 CREST RD W | ROLLING HILLS EST |
| 570701 | 3717 MICHELSON | LAKEWOOD |
| 218100 | 3721 W WASHINGTON BL | LOS ANGELES |

APPENDIX E

III. LOS ANGELES COUNTY ADULT SCHOOLS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 406300 | 1134 S. BARRANCA | GLENDORA |
| 404700 | 13307 FRANCISQUITO | BALDWIN PARK |
| 553600 | 15110 CALIFORNIA AVE. | PARAMOUNT |
| 408701 | 19100 KILLIAN AVE. | ROWLANDS HEIGHTS |
| 650901 | 2335 PLAZA DEL AMO | TORRANCE |
| 551800 | 9300 E. IMPERIAL HWY. | DOWNEY |
| 224100 | 211 W. 17TH ST. | LOS ANGELES |
| 224300 | 1430 W. VENICE BLVD. | LOS ANGELES |
| 502800 | 11962 E. FLORENCE AVE. | SANTE FE SPRINGS |
| 541500 | 310 E. EL SEGUNDO | COMPTON |
| 554515 | 12108 E. DEL AMO AVE. | ARTESIA |
| 407102 | 755 ARDILLA AVE. | LA PUENTE |
| 265700 | 241 MORENO DR. | BEVERLY HILLS |
| 310800 | 614 N. SAN FERNANDO BLVD. | BURBANK |

APPENDIX E

IV. MEDICAL CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 139400 | 18321 CLARK ST. | TARZANA |
| 203500 | 1720 BROOKLYN AVE. | LOS ANGELES |
| 265301 | 10833 LE CONTE AVE. | LOS ANGELES |
| 211700 | 760 WESTWOOD PLAZA | LOS ANGELES |
| 480801 | 100 S. RAYMOND AVE | ALHAMBRA |
| 554200 | 9542 E. ARTESIA BLVD. | BELLFLOWER |
| 553300 | 9400 E. ROSECRANS AVE. | BELLFLOWER |
| 310700 | 466 E. OLIVE AVE. | BURBANK |
| 311600 | ST. JOSEPH MEDICAL CTR | BURBANK |
| 134402 | 7300 MEDICAL CTR DR. | CANOGA PARK |
| 113203 | 22141 ROSCOE BLVD. | CANOGA PARK |
| 553000 | 10802 COLLEGE PLACE | CERRITOS |
| 542402 | 3100 S. SUSANA RD. | COMPTON |
| 406101 | 303 N.3RD AVE | COVINA |
| 269901 | 3828 DALMAS TERRACE | CULVER CITY |
| 551300 | 11500 BROOKSHIRE AVE. | DOWNEY |
| 550800 | 7601 E. IMPERIAL HWY. | DOWNEY |
| 550600 | 8300 TELEGRAPH RD. | DOWNEY |
| 430102 | 1500 E. DUARTE RD. | DUARTE |
| 430101 | 1210 ROYAL OAKS DRIVE | DUARTE |
| 139701 | 16237 VENTURA BLVD | ENCINO |
| 603001 | 1145 W. REDONDO BEACH | GARDENA |
| 301000 | 1509 WILSON TERRACE | GLENDALE |
| 302102 | 801 S. CHEVY CHASE | GLENDALE |
| 302501 | 800 S. ADAMS ST. | GLENDALE |
| 302400 | 1420 S. CENTRAL AVE. | GLENDALE |
| 460700 | 1812 VERDUGO BLVD. | GLENDALE |
| 401102 | 250 S. GRAND AVE. | GLENDORA |
| 401102 | 638 S. SANTE FE AVE. | GLENDORA |
| 111401 | 10445 BALBOA BLVD. | GRAN HILLS |
| 293300 | 1437 W. LOMITA BLVD. | HARBOR CITY |
| 294300 | 1100 W. PACIFIC COAST HY | HARBOR CITY |
| 555000 | 21530 SO. PIONEER BLVD. | HAW GARDENS |
| 601600 | 11711 GREVILLEA AVE. | HAWTHORNE |
| 235202 | 3111 E. FLORENCE | HUNTING PARK |
| 601000 | 555 E. HARDY ST. | INGLEWOOD |
| 600902 | 333 N. PRAIRIE AVE. BOX1 | INGLEWOOD |
| 503601 | 14900 E. IMPERIAL HWY. | LA MIRADA |
| 104101 | 11600 ELDRIDGE AVE. | LKEVIEW TERR |

APPENDIX E

IV. MEDICAL CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 570701 | 3700 SOUTH ST. | LAKEWOOD |
| 575400 | 1050 LINDEN AVE. | LONG BEACH |
| 575001 | 1720 TERMINO AVE. | LONG BEACH |
| 573500 | 2597 REDONDO AVE. | LONG BEACH |
| 572201 | 2801 ATLANTIC AVE. | LONG BEACH |
| 572202 | 2776 PACIFIC AVE. | LONG BEACH |
| 570500 | 6060 PARAMOUNT BLVD. | LONG BEACH |
| 224100 | 1414 S. HOPE ST. | LOS ANGELES |
| 700400 | 8700 BEVERLY BLVD. | LOS ANGELES |
| 701000 | 2070 CENTURY PARK EAST | LOS ANGELES |
| 216300 | 5925 SAN VICENTE BL | LOS ANGELES |
| 191300 | 4650 SUNSET BLVD. | LOS ANGELES |
| 531300 | 4081 E. OLYMPIC BLVD. | LOS ANGELES |
| 531200 | 4060 WHITTIER BLVD. | LOS ANGELES |
| 207100 | 531 WEST COLLEGE ST. | LOS ANGELES |
| 191201 | 1300 N. VERMONT AVE. | LOS ANGELES |
| 209100 | 616 SO.WITMER ST. | LOS ANGELES |
| 191201 | 4867 SUNSET BLVD. | LOS ANGELES |
| 269600 | 6401 CADILLAC AVE. | LOS ANGELES |
| 203300 | 1200 N. STATE ST. | LOS ANGELES |
| 540700 | 12021 WILMINGTON AVE. | LOS ANGELES |
| 238100 | 8711 S. HARVARD BLVD. | LOS ANGELES |
| 224500 | 2400 S. FLOWER ST. | LOS ANGELES |
| 195700 | 2301 BELLEVUE AVE. | LOS ANGELES |
| 204600 | 610 S. ST. LOUIS ST. | LOS ANGELES |
| 531000 | 319 N. HUMPHREYS AVE. | LOS ANGELES |
| 208800 | 2131 W. THIRD ST. | LOS ANGELES |
| 211100 | 235 N. HOOVER ST. | LOS ANGELES |
| 220200 | 5035 COLISEUM ST. | LOS ANGELES |
| 221401 | 2231 S. WESTERN AVE. | LOS ANGELES |
| 540200 | 3630 IMPERIAL HIGHWAY | LYNWOOD |
| 702900 | 4650 LINCOLN BLVD. | MARINA DEL REY |
| 530101 | 309 W. BEVERLY BLVD. | MONTEBELLO |
| 481702 | 150 HAMPTON AVE. | MONTEREY |
| 124700 | 12629 RIVERSIDE DRIVE | N. HOLLYWOOD |
| 115402 | 18300 ROSCOE BLVD. | NORTHRIDGE |
| 550100 | 11400 NORWALK BLVD. | NORWALK |
| 551900 | 13100 S. STUDEBAKER | NORWALK |
| 120400 | 13652 CANTARA ST. | PANORAMACTY |

APPENDIX E

IV. MEDICAL CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 553600 | 16453 S. COLORADO AVE. | PARAMOUNT |
| 463900 | 100 CONGRESS ST. | PASADENA |
| 462500 | 2632 E. WASHINGTON BLVD. | PASADENA |
| 402102 | 1798 N. GAREY AVE. | POMONA |
| 621200 | 514 N. PROSPECT AVE. | REDONDO BCH |
| 481100 | 218 S. SANTA ANITA ST. | SAN GABRIEL |
| 296400 | 1300 WEST SEVENTH ST. | SAN PEDRO |
| 701502 | 1225 15TH ST. | SANTA MONICA |
| 701602 | 1323 22ND ST | SANTA MONICA |
| 128900 | 4929 VAN NUYS BLVD. | SHERMAN OAKS |
| 433700 | 1701 SANTA ANITA AVE. | S. EL MONTE |
| 121200 | 9449 SAN FERNANDO RD. | SUN VALLEY |
| 651101 | 3330 W. LOMITA BLVD. | TORRANCE |
| 543502 | 1000 WEST CARSON ST. | TORRANCE |
| 650602 | 4101 TORRANCE BLVD. | TORRANCE |
| 651101 | 23700 CAMINO SOL | TORRANCE |
| 127200 | 7533 VAN NUYS BLVD. | VAN NUYS |
| 127801 | 15107 VAN OWEN ST. | VAN NUYS |
| 406700 | 1115 S. SUNSET | WEST COVINA |
| 5903 | 4415 LAKEVIEW CYN. RD. | THOUSAND OAKS |
| 502100 | 12401 E. WASHINGTON BLVD | WHITTIER |
| 500202 | 15151 JANINE DRIVE | WHITTIER |
| 137303 | 23450 CALABASAS ROAD | WOODLAND |
| 109100 | 15031 RINALDI ST. | MISS HILLS |
| 701000 | 1177 S. BEVERLY DR. | LOS ANGELES |
| 117202 | 16111 PLUMMER ST. | SEPULVEDA |
| 127801 | 14500 SHERMAN CIR | VAN NUYS |
| 463200 | 2900 E DELMAR BL | PASADENA |
| 430721 | 300 W. HUNTINGTON DR. | ARCADIA |
| 555000 | 7500 CARSON ST. | LONG BEACH |
| 574800 | 5901 E. SEVENTH ST. | LONG BEACH |
| 206100 | 441 BAUCHET ST. | LOS ANGELES |
| 701100 | 11301 WILSHIRE BLVD. | LOS ANGELES |
| 403200 | 3530 W. POMONA BLVD. | POMONA |
| 482302 | 7500 E. HELLMAN AVE. | ROSEMEAD |
| 554802 | PIONEER BLVD./ASHWORTH ST. | ARTESIA |
| 400600 | 125 W. SIERRA MADRE AVE. | AZUSA |
| 407400 | 14148 FRANCISQUITO AVE. | BALDWIN PARK |
| 554401 | 10250 ARTESIA BLVD. | BELLFLOWER |

APPENDIX E

IV. MEDICAL CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 134202 | 20800 SHERMAN WAY | CANOGA PARK |
| 134303 | 7011 SHOUP AVE. | CANOGA PARK |
| 403701 | E. COVINA BLVD./GLENDORA BLVD. | COVINA |
| 272302 | 12101 W. WASHINGTON BLVD. | CULVER CITY |
| 541001 | 1246 W. 155TH ST. | GARDENA |
| 602402 | S. HAWTHORNE BLVD./133RD ST. | HAWTHORNE |
| 601700 | W.116TH ST./HAWTHORNE BLVD. | HAWTHORNE |
| 190800 | 6245 DE LONGPRE AVE. | HOLLYWOOD |
| 700100 | 1233 N.LA BREA AV./LEXINGTON BLVD. | HOLLYWOOD |
| 229400 | 623 E. SLAUSON AVE. | HUNTINGTON PARK |
| 601202 | 426 E. 99TH ST. | INGLEWOOD |
| 570800 | 5300 CLARK AVE. | LAKEWOOD |
| 570701 | 3700 E. SOUTH ST. | LAKEWOOD |
| 543301 | 171 W. BORT ST. | LONG BEACH |
| 573000 | 1725 PACIFIC AVE. | LONG BEACH |
| 573700 | 3340 LOS COYOTES DIAGONAL | LONG BEACH |
| 573600 | 3800 WOODRUFF AV. | LONG BEACH |
| 229400 | 5862 AVALON BLVD. | LA |
| 197300 | STADIUM WAY/ELYSIAN PARK AV | LA |
| 240200 | 9500 S. BROADWAY | LA |
| 195700 | 1711 W.TEMPLE ST. | LA |
| 199100 | 3711 BALDWIN ST. | LA |
| 267600 | 2112 S. BARRINGTON AV | LA |
| 236400 | STOCKER ST./PALMERO BLVD. | LA |
| 189200 | 4841 HOLLYWOOD BLVD. | LA |
| 197400 | 1891 EFFIE ST. | LA |
| 530400 | 5425 E.POMONA BLVD. | LA |
| 197700 | 765 W. COLLEGE ST. | LA |
| 204600 | 443 S. SOTO ST. | LA |
| 703002 | W. SLAUSON AV/CANTERBURY DRIVE | LA |
| 221701 | 2001 S. HOOVER ST. | LA |
| 211100 | 3160 GENEVA ST. | LA |
| 701100 | WILSHIRE/SAWTELLE BLVDS. | LA |
| 216300 | 910 FAIRFAX BLVD. | LA |
| 431000 | 323 S. HELIOTROPE AVE. | MONROVIA |
| 481702 | 525 N. GARFIELD AVE. | MONTEREY PARK |
| 482102 | 900 S. ATLANTIC BLVD. | MONTEREY PARK |
| 123400 | 6421 COLDWATER CANYON | N. HOLLYWOOD |
| 552300 | 13222 BLOOMFIELD AVE. | NORWALK |

APPENDIX E

## IV. MEDICAL CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 500700 | 5216 S. ROSEMEAD BLVD. | PICO RIVERA |
| 402102 | 255 E. BONITA AVE. | POMONA |
| 408800 | 566 N GORDON ST. | POMONA |
| 402302 | 1225 N. PARK AVE. | POMONA |
| 432200 | 4619 N. ROSEMEAD BLVD. | ROSEMEAD |
| 401311 | 1350 W. COVINA BLVD. | SAN DIMAS |
| 320300 | 700 CHATSWORTH DR. | SAN FERNANDO |
| 128900 | 4929 VAN NUYS BLVD. | SHERMAN OAKS |
| 650701 | 4025 W. 226TH ST. | TORRANCE |
| 128200 | 6323 WOODMAN AVE. | VAN NUYS |
| 128500 | 14433 EMELITA ST. | VAN NUYS |
| 127700 | VANOWEN ST./SEPULVEDA BLVD. | VAN NUYS |
| 137303 | 23450 CALABASAS RD. | WOODLAND HILLS |

APPENDIX E

V. SOCIAL SERVICE CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 531702 | 5445 WHITTIER BLVD. | LOS ANGELES |
| 542500 | 211 E. ALONDRA BLVD. | COMPTON |
| 403800 | 19720 E. ARROW HWY | COVINA |
| 534300 | 8130 S. ATLANTIC BLVD. | CUDAHY |
| 208600 | 2711 BEVERLY BLVD. | LOS ANGELES |
| 432900 | 9519 E. VALLEY BLVD. | EL MONTE |
| 231200 | 3965 S. VERMONT AVE. | LOS ANGELES |
| 533000 | 1740 EAST GAGE AVE. | LOS ANGELES |
| 302200 | 225 E. BROADWAY | GLENDALE |
| 572800 | 1700 W. SANTA FE AVE | LONG BEACH |
| 199700 | 1910 N. MAIN ST. | LOS ANGELES |
| 573000 | 1917 LONG BEACH BLVD. | LONG BEACH |
| 573000 | 1945 LONG BEACH BLVD. | LONG BEACH |
| 224600 | 2707 S. GRAND AVE. | LOS ANGELES |
| 205100 | 2855 E. OLYMPIC BLVD. | LOS ANGELES |
| 208600 | 2910 BEVERLY BLVD. | LOS ANGELES |
| 267800 | 10961 W. PICO BLVD. | LOS ANGELES |
| 241600 | 10728 S. CENTRAL AVE. | LOS ANGELES |
| 267700 | 11390 W. OLYMPIC BLVD. | LOS ANGELES |
| 480900 | 1801 W. VALLEY BLVD | ALHAMBRA |
| 555102 | 12213 E. CARSON ST. | HAWAIIAN GDNS |
| 575400 | 1401 CHESTNUT AVE. | LONG BEACH |
| 191202 | 5026 SANTA MONICA | LOS ANGELES |
| 433300 | 3410 LA MADERA AVE. | EL MONTE |
| 211100 | 3000 W. SIXTH ST. | LOS ANGELES |
| 206500 | 2140 OLYMPIC BLVD. | LOS ANGELES |
| 543502 | 1000 W. CARSON ST. | TORRANCE |
| 540700 | 1720 E. 120TH ST. | LOS ANGELES |
| 224600 | 2829 S. GRAND AVE. | LOS ANGELES |
| 602102 | 12735 HAWTHORNE | LOS ANGELES |
| 540700 | 12021 S. WILMINGTON AVE | LOS ANGELES |
| 462100 | 955 N. LAKE AVE. | PASADENA |
| 199700 | 1925 DALY ST. | LOS ANGELES |
| 462100 | 1015 N. LAKE AVE. | PASADENA |
| 600901 | 923 E. REDONDO BLVD. | INGLEWOOD |
| 532301 | 1000 S. GOODRICH BLVD. | LOS ANGELES |
| 602800 | 11911 S. VERMONT | LOS ANGELES |
| 296200 | 111 W. THIRD ST. | SAN PEDRO |
| 573500 | 2597 REDONDO AVE. | LONG BEACH |

APPENDIX E

V. SOCIAL SERVICE CENTERS

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 433100 | 3401 RIO HONDO AVE. | EL MONTE |
| 433300 | 4024 N. DURFEE RD. | EL MONTE |
| 551600 | 7601 E. IMPERIAL HWY | DOWNEY |
| 199600 | 2200 N. HUMBOLDT | LOS ANGELES |
| 232800 | 5850 S. MAIN ST. | LOS ANGELES |
| 120200 | 14545 LANARK ST | PANORAMA CITY |
| 600302 | 1326 W.IMPERIAL HWY | LOS ANGELES |
| 206500 | 813 E. 4TH PL. | LOS ANGELES |
| 203300 | 1200 N. STATE ST. | LOS ANGELES |
| 203500 | 1129 N. STATE ST. | LOS ANGELES |
| 432900 | 9521 E. VALLEY BLVD. | EL MONTE |
| 552200 | 12727 NORWALK BLVD | NORWALK |
| 203300 | 1240 MISSION RD | LOS ANGELES |
| 203300 | 1934 HOSPITAL PL. | LOS ANGELES |
| 203300 | 1172 N. MACLAY AVE. | SAN FERNANDO |
| 207200 | 524 N. SPRING ST. | LOS ANGELES |
| 269600 | 2040 W.HOLT AVE. | POMONA |
| 702100 | 318 S. LINCOLN BLVD. | VENICE |
| 571502 | 1215 E. SAN ANTONIO DR. | LONG BEACH |
| 127200 | 7533 VAN NUYS BLVD. | VAN NUYS |
| 239500 | 7655 S. CENTRAL AVE. | LOS ANGELES |
| 302400 | 700 S. CENTRAL AVE. | GLENDALE |
| 531702 | 5427 E. WHITTIER BLVD. | LOS ANGELES |
| 113203 | 9035 CANOGA AVE. | CANOGA PARK |
| 406700 | 1435 W. COVINA PKWY. | WEST COVINA |
| 532301 | 5835 S. EASTERN AVE. | COMMERCE |

APPENDIX E

VI. LAW ENFORCEMENT OFFICES

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 206300 | 251 E. 6TH ST | LOS ANGELES |
| 111203 | 10250 ETIWANDA AVE. | NORTHRIDGE |
| 104800 | 12760 OSBORNE ST. | PACOIMA |
| 295100 | 2175 JOHN S. GIBSON BLVD | SAN PEDRO |
| 204400 | 2111 E. 1ST ST. | LOS ANGELES |
| 190800 | 1358 N. WILCOX AVE. | HOLLYWOOD |
| 226100 | 1354 NEWTON ST. | LOS ANGELES |
| 124101 | 11480 TIARA ST. | NO. HOLLYWOOD |
| 187100 | 3353 SAN FERNANDO | LOS ANGELES |
| 208600 | 2710 W. TEMPLE ST. | LOS ANGELES |
| 237700 | 235 W. 77TH ST. | LOS ANGELES |
| 231300 | 1546 W. SANTA BARBARA AV | LOS ANGELES |
| 128200 | 6240 SYLMAR AVE. | VAN NUYS |
| 275301 | 12312 CULVER BLVD. | LOS ANGELES |
| 701100 | 1663 BUTLER AVE. | LOS ANGELES |
| 132500 | 19020 VANOWEN ST. | RESEDA |
| 217200 | 4861 W. VENICE BLVD. | LOS ANGELES |
| 241100 | 145 W. 108TH ST. | LOS ANGELES |
| 461100 | 780 E. ALTADENA DR. | ALTADENA |
| 543400 | 21356 S. AVALON BLVD. | CARSON |
| 207300 | 211 W. TEMPLE ST. | LOS ANGELES |
| 300200 | 4554 N. BRIGGS AVE. | LA CRESENTA |
| 211600 | 5019 E. 3RD ST. | E. LOS ANGELES |
| 535000 | 7901 S. COMPTON AVE. | LOS ANGELES |
| 408202 | 150 N. HUDSON AVE | INDUSTRY |
| 570800 | 5130 N. CLARK ST. | LAKEWOOD |
| 602101 | 4331 LENNOX BLVD. | INGLEWOOD |
| 533400 | 26123 S NARBONNE | LOMITA |
| 540200 | 11330 BULLIS RD. | LYNWOOD |
| 800400 | 23555 W. CIVIC CTR. WAY | MALIBU |
| 552300 | 12335 LEFFINGWELL RD. | NORWALK |
| 502400 | 6631 S. PASSONS BLVD. | PICO RIVERA |
| 400300 | 122 N. SAN DIMAS AVE. | SAN DIMAS |
| 481201 | 8838 E. LAS TUNAS DR. | TEMPLE CITY |
| 700500 | 720 N. SAN VINCENTE BLVD | LOS ANGELES |
| 480300 | 220 W. WOODWARD AVE. | ALHAMBRA |
| 430721 | 250 W. HUNTINGTON DR. | ARCADIA |
| 404300 | 725 N. ALAMEDA AVE. | AZUSA |
| 405200 | 14403 E. PACIFIC AVE. | BALDWIN PARK |

APPENDIX E

VI. LAW ENFORCEMENT OFFICES

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 533600 | 6326 PINE AVE. | BELL |
| 700600 | 450 N. CRESENT DR. | BEVERLY HILLS |
| 310700 | 272 E. OLIVE AVE. | BURBANK |
| 542600 | 301 S. WILLOWBROOK | COMPTON |
| 406101 | 444 N. CITRUS AVE. | COVINA |
| 269901 | 4040 DUQUESNE AVE. | CULVER CITY |
| 551300 | 8425 E. 2ND ST. | DOWNEY |
| 433200 | 11323 VALLEY BLVD. | EL MONTE |
| 620100 | 348 MAIN ST. | EL SEGUNDO |
| 603300 | 1718 W. 162ND ST. | GARDENA |
| 302000 | 140 N. ISABEL ST. | GLENDALE |
| 401102 | 150 S. GLENDORA AVE. | GLENDORA |
| 602102 | 4440 W. 126TH ST. | HAWTHORNE |
| 621002 | 540 PIER AVE. | HERMOSA BEACH |
| 532601 | 6542 MILES AVE. | HUNTINGTO |
| 601201 | ONE MANCHESTER BLVD. | INGLEWOOD |
| 575900 | 400 W. BROADWAY | LONG BEACH |
| 620302 | 415 - 15TH ST. | MANHATTAN |
| 533400 | 4319 E. SLAUSON AVE. | MAYWOOD |
| 431000 | 140 E. LIME AVE. | MONROVIA |
| 530002 | 1600 W. BEVERLY BLVD. | MONTEBELLO |
| 482200 | 300 W. NEWMARK AVE. | MONTEREY |
| 670301 | 340 PALOS VERDES DR. W. | PALOS VERDES |
| 461900 | 142 N. ARROYO PARKWAY | PASADENA |
| 621200 | 401 DIAMOND ST. | REDONDO BEACH |
| 320300 | 120 MACNEIL ST. | SAN FERNANDO |
| 481100 | 625 S. DEL MAR AVE. | SAN GABRIEL |
| 464100 | 2200 HUNTINGRON DR | SAN MARINO |
| 701900 | 1685 MAIN ST. | SANTA MONICA |
| 430502 | 55 W. SIERRA MADRE BLVD. | SIERRA MADRE |
| 573400 | 1800 E. HILL ST. | SIGNAL HILL |
| 535700 | 8620 CALIFORNIA AVE. | SOUTH GATE |
| 480500 | 1422 MISSION ST. | SOUTH PASADENA |
| 650400 | 3131 TORRANCE BLVD. | TORRANCE |
| 532400 | 4305 SANTA FE AVE. | VERNON |
| 406700 | 1444 W. GARVEY AVE. | W. COVINA |
| 501800 | 7315 PAINTER AVE. | WHITTIER |
| 534000 | 7100 S. GARFIELD AVE. | BELL GARDENS |
| 404600 | 5050 N. IRWINDALE AVE. | IRWINDALE |

APPENDIX E

VI. LAW ENFORCEMENT OFFICES

| CENSUS TRACT | ADDRESS | CITY |
|---|---|---|
| 192600 | 437 N. VERMONT AVE. | LOS ANGELES |
| 404800 | 14039 FRANCISQUITO AVE | BALDWIN PARK |
| 224400 | 777 W. WASHINGTON BLVD. | LOS ANGELES |
| 482800 | 2201 W. VIA CAMPO | MONTEBELLO |
| 301600 | 6801 SAN FERNANDO RD. | GLENDALE |
| 800400 | 23730 N. MALIBU RD. | MALIBU |
| 502800 | 10051 S. ORR & DAY RD. | STA FE SPRINGS |
| 543502 | 19700 HAMILTON AVE. | TORRANCE |
| 702700 | 4520 S. SEPULVEDA | CULVER CITY |
| 137102 | 5825 DE SOTO AVE. | WOODLAND HILLS |
| 701100 | 11000 WILSHIRE BLVD. | LOS ANGELES |
| 207200 | 300 N. LOS ANGELES ST. | LOS ANGELES |

APPENDIX F

# APPENDIX F

This Appendix provides background material on various service and fare policy options considered by the District to arrive at the fare and service levels that will be implemented starting July 1, 1987.

Included in this Appendix are:

(1) Excerpts from SCRTD's Short Range Transit Plan (SRTP).

(2) A Report to the Board of Directors dated May 4, 1987. The service adjustments for FY 1988, as described on page F-26, were adopted by the Board. However, a fare structure for FY 1988 was not adopted.

(3) A Report to the Board of Directors dated June 19, 1987. The Board did not adopt the staff recommendation on the fare structure for FY 1988. Instead, the Board voted to maintain the same fare structure that was in effect during the period FY 1986 through FY 1987.

# 3.0 TRANSIT SERVICE POLICY [1]

This chapter presents SCRTD's transit service policies by relating goal statements with the current service policy. The District Transit Service Policy is designed to achieve four goal areas for the regional transit system: service deployment, operation, finance, and coordination of goal areas. In addition, the District's Transit Service Policy responds to LACTC's Transit Performance Measurement (TPM) Program.

The Consolidated Transit Service Policies (CTSP) were adopted by the SCRTD Board of Directors on April 10, 1986. As subsidy levels change, the service policy will allow for the orderly addition or deletion of service, or for the potential utilization of alternate service providers under certain circumstances. These policies may be revised to reflect existing conditions with prior Board approval, so that all service is in direct conformance with service policies.

The Los Angeles County Transportation Commission (LACTC) implements the Transit Performance Measurement (TPM) Program to evaluate service delivery of public operators and adjusts funding allocations based on performance. The LACTC has readopted a revised Transit Performance Measurement (TPM) Program for FY 88 funding allocations for Los Angeles County municipal transit operators to meet changing conditions in providing and funding transit services. Section 3.3 summarizes LACTC's Transit Performance Measurement (TPM) Program. Further, the impacts of the LACTC's TPM Program on the District's Service Policy and on the District's objectives are outlined.

The District's service and/or fare hearing public notification policy is summarized in Section 3.4. For further detail about specific service and fare hearings held by the District in FY 87, please refer to the SRTP FY 88 through FY 90 Technical Document, Section 3.4.3, Community Affairs and Public Participation.

## 3.1 FOUR GOAL AREAS FOR THE REGIONAL SYSTEM

The following four goal areas correspond to the four categories in Section 3.2, "Consolidated Transit Service Policies."

### 3.1.1 SERVICE DEPLOYMENT GOALS

The District's goals for service deployment are as follows:

(1) To assure minimum levels and spacing of transit service within the District's service area, including locations with minimum population densities for:

- o Weekday midday service;
- o Weekend midday service;
- o Night service; and
- o Owl service.

---

[1] Source: SCRTD's Short Range Transit Plan (SRTP), July 1987 (DRAFT)

(2) To maximize the number of people using transit as measured by either the percent of trips made by transit within the District's service area, and/or by annual boardings.

(3) To provide service outside the District's service area when the marginal cost of the service is recovered from fares or under contract on a full cost recovery basis.

(4) To provide service to special events, and contract service, based on a determination of the social and economic impacts of transit service to the events.

(5) To move the District toward a system of only regional and subregional routes

(6) To develop a route structure that allows for a grid system in high demand areas and a focal point system in low demand areas.

### 3.1.2 OPERATION GOALS

The District's goals for operation are as follows:

(1) To develop a boarding standard that would minimize the chances of pass-ups on lines operating with infrequent service levels and which would allow for standing loads during the off-peak periods on lines that operate very frequent service.

(2) To the extent possible, transit service will be provided on a reliable, on-time, and convenient basis.

(3) To place emphasis on weekday daytime service on regional lines.

### 3.1.3 FINANCE GOALS

The District's goals for finance are as follows:

(1) To develop routing and service level policies that are cost neutral, in that they would not increase the District's current operating budget for the same level of service.

(2) To develop routing and service level policies that would allow for no federal transit operating assistance.

(3) To minimize the subsidy per boarding on individual lines as well as on a system-wide basis.

### 3.1.4 COORDINATION GOALS

The District's goals for coordination are as follows:

(1) To coordinate the District's regional system with municipal operators, transit zone operators, and demand-response system providers.

(2) To coordinate with the LACTC, SCAG and other external agencies to assure the compatibility of external regulations with the needs of transit patrons and within the capabilities of transit providers.

## 3.2 CONSOLIDATED TRANSIT SERVICE POLICIES

The Consolidated Transit Service Policies are divided into four categories to correspond to the four goal areas outlined previously for the regional system. The four goal areas are listed and the specific standards described in terms of regional service accessibility, route design standards, and system evaluation.

### 3.2.1 REGIONAL SERVICE ACCESSIBILITY

The following criteria for minimum service spacing and frequency shall be applied regardless of productivity. The District may operate or broker service other than fixed route to satisfy these standards.

(1) Local Service

| Population Density Per Sq. Mile | Minimum Weekday Midday Headway | Population Coverage | Route Spacing |
|---|---|---|---|
| greater than 12,000 | 15 (20)* | 90% | 1/2 mile (1 mile)* |
| 8,000-12,000 | 20 (30) | 90% | 3/4 mile (1-1/2 miles) |
| 4,000-8,000 | 30 (60) | 90% | 1 mile (2 miles) |
| 2,000-4,000 | 60 (0) | 90% | 2 miles (no minimum) |
| less than 2,000 | No Minimum Standard-Based on Ridership Demand | No Minimum Standard-Based on Ridership Demand | |

*Weekend service accessibility standards are shown in parentheses.

- o Those municipal routes which are subregional or regional in nature will also be considered in meeting the accessibility standard.

- o At least one route operating during weekday daylight hours at hourly intervals, shall be provided to each geographic corridor which has over 25,000 residents.

(2) LACBD-Oriented Corridor Express Service

- o Areas with population densities of greater than 8,000 persons per square mile, or cities and Los Angeles City areas with populations greater than 100,000 will receive all-day express service if they are on the corridor of a CBD-oriented freeway.

- o Midday weekday service headways will be a minimum of 30 minutes.

- o Weekend and night service will operate only if minimum performance criteria are met.

(3) Non-CBD-oriented corridor express service will be operated only where efficient and practical.

### 3.2.2 ROUTE DESIGN STANDARDS

The District's route design standards are classified by type of service as follows:

(1) Local Service within the District's Service Area

- o In areas where the majority of lines operate midday weekdays on frequencies of 15 minutes or better, a grid system of routes will be employed.

- o In areas where the majority of lines operate midday weekdays on frequencies of 15 minutes to 30 minutes a modified grid system, with routes focused together to allow for easier transferring, will be employed where practical and effective.

- o In areas where the majority of lines operate midday weekdays on frequencies of 30 minutes or less, a focal point system of routes utilizing timed-transfer where practical will be employed.

- o To the extent that it is practical, only one route will be operated on major arterial streets. Exceptions to this would include service within and to major Central Business Districts, activity centers, and transit focal points.

(2) All-Day Express Lines within the District's Service Area

- o Express service will radiate from the LACBD on all of the freeways which service the CBD.
- o To the extent practical, express routes will serve intermediate stops.
- o Express routes will not be diverted more than two miles on surface streets from the freeway corridor to serve intermediate stops.
- o Intermediate express stops will be made only at major park-ride lots, and major employment, activity and/or population centers.
- o During high demand periods, the implementation of additional lines using alternate routes which bypass some intermediate surface routes will be considered.

(3) Peak Period only Express Lines within the District's Service Area

- o Peak period only express routes will connect employment centers with population centers that have high travel demand to those employment centers.
- o A minimum of five one-way trips per period will be operated in each peak period.

(4) Service Outside the District's Service Area

- o Will be operated under contract on a full cost recovery basis with the routes and service levels to be developed by the contracting agency.
- o If sufficient passenger revenue will cover the marginal cost of the service and the destination is within five miles from the District's boundary, this service can be operated without a contract.

### 3.2.3 SYSTEM EVALUATION

At least every five years the transit system will be analyzed to determine if population, employment, travel demand, and infrastructure changes have caused violations of the standards contained in the Consolidated Transit Service Policy.

## 3.2.4 OPERATIONAL STANDARDS

The District's operational standards include loading standards by type and period of service as follows:

### .1 Loading Standards

Loading standards are measured at peak load point for 20 to 60 minute periods.

Loading Ratio

(Percent of Seated Capacity)

| Headway (Minutes) | Peaks | Weekend and Midday | Nights | Express |
|---|---|---|---|---|
| 1 - 10 | 145%-(62) | 120%-(52) | 110%-(47) | 110%-(47) |
| 11 - 20 | 140%-(60) | 110%-(47) | 100%-(43) | 100%-(43) |
| 21 - 30 | 120%-(52) | 100%-(43) | 90%-(39) | 90%-(39) |
| 31 - 60 | 100%-(43) | 90%-(39) | 75%-(32) | 75%-(32) |

Number of passengers, assuming a 43-seat bus, are stated in the above parenthesis.

### .2 Minimum Frequency

No service shall operate on a frequency less than 60 minutes during its service period.

### .3 Type and Period of Service

The type and period of service are listed within the following route types and periods of service.

(1) Route Types

The following types of routes are listed in the order of priority that the District shall operate transit service.

- o Regional lines (10 miles longer and which travel through two or more sectors)
- o Regional all-day express lines (15 miles long or longer and which travel through three or more sectors).
- o Subregional lines (5-15 miles long and/or travel within one sector).

- o Peak period only express lines (15 miles long or longer and which travel through three or more sectors).
- o Rail feeder lines (2-7 1/2 miles long).
- o Local circulation lines (2-7 1/2 miles long and which travel within one sector)

(2) Periods of Service

The following periods of service are listed in the order of priority that the District shall operate transit service.

- o Weekday peak period
- o Weekday midday
- o Saturday daylight hours
- o Sunday daylight hours
- o Special events/contract services
- o Weekday nights
- o Weekend nights
- o Late night/owl
- o Holiday

3.2.5 FINANCIAL STANDARDS

Financial standards include contract standards, minimum line performance standards, and criteria for adding and canceling new service.

.1 Contract and Special Service Standards

Contract and special service standards are covered within the following types of service:

(1) Inter-County Service

- o Service will be provided to neighboring counties under annual contractual agreements on a fully loaded cost recovery basis.
- o The route and frequency of service will be determined by the contracting agency but must be compatible with District routing and loading standards within Los Angeles County.

(2) Intra-County Service

- o Service contracted by Los Angeles County municipalities will be made on a marginal cost recovery contract basis plus 10%.
- o The route and frequency of service will be determined by the contracting agency.

(3) Special Event Services

- o Augmentation of regular routes will be made where possible.
- o The District's regular minimum line performance standards shall be applicable.
- o Minor route modifications and combination of routes will be made to improve efficiency and convenience.

(4) Charter Service

- o Service will be chartered in conformance with local, state and federal regulations.
- o Service will be chartered on a marginal cost plus at least 10% basis.

.2 Minimum Line Performance Standards

Included in minimum line performance standards are both minimum operating and financial standards.

(1) Minimum Operating Standards

- o Minimum Boardings Per Revenue Bus Hour

| Local Lines | | Express Lines | |
|---|---|---|---|
| Peaks | - 30 | Peaks | - 25 |
| Midday/Weekends | - 25 | Midday/Weekends | - 20 |
| Nights | - 20 | Nights | - 15 |

- o Minimum On-time Performance
  - 95% of all trips on a daily basis will be made.
  - 90% of all trips will be no later than five minutes or 10% of the headway of the line whichever is greater.
  - 98% of all trips will be no earlier than two minutes ahead of their scheduled time with the exception of the terminal time.

(2) Minimum Financial Standards

- o Minimum Operating Ratio

| | | |
|---|---|---|
| Weekday | - | 50% of system average |
| Weekend | - | 40% of system average |
| Nights | - | 30% of system average |

- o Maximum Subsidy Per Passenger

| | | |
|---|---|---|
| Local Lines | - | twice system average |
| Express Lines | - | 2.5 times system average |

- o Maximum Subsidy Per Revenue Bus Hour Will Be Three Times The System Average.

.3 Criteria for Adding/Creating New Service to the District's Regular System

Financial and operational considerations are the criteria the District uses in its decision-making on adding or creating new service.

(1) Financial Considerations

Due to limitations in funding availability, adding service to an existing operation or the establishment of a new service will be allowed in the following situations:

- o The net marginal cost of added service will be subsidized with additional monies from an existing, or a new funding source, or from added revenues.
- o The added net marginal cost is to be reallocated away from existing service.
- o The District would subcontract service to another operator at no net added cost to the District.

(2) Operational Considerations

- o The new service must be projected to perform at 10% above the minimum line performance standards.
- o New service must have the support of the local jurisdictions before the District will begin operation.
- o The new service must be compatible with the other standards contained within this policy.
- o New service shall be operated for a minimum of six months, during which time periodic evaluations and adjustments may be made.

## .4 Criteria for Cancellation of Services

Procedures for the cancellation of service will be reviewed in the following order:

(1) Eliminate, reduce and/or subcontract delivery of internal and administrative support services.

(2) Reschedule service on routes with excess capacity.

- o Prepare schedules on temporary letters to meet actual demand.
- o Implement additional short line operations.

(3) Cancel or shorten route on underutilized night trips.

(4) Consider conversion of line or route segment to municipal operation or subcontract to private carrier.

(5) Cancel very low productivity lines by time period.

(6) Periods of service cancellations.

- o Holidays (six national holidays)
- o Owls
- o Nights
- o Weekends

(7) Restructure bus system to improve efficiencies.

## .5 Annual Service Evaluation for Line Performance

Staff will evaluate all lines within the District's system on an annual basis and will report the results to the Board. Thereafter, services which fail to meet any of the above standards will be analyzed in greater detail. During this analysis process, policy and staff communications will be undertaken with the Board of Directors and affected local communities, which will be advised and consulted regarding this evaluation. This community review process will take place prior to a staff recommendation being presented to the Board of Directors. This review process will also take place when any other significant service change is considered by the District. The report on these lines to the Board of Directors will contain comments from communities and recommended remedial action.

This annual report will include an analysis of: average passenger boardings, on-time schedule performance, passenger loading patterns, operating cost factors, and vehicle and manpower utilization. The remedial actions evaluation will include measures designed to: increase patronage and/or revenue, adjust in-service

frequencies, hours of operation, and days of service, make minor route modifications, and/or route cancellations. (The District's service area is geographically divided into subsectors.) In the case where three or more lines within one subsector are being evaluated, the restructuring of the lines within this subsector will also be considered and evaluated.

The recommended action must be designed to maintain the minimum service accessibility for weekdays, weekends, nights, and express services. In other words, a minimum route and service level system will be maintained regardless of performance.

Services which are considered for cancellation will also be evaluated for substitution of alternate service (Dial-A-Ride, check point deviation), subcontracting, service brokerage, or operation by the local jurisdiction. Or, provisions may be made for outside agencies to fund the service up to minimum standards.

Where service is proposed for cancellation within a municipality or joint powers coalition of cities, District staff will provide technical assistance to these cities. This assistance will be limited to the possible development or realignment of their Proposition A Local Return transit system to mitigate the loss of District transit service. Any technical assistance beyond this limit will be provided by the District on a consultant type contract basis.

### 3.2.6 COORDINATION STANDARDS

The District's standards for coordination are presented as follows:

(1) The District will continue to actively coordinate with local jurisdictions to create a system of routes which will eventually serve the needs of the District's riders and local residents.

(2) All affected municipalities will be informed of pending service changes prior to implementation and will be given the opportunity to participate in the planning process.

(3) All affected external agencies (LACTC, SCAG) will be notified within prescribed time periods prior to implementation.

(4) Under the following conditions the District will allow municipalities or private carriers to assume the operating rights to bus lines that the District operates:

- All of the municipalities along the line formally agree to the "assumption" of operating rights.
- The transfer of operating rights must be approved by the District's Board of Directors.

- During the consideration of service assumption applications, the Board of Directors will consider the following in their deliberation: (1) Route of Line, (2) Service Levels, (3) Comparison of Service Costs, (4) Fare Media, (5) Impact on Passengers, (6) Impact on Transit System Connectivity, (7) Impact on Labor Agreements, and (8) Compliance with Applicable Federal, State and Local Laws and Regulations.

- The District is under no obligation to reinstate the transferred line into its route structure should the new carrier cease all or a portion of the operation of the transferred service.

## 3.3 LACTC'S TRANSIT PERFORMANCE MEASUREMENT (TPM) PROGRAM

The LACTC monitors the performance of public transit operators receiving TDA (Transit Development Act), Section 9, Proposition A and STAF (State Transit Assistance Fund) subsidies. The LACTC readopted a revised Transit Performance Measurement (TPM) Program for FY 88 and FY 89 with goals focused on increasing operator efficiency and effectiveness. The impact of LACTC's TPM Program on the District's Service Policy and on the District's objectives is described in Subsection 3.3.2. For additional details on the LACTC's TPM Program and SCRTD's performance scores for FY 86, refer to the FY 88 through FY 90 SRTP Technical Document, Section 2.2.

### 3.3.1 SUMMARY OF LACTC'S TPM PROGRAM

LACTC'S TPM Program utilizes a performance-based bonus funding allocation process for Los Angeles County Transit Operators. The TPM Program permits operators to gain additional discretionary funding by performing according to four transit performance standards. LACTC's Summary of Operator Performance for FY 86, with a funding allocation year of FY 88, based on the four performance indicators, shows SCRTD's performance as passing three of the four measures. For cost per vehicle service hour, SCRTD is below the TPM standard but is improving.

For the TPM Program affecting FY 88, the bonus pool of additional available funds is 15% of the total Proposition A Discretionary Fund. LACTC has proposed to arrive at a 20% bonus pool beginning with the funding year, FY 89, a percentage that would be maintained thereafter.

Beginning in FY 87, a portion of the District's Proposition A allocation was directly determined by District performance on the four transit performance standards for fixed-route transit operators, described as follows:

(1) Cost per Vehicle Service Hour Standard

- Operating expenses may not increase at a rate faster than the CPI-based rate of inflation for the Long Beach-Los Angeles urbanized area.

(2) Passenger Revenue plus Local Assistance/Operating Costs Standard

- Passenger revenue and local funding combined must equal or exceed 33% of operating expenses.

(3) Regional Subsidy per Unlinked Passenger Standard

- Subsidy per passenger may not exceed 133% of the county-wide mean.

(4) Unlinked Passengers per Vehicle Service Hour Standard

- The minimum number of passengers per vehicle service hour for local and express service should be 30.

### 3.3.2 IMPACT OF LACTC'S TPM PROGRAM ON DISTRICT SERVICE POLICIES AND ON DISTRICT OBJECTIVES

Specific measures in the District as service policy and in District objectives direct the District toward maximum efficiency on the four TPM performance indicators. Examples of these maximum efficiency measures are evident in excerpts from the District's FY 88 objectives and FY 88 through FY 90 objectives and in references to the District's Service Policy, as follows:

(1) Cost per Vehicle Service Hour Standard

- In SCRTD's FY 88 Objectives, Subsection 2.2.2.3, Financial and Operational Efficiency, the following objective is stated: Limiting the percentage increase in cost per revenue service hour to the percentage increase in the Consumer Price Index.

- In SCRTD's FY 88 through FY 90 Objectives, Subsection 2.2.3.1, Objective 1 states the following: Maximize cost control containment in District operations and programs.

- SCRTD's Service Policy, Subsection 3.1.3.2, sets up specific Minimum Line Performance Standards, Minimum Financial Standards, and Maximum Subsidy per Revenue Bus Hour, in order for the District to strive to meet this TPM standard.

(2) Passenger Revenue plus Local Assistance/Operating Costs Standard

- SCRTD's FY 88 Objectives, Subsection 2.2.2.3, Financial and Operating Efficiency, address this standard with the following objective: Attaining a farebox recovery ratio of at least 39%.

- In SCRTD's FY 88 through FY 90 Objectives, Subsection 2.2.3.2, Objective 2 states the following: Maximize ridership and passenger revenue while minimizing fare increases and service reductions within the constraints of available funding.

- SCRTD's Service Policy, Subsection 3.1.3.2, contains specific standards, specifically, Minimum Line Performance Standards, Minimum Financial Standards, and Minimum Operating Ratio so that the District can meet this TPM standard.

(3) Regional Subsidy per Unlinked Passenger Standard

- SCRTD's FY 88 Objectives, Subsection 2.2.2.3, Financial and Operational Efficiency, address this standard with the following objective: Maintaining a maximum operating cost per boarding of no more than $1.15.

- In SCRTD's FY 88 through FY 90 Objectives, Subsection 2.2.3.2, Objective 2 states the following: Maximize ridership and passenger revenue while minimizing fare increases and service reductions within the constraints of available funding.

- SCRTD's Service Policy, Subsection 3.1.3.2, has Minimum Line Performance Standards, Minimum Financial Standards, and Maximum Subsidy per Passenger so that the District can aim to meet this TPM standard.

(4) Unlinked Passengers per Vehicle Service Hour Standard

- SCRTD's FY 88 Objectives, Subsection 2.2.2.1, Bus Service Delivery address this standard with the following objective: Maintaining a system-wide average within a range of 60 to 65 boardings per revenue service hour.

- In SCRTD's FY 88 through FY 90 Objectives, Subsection 2.2.3.4, Objective 4 states the following: Maintain a system-wide level of at least 60 boardings per revenue bus hour.

- SCRTD's Service Policy, Subsection 3.1.3.2, contains Minimum Line Performance Standards, Minimum Operating Standards, and Boardings per revenue bus hour in order that the District can achieve this TPM standard.

## 3.4 SERVICE AND/OR FARE HEARING PUBLIC NOTIFICATION POLICY

The District's Service and/or Fare Hearing Public Notification Policy is to hold public hearings in accordance with federal public hearing requirements outlined in Section 9(e)(3)(H) of the Surface Transportation Assistance Act of 1982, as amended. As such, the public

is afforded an opportunity to comment on the proposed changes in bus service and/or fares at these hearings. Further, the public's testimony is taken into account by the District's Board of Directors before deciding the outcome of the respective proposals.

In all cases, a legal notice describing the proposed changes in service and/or fares is published in major community newspapers at least 30 days prior to the public hearing date. Notice is also published in local newspapers, including minority language newspapers. Notice is also sent to all local, state and federal agencies having an interest in these matters. Rider brochures announcing hearings are placed on-board District buses and are made available at SCRTD Customer Service Centers.

The Urban Mass Transportation Administration (UMTA) of the Department of Transportation (DOT) has issued a final rule and interpretative amendment titled "Public Hearing Requirements for Service Changes and Fare Changes (Federal Register, Vol 51, No. 197, Friday, October 10, 1986, Rules and Regulations, 49 CFR Part 635). The excerpted summary states: "UMTA is amending its rule on Public Hearing Requirements for Service Changes and Fare Changes to clarify the public hearing requirements of section 5(i)(3) of the Urban Mass Transportation Act of 1964, as amended. These requirements will no longer apply whenever the recipient of funds under the Act has certified it will comply with section 9(e)(3)(H) of the Act or where the receipient is in an area that is no longer an urbanized area."..."However, the 5(i)(3) hearing requirements are different from those of section 9(e)(3)(H), the section that superseded section 5(i)(3). It is imperative that recipients be clear on which hearing requirements they must follow for fare and service changes."

On September 30, 1985, the phasing out of the Section 5 urban formula grant program was completed. Therefore, the intention of the new ruling is to answer questions about the continued applicability of the requirements of Section 5(i)(3) of the Act.

Section 9(e)(3)(H) of the UMT Act requires that a recipient, as a condition of receiving funds under Section 9, certify that it "has a locally developed process to solicit and consider public comment prior to raising fares or implementing a major reduction of transit service."

Section 9 was intended to supersede Section 5. The requirements of section 9(e)(3)(H) were intended to take the place of the section 5(i)(3) requirements. "Since Section 9(e)(3)(H) allows the recipient to develop a process locally to receive and consider comments on fare changes and major service reductions, a recipient is free to hold hearings as contemplated by section 5(i)(3) should it choose to do so." This is the policy, adopted by the SCRTD Board of Directors on July 9, 1987, that SCRTD has chosen to follow.

In addition, the District also abides by LACTC's notification policy which establishes measures and procedures to notify cities of major changes in bus service. Finally, the District also complies with the State of California Environmental Quality Act (CEQA) guidelines for service and fare changes.

# 7.0 FARE POLICY[2]

The District's current fare policy and fare structure have been in effect since July 1, 1985. With the reduction of Proposition A support for bus fares in 1985, the District focused its attention on fare policy and its impact on the fare structure, revenues, and ridership. The basic purpose of the District's Fare Policy is to provide a framework for a fare structure with criteria to set specific fares. Additionally, the fare policy establishes specific groups of riders for whom fare discounts are targeted.

Proposed fare policy changes were the subject of a public hearing on March 21, 1987. The major proposed changes consisted of variable increases in cash and pass prices for all riders, together with a discounted token program. For a description of the District's current fare structure refer to Section 7.3. A continued objective of the District's Fare Policy is encouragement of user-side subsidy provision by local communities. Local communities are encouraged to use Proposition A Local Return funds to "buy down" the cost of passes for those riders accustomed to receiving discounts, specifically the elderly, disabled, student, and college patrons.

For a discussion of impacts on ridership and revenue associated with the FY 86 change in fare structure on July 1, 1985, refer to the FY 88 through FY 90 SRTP Fare Report. The Fare Report is a technical study of major issues related to fare policy and pricing. Included are discussions of a studied discount token program, user-side subsidies, the potential for student need-based discount fares, and an evaluation of possible changes in the eligibility requirements for College Pass users. In addition, there is also a discussion of the expected effects of potential future fare structures and the basis for their confirmation.

## 7.1 PUBLIC HEARING FOR FY 88 PROPOSED FARE AND SERVICE CHANGES

A public hearing concerning adjustments to the District's fare structure and service was held by the SCRTD Board of Directors on March 21, 1987. This public hearing was held in conformance with federal public hearing requirements as stated in Section 9(e)(3)(H) of the Surface Transportation Assistance Act of 1982, as amended. It also conformed to the adopted Service Notification Policy adopted by the LACTC in 1985.

The purpose of the public hearing was to receive public comments on a management recommendation to increase District bus fares and reduce bus service for FY 88 to offset an anticipated $27 million reduction in government subsidies for the bus system. District staff recommended that the Board of Directors approve these proposals to ensure a balanced budget for FY 88. Changes in bus service were proposed to become effective June 28, 1987, whereas changes in bus fares are

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[2]Source: SCRTD's Short Range Transit Plan (SRTP), July 1987 (DRAFT)

proposed for July 1, 1987. At a date subsequent to the public hearing, the Board could have approved all or a portion of the fare and service proposals, including other viable alternatives developed from public comments.

The Notice of Public Hearing for March 21, 1987, specifically outlined the proposed service adjustments to be discussed at the public hearing. Both the City and County of Los Angeles expressed an interest in assuming the operation of some of these services should the District be forced to cancel them for budgetary reasons.

The District's Board of Directors adopted a report of the findings of the public hearing on April 23, 1987. Subsequently, the proposed service cancellations, with the exception of Line 410, were approved on May 7, 1987 to become effective on June 21, 1987. The LACTC authorized "bridge" funding to provide for continued District operation of the cancelled services for up to six months beyond June 21, 1987 in order to provide an opportunity for arrangements for private operation of these services utilizing City and County funding in future years. However, the Board of Directors was reluctant to approve a fare increase for FY 88 due to adverse public comment and concern for sustaining public confidence in the District's services.

On June 25, 1987, the Board of Directors adopted a set of revenue enhancement and cost reduction actions that avoided the need for a FY 88 fare increase and permitted adoption of a FY 88 budget. The adopted budget balancing actions are described in Section 8.0.

## 7.2 DISTRICT'S FARE POLICY

The following fare policies were adopted by the SCRTD Board of Directors in April, 1985 and reaffirmed in July, 1987:

(1) [illegible] fare for initial boardings.

(2) All express bus service will be subject to an express surcharge varying with increments of freeway distance traveled.

(3) All special and contract services will be subject to individual pricing apart from this fare policy.

(4) Fare payment shall be by means of exact change, pass, tickets, transfers or tokens. Cash riders will be subject to a transfer surcharge for each transfer boarding.

(5) Elderly and disabled riders will receive at least a 50% base fare discount.

(6) Student (age 5-18 years) and college (full-time students) riders will not be offered any cash fare discounts.

(7) Monthly passes will be sold to full-fare paying riders at a price multiple of 37.6 times the base fare plus the applicable distance surcharge, if any. Elderly and disabled passes will be discounted at least 50% from the price of a full-fare monthly pass.

(8) Free boardings will be permitted for all children under five, SCRTD employees and their dependents, SCRTD Board Members, law enforcement officers in uniform, and uniformed City of Los Angeles Traffic Control Officers within the limits of downtown Los Angeles. All such riders shall not occupy a seat to the exclusion of a fare-paying passenger. Blind persons may ride free without restriction.

(9) Transfers will be restricted with regard to direction of travel and time of expiration in accord with existing tariffs.

(10) Outstanding tickets will be honored at face value for cash fare payment. Outstanding tokens will be honored at a value equivalent to the base fare, exclusive of surcharges. Tokens may be sold at a discount as an incentive for riders not to use currency for fare payment.

## 7.3 DISTRICT FARE STRUCTURE

The SCRTD Board of Directors approved the current fare structure in April, 1985. This fare structure, which has been in effect since July 1, 1985, is as follows:

(1) Cash

| | CURRENT |
|---|---|
| o Regular Fare | 85 cents |
| o Elderly/Disabled | 40 cents |
| o Student/College | 85 cents |
| o Transfer | 10 cents per use |
| o Express Surcharge | 35 cents per use (E&D exempt) |

(2) Pass

| FARE TYPE | CURRENT FARE STRUCTURE |
|---|---|
| o Regular | $32 |
| o Express Stamp | $12 (E&D, Student, College exempt) |
| o Elderly/Disabled | $7 |
| o Student (K-12) | $12 |
| o College | $15 |

(3) Token

| FARE TYPE | CURRENT FARE STRUCTURE |
|---|---|
| o Token | 10 for $8.50 |

(4) Other

Fares for premium priced Special Services, such as special events and racetrack services, are established on an individual basis for each such service.

RTD

**John A. Dyer**
General Manager

May 4, 1987

TO: Board of Directors

FROM: John A. Dyer

SUBJECT: CONSIDER THE GENERAL MANAGER'S REPORT CONTAINING RECOMMENDATIONS AND ALTERNATIVES THERETO AND ADOPTION OF A FARE STRUCTURE AND SERVICE ADJUSTMENTS FOR FISCAL YEAR 1988

## RECOMMENDATIONS

It is recommended that the Board of Directors adopt the following actions to offset the projected $24.9 million budget shortfall for Fiscal Year 1988:

1. Direct the General Manager to continue those cost saving actions initiated with the approval of the Performance Action Plan in order to reduce Fiscal Year 1988 operating costs by an estimated $6.8 million.

2. Recognize that an amount of $3.9 million of additional Proposition A "bonus" fund revenues may be available as a result of the position of the Chairman of the Los Angeles County Transportation Commission, and request the full Commission to approve the allocation of those funds to the District for Fiscal Year 1988.

3. Adopt the $.90 base fare structure contained in Attachment I to become effective on July 1, 1987, which provides an additional $9.5 million in revenues.



**Southern California Rapid Transit District** 425 South Main Street, Los Angeles, California 90013 (213) 972-6000

4. Approve the proposed service cancellations of the high subsidy bus lines, shown in Attachment II, to be effective June 21, 1987, and redeploy those available service hours resulting from the cancellations to other parts of the regional system. The net result will be an increase in transit service.

5. Authorize staff to negotiate an agreement with the Los Angeles County Transportation Commission and/or the County of Los Angeles and the City of Los Angeles to continue operation of the bus lines shown in Attachment III on a contractual basis, effective June 21, 1987.

## BACKGROUND

On April 23, 1987, the Board of Directors was asked to consider a four-part program to address a projected $26 million budget shortfall for Fiscal Year 1988. That program contained a number of belt tightening provisions to reduce administrative and overhead costs, including $6.8 million in cost savings from continued implementation of the adopted Performance Action Plan and $5.7 million in Contract and Non-Contract wage limitations, together with elimination of the second shift of cash counting. One part of the program also contained $4.0 million in additional funding to be requested from the LACTC and $9.5 million in additional revenues to be derived from implementation of a $.90 base fare structure on July 1, 1987. Also, on April 23, 1987, the Board of Directors was provided with a report containing supplementary information on cost reduction and revenue enhancement alternatives (provided as an Addendum to this report). Action on the recommended four-part program was tabled by the Board of Directors until May 7, 1987, in order to provide additional time for the LACTC to respond to the request for additional funding support.

Since that time, the District has received a response from the Chairman of the LACTC (Attachment IV) indicating a recommendation will be made proposing $3.9 million in additional Proposition A funding to SCRTD. The Commission has also established a funding reserve intended to provide "Bridge Funding" for the continued operation of services which are recommended for cancellation on June 21, 1987. Operation of these services on a contractual basis beyond June 21, 1987, will provide time for the City of Los Angeles and the County of Los Angeles to negotiate agreements with alternate service operators without an interim service disruption. Additionally, the Commission Chairman has acknowledged that funding support has not kept pace with inflation, and advised the District to consider a fare increase and a limitation on cost growth to the projected rate of growth of the CPI of 4.3%.

In the letter from the Commission, it is stated that the District's projected cost growth for Fiscal Year 1988 of 6.9% is excessive compared with an anticipated CPI growth of 4.3%. This assumed an increase in operating cost from $492 million to $526 million. Indeed, with the anticipated cost savings resulting from the Performance Action Plan and

other budget actions, the District's projected operating expense is expected to increase from $493.0 million for Fiscal Year 1987 to $514.2 million for Fiscal Year 1988, or 4.3%.

Two adjustment factors must also be taken into account to reconcile the differences and to allow for a more meaningful comparison. First, the District benefited from a one-time accounting change in Fiscal Year 1987 related to the manner in which funds are set aside for future payment of workers' compensation and public liability and property damage claims. Historical practice has been to place the projected future value of all claims in a reserve account to cover future payment obligations. Due to a change in UMTA regulations, the District's accountants advised that it is only necessary to escrow the present value of a claim since investment earnings on the escrow account would offset future claim inflation. The effects of this change in accounting practice are lower future payments to the claims escrow fund and a corresponding reduction in future interest earnings since interest earned on escrowed funds is now retained in the escrow account. A one-time benefit accrued to the District in Fiscal Year 1987 in the form of a $10 million reduced contribution to the claims escrow account and one time savings in the FY 87 operating budget. Because of this one-time accounting change, Fiscal Year 1987 costs should be adjusted upward by $10 million (from $493.0 million to $503.0 million) to establish a cost base for comparison with projected Fiscal Year 1988 costs.

A second factor which affects comparison of Fiscal Year 1987 costs with projected Fiscal Year 1988 costs is the 53rd week of operation which must be funded in Fiscal Year 1988. This additional week adds about $6.8 million or 1.3% to Fiscal Year 1988 operating costs. Therefore, with a projected CPI of 4.3%, the District's Fiscal Year 1988 operating cost would be $503.0 million (the adjusted FY 87 base) plus 5.6%, or more than $531 million if it were to grow at the same rate as inflation. This is approximately $17 million higher than the $514.2 million to be proposed in the budget for Fiscal Year 1988. In short, on the Fiscal Year 1987 cost basis the actual increase is 4.3%.

Attachment V presents a comparison of projected Fiscal Year 1988 costs and revenues after consideration of the recommended actions contained in this report. Estimates have been revised to reflect recent more detailed analyses performed by Office of Management and Budget staff and the Budget Review Committee preparatory to submittal of a Fiscal Year 1988 budget proposal. These are based on a build up of all costs by departments with prudent reductions in expenditures of many departments. Overall the recommendation includes a very tight budget and fiscal plan. The FY 88 recommended cost and revenue plan incorporates estimated savings of $6.8 million attributed to the Performance Action Plan,

$4.7 million attributed to cost savings identified in the budget process, $3.9 million in additional revenue which may be available from the LACTC, and $9.5 million of additional passenger revenue resulting from the recommended $.90 cash fare structure. Collectively, the recommended actions are expected to result in a balanced budget at approximately $514.2 million.

## ALTERNATIVES CONSIDERED

The combination of $6.8 million in projected savings from the Performance Action Plan and $3.9 million in additional Proposition A "bonus" funds from the LACTC reduces the anticipated budget shortfall for Fiscal Year 1988 from $24.9 million to $14.2 million. This amount must be obtained from additional farebox revenue and additional cost-saving actions. Three alternatives have been considered:

1. Identify $14.2 million of additional cost-saving actions;

2. Adopt a $.95 or $1.00 base fare structure to obtain $14.2 million of additional fare revenue.

3. Adopt a $.90 base fare structure to obtain $9.5 million of additional fare revenue in conjunction with additional cost saving actions providing $4.7 million of cost savings.

The first of these alternatives is not recommended because a significant part of the cost savings would need to be obtained from administrative functional areas. Budget cuts of this magnitude on top of actions that have already been implemented would prevent the District from properly managing existing service levels. The second alternative is not desirable after a review of public comments. The third alternative has been recommended.

All of these alternatives would also include the proposed cancellation of bus services described in Attachment II (Recommendation #4). Most of these services would continue to be operated by the District on a contractual basis (see Attachment III and Recommendation #5). At such time as the City and County of Los Angeles assume responsibility for serving these lines, SCRTD buses will be shifted to other District lines to relieve overcrowding. Thus, a net increase in transit service will result.

## CONCLUSIONS

The $.90 base fare structure, together with Performance Action Plan and other cost savings, and additional Proposition A "bonus" funding from the LACTC is the recommended set of actions to address the projected budget shortfall for Fiscal Year 1988.

Respectfully,

John A. Dyer

By: Albert H. Perdon
Acting Assistant General Manager
of Planning and Communications

By: Gary S. Spivack
Director of Planning

Attachments

Attachment I

# EXISTING AND ALTERNATIVE FARE STRUCTURES

| | | FY 1987 Existing | [1] Recommended FY 1988 $.90 Alt |
|---|---|---|---|
| CASH: | Base Fare | $0.85 | $0.90 |
| | E&D Fare | $0.40 | $0.45 |
| | Transfer (each) | $0.10 | $0.10 |
| | E&D Transfer (each) | $0.10 | $0.05 |
| | Express/Zone | $0.35 | $0.40 |
| | E&D Express/Zone | Exempt | $0.20 |
| TICKETS & TOKENS | | 10/$8.50 | 10/$9.00 |
| PASSES: | Regular | $32.00 | $34.00 |
| | E&D | $7.00 | $9.00 |
| | Student (K-12) | $12.00 | $15.00 |
| | College/Vocational | $15.00 | $20.00 |
| | Express Stamp | $12.00 | $13.00 |
| | E&D Express Stamp [2] | Exempt | $6.00 |
| INCREASE FOR PREMIUM SPECIAL SERVICES | | N/A | +$0.25 |
| ADDED REVENUE TO OFFSET FY 88 BUDGET SHORTFALL (in millions) | | $0.0 | $9.5 |

[1] Cash fare assumes no paper currency will be accepted.
[2] Student and College pass users also exempt only in FY 87.

Attachment II

# REVISED PROPOSAL OF ROUTES TO BE CANCELLED

| PAGE | OFFICIAL ROUTE DESCRIPTIONS |
|---|---|
| Original Page 147 | San Pedro-Park Western Plaza-Barton Hill |
| Original Page 192 | Arroyo Avenue-North White-San Bernardino Avenue |
| Original Page 194 | West Ninth Street-South Towne-Arrow Highway |
| Original Page 291 | Garey Avenue-Foothill Boulevard |
| Original Page 293 | Indian Hill Boulevard-Reservoir Street |
| Original Page 413 | Los Angeles-Burbank-North Hollywood-Van Nuys Exp. |
| Original Page 419 | Los Angeles-Mission Hills-Granada Hills-Chatsworth Exp. |
| 1st Revised Page 423 | Los Angeles-Woodland Hills-Westlake Express |
| 1st Revised Page 430 | Los Angeles-Sunset Boulevard Freeway Express |
| 1st Revised Page 431 | Los Angeles-Westwood Freeway Express |
| 2nd Revised Page 437 | Los Angeles-Marina Del Rey Express |
| 1st Revised Page 438 | Los Angeles-Culver Blvd.-Manhattan Beach Express |
| Original Page 448 | Los Angeles-Palos Verdes Peninsula Express |
| 1st Revised Page 455 | Los Angeles-Paramount-Bellflower Freeway Express |
| 3rd Revised Page 492 | Los Angeles-El Monte-South Arcadia-San Dimas |
| 3rd Revised Page 494 | Los Angeles-El Monte-Monrovia-Glendora |
| Original Page 685 | (BEEP) Rancho P.V.-Torrance-Redondo Bch-El Segundo |
| Original Page 686 | (BEEP) San Pedro-Lomita-Torrance-El Segundo |

Attachment III

## PROPOSED ROUTES TO BE OPERATED UNDER CONTRACT TO LACTC

| PAGE | OFFICIAL ROUTE DESCRIPTIONS |
|---|---|
| *Original Page 147 | San Pedro-Park Western Plaza-Barton Hill |
| Original Page 192 | Arroyo Avenue-North White-San Bernardino Avenue |
| Original Page 194 | West Ninth Street-South Towne-Arrow Highway |
| Original Page 291 | Garey Avenue-Foothill Boulevard |
| Original Page 293 | Indian Hill Boulevard-Reservoir Street |
| *Original Page 413 | Los Angeles-Burbank-North Hollywood-Van Nuys Exp. |
| *Original Page 419 | Los Angeles-Mission Hills-Granada Hills-Chatsworth Exp. |
| *1st Revised Page 423 | Los Angeles-Woodland Hills-Westlake Express |
| *1st Revised Page 430 | Los Angeles-Sunset Boulevard Freeway Express |
| *1st Revised Page 431 | Los Angeles-Westwood Freeway Express |
| *2nd Revised Page 437 | Los Angeles-Marina Del Rey Express |
| *1st Revised Page 438 | Los Angeles-Culver Blvd.-Manhattan Beach Express |
| *Original Page 448 | Los Angeles-Palos Verdes Peninsula Express |
| 3rd Revised Page 492 | Los Angeles-El Monte-South Arcadia-San Dimas |
| 3rd Revised Page 494 | Los Angeles-El Monte-Monrovia-Glendora |
| *Original Page 686 | (BEEP) San Pedro-Lomita-Torrance-El Segundo |

*These routes are proposed for possible operation by the City of Los Angeles at a later date; all other routes may be subsequently operated by private operators under contract to Los Angeles County.

RTD

**John A. Dyer**
General Manager

June 19, 1987

TO: Board of Directors

FROM: John A. Dyer

SUBJECT: CONSIDER ADOPTION OF A FARE STRUCTURE FOR FY 1988

## RECOMMENDATION

The Board of Directors is requested to consider the information provided in this report and adopt one or more actions which will provide for the subsequent adoption of a balanced Fiscal Year 1988 District budget.

Possible actions to offset a projected $9.5 million Fiscal Year 1988 revenue shortfall include:

1. Receive a positive response from the LACTC concerning the $9.5 million in requested funds to offset the revenue shortfall.

2. Adoption of $9.5 million of additional revenue enhancement/cost reduction actions to be specified by the Board of Directors.

3. Adoption of a fare increase to become effective January 1, 1988. If a specific fare structure is adopted prior to June 30, 1987, the existing $.85 cash base fare would remain effective until December 31, 1987 with the adopted fare structure becoming effective January 1, 1988. If a specific action on fares is delayed beyond June 30, 1987, specific fare adjustments would be determined after consideration of public testimony obtained at a public hearing to be held during the fall of 1987. An estimated $9.5 million of additional revenue is expected to require a $1.00 cash base fare structure in January.

4. Adoption of a $.90 cash base fare structure to become effective August 1, 1987 (Attachment I) in combination with $0.9 million of additional revenue enhancement/cost reduction actions to be specified by the Board of Directors.



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5. Adoption of a modified $.90 cash base fare structure to become effective August 1, 1987 (Attachment I) in combination with $4.7 million of additional revenue enhancement/cost reduction actions to be specified by the Board of Directors.

BACKGROUND

On June 11, 1987, the Board of Directors was informed of the Los Angeles County Transportation Commission's action to deny the District's request for authorization to purchase uncommitted Proposition A Local Return funds from local communities as a means of offsetting a $9.5 million projected revenue shortfall for Fiscal Year 1988. Previously, on April 22, 1987, the Board had received a written commitment from the Chairman of the LACTC to conditionally recommend $3.9 million of additional subsidy to partially offset the District's anticipated revenue shortfall. At that time, the Commission Chairman's letter identified $12.329 million of unallocated subsidy funding anticipated for Fiscal Year 1988. Based on that information, the Board of Directors voted on June 11 to request that the Commission provide the $9.5 million needed to offset the remaining revenue shortfall. A copy of that request is provided as Attachment II. The FRC will consider the District's request at its June 22, 1987 meeting, and the full Commission will evaluate the request at its June 24, 1987 meeting. The outcome of these meetings will be reported at the June 25, 1987 Board of Directors' meeting. In the event that the LACTC does not grant the District's request, then the Board of Directors needs to take action to balance the Fiscal Year 1988 budget.

In the course of Board discussion of alternatives to address the revenue shortfall at the June 11 meeting, several Board members suggested that the General Manager offer additional cost reduction alternatives that could reduce or eliminate the need for a fare increase in the event that the Commission refused to provide any additional subsidy funding. It was also requested that a discussion of cost reductions which had already been incorporated in the budget be provided.

The District's proposed Fiscal Year 1988 operating budget continues a policy of cost containment initiated with a package of cost reduction actions implemented in February, 1987, and subsequently reaffirmed with the implementation of the Performance Action Plan. As a result of these actions, the District's operating cost per revenue bus hour is expected to be lower in Fiscal Year 1987 ($68.48 per hour with the one-time accounting adjustment which reduced operating expenses) than was achieved during Fiscal Year 1986 ($70.16 per hour). The proposed Fiscal Year 1988 operating expense per revenue bus hour is also expected to be below Fiscal Year 1986 ($69.54 per hour).

Throughout the budget development process, District staff made concerted efforts to reduce proposed expenditures and develop a sound, lean budget.

- The Proposed Budget continues the cost reduction actions identified in the Performance Action Plan, including reductions in travel, absenteeism and the use of overtime.

- The Operator to Assignment ratio is to be reduced from 1.29 to 1.28. This will not negatively impact operations and will save the District approximately $1,200,000.

- A change in the assignment of secretarial support to department managers will reduce the number of employees while increasing flexibility.

- Proposed Non-Contract salaries include 2% for pay for performance adjustments, less than half the projected CPI.

- Due to proactive District management and revised actuarial assumptions, staff has been able to limit contributions to the Workers' Compensation and PL/PD Reserves.

- Sound investment performance and revised actuarial assumptions permits a reduction in the District's contribution to pension plans.

- A change in focus of all District training programs will result in reduced expenditures with increased benefit to District operations.

- A reduction in staffing levels of 53 administrative positions will partially offset the increase of 110 operator and support positions in six departments. Some of the added positions will provide staffing for the Inspector General as well as an improved operational safety program.

On June 11, 1987, the Board of Directors was asked to consider two alternatives in lieu of receiving additional subsidy funding from the LACTC. Those alternatives consisted of a mid-year fare increase that would become effective on January 1, 1988, and a July 1, 1987 increase to a $.90 cash base fare structure. The mid-year fare increase alternative remains as a viable option to provide for adoption of a balanced Fiscal Year 1988 District budget. However, the passage of time has rendered imposition of a July 1, 1987 fare increase impractical since monthly passes for July, 1987 will have gone on sale as of June 25, 1987. The previously recommended $.90 cash base fare structure could be implemented effective August 1,1987.

The loss of one month of increased revenue would mean that this action would provide only $8.6 million of the $9.5 million needed to achieve a balanced budget. Therefore, $0.9 million of additional revenue and/or cost reductions would also be required.

Additional cost reduction or revenue enhancement alternatives may be possible though likely involving significant trade-offs of District objectives. Several alternatives are discussed below. A worksheet is provided as Attachment IV.

1. Eliminate 30 peak buses

   Scheduling changes resulting in the removal of 30 peak buses distributed throughout the system, and a corresponding reduction in the number of drivers, could reduce costs by up to $2.6 million. An additional $0.7 million cost reduction could be realized by the removal of 18 base buses as well. The anticipated impact of such actions would be increased overcrowding during peak periods.

2. Apply additional FY 87 cost savings to capital matching needs

   Projections of Fiscal Year 1987 operating costs contained in the proposed budget were based on expenses incurred through April 30, 1987. Expenses for May, 1987 and June, 1987 are expected to be lower than previously anticipated and revenues slightly higher. The Capital Transition Plan adopted by the Board on June 11, 1987 identified a contribution of $5.7 million from surplus operating revenues in Fiscal year 1987 to capital matching fund requirements. To the extent that a larger surplus is available by June 27, 1987 (the close of the fiscal year), additional funds could be contributed to the capital program which would reduce the need for Fiscal Year 1988 TDA funds for this purpose. Any Fiscal Year 1988 TDA funds no longer needed for capital matching requirements would become available as additional Fiscal Year 1988 operating revenues thereby reducing the anticipated Fiscal Year 1988 revenue shortfall. Presently, it is anticipated that $1 - $2 million in additional Fiscal Year 1988 revenue may be realized from this source.

3. Defer the planned RTS-II rebuild program for one year

   The proposed Fiscal Year 1988 budget includes expenditures for a mid-life rehabilitation of RTS-II coaches to ensure their continued cost-effective operation over the balance of a 12-year or longer life

cycle. Approximately $2.4 million is budgeted for parts and labor for this program. Deferral of this expense until Fiscal Year 1989 would reduce Fiscal Year 1988 operating costs, but may result in higher maintenance costs in future years.

4. Eliminate budgeted salary adjustments for Non-Contract employees

The proposed budget provides for an average 2% pay for performance salary increase for Non-Contract employees in Fiscal Year 1988. Elimination of this salary adjustment would reduce projected operating costs by $1.6 million. Contract employee wage adjustments would not be affected by this proposal as they are governed by existing labor agreements. It is expected that this action could negatively impact employee morale. In addition, the current compression problem between Contract employees and Non-Contract supervisors would be intolerable. By way of comparison, proposed Fiscal Year 1988 wage increases for other public employees average 4% for LACTC employees, 6% for Los Angeles City and Los Angeles County employees, and 10% for Los Angeles Unified School District employees.

5. Eliminate the bus cleanliness program

Approximately $1.1 million is budgeted for Fiscal Year 1988 to reduce graffiti and improve cleanliness of the District's buses. Avoiding this expense would mean continuation of present practices, and continued dissatisfaction from the District's riders and the public at large.

6. Eliminate Board Member fees

This action would save $66,000.

7. Eliminate the use of Washington, D.C. and Sacramento consultants

The District contracts with several consultants to provide support of the District's efforts to secure funds in Washington, D.C. and Sacramento. A principal benefit of this practice has been continued appropriation of funds for the construction of Metro Rail, bus facilities, and operations subsidies. If the District were to rely solely on its existing staff for this purpose, a cost saving of $350,000 could be realized in Fiscal Year 1988. But, an increase in the travel budget for District staff would be required. This savings likely would be offset by a significantly greater loss of future capital and operating grants for buses and rail projects.

8. Implement a hiring freeze for all positions except those essential for immediate day-to-day operations

This action would prevent hiring to fill any budgeted position vacancy except upon determination that filling the vacancy was essential to the immediate day-to-day operation of District services. Under current policy each vacant position is reviewed to assess appropriateness and need. If all current Non-Contract and BRAC vacancies and proposed positions in the non-operating departments were frozen for the entire fiscal year, a savings of approximately $2.8 million could be realized. It is critical to note, however, that these savings include all Operations support departments, i.e., Transit Police, Facilities Maintenance and Operations, Scheduling, Accounting and Fiscal, Data Processing, Bus Facilities Engineering, Risk Management and Contracts, Procurement and Materiel. The savings in these departments are $2.1 million. Included in the remaining $0.7 million are positions for the newly created Inspector General. A hiring freeze of this magnitude would adversely impact District operations. Many of the impacts may not be fully realized until late in the fiscal year or in future years, but may result in increased costs over the longer term.

9. Adopt a modified $.90 fare structure effective August 1, 1987

An alternative suggested by several Board members to provide for limited additional revenue is adoption of the previously proposed $.90 cash base fare structure exclusive of the fare increases proposed for discount fare riders. This alternative would increase the cash base fare from $.85 to $.90, increase the cash express surcharge from $.35 per express zone to $.40 per express zone while continuing the elderly and disabled exemption, reduce the elderly and disabled cash transfer surcharge from $.10 to $.05, increase the regular monthly pass from $32 to $34, and increase the monthly express stamp from $12 to $13 while continuing the exemption for elderly, disabled, student and college/vocational pass users. This alternative would increase revenues by approximately $4.8 million, or roughly one-half of the $9.5 million projected need (Attachment I). A worksheet is provided as Attachment III to facilitate consideration of additional $.90 fare alternatives.

## CONCLUSION

Board members should carefully consider the cost reductions which have been incorporated in the proposed Fiscal Year 1988 District budget as well as the additional alternatives discussed above. Difficult choices will need to be made to achieve adoption of a balanced Fiscal Year 1988 District budget.

Respectfully,

John A. Dyer

By: Albert H. Perdon
Acting Assistant General Manager
Planning and Communications

By: Gary S. Spivack
Director of Planning

Attachments

ATTACHMENT I

## EXISTING AND ALTERNATIVE FARE STRUCTURES

| | | FY 1987 Existing | [1] Recommended FY 1988 $.90 Alternate | [1] FY 88 Modified $.90 Alternate |
|---|---|---|---|---|
| CASH: | Base Fare | $0.85 | $0.90 | $0.90 |
| | E&D Fare | $0.40 | $0.45 | $0.40 |
| | Transfer (each) | $0.10 | $0.10 | $0.10 |
| | E&D Transfer (each) | $0.10 | $0.05 | $0.05 |
| | Express/Zone | $0.35 | $0.40 | $0.40 |
| | E&D Express/Zone | Exempt | $0.20 | Exempt |
| TICKETS & TOKENS | | 10/$8.50 | 10/$9.00 | 10/$9.00 |
| PASSES: | Regular | $32.00 | $34.00 | $34.00 |
| | E&D | $ 7.00 | $ 9.00 | $ 7.00 |
| | Student (K-12) | $12.00 | $15.00 | $12.00 |
| | College/Vocational | $15.00 | $20.00 | $15.00 |
| | Express Stamp | $12.00 | $13.00 | $13.00 |
| | E&D Express Stamp | Exempt[2] | $ 6.00 | Exempt[3] |
| INCREASE FOR PREMIUM SPECIAL SERVICES | | N/A | +$0.25 | +$0.25 |
| ADDED REVENUE TO OFFSET FY 88 BUDGET SHORTFALL (in millions) | | $0.0 | $8.6 | $4.8 |

[1] To become effective on August 1, 1987
[2] Student and College pass users also exempt in FY 87.
[3] Student and College pass users also exempt with modified FY 88 alternative.

RTD

Jan Hall
Director & President

June 15, 1987

The Honorable Tom Bradley
Chairman
Los Angeles County Transportation Commission
403 W. Eighth Street, Suite 500
Los Angeles, California 90014

Dear Mayor Bradley:

Both the Commission and RTD have worked diligently these past several years to maintain bus service levels and keep fares down. As requested in your letter of April 22, 1987, the District is reducing costs so that a fare increase can be avoided. In fact, our cost per hour of service this year is 2 percent below that of last year; we expect this trend to be carried into the next fiscal year. However, additional cuts in the budget are not possible without affecting the amount or quality of service.

While we appreciate your offer to support the bus system with an additional $3.9 million, the Board of Directors believes that the Commission should release up to an additional $9.5 million from the $12 million identified in your letter as unallocated balance. Additionally, we believe that the Commission should reconsider its position on the exchange of Proposition A Local Return funds with cities. A combination of funds from the local return exchange and the unallocated balance would eliminate the need for a fare increase, while retaining a sufficient reserve for future uncertainties and demonstration projects.

This is a critical period for both the Commission and RTD as we look toward the reorganization of our transportation agencies. We cannot lose sight of our mutual objective, and that is to provide our patrons, many of whom are transit dependent and unable to pay more for transportation, the best service possible at the lowest cost.

On June 25, 1987, the RTD Board will have to decide how to provide a balanced budget for Fiscal Year 1988. We do not believe that a fare increase is necessary to balance the budget, in light of the millions of available transit dollars

that have not been committed to specific transit services. For these reasons, I would strongly urge that the Commission reconsider its position at the earliest possible point in time. Together, we can demonstrate that our mutual concern for the people who rely on public transportation is our highest priority.

Yours truly,

Jan Hall
Director & President

cc: SCRTD Board of Directors
LACTC Commissioners
Rick Richmond

JH/AP/cor

bc: Executive Staff
Janis Whirledge
Gary Spivack

## $.90 FARE STRUCTURE INCLUDED IN PROPOSED FY83 DISTRICT BUDGET
## FARE OPTIONS WORKSHEET
## SOURCES OF ADDED REVENUE

| | RECOMMENDED | EXISTING | REVENUE CHANGE |
|---|---|---|---|
| *CASH FARE* | | | ($000) |
| REGULAR | $ .90 | $ .85 | $2,634 |
| E&D | $ .45 | $ .40 | $ 700 |
| STUDENT | $ .90 | $ .85 | $ 423 |
| COLLEGE | $ .90 | $ .85 | $ 107 |
| *EXPRESS SURCHARGE* | | | |
| REGULAR | $ .40 | $ .35 | $ 380 |
| E&D | $ .20 | $ .00 | $ 262 |
| STUDENT | $ .40 | $ .35 | $ 137 |
| COLLEGE | $ .40 | $ .35 | $ 26 |
| *TRANSFER SURCHARGE* | $ .10 | $ .10 | 0 |
| *E&D TRANSFER* | $ .05 | $ .10 | -$ 126 |
| *TICKET/TOKEN* | $ .90 | $ .85 | $ 27 |
| MONTHLY PASS | | | |
| REGULAR | $34.00 | $32.00 | $ 990 |
| E&D | $ 9.00 | $ 7.00 | $1,108 |
| STUDENT | $15.00 | $12.00 | $1,480 |
| COLLEGE | $20.00 | $15.00 | $ 557 |
| *EXPRESS STAMP* | | | |
| REGULAR | $13.00 | $12.00 | $ 172 |
| E&D | $ 6.00 | $ 0 | $ 470 |
| STUDENT | $13.00 | $ 0 | $ 0 |
| COLLEGE | $13.00 | $ 0 | $ 153 |
| | | *TOTAL REVENUE CHANGE FROM RECOMMENDED* | *$3,540* |

ATTACHMENT III

# FARE OPTIONS WORKSHEET

| | RECOMMENDED | OPTION | REVENUE CHANGE |
|---|---|---|---|
| *CASH FARE* | | | |
| REGULAR | $ .90 | _____ | _____ |
| E&D | $ .45 | _____ | _____ |
| STUDENT | $ .90 | _____ | _____ |
| COLLEGE | $ .90 | _____ | _____ |
| *EXPRESS SURCHARGE* | | | |
| REGULAR | $ .40 | _____ | _____ |
| E&D | $ .20 | _____ | _____ |
| STUDENT | $ .40 | _____ | _____ |
| COLLEGE | $ .40 | _____ | _____ |
| *TRANSFER SURCHARGE* | $ .10 | _____ | _____ |
| *E&D TRANSFER* | $ .05 | _____ | _____ |
| *TICKET/TOKEN* | $ .90 | _____ | _____ |
| MONTHLY PASS | | | |
| REGULAR | $34.00 | _____ | _____ |
| E&D | $ 9.00 | _____ | _____ |
| STUDENT | $15.00 | _____ | _____ |
| COLLEGE | $20.00 | _____ | _____ |
| *EXPRESS STAMP* | | | |
| REGULAR | $13.00 | _____ | _____ |
| E&D | $ 6.00 | _____ | _____ |
| STUDENT | $13.00 | _____ | _____ |
| COLLEGE | $13.00 | _____ | _____ |
| | | *TOTAL REVENUE CHANGE FROM RECOMMENDED* | _____ |

ATTACHMENT IV

# COST REDUCTION AND REVENUE ALTERNATIVES WORKSHEET

| | Alternative | Impact on Shortfall ($000) | Selected Actions(s) |
|---|---|---|---|
| 1. | Eliminate 30 Peak Buses | $2,600 | |
| | Eliminate 18 Base Buses | $ 700 | |
| 2. | Additional FY 87 Cost Savings | $1,500 | |
| 3. | Defer RTS-II Rehabs | $2,400 | |
| 4. | Eliminate Non-Contract Salary Adjustments | $1,600 | |
| 5. | Eliminate Bus Cleanliness Program | $1,100 | |
| 6. | Eliminate Board Member Fees | $ 66 | |
| 7. | Eliminate Legislative Consultants | $ 350 | |
| 8. | Hiring Freeze Except IG Positions | $2,100 | |
| | Hiring Freeze For IG Positions | $ 700 | |
| 9. | $.90 Fare Except For Discount Riders | $4,770 | |
| 10. | $.90 Fare Effective August 1 | $8,600 | |
| 11. | Mid-Year Fare Increase to $1.00 | $9,500 | |

Total Impact ($000)
(must total at least $9.5 million) _____

# APPENDIX G

Type of Group

B = Business
S = School
H = Handicapped
M = Minority Group
G = General Community
I = Special Interest
E = Senior Citizens

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 01/02/85 | Goodwill Industries<br>342 San Fernando Road<br>Los Angeles, CA 90031 | B | 7:30 AM | N/A |
| 01/09/85 | The Angelus Plaza Residents<br>255 South Hill Street<br>Los Angeles, CA 90012 | E | 6:30 - 8:30 PM | 20-25 |
| 01/10/85 | South Torrance Kiwanis Club<br>Mr. Ted Holcombe<br>c/o CFM Insurance<br>24050 Madison Street, #206<br>Torrance, CA 90505 | G | 7:30 AM | 25 |
| 01/17/85 | Western L. A. Regional Chamber<br>10880 Wilshire Boulevard,<br>Suite 1103<br>Los Angeles, CA 90024 | G | 12:00 N | 25 |
| 01/17/85 | Betty Hill Senior Center<br>3570 Denker Avenue<br>Los Angeles, CA 90018 | E | 12:30 PM | N/A |
| 01/17/85 | Pasadena Manor Retirement Hotel<br>940 East Colorado<br>Pasadena, CA 91106 | E | 1:00 PM | 30 |
| 01/22/85 | Beverly Hills Kiwanis Club<br>2029 Century Park East,<br>Suite 4392<br>Los Angeles, CA 90067 | G | 12:00 N | 30 |
| 01/22/85 | Olive Vista Jr. High School<br>14600 Tyler<br>Sylmar, CA | S | 11:30 AM | 20 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 01/22/85 | Commuter Computer<br>3325 Wilshire Boulevard,<br>Suite 900<br>Los Angeles, CA 90010 | B | N/A | N/A |
| 01/24/85 | James C. Gilchrist, Consultant<br>2246 Crescent Avenue<br>Montrose, CA 91020 | B | 12:00 N | N/A |
| 01/29/85 | Good Tidings School<br>7011 South San Pedro<br>Los Angeles, CA 90003 | S | 9:30 AM | 32 |
| 01/29/85 | Pacific Oaks Children School<br>714 W. California Boulevard<br>Pasadena, CA 91105 | S | 2:30 PM | 20-30 |
| 01/30/85 | Valleywide<br>Mr. Ron Palmer<br>c/o Litton Systems<br>5500 Canoga Avenue<br>Woodland Hills, CA 91365 | G | 11:30 AM | 30-40 |
| 02/01/85 | Elks Luncheon Club<br>738 S. Sycamore Avenue<br>Los Angeles, CA 90036 | G | 12:00 N | 25-30 |
| 02/02/85 | Community Service Organization<br>2130 E. First Street<br>Los Angeles, CA 90033 | G | 12:00 N | 100+ |
| 02/05/85 | Rio Hondo College<br>3600 Workman Mill Road<br>Whittier, CA 90601 | S | 1:00 PM | 25 |
| 02/08/85 | L. A. Trade Tech Speech I<br>400 West Washington, K224<br>Los Angeles, CA | S | 1:00 PM | 20 |
| 02/13/85 | San Gabriel Chamber of Commerce<br>Legislative Committee<br>534 W. Mission Drive<br>San Gabriel, CA 91776 | B | 8:00 AM | 15 |
| 02/14/85 | El Monte/South El Monte Chamber<br>of Commerce<br>10820 Valley Mall<br>El Monte, CA 91731 | B | 8:00 AM | 15 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 02/18/85 | Temple Beth Am Seniors<br>1039 S. La Cienega Boulevard<br>Los Angeles, CA 90035 | E | 11:30 AM | 70 |
| 02/19/85 | Pico Rivera Rotary<br>8810 E. Whittier Boulevard<br>Pico Rivera, CA 90660 | G | 12:00 N | 24 |
| 02/20/85 | Alice Manor<br>10325 Grandee<br>Recreation Room<br>Los Angeles, CA 90002 | E | 1:00 PM | N/A |
| 02/20/85 | Azusa Chamber of Commerce<br>Legislative Committee<br>213 E. Foothill Boulevard<br>Azusa, CA 91702 | B | 11:30 AM | 12-15 |
| 02/25/85 | Lincoln Heights Active Seniors<br>2323 Workman Street<br>Los Angeles, CA 90031 | E | 1:00 PM | 35-40 |
| 02/26/85 | Prairie Avenue Seniors<br>15331 Prairie Avenue<br>Lawndale, CA 90260 | E | 12:00 N | 25 |
| 02/27/85 | La Puente Chamber of Commerce<br>Legislative Committee<br>15917 E. Main Street<br>La Puente, CA 91744 | B | 8:00 AM | 12-15 |
| 02/27/85 | Claremont Committee on<br>Disability<br>c/o Human Services Department<br>P. O. Box 880<br>Claremont, CA 91711 | H | 7:30 PM | 20 |
| 03/06/85 | Pomona Open Door School<br>1698 N. Garey Avenue<br>Pomona, CA 91767 | S | 9:00 AM | 17 |
| 03/06/85 | City of Walnut Transportation<br>Committee<br>City of Walnut<br>21201 La Puente Road<br>Walnut, CA 91789 | B | 6:00 PM | 7 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 03/09/85 | Mike Butler<br>425 S. Main Street<br>Conference Room "A"<br>Los Angeles, CA 90013 | B | 9:30 - 10:00 AM | 12-18 |
| 03/11/85 | University of Southern California<br>Los Angeles, CA 90089-0662 | S | 1:00 PM | 14 |
| 03/11/85 | Grancell Senior Citizens<br>7150 Tampa<br>Reseda, CA 91335 | E | 10:00 AM | 30 |
| 03/12/85 | Cypress Park Seniors<br>2323 Workman<br>Los Angeles, CA 90065 | E | 1:00 PM | 100 |
| 03/13/85 | West Covina Chamber of Commerce<br>811 S. Sunset<br>West Covina, CA | B | 8:00 AM | 20-25 |
| 03/13/85 | Monrovia Chamber of Commerce<br>111 W. Colorado<br>Monrovia, CA 91016 | B | 7:30 AM | 12-15 |
| 03/13/85 | Belvedere Rotary<br>3553 E. 1st Street<br>Los Angeles, CA 90063 | G | 12:00 N | 25 |
| 03/14/85 | Pico Rivera Kiwanis Club<br>9630 Mines<br>Pico Rivera, CA 90660 | G | 12:00 N | 18-20 |
| 03/20/85 | PVP Unified School District<br>38 Crest Road, W.<br>Rolling Hills, CA 90274 | S | 7:30 PM | 15 |
| 03/21/85 | San Gabriel Valley Association of Cities<br>1002 Oak Leaf<br>Monrovia, CA 91016 | B | 6:30 PM | 70 |
| 03/25/85 | Westside Jewish Community Center<br>5870 W. Olympic Boulevard<br>Los Angeles, CA 90036 | E | 10:30 AM | 50+ |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 03/26/85 | Diamond Point Elementary School<br>24150 Sunset Crossing Road<br>Diamond Bar, CA 91765 | S | 9:30 AM | 15 |
| 03/28/85 | Rotary Club of Lynwood<br>P. O. Box 763<br>Lynwood, CA 90262 | G | 12:00 N | 30 |
| 04/03/85 | Valley Representatives of Elected Officials<br>14617 Victory<br>Van Nuys, CA 91411 | B | 11:45 AM | 20-25 |
| 04/08/85 | The Mayor's SFV Advisory Committee on Transportation<br>Van Nuys City Hall<br>14410 Sylvan, 6th Floor<br>Van Nuys, CA | B | 9:00 AM | 10-20 |
| 04/11/85 | Los Angeles Police Department<br>2111 East First Street<br>Los Angeles, CA 90032 | B | 12:30 PM | 20 |
| 04/11/85 | Markham Jr. High School<br>1650 E. 104th Street<br>Los Angeles, CA 90002 | S | 8:00 AM | 10 |
| 04/16/85 | International Institute Senior Center<br>435 S. Boyle<br>Los Angeles, CA 90033 | E | 2:00 PM | 35-50 |
| 04/17/85 | Community Skills Group<br>Perez Special Education Center<br>4540 Michigan Avenue<br>Los Angeles, CA 90022 | H | 10:00 AM | 20 |
| 04/26/85 | Hollywood Girl Scouts<br>1055 N. Normandie Avenue<br>Los Angeles, CA 90029 | G | 3:00 PM | 20 |
| 05/09/85 | El Monte/South El Monte Chamber Legislative Commission<br>10820 Valley Mall<br>El Monte, CA 91731 | B | 8:00 AM | 25 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 05/09/85 | South Bay City Managers Association<br>City of Rolling Hills Estate<br>4045 Palos Verdes Drive, North<br>Rolling Hills Estate, CA 90274 | B | 12:00 N | 10-15 |
| 05/14/85 | Pasadena City College<br>1570 E. Colorado Boulevard<br>Pasadena, CA 91106 | S | 12:00 N | 25 |
| 05/15/85 | School of Environmental Design - Cal Poly<br>Cal Poly University<br>3801 W. Temple Avenue<br>Pomona, CA 91768-4048 | S | 5:00 PM | 45 |
| 05/15/85 | Pomona Valley Workshop<br>4650 Brooks Street<br>Montclair, CA 91763 | H | 9:00 AM | 20 |
| 05/21/85 | National Association of Accountants<br>c/o Swinerton and Walbert Co.<br>680 Wilshire Place, Suite 300<br>Los Angeles, CA 90005 | I | 5:30 PM | 50-80 |
| 05/22/85 | Upland High School - On Your Own Class<br>Chaffey Joint Union High School District<br>211 W. 5th Street<br>Ontario, CA 91762 | S | 8:00 AM & 9:00 AM | 33 per class |
| 05/24/85 | School of Public Administration<br>University of Southern California<br>Tyler Building 102<br>Los Angeles, CA 90089 | S | 10:00 AM | 14 |
| 05/30/85 | LA American-Indian Council and Indian Centers, Inc.<br>1610 W. 7th Street<br>Los Angeles, CA 90017 | I | 10:00 AM - 3:00 PM | 200 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 06/04/85 | Montebello Lion's Club<br>944 S. Greenwood<br>Montebello, CA 90640 | G | 6:30 PM | 35 |
| 06/07/85 | Good Neighbors Center/Senior Adult Program<br>760 S. Westmoreland Avenue<br>Los Angeles, CA 90006 | E | 10:30 AM | 25 |
| 06/12/85 | Irvine Junior High School<br>10560 Hazard Avenue<br>Garden Grove, CA | S | 11:00 - 12:00 N | 10-15 |
| 06/13/85 | Santa Monica Bay Masonic Luncheon Club<br>3271 Rosewood Avenue<br>Los Angeles, CA 90066 | G | 12:00 N | 25-32 |
| 06/14/85 | DiDi Hersch Community Mental Health<br>4760 S. Sepulveda Boulevard<br>Culver City, CA 90230 | H | 2:30 - 3:30 PM | N/A |
| 07/10/85 | Bayside Convalescent Hospital<br>1623 Arizona Avenue<br>Santa Monica, CA 90404 | E | 2:00 PM | N/A |
| 07/10/85 | East San Gabriel Valley R.O.P. Program<br>1024 W. Workman<br>West Covina, CA 91790 | H | 11:00 AM | 10-15 |
| 07/11/85 | Venice Town Council<br>Old City Hall<br>681 N. Venice Boulevard<br>Venice, CA 90291 | G | 7:30 PM | 25 |
| 07/15/85 | Betty Hill Senior Citizens' Center<br>3570 S. Denker Avenue<br>Los Angeles, CA 90018 | E | 12:00 N | 50 |
| 07/17/85 | Echo Park Lions<br>1412 Glendale Boulevard<br>Los Angeles, CA 90026 | G | 12:15 PM | 25 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 07/17/85 | South Torrance Lion's Club<br>1439 W. 220th Street<br>Torrance, CA 90501 | G | 7:00 AM | 50 |
| 07/30/85 | National Council on the Aging<br>650 S. Spring Street, Room 719<br>Los Angeles, CA 90014 | E | 10:00 AM | 35 |
| 08/05/85 | State Department of Rehabilitation<br>6150 Van Nuys Boulevard, Suite 110<br>Van Nuys, CA 91401 | B | 9:00 AM | 15 |
| 08/07/85 | Bullock's Department Store<br>Beverly Center<br>8500 Beverly Boulevard<br>Los Angeles, CA 90048 | B | 1:00 - 3:00 PM | 20 per session |
| 08/08/85 | Rotary Club of Bellflower<br>9301 E. Flower Street<br>Bellflower, CA 90706 | G | 1:00 PM | N/A |
| 08/13/85 | Bell-Maywood Rotary Club<br>4511 E. Gage Avenue<br>Bell, CA 90201 | G | 12:00 N | 40 |
| 08/14/85 | La Clinica (Adult Day Care Center)<br>4200 E. Michigan Avenue<br>Los Angeles, CA 90063 | E | 10:00 - 11:30 AM | 25-30 |
| 08/14/85 | North Redondo Beach Rotary Club<br>One TRW Space Park, E2/9043<br>Redondo Beach, CA 90278 | G | 12:15 PM | 25 |
| 08/21/85 | Burbank Airport Rotary Club<br>531 North Myers<br>Burbank, CA 91506 | G | 12:00 N | 20-30 |
| 08/26/85 | North Hollywood Y's-Men Club<br>5645 Hollywood Boulevard<br>Hollywood, CA 90028 | G | 7:00 PM | 20 |
| 09/03/85 | Kiwanis Club of La Puente<br>15935 East Whittier<br>Whittier, CA 90603 | G | 12:00 N | 30 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 09/10/85 | Azusa Senior Citizen Club<br>320 North Orange Avenue<br>Azusa, CA 91702 | E | 11:30 AM | 50-60 |
| 09/12/85 | NW Glendale Lion's Club<br>23832 Rotunda Road<br>Valencia, CA 91355 | G | 12:00 N | 30-45 |
| 09/18/85 | Bellflower Noon Lion's Club<br>P.O. Box 366<br>Bellflower, CA 90706 | G | 11:30 AM | 30-45 |
| 09/19/85 | Sunland/Tujunga Lion's Club<br>10321 Valley Glow Drive<br>Sunland, CA 91040 | G | 7:00 PM | 35-50 |
| 09/24/85 | Rotary Club of Southeast Los Angeles-Elks Club<br>921 E. 61st Street<br>Los Angeles, CA 90001 | G | 12:15 PM | 15-20 |
| 10/01/85 | The Westside Forum<br>2049 Century Park East, Suite 5230<br>Los Angeles, CA 90067 | G | 11:45 AM | N/A |
| 10/01/85 | Chatsworth Optimist Club<br>21308 Nashville Street<br>Chatsworth, CA 91311 | G | 7:00 PM | 20 |
| 10/04/85 | David Cunningham Multi-Service Senior Center<br>2475 West Washington Boulevard<br>Los Angeles, CA 90018 | E | 9:00 AM | 35-40 |
| 10/05/85 | Neighborhood Watch<br>535 South Alexandria Avenue, #108<br>Los Angeles, CA 90020 | G | 10:30 AM | 30-60 |
| 10/06/85 | International Rotary Clubs (District #526)<br>112 North Avenue 58<br>Los Angeles, CA 90042 | G | N/A | N/A |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 10/17/85 | Lynwood Adult School<br>12124 Bullis Road<br>Lynwood, CA 90262 | S | 10:30 AM | 25-30 |
| 10/21/85 | Univ. of Southern California<br>3601 S. Flower Street<br>Los Angeles, CA 90007 | S | 1:30 PM | 20 |
| 10/29/85 | National Counsel on Aging<br>650 S. Spring Street, Room 726<br>Los Angeles, CA 90014 | E | 10:00 AM (Min.) | 15 |
| 10/29/85 & 10/30/85 | Los Angeles Cal State Univ.<br>5151 University Drive<br>Los Angeles, CA 90032 | S | 11:00 AM | Open House |
| 11/5/85 | Azusa Kiwanis Club<br>1131 East Alosta Avenue<br>Azusa, CA 91702 | G | 12:00 N | 20 |
| 11/13/85 | University High School<br>11800 Texas Avenue<br>Los Angeles, CA 90025 | S | 12:20 PM | 30 |
| 11/14/85 | Wadsworth Senior Citizens Org.<br>4622 Wadsworth<br>Los Angeles, CA 90011 | E | 10:30 AM | 25-30 |
| 11/20/85 | Easter Seal Society<br>7100 Pier Avenue<br>Hermosa Beach, CA 902544 | H | 9:00 PM | 22 |
| 11/21/85 | Interval Senior Services<br>827 N. Helmsdale<br>La Puente, CA 91744 | E | 10:00 AM | 50 |
| 11/21/85 | United Way Hispanic Task Force<br>22 West Live Oak<br>Arcadia, CA 91006 | I | 3:00 PM | 30 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 11/25/85 | MacArthur Park Business<br>607 South Park View Street<br>Los Angeles, CA 90057 | G | 6:00 PM | 35-40 |
| 12/3/85 | St. Bridget of Sweden<br>7120 Whitaker<br>Van Nuys, CA | G | 1:00 PM | 38 |
| 12/5/85 | Evening Optimist Club<br>1112 East Gladwick Avenue<br>Carson, CA 90746 | G | 7:30 PM | 25-30 |

SPEAKER'S BUREAU PRESENTATIONS

Type of Group

B = Business
S = School
H = Handicapped
M = Minority Group
G = General Community
I = Special Interest
E = Senior Citizens

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 01/13/86 | Jewish War Veteran<br>West Valley Post #752<br>20937 Roscoe Blvd., #7<br>Canoga Park, CA 91304 | E/I | 7:30 AM | N/A |
| 01/20/86 | Baldwin Park Senior<br>Citizen Center<br>14302 Palm Avenue<br>Baldwin Park, CA 91706 | E | 11:00 AM | 80 |
| 01/20/86 | Indian Hill Neighborhood<br>505 S. Garey Avenue<br>Pomona, CA 91766 | G | 7:00 PM | 30 |
| 01/20/86 | City of Pomona Community<br>Relations Department<br>505 S. Garey Avenue<br>Pomona, CA 91766 | I | 11:00 AM | 15 |
| 01/20/86 | Los Angeles Conservancy<br>849 S. Broadway, Suite M22<br>Los Angeles, CA 90014 | I | 6:30 PM | 100 |
| 01/13/86 | West Covina Senior Citizens<br>2501 East Cortez<br>West Covina, CA 91790 | E | 12:00 N | 80 |
| 01/23/86 | Blind Childrens Center<br>4120 Marathon Street<br>Los Angeles, CA 90029 | H | 10:00 -<br>11:00 AM | 20-40 |
| 02/06/86 | San Fernando Valley<br>Regional Chamber of Commerce<br>14852 Ventura Blvd., Suite 210<br>Sherman Oaks, CA 91403 | B | 7:30 AM | N/A |
| 02/06/86 | Indian Hill Neighborhood<br>Watch Group<br>505 S. Garey<br>Pomona, CA 91766 | G | 7:00 PM | 30 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 02/06/86 | Baldwin Park Services<br>1307 Francisquita Ave.<br>Baldwin Park, CA 91706 | G | 11:00 AM | 80 |
| 02/17/86 | USC<br>3601 S. Flower Street<br>Los Angeles, A 90007 | S | 7:00 -<br>9:00 PM | N/A |
| 02/11/86 | San Fernando Valley<br>Girl Scouts<br>9421 Winnetka Ave.<br>Chatsworth, CA 91311 | S | 2:30 PM | 30 |
| 02/17/86 | USC<br>3601 S. Flower Street<br>Los Angeles, CA 90007 | S | 1:30 -<br>4:00 PM | N/A |
| 01/21/86 | Transportation Fair<br>First Interstate Bank<br>1200 W. 7th Street<br>Los Angeles, CA | G | 9:00 -<br>1:00 PM | N/A |
| 02/11/86 | San Pedro Adult School<br>1001 W. 15th Street<br>San Pedro, CA 90731 | S | 9:00 AM | 35 |
| 03/03/86 | Salazar Park Senior Citizens<br>133 N. Sunol Drive<br>Los Angeles, CA 90063 | E | 1:00 PM | 35-40 |
| 01/20/86 | Venice Rotary Club<br>13480 Mexella Avenue<br>Marina Del Rey, CA 90291 | I | 12:00 | 35 |
| 03/03/86 | South Bay Jewish Community<br>Center Golden Ambassadors<br>3848 Carson, St., Suite 101<br>Torrance, CA 90503 | E | 1:00 PM | 35-40 |
| | Huntington Park Seniors Club<br>6925 Salt Lake Avenue<br>Huntington Park, CA 90255 | E | 11:00 AM | 60 |
| 01/20/86 | Freda Mohr Multi<br>Service Center<br>330 N. Fairfax Avenue<br>Los Angeles, CA 90036 | E | 1:00 AM | 45 |
| | Commerce Senior Citizens Club<br>2535 Commerce Way<br>Commerce, CA 90040 | E | 10:00 AM | 75 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| | Chicana Service Action Center<br>Attn: Linda Samels<br>831 N. Bonnie Beach<br>Los Angeles, CA 90063 | I | 2:00 PM | 20 |
| | Senior Citizens 3L Club<br>Attn: Jackie Raines<br>1556 Central Avenue<br>El Monte, CA 91733 | E | 1:00 PM | 80 |
| 04/08/86 | Dominguez High School<br>15301 San Jose Avenue<br>Compton, CA 90222 | S | 9:00 -<br>11:30 PM | 20 |
| 04/02/86 | Northridge Chamber -<br>Education Committee<br>8801 Reseda Blvd.<br>Northridge, CA 91324 | B | 8:30 AM | 15 |
| 04/08/86 | Van Nuys Civic Center<br>Optimist Club<br>4601 Blackfriar Road<br>Woodland Hills, CA 91364 | I | 12:15 PM | 10 |
| 04/09/86 | San Fernando Valley<br>Girl Scout Council<br>9421 Winnetka Avenue<br>Chatsworth, CA 91313 | S | 2:15 -<br>2:45 PM | 20 |
| 04/16/86 | Monterey Park Lions's Club<br>118 East Garvey Avenue<br>Monterey Park, CA 91754 | I | 12:00 N | 60 |
| 04/09/86 | Crenshaw Friendship Club<br>2455 S. St. Andrews Place #406<br>Los Angeles, CA 90018 | G | 1:00 PM | 40-45 |
| 04/10/86 | The Glendora Optimist Club<br>5567 Orchird Street<br>Montclair, CA 91763 | I | 7:00 PM | 10 |
| 04/23/86 | San Gabriel ROP<br>1024 W. Workman Avenue<br>West Covina, CA 91790 | S | 8:30 -<br>9:30 PM | 9 |
| 03/10/86 | Culver City Rotary<br>12442 La Maida<br>North Hollywood, CA 91607 | I | 12:00 N | 75 |
| 05/28/86 | West Covina Rotary Club<br>664 S. Sunset Avenue<br>West Covina, CA 91790 | I | Noon | 40-45 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 05/13/86 | Woodland Hills Optimist Club<br>6669 Vickiview Drive<br>Westhills, CA 91307 | I | 7:15 -<br>8:30 AM | N/A |
| 04/08/86 | Glendale College<br>1614 Santa Barbara Avenue<br>Glendale, CA 91208 | S | 10:00 AM | 20 |
| 05/29/86 | Coliseum Street School<br>4400 Coliseum<br>Los Angeles, CA | S | 1:00 -<br>2:30 PM | 30 |
| 06/16/86 | The Society of the American Registered Architects<br>1800 Vine Street<br>Hollywood, CA 90028 | I | 7:00 PM | 10-20 |
| 06/05/86 | DPSS Community Meeting for Senior Citizens<br>3401 Rio Hondo Avenue<br>El Monte, CA 91731 | E | 10:00 AM | 60-80 |
| 05/13/86 | Basset County Park<br>Intervale Senior Services<br>904 N. Willow Avenue<br>La Puente, CA 91746 | E | 9:30 -<br>10:00 AM | 30 |
| 06/16/86 | The Norwalk Committee on Aging<br>13629 San Antonio Drive<br>Norwalk, CA 90650 | E | 9:00 AM | 20 |
| 06/16/86 | Oasis Senior Center<br>3330 N. Fairfax<br>Los Angeles, CA 90036 | E | 11:30 AM | 80-100 |
| 07/24/86 | San Fernando Valley Council of the Blind<br>8915 Reseda Blvd.<br>Northridge, CA | H | 1:30 PM | 30-40 |
| 07/28/86 | San Gabriel Rotary Club<br>625 S. Del Mar Avenue<br>San Gabriel, CA 91776 | I | 12:00 -<br>2:30 PM | 30 |
| 07/28/86 | The Elks Luncheon Club<br>738 S. Sycamore Avenue<br>Los Angeles, CA 90036 | I | Noon | 18-30 |
| 08/12/86 | The Rosemead Rotary Club<br>744 Garvey Avenue<br>Rosemead, CA 91770 | I | 12:00 -<br>1:15 PM | 15-20 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 08/19/86 | The Burbank Host Lyons Club<br>1719 Kenneth Road<br>Glendale, CA 91201 | I | 7:30 AM | 20-25 |
| 08/27/86 | Monterey Park Rotary Club<br>701 S. Atlantic Blvd.<br>Monterey Park, CA 91754 | I | 12:00 N | 11-20 |
| 08/21/86 | Crescenta Canda Rotary Club<br>2538 Piedmont<br>Montrose, CA 91020 | I | 7:00 PM | 25 |
| 09/04/86 | The Westside Chapter<br>California Council<br>of the Blind<br>4058 Moore Street<br>Los Angeles, CA 90066 | H | 7:00 PM | 20 |
| 09/05/86 | Association for Education &<br>Rehabilitation of Visually<br>Impaired<br>415 S. Oakland Ave., #8<br>Pasadena, CA 91101 | H | 7:30 PM | 40-50 |
| 08/20/86 | Freda Mohr Multi-Service Ctr.<br>330 N. Fairfax Avenue<br>Los Angeles, CA 90036 | E | 1:00 PM | 50-60 |
| 08/25/86 | The Rancho Park Lions Club<br>10701 W. Pico Blvd.<br>Los Angeles, CA 90064 | I | 12:00 N | 15 |
| 09/09/86 | Glendale Lions<br>7313 Irvine Avenue<br>North Hollywood, CA 91605 | I | Noon | 25 |
| 08/05/86 | Glendora Lions Club<br>157 N. Oak Tree Drive<br>Glendora, CA 91790 | I | 7:00 PM | 25-30 |
| 09/15/86 | Wilshire Rotary Club<br>3030 W. Olympic Blvd.<br>Suite 209<br>Los Angeles, CA 90006 | I | 12:00 -<br>1:30 PM | 150 |
| 09/18/86 | Merchants & Manufacturers<br>Association<br>1150 South Olive Street<br>Room 2300<br>Los Angeles, CA 90015 | B | 12:00 -<br>1:30 PM | 80 |

| Date | Group Name and Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 09/18/86 | Southeast Rotary<br>c/o ABM<br>921 E. 61st Street<br>Los Angeles, CA 90001 | I | 12:00 N | 15-20 |
| 09/23/86 | Mount St. Mary's College<br>12001 Chalon Road<br>Los Angeles, CA 90049 | S | 11:30 AM | N/A |
| 10/08/86 | American Association for Black in Energy (AABE)<br>Post Office Box 15346<br>Los Angeles, CA 90015 | B | 6:00 - 8:00 PM | 30-40 |
| 10/08/86 | Hollywood Lions<br>6730 Sunset Blvd.<br>Los Angeles, CA 90028 | I | 12:00 N | 20-30 |
| 10/14/86 | The Cudahy Soroptimist's Club<br>7613 Atlantic Blvd.<br>Cudahy, CA 90201 | I | 12:30 PM | 12-15 |
| 10/16/86 | First Interstate Bancorp<br>1200 West Seventh Street<br>Los Angeles, CA 90017 | B | 11:30 - 1:00 PM | 30 |
| 10/17/86 | Southern California Gas Company<br>2424 East Olympic Blvd.<br>Los Angeles, CA 90021 | B | 8:30 AM | 30-40 |

Local Government &
Community Affairs Department
Speakers Bureau 1987

Type of Group

B= Business M= Minority Group I= Special Interest
S= School G= General Community E= Senior Citizens
H= Handicapped

| Date | Group Name & Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 02-02-87 | LA Masonic Lodge #42<br>Scottish Rite Temple<br>Wilshire Boulevard | G | 7:30 pm | 115 |
| 01-23-87 | National Council On Aging<br>Workshop<br>Senior Citizens Center<br>3120 Tyler Avenue<br>El Monte, CA 91731 | E | 1:00 pm | 45 |
| 01-30-87 | Elks Lodge #99<br>Taxi Restaurant<br>1911 Sunset Boulevard<br>Los Angeles, CA | G | 12:00 noon | 20-25 |
| 02-11-87 | Alhambra Optimist Club<br>220 South 5th Street<br>Alhambra, CA | S | 12:00 noon | 25 |
| 02-02-87 | Cal State L.A.<br>Student Activities Building<br>4th Floor-Board Room<br>5151 State University Drive<br>Los Angeles, CA | S | 6:00 pm | 15-20 |
| 01-30-87 | Cypress Park Headstart<br>2630 Pepper Avenue<br>Los Angeles | G | 10:00 pm | 45 |
| 03-08-87 | Greater LA Guide Dog Boosters<br>Blessed Sacrament Catholic Church<br>Auditorium<br>6657 West Sunset<br>Los Angeles, CA | | 5:30 pm | 25 |

| Date | Group Name & Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 02-04-87 | Bellflower Lyons<br>16426 Bellflower Boulevard<br>Bellflower, CA | G | 12:00 pm | 40 |
| 01-20-87 | Dept. Civil Engineering-CSU<br>5151 State University<br>Los Angeles, CA | S | 8:00 am | 40 |
| 03-10-87 | Kiwanis Club of Azusa<br>Womans Club of Azusa<br>Azusa Avenue & 10th Street<br>Azusa, CA | G | 11:45 am | 25 |
| 02-19-87 | American Society of Mechanical Engineers<br>Engineering Building-Room 125B<br>Cal State Northridge<br>Northridge, CA | | 5:30 pm | 20-40 |
| 02-12-87 | Jerry Burns & Associates<br>13756 Ventura Boulevard<br>Sherman Oaks, CA 91423 | | 8:45 am | 40-50 |
| 02-13-87 | National Council On Aging<br>Reseda Multi-Purpose Center<br>18255 Victory Boulevard<br>Reseda, CA | E | 2:30 pm | 100 |
| 02-09-87 | Pepperdine University<br>Communication Department<br>24255 Pacific Coast Highway<br>Malibu, CA | S | 6:00 pm | 25-30 |
| 03-18-87 | League of Women Voters of the East San Gabriel Valley<br>Covina Bowl<br>1060 West San Bernardino | | 7:00 am | 20 |
| 03-05-87 | Goodwill Industries<br>14565 Lanark<br>Panorama City, CA | | 7:30 am | 50 |
| 03-04-87 | Los Angeles Kiwanis<br>Bonaventure<br>Conference Room, 1st Floor<br>Flower & 5th<br>Los Angeles | | 12:00 | 30 |

| Date | Group Name & Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 05-08-87 | ARCO<br>515 South Flower Street<br>Los Angeles, CA 90071 | B | 11:40 am | 140 |
| 03-03-87 | Wilshire Lions<br>Holiday Inn<br>Victoria Room<br>1020 South Figueroa<br>Los Angeles | I | 6:00 pm | 25-30 |
| 03-03-87 | Optimist Club-Chatsworth<br>Carrow's Restaurant<br>Corner of Mason & Devonshire<br>Chatsworth, CA | I | 7:00 am | 25 |
| 03-9-87 | West Hollywood Rotary Club<br>Fishy Shanty<br>8500 Burton Way<br>Beverly Hills, CA | I | 12:00 pm | 25-30 |
| 03-19-87 | Kiwanis Club<br>4835 Clara Street<br>Cudahy, CA 90201 | I | 12:00 pm | 20 |
| 05-14-87 | Liberty Boulevard School<br>2728 Liberty Boulevard<br>South Gate, CA 90280 | S | 9:00 am | 150 |
| 03-30-87 | Liaison Citizens Program<br>District Conference Room | I | 4:00 pm | 15 |
| 03-31-87 | Boy Scouts<br>Los Angeles High School<br>4650 West Olympic Boulevard<br>Los Angeles, CA | I | 1:10 pm | 200-2500 |
| 03-30-87 | Baldwin Park Senior Citizen Center<br>14305 Morgan Street<br>Baldwin Park, CA 91706 | E | 11:30 am | 30-50 |
| 05-05-87 | Oxnard Street Elementary School<br>10912 Oxnard Street<br>North Hollywood, CA 91606 | S | 8:30 am | 30 |

| Date | Group Name & Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 04-19-87 | Temple City Chamber of Commerce<br>5827 Temple City Boulevard<br>Temple City, CA | G | 8:00 am | 16 |
| 05-15-87 | San Gabriel Republican Club<br>Chamber of Commerce San Gabriel<br>534 West Mission Drive<br>San Gabriel, CA 91776 | I | 7:30 am | 75 |
| 04-11-87 | National Federation of The Blind<br>of California<br>Burbank Hilton Hotel | | 10:00 am | Several 100 |
| 04-21-87 | Hollywood Royale Guest Home<br>6054 Franklin Avenue<br>Los Angeles, CA 90028 | E | 1:00 pm | 20-25 |
| 05-16-87 | American Planning Association/NAHRO<br>Amtrack Ticket Sales Office | | 1:00 pm | 44 |
| 05-08-87 | Potluck Breakfast Club<br>David S. Cunningham, Jr. Senior Center<br>2475 West Washington Boulevard<br>Los Angeles, CA 90018 | | 9:15 am | |
| 05-02-87<br>05-03-87 | Cypress Recreational Center<br>2630 Pepper Avenue<br>Los Angeles, CA 90065 | | 12:00 pm | |
| 05-19-87 | Southern California Broadcasters<br>Association, Inc.<br>KCET Studio<br>4401 Sunset Boulevard<br>Hollywood, CA | | 3:00 pm | 20-35 |
| 07-01-87 | Oasis Center<br>May Co. Dept Store | | 11:00 am | 50-60 |
| 05-21-87 | Los Angeles West Chamber of Commerce<br>10880 Wilshire Boulevard<br>Los Angeles, CA 90024 | | 12:00 noon | 20-25 |
| 05-12-87 | Los Angeles County Federation of Labor<br>Pasadena Hilton Sky Room<br>150 South Los Robles<br>Pasadena, CA | | 12:00 noon | 50-60 |
| 06-24-87 | Hollywood Lions Club<br>Yamashiro Restaurant<br>1999 North Sycamore Avenue<br>Los Angeles, CA | | 12:00 noon | 25 |

| Date | Group Name & Location | Group Type | Time | Number Attending |
|---|---|---|---|---|
| 06-26-87 | Upward Bound Program<br>CSULB<br>University Student Union | I | 12:00 noon | 200 |
| 08-12-87 | Newhall Rotary Club<br>Ranch House Inn<br>27413 Tourney Road<br>Valencia, CA | | 12:00 noon | 70 |
| 07-02-87 | KJOI<br>6430 Sunset Boulevard<br>Hollywood, CA 90028 | G | 9:00 am | 60 |

# APPENDIX H

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 1/2/85 | 001a/s | Photo Caption -- Emerson & Estrada Honored at USC |
| 1/3/85 | 267s | 1984 Annual Report Available |
| 1/7/85 | 002 | February 2 Fare Hearing/Service Changes |
| 1/8/85 | 003 | Memo to Media -- Jan. 10 Board Meeting |
| 1/10/85 | 004 | Release RE: Cracks in Neoplans |
| 1/10/85 | 005a | Photo Caption -- St. Nick Visits Lillian Elementary School |
| 1/17/85 | 006a | Photo Caption -- El Pollo Loco Gives Free Meals to Pass Buyers in East L.A. |
| 1/17/85 | 007 | RTD Service Guide to LAX |
| 1/18/85 | 008a | Memo to Media -- Benefit Assessment District Public Hearing & Regular Board Meeting Jan. 24, 1985 |
| 1/24/85 | 009 | Memo to Media -- Division 18 Open House |
| 1/25/85 | 010s | Memo to Media -- El Pollo Loco Promotion Jan. 26 -- Spanish |
| 1/28/85 | 011 | Memo to Media -- Public Hearing Feb. 2 RE: Fares |
| 1/29/85 | 012a/s | Photo Caption -- El Pollo Loco Event at East L.A. Customer Service Center - English & Spanish |
| 2/1/85 | 013a | December Operator of the Month |
| 2/4/85 | 014 | Patsaouras Decries President Reagan's Budget Cuts |
| 2/5/85 | 015 | Memo to Media --- Press Conference RE: Labor Negotiations 2/5/85 |
| 2/5/85 | 016 | Memo to Media -- Committee of the Whole and Ad Hoc Meetings 2/7/85 |
| 2/5/85 | 017 | UTU Demands Could Raise Fares $1.10 or Higher |
| 2/7/85 | 018s | RTD Holds Public Forum Feb. 14, 1985 |
| 2/8/85 | 019 | Memo to Media -- Special Board Meeting Feb. 13 |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 2/8/85 | 020 | Memo to Media -- Regular Board Meeting Feb. 14 |
| 2/13/85 | 021 | RTD Provides Service to Los Alamitos |
| 2/14/85 | 022a | Photo Caption -- Drunk Driving Signage |
| 2/14/85 | 023s | RTD Sets New Bus Fares |
| 2/15/85 | 024s | RTD Board Approves Service Changes Based on New Fares |
| 2/15/85 | 025s | Pass Sales Outlet Directory Available |
| 2/19/85 | 026 | Relocation of Wilshire Customer Service Center |
| 2/19/85 | 027s | Transit Police Task Force - 2nd District |
| 2/21/85 | 028 | RTD Board Proceeds with Metro Rail Benefit Assessment Districts |
| 2/22/85 | 029 | RTD Supports Bill to Aid Mass Transit |
| 2/22/85 | 030 | Leonard Panish, New RTD Director |
| 2/22/85 | 031a | Photo Caption -- Leonard Panish, New RTD Director |
| 2/25/85 | 032 | Memo to Media -- Regular Board Meeting Feb. 28 |
| 2/27/85 | 033 | 401(k) Thrift Plan -- Article to Passenger Transport |
| 2/28/85 | 034 | "Riding The RTD Safely" Brochure Available |
| 2/28/85 | 035 | January Operator of the Month |
| 2/28/85 | 036 | Ben Marquez -- RTD Employee of the Quarter |
| 3/4/85 | 037 | Memo to Media -- Ad Hoc & Committee of the Whole Meetings March 7 |
| 3/5/85 | 038a/s | Photo Caption -- Division 16 Parking Lot |
| 3/11/85 | 039 | Memo to Media -- Regular Board Meeting March 14, 1985 |
| 3/12/85 | 040a | Photo Caption -- San Pedro Minibus Service |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 3/14/85 | 041 | RTD/Jack In the Box Promotion |
| 3/14/85 | 042s | A-Frames Ordered for Neoplans |
| 3/19/85 | 043s | RTD Offers UTU New Contract Proposals |
| 3/19/85 | 044 | Patsaouras & Swanson Re-elected |
| 3/19/85 | 045 | February Ridership Statistics |
| 3/19/85 | 046 | New Wilshire Ticket Office Opens March 25 |
| 3/25/85 | 047 | Memo to the Media -- Regular Board Meeting March 28, 1985 |
| 3/28/85 | 048 | Status of Labor Negotiations w/ATU & BRAC |
| 3/28/85 | 049 | RTD/El Pollo Loco Promotion |
| 3/28/85 | 050 | February Operator of the Month |
| 3/29/85 | 051 | New Pamphlet Available for Wheelchair Patrons |
| 4/1/85 | 052 | Memo to Media -- Ad Hoc & Special Board Meeting April 4 |
| 4/2/85 | 053s | Memo to Media -- Missing Children Poster Campaign Press Conference April 3 |
| 4/2/85 | 054s | Mising Children Poster Campaign |
| 4/3/85 | 055 | College/Vocational ID Card Available |
| 4/4/85 | 056a | RTD Presents Certificates of Appreciation at El Monte |
| 4/8/85 | 057 | Memo to Media -- Regular Board Meeting April 11 |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 4/10/85 | 058a | Operator of the Year, 1984 |
| 4/12/85 | 059 | RTD Service to the Music Center |
| 4/17/85 | 060 | RTD/UTU Tentative Agreement |
| 4/18/85 | 061 | Memo to Media -- Special Board Meeting RE: Labor, April 19, 1985 |
| 4/19/85 | 062 | RTD Service to Hollywood Park Thoroughbred Races |
| 4/22/85 | 063 | RTD & BRAC Reach Tentative Agreement |
| 4/22/85 | 064 | Memo to Media -- Regular Board Meeting & Public Hearing April 25 |
| 4/23/85 | 065 | Memo to Media -- Ad Hoc Meeting April 25 |
| 4/23/85 | 066 | March Ridership Statistics |
| 4/24/85 | 067a | Photo Caption -- Accessible Servce |
| 4/24/85 | 068 | Board Ratifies RTD/UTU Labor Contract |
| 4/25/85 | 069 | RTD Service to Los Alamitos |
| 4/25/85 | 070 | March Operator of the Month |
| 4/26/85 | 071s | Monthly Passes for the Elderly & Handicapped |
| 4/26/85 | 072 | Los Angeles Officials to Ask Congress for Metro Rail Constructions Funds |
| 4/26/85 | 073s | LA Officials Ask Congress for Metro Rail Construction Funds |
| 4/29/85 | 074 | Memo to Media -- Ad Hoc, Committee of the Whole & Special Board Meeting May 2 |
| 4/29/85 | 075s | BRAC Contract Ratified by Board |
| 5/3/85 | 076a | Photo Caption -- Accessible Service Demonstration |
| 5/3/85 | 077 | Crime Prevention Brochure Available |
| 5/6/85 | 078 | Memo to Media -- Regular Board Meeting May 9 |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 5/9/85 | 079s | Elderly & Handicapped Reduced Fare Applications Available May 11 |
| 5/9/85 | 080 | PSA's -- Elderly & Handicapped Reduced Fare Applications Available May 11 |
| 5/10/85 | 081 | Article to Passenger Transport -- Metro Rail Construction |
| 5/10/85 | 082 | Article to Passenger Transport -- "Access" Publication |
| 5/13/85 | 083s | Memo to Media -- Press Conference RE: Elderly & Handicapped Reduced Fare Applications |
| 5/17/85 | 084 | Memo to Media -- Regular Board Meeting May 25 |
| 5/21/85 | 085 | RTD to Raise Student Bus Fares Effective July 1 |
| 5/21/85 | 086 | New Senior & Handicapped Fares Effective July 1 |
| 5/22/85 | 087 | April Operator of the Month |
| 5/23/85 | 088 | FY 86 Budget |
| 5/23/85 | 089a/b | Photo Captions -- Sr. Citizen Discount Pass -- So. Central L.A. and L.A. |
| 5/23/85 | 090 | New Information on Elderly & Handicapped Passes |
| 5/28/85 | 091s | RTD New Bus Fares Effective July 1 |
| 5/28/85 | 092 | RTD Raises Monthly Passes July 1 -- To Industrial Press Editors |
| 5/28/85 | 093 | Article to Passenger Transport -- RTD Accessible Service Program |
| 5/28/85 | 094a | Photo Caption -- Alhambra Shop By Bus Program |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 5/28/85 | 095s | Griffith Park Observatory Line 203 |
| 5/29/85 | 096 | ATU Tentative Agreement |
| 5/29/85 | 097s | RTD Schedules Service Changes June 30 |
| 6/3/85 | 098 | Memo to Media -- Ad Hoc., C.O.W. and Special Board Meeting June 6, 1985 |
| 6/6/85 | 099 | RTD Board Ratifies ATU Contract |
| 6/4/85 | 100s | Crime Prevention Brochure Available |
| | 101 | VOID (Release 095/Spanish Version) |
| 6/6/85 | 102 | RTD Offers Summer Beach Service on Line 434 |
| 6/7/85 | 103 | RTD Radio Ad Campaign |
| 6/10/85 | 104 | Memo to Media -- Regular Board Meeting June 13 |
| 6/13/85 | 105 | Overall Service Changes July 1 (Second Release) |
| 6/13/85 | 106 | Overall Fare Changes July 1 (Second Release) |
| 6/13/85 | 107 | Charles Storing Re-Elected to Board |
| 6/18/85 | 108 | RTD To Serve World Games for Deaf Venues |
| 6/18/85 | 108b | Memo to Media -- Committee of the Whole Meeting Workshop Session |
| 6/18/85 | 109 | Four Cities Participate in RTD Pass Subsidy Program through Use of Prop A. Funds |
| 6/18/85 | 110 | La Puente Subsidizes E&H, Student Bus Passes |
| 6/18/85 | 111 | Bell Subsidizes E & H Passes |
| 6/19/85 | 112s | Spring St. Contraflow Detour |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 6/19/85 | 113s | Bus Guide for the New Bus Rider Brochure |
| 6/20/85 | 114 | Memo to Media -- Bus Roadeo |
| 6/20/85 | 115 | Guide for New Bus Rider Brochure (English) |
| 6/20/85 | 116 | Pasadena Bus Service Detours |
| 6/21/85 | 117 | RTD Hollywood Bowl Service |
| 6/21/85 | 118 | Radio/TV Copy -- July 1 Service Changes |
| 6/21/85 | 119s | County Pass Buydown Program |
| 6/24/85 | 120 | Memo to Media -- Regular Board Meeting June 27 |
| 6/25/85 | 121 | Memo to Media -- Press Conference RE: Service Changes |
| 6/27/85 | 122 | RTD Regular Monthly Pass Sales |
| 6/28/85 | 123 | Glendale Participates in Buydown Program |
| 7/1/85 | 124 | Board Adopts FY 86 Budget |
| 7/2/85 | 125a | Transit Police and LAPD Arrest Pass Forgers |
| 7/1/85 | 126 | Memo to Media -- Ad Hoc Committee Meeting July 3 |
| 7/2/85 | 127 | Five More Cities Agree to Subsidize Buydown Program |
| 7/2/85 | 128 | 11-Year Operator Roadeo Winner |
| 7/3/85 | 129 | May Operator of the Month |
| 7/3/85 | 130 | Santa Monica Support Shop By Bus Program |
| 7/8/85 | 131 | Memo to Media -- Regular Board Meeting July 11 |
| 7/8/85 | 132 | Special to AdWeek RE: Carlene Noyes |
| 7/11/85 | 133 | RTD Board Approves Metro Rail Benefit Assessments |
| 7/11/85 | 134a | Photo Caption -- Transit Police Awards Youth for Stolen Radio |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 7/11/85 | 135 | Public Meeting RE: Line 438 |
| 7/17/85 | 136 | Memo to Media -- House & Subcommittee Vote on Metro Rail |
| 7/18/85 | 137 | Key Congressional Subcommittee Approves Metro Rail Construction |
| 7/15/85 | 138 | RTD Approves Resolution Commending Supervisor Hahn |
| 7/17/85 | 139 | Memo to Media -- Advance Planning Committee Meeting July 24 /Regular Board Meeting July 25 |
| 7/22/85 | 140a | Photo Caption --Neusom Memorial Awards |
| 7/22/85 | 141a | Photo Caption -- Operation Teamwork |
| 7/23/85 | 142 | Pass Buydown Program Expands |
| 7/24/85 | 143 | RTD/San Fernando Valley Transit Police Substation |
| 7/25/85 | 144 | June Operator of the Month |
| 7/26/85 | 145 | Release & Memo to Media RE: RTD Crime Prevention Meeting |
| 7/29/85 | 146 | Memo to Media -- Ad Hoc And Committee of the Whole Meeting August 1 |
| 7/31/85 | 147 | RTD Receives New Insurance Pact |
| 8/5/85 | 148 | Memo to Media -- Regular Board Meeting August 8 |
| 8/8/85 | 149a | New Fareboxes District-wide |
| 8/8/85 | 150s | Fines for Transit Crimes |
| 8/8/85 | 151 | RTD Board Sets Special Service Fares |
| 8/8/85 | 152 | RTD Doubles Liability Insurance |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 8/16/85 | 153 | RTD Backs SB75 To Relieve Insurance Crisis |
| 8/16/85 | 154 | RTD Temporarily Closes Hollywood Customer Service Center |
| 8/19/85 | 155 | RTD Co-Sponsors Workshop on Methanol Fuel |
| 8/19/85 | 156 | Memo to the Media -- Regular Board Meeting August 22 |
| 8/19/85 | 157a | Photo Caption -- Supervisor Edelman Visits East L.A. Customer Service Center |
| 8/20/85 | 158 | New College/Vocational ID Card Available |
| 8/21/85 | 159 | PSA's -- RTD's Accessible Service |
| 8/22/85 | 160 | Public Hearing RE: Potential Service Cuts in December, 1985 |
| 8/23/85 | 161a | July Operator of the Month |
| 8/23/85 | 162 | Memo to the Media -- Committee of the Whole Meeting at Industry Sheraton August 24 |
| 8/26/85 | 163a | Photo Caption -- RTD Employs Youth in Summer Program |
| 8/28/85 | 164a | Photo Caption -- RTD Maps Available in Pac Bell Yellow Pages |
| 8/29/85 | 165 | New Brochure: Help Wheelchair Patrons |
| 8/30/85 | 166 | Memo to the Media -- Committee of the Whole Meeting Sept. 5 |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 9/5/85 | 167 | Congressional Committee Okays $130 Million for Metro Rail |
| 9/5/85 | 168 | Special to Passenger Transport -- APTA Convention |
| 9/5/85 | 169 | September 28 Public Hearing on Potential Service Cuts and/or Fare Hikes |
| 9/6/85 | 170a | Photo Caption -- RTD Employs Female Mechanics |
| 9/9/85 | 171 | Memo to the Media -- Regular Board Meeting Sept. 12 |
| 9/9/85 | 172s | Covina and Monterey Park Join Buydown Program |
| 9/9/85 | 173a | Photo Caption -- Blind Youth Rescues RTD Patron |
| 9/10/85 | 174s | RTD Provides Service to L.A. County Fair |
| 9/10/85 | 175 | RTD Extends Monthly Pass Sales to Sept. 15 |
| 9/12/85 | 176s | House Approves Monies for Metro Rail Construction |
| 9/18/85 | 177 | Memo to the Media -- Carson Shop By Bus |
| 9/20/85 | 178a | Shop By Bus Promotion at Carson Mall |
| 9/19/85 | 179 | Gordana Swanson Speaks at Palos Verdes City hall |
| 9/20/85 | 180 | DWB Offered Opportunities by Metro Rail |
| 9/20/85 | 181 | Memo to the Media -- Press Conference Set. 23 RE: Service Cuts and Fare Hikes |
| 9/23/85 | 182 | Memo to the Media -- Regular Board Meeting Sept. 26 |
| 9/23/85 | 183 | Transit Police Task Force in Second District |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 9/23/85 | 184 | RTD President Asks Cities, County to Make Up Federal Transit Cuts |
| 9/24/85 | 185 | RTD Participates in 1985 APTA AdWheel Competition |
| 9/24/85 | 186 | Memo to the Media -- Alhambra Shop By Bus Promotion |
| 9/25/85 | 187 | Final Release -- September 28 Public Hearing |
| 9/26/85 | 188 | Alhambra Continues Shop-by-Bus Program |
| 9/26/85 | 189 | RTD Service to Oak Tree Races at Santa Anita |
| 9/26/85 | 190a | Photo Caption -- RTD Awarded for "Time of Your Life" Expo |
| 9/27/85 | 191 | RTD Honors October National Disability Month |
| 9/27/85 | 192 | Memo to the Media -- Accessible Service Press Conference October 1 |
| 9/30/85 | 193 | RTD Purchases Wheelchair Securement Straps |
| 10/1/85 | 194 | Los Angeles Hosts APTA Convention |
| 19/2/85 | 195 | August Operator of the Month |
| 10/3/85 | 196 | Student I.D. Card Extended |
| 10/4/85 | 197 | Memo to the Media -- APTA Conference Oct. 7 |
| 10/4/85 | 198 | Memo to the Media -- Ad Hoc & Regular Board Meetings Oct. 10 |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 10/10/85 | 199 | Article to Passenger Transport -- RTD Alhambra Shop-By-Bus |
| 10/10/85 | 200 | RTD Extends Pass Sales Through Oct. 15 |
| 10/15/85 | 201 | Director Storing Chairs SGV Meeting RE: Prop. A Funds |
| 10/17/85 | 202 | RTD Service to Los Alamitos |
| 10/17/85 | 203 | Private Firm to Provide Service on Lines 602 & 605 |
| 10/22/85 | 204 | Memo to the Media -- Regular Board Meeting Oct. 24 |
| 10/24/85 | 205a | RTD's September Operator of the Month |
| 10/24/85 | 206 | RTD Gets Tentative Funding from LACTC For Buses |
| 10/25/85 | 207 | Senate Approves Metro Rail Construction Funds |
| 10/28/85 | 208 | Memo To The Media -- Joint Meeting With RTD/LACTC Nov. 1 RE: Transit Zones |
| 10/30/85 | 209s | RTD Extends Pass Sales Through November |
| 10/31/85 | 210 | Downtown Shop By Bus Promotion |
| 11/4/85 | 211 | Memo to the Media -- Ad Hoc and Committee of the Whole Meetings Nov. 7 |
| 11/4/85 | 212 | RTD's New System Map Available Nov. 25 (Special to Downtown News) |
| 11/4/85 | 213 | RTD Service to Hollywood Park |
| 11/7/85 | 214a | Photo Caption -- Director Holden at Division 5 |
| 11/11/85 | 215 | Memo to the Media -- Regular Board Meeting Nov. 14 |
| 11/11/85 | 216 | RTD's Hollywood Ticket Office Reopens Nov. 18 |
| 11/11/85 | 217 | PSA's -- RTD's New System Map Available Nov. 25 |
| 11/14/85 | 218a | Photo Caption -- Director Day Honors La Canada and Westlake Village |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 11/15/85 | 219 | Photo Caption -- Supervisor Kenny Hahn Honored by Board of Directors |
| 11/15/85 | 220 | Four Additional Cities Join Buydown Program |
| 11/15/85 | 221a | Photo Caption -- Hollywood Ticket Office Reopening |
| 11/15/85 | 222 | Memo to Media -- Regular Board Meeting Nov. 20 |
| 11/18/85 | 223 | RTD Adds Buses to Lines 60-61 |
| 11/18/85 | 224s | RTD Service to Montebello Towne Center |
| 11/18/85 | 225 | October Operator of the Month |
| 11/18/85 | 226 | PSA's -- RTD Service to Rose Parade |
| 11/20/85 | 227 | RTD Service to Hollywood Christmas Parade |
| 11/20/85 | 228 | RTD Ridership Remains High Under New Fare Structure |
| 11/20/85 | 229 | Special to Passenger Transport -- RTD's Buydown Program |
| 11/22/85 | 230 | City of Hermosa Beach Joins Buydown Program |
| 11/22/85 | 231s | RTD Christmas Shop By Bus Promotion |
| 11/22/85 | 232s | RTD Reroutes Service for East L.A. Christmas Parade |
| 11/22/85 | 233 | Ed Vandeventer and Richard Morton Promoted |
| 11/27/85 | 234 | RTD Extends Student Passes Thru March, 1986 |
| 11/27/86 | 235a | RTD New System Map Available |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 12/2/85 | 236 | Five Additional Cities Join Buydown Program |
| 12/2/85 | 237 | Memo to Media -- Committee of the Whole Meeting at Sportsman's Lodge Dec. 7 |
| 12/4/85 | 238 | RTD Line 466 Serves Downey |
| 12/8/85 | 239 | RTD Service to Rose Parade |
| 12/8/85 | 240 | RTD Service to Rose Parade from San Gabriel Valley |
| 12/8/85 | 241 | RTD Service to Rose Parade From San Fernando Valley |
| 12/8/85 | 242 | RTD Service to Rose Parade from Long Beach - Mid Cities |
| 12/9/85 | 243 | Memo to Media -- Regular Board Meeting May 12 |
| 12/10/85 | 244 | Ralph Wilson Promoted to Divisional Superintendent |
| 12/10/85 | 245 | Mike Leahy Promoted to Maintenance Superintendent |
| 12/13/85 | 246a | Photo Caption -- Rose Parade Queen & Court |
| 12/16/85 | 247a | Director John Day at St. Lillian School |
| 12/15/85 | 248 | Memo to Media -- Regular Board Meeting Dec. 19 |
| 12/17/85 | 249 | RTD Service to Santa Anita Racetrak |
| 12/17/85 | 250 | RTD Fines for Transit Crimes |
| 12/17/85 | 251a | Photo Caption -- Sue Laris Honored by Board |
| 12/17/85 | 252 | Metro Rail Funding Approved |
| 12/20/85 | 253 | November Operator of the Month |
| 12/20/85 | 254a | Photo Caption -- Toys to Skid Row Mission |
| 12/23/85 | 255a | Photo Caption -- Accessible Service Recongition Program |
| 12/26/85 | 256 | Advisory to Assignment Editors RE: Rose Parade |

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|---|---|---|
| 12/27/85 | 257 | Photo Caption -- Christmas Trees to Frontier Hotel |
| 1/02/86 | 258 | RTD Pass Sales Office to Close for Remodeling |

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| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 1/8/86 | 001 | Panel Concludes Metro Rail MOS-1 Feasible |
| 1/8/86 | 002 | Photo Caption -- Guillermo Franco's Wish |
| 1/9/86 | 003 | RTD Launches Public Review/Comment Program for Metro Rail Re-Alignment |
| 1/13/86 | 004 | Memo to the Media -- Ad Hoc & Committee of the Whole Meeting 1/16 |
| 1/13/86 | 005 | RTD Schedules CORE Meetings |
| 1/17/86 | 006 | RTD Annual Report Available |
| 1/20/86 | 007 | Memo to the Media -- Regular Board Meeting January 23 |
| 1/20/86 | 008 | December Operator of the Month |
| 1/23/86 | 009 | RTD Schedules CORE Meetings |
| 1/24/86 | 010 | RTD Board Supports Resolution Requiring Seatbelts |
| 1/29/86 | 011 | Los Alamitos Night Harness Racing |
| 1/31/86 | 112 | Memo to the Media -- Ad Hoc & Committee of the Whole Meetings February 6 |
| 2/3/86 | 113 | Council Endorses Panel Report RE: MOS-1 Safety |
| 2/5/86 | 114s | L.A. Officials Respond to Reagan's Bid to Block Metro Rail Funding |
| 2/6/86 | 115s | RTD Fares Could Raise to $1 if District Loses Federal Operating Assistance |
| 2/10/86 | 116 | Memo to the Media -- Regular Board Meeting February 10 |
| 2/19/86 | 117 | RTD Meeting to Consider Construction of West L.A. Division |
| 2/24/86 | 118 | Memo to the Media -- Regular Board Meeting |
| 2/24/86 | 119 | January Operator of the Month |
| 2/21/86 | 120s | RTD Schedules CORE Meetings for March |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 3/5/86 | 121 | RTD Remove Double-Decker Buses from Service |
| 3/4/86 | 122 | RTD Buses Rerouted for L.A. Marathon Sunday, March 6 |
| 3/7/86 | 123 | Memo to the Media -- Breakfast Meeting in Washington, D.C. |
| 3/10/86 | 124 | Memo to the Media -- Note to Editors RE: CORE Meetings |
| 3/10/86 | 125 | RTD Directors Endorse Insurance Reform Initiative |
| 3/10/86 | 126 | College/Vocational ID Cards Available |
| 3/12/86 | 127 | Photo Caption -- Dyer Honored By Mayor Bradley RE: DBE/WBE |
| 3/13/86 | 128 | RTD Proceeds with Plans to Buy 90 Buses |
| 3/14/86 | 129 | Senior Citizen Monthly Passes Available |
| 3/14/86 | 130 | RTD Downtown Ticket Office Reopens March 25 |
| 3/17/86 | 131 | Memo to the Media -- Regular Board Meeting March 19 |
| 3/21/86 | 132s | RTD Directors Select Three Metro Rail Alignment Options |
| 3/21/86 | 133 | RTD Board of Directors Elect New Officers |
| 3/21/86 | 134 | Memo to the Media -- Board Meeting March 27, 1986 |
| 3/28/86 | 135 | Special to Downtown News -- RTD Donates to Skid Row Children |
| 3/31/86 | 136 | Manhattan Bech Subsidizes RTD Student Monthly Passes |
| 3/31/37 | 137 | Memo to the Media -- Ad Hoc & Committee of the Whole Meetings April 3 |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 4/1/86 | 138s | RTD To Trim Services Effective June 29 |
| 4/3/86 | 139a | Photo Caption -- El Monte Buswayn Extension |
| 4/3/86 | 140 | Memo to the Media -- Regular Board Meeting April 10 |
| 4/7/86 | 141 | February Operator of the Month |
| 4/9/86 | 142 | Redondo Beach Subsidizes Elderly, Handicapped and Student Passes |
| 4/10/86 | 143 | RTD Board Approves New Service Policy |
| 4/11/86 | 144a | Photo Caption -- New El Monte Parking Structure |
| 4/11/86 | 145s | RTD to Reschedule 50 Lines April 20 |
| 4/14/86 | 146 | Notice RE: Division 6 Meeting in Venice April 30 |
| 4/14/86 | 147a | Operator of the Year |
| 4/14/86 | 148s | "RIDE ON" Newspaper Published |
| 4/14/86 | 149s | April 29 CORE Meetings Scheduled |
| 4/17/86 | 150 | RTD Service to Hollywood Park |
| 4/17/86 | 151 | Memo to the Media -- Regular Board Meeting April 24 |
| 4/22/86 | 152 | March Operator of the Month |
| 4/22/86 | 153 | Mayor & Patsaouras Testify in D.C. RE: Metro Rail |
| 4/24/86 | 154a | Photo Caption -- Accessible Service Award to Bobby Taylor |
| 4/24/86 | 155 | Memo to the Media -- CORE Meetings Scheduled April 29 |
| 4/29/86 | 157 | Memo to the Media -- Committee of the Whole Meeting May 1 |
| 4/29/86 | 158 | RTD's Computerized Customer Information System |
| 4/29/86 | 159 | RTD Board Salutes Artist Whose Works Feature Buses |
| 4/30/86 | 160 | RTD Improves Reduced Fare Application Process |

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 5/2/86 | 161 | RTD Evaluates CORE Meetings |
| 5/5/86 | 162 | Memo to the Media -- Regular Board Meeting May 8 |
| 5/8/86 | 163a | Photo Caption -- Teddie Cheaves Recognized for Accessible Service |
| 5/8/86 | 164 | CORE Meetings Scheduled May 20 |
| 5/8/86 | 165 | RTD Approves Purchase of Neoplan Buses |
| 5/8/86 | 166 | RTD Purchases All Risk Property Insurance |
| 5/9/86 | 167 | Memo to the Media -- Rapid Transit Committee Meeting May 13 |
| 5/9/86 | 168a | Photo Caption -- Operation Teamwork Winners |
| 5/13/86 | 169 | Patsaouras, Wilson and Cranston Testify for $150 Million for Metro Rail |
| 5/15/86 | 170 | Special For Passenger Transport -- Metro Rail |
| 5/19/86 | 171 | Paratransit Directory Available |
| 5/19/86 | 172 | RTD Employees Contribute to Statue of Liberty |
| 5/19/86 | 173 | Memo to the Media -- Regular Board Meeting & Public Hearing May 22 |
| 5/21/86 | 174 | Memo to the Media -- Jan Hall Installation 5/22 |
| 5/21/86 | 175 | RTD's FY 87 Budget Presented to Board |
| 5/23/86 | 176 | April Operator of the Month |
| 5/27/86 | 177 | RTD & Unions Formulate Stronger Drug and Alcohol Abuse Policy |
| 5/29/86 | 178s | June 26 Public Hearing RE: Service Cuts |
| 5/29/86 | 179a | Photo Caption -- Hall & Estrada Swearing In |
| 6/2/86 | 180 | Memo to the Media -- Committee of the Whole Meeting In Redondo Beach 6/7 |

# 1986 NEWS RELEASES

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 6/3/86 | 181 | RTD to modify Line 177 |
| 6/4/86 | 182a | Photo Caption -- Patasouras Honored by Senate |
| 6/5/86 | 183 | RTD Schedules CORE Meetings June 24 |
| 6/5/86 | 184 | Gordana Swanson Reelected to Board |
| 6/9/86 | 185 | Memo to the Media -- Regular Board Meeting June 12 |
| 6/10/86 | 186 | Glendora Subsidizes Passes for Seniors and Students |
| 6/10/86 | 187a | Photo Caption -- Accessible Bus Demonstrated to Blind Students |
| 6/17/86 | 188 | Memo to the Media -- Bus Roadeo Finals June 21 |
| 6/20/86 | 189 | May Operator of the Month |
| 6/20/86 | 190 | RTD Extends ID Cards through October 31, 1986 |
| 6/23/86 | 191a | Memo to Media -- Public Hearing to Regular Board Meeting 6/26 |
| 6/23/86 | 192 | RTD Schedules Public Hearing Re: Service Changes 6/26/86 |
| 6/24/86 | 193 | Photo Caption -- Director Day w/Westlake & Agoura Officials |
| 6/25/86 | 194 | RTD Earmarked $110M for Metro Rail Construction |
| 6/26/86 | 195 | Board Adopts FY 1987 Budget |
| 6/27/86 | 196a | Photo Caption -- Roadeo Winner |
| 7/03/86 | 197 | RTD to Service Los Alamitos Night Thoroughbred Races |
| 7/07/86 | 198 | Venice Division -- July, August Meetings |

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| 7/11/86 | 199 | Legal Listing on Release of Drug Testing |
| 7/11/86 | 200 | Joint RTD-LACTC Press Release Funding |
| 7/14/86 | 201 | Memo to Media -- Regular Board Meeting 7/17/86 |
| 7/16/86 | 202a | RTD Automated Information System |
| 7/16/86 | 203a | Photo Caption -- Metro Rail Celebration |
| 7/18/86 | 204 | Memo to Media -- Anti-Graffiti Campaign June 21 |
| 7/18/86 | 205a | Joint Press Conference Re: Anti-Graffiti/RTD & Raiders |
| 7/18/86 | 206a | Supervisor Hahn Provides Funds for Anti-Graffiti |
| 7/21/86 | 207 | Board Approves Service Cuts for September 28 |
| 7/21/86 | 208 | Public Hearing Re: December Service Cuts |
| 7/24/86 | 209a | June Operator of the Month |
| 7/28/86 | 210 | Memo to Media -- Regular Board Meeting 7/31/86 |
| 7/30/86 | 211 | RTD Earns Award for Black Law Firm USA |
| 7/31/86 | 212 | RTD Liability Insurance Renewed |
| 7/31/86 | 213 | House Approves $110 Million for Metro Rail |
| 8/01/86 | | Valley CSC Extends Hours |
| 8/04/86 | 214 | Memo to Media -- Ad Hoc & COW 8/7/86 |
| 8/7/86 | 215 | RTD Sets Hearing on Service Cuts September 11 |
| 8/8/86 | 216 | Safety Panel |
| 8/11/86 | 217 | Memo to Media -- Regular Board Meeting 8/14 |
| 8/11/86 | 218 | PSA's -- Anti-Graffiti Campaign |
| 8/11/86 | 219a | Walter Norwood, EEO Head |

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|---|---|---|
| 8/14/86 | 220 | Service Modifications in SFV for September 28 Public Hearing |
| 8/15/86 | 221 | Safety Panel Approved |
| 8/15/86 | 222a | Photo Caption -- NBA Corporate Award |
| 8/19/86 | 223 | RTD Board Holds Special Board Meeting Re: MOS-1 8/21/86 |
| 8/19/86 | 224 | Memo to Media -- Special Board Meeting 8/21 |
| 8/22/86 | 225 | Metro Rail Contract Approved |
| 8/25/86 | 226 | Second Release - December Service Changes |
| 8/25/86 | 227 | Memo to Media - Regular Board Meeting 8/28/86 |
| 8/26/86 | 228 | Media Advisory -- MR Contract Signing 8/27/86 |
| 8/27/87 | 229 | Operator of the Month of July |
| 8/27/86 | 230a | Metro Rail Contract Signed August 27, 1986 |
| 9/5/86 | 231 | Passenger Transport -- Metro Rail Becomes a Reality |
| 9/5/86 | 232 | December Service Cats |
| 9/8/86 | 233a | Photo Caption -- Anti-Graffiti Campaign at Division 5 |
| 9/8/86 | 234 | Memo to Media -- Regular Board Meeting 9/11 |
| 9/8/86 | 235 | Non-uniformed Peace Officers Ride Free |
| 9/12/86 | 236 | Street Scene Bus Detours |
| 9/17/86 | 237 | Groundbreaking Set |
| 9/18/86 | 238 | Memo to Media -- Saturday Board Meeting 9/20 |
| 9/22/86 | 239 | RTD Service Changes Effective 9/28/86 |
| 9/22/86 | 240 | Memo to Media -- Activities of Board of Directors SCRTD |

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|---|---|---|
| 9/22/86 | 241 | RTD Rose Parade Lines to Undergo Minor Changes |
| 9/23/86 | 242 | RTD Tests New On-Bus Crime Report |
| 9/24/86 | 243 | Public Invited to Attend Groundbreaking |
| 9/24/86 | 244 | Metro Rail Press Kit Release |
| 9/25/86 | 245 | Memo to Media -- Groundbreaking Ceremony 9/29/86 |
| 9/26/86 | 246 | Memo to Media -- Ad Hoc & COW Meetings 10/2/86 |
| 9/30/86 | 247 | Board Asks Safety Panel to Hold Open Session in L.A. |
| 10/2/86 | 248 | August Operator of the Month |
| 10/3/86 | 249a | Photo Caption to Pass Transport Re: Groundbreaking |
| 10/6/86 | 250 | Memo to Media -- Regular Board Meeting 10/9/86 |
| 10/7/86 | 251s | Unexpected Availability of Funds Clears Path for RTD Service Improvements |
| 10/13/86 | 252 | Ridership of Disabled Improves w/Accessible Service |
| 10/13/86 | 253a | Photo Caption -- RTD & Paramount Shuttle |
| 10/15/86 | 254 | Lines Change on Figueroa Street -- Service Changes |
| 10/20/86 | 255a | Photo Caption -- Metro Rail Groundbreaking |
| 10/20/86 | 256 | Memo to Media -- Regular Board Meeting 10/23/86 |
| 10/22/86 | 257 | RTD Installs New PC System |
| 10/22/86 | 258 | September Operator of the Month |
| 10/27/86 | 259 | Accessibility Service Award Photo Caption |
| 10/28/86 | 260 | Storing Speaks to Council for the Blind |
| 10/29/86 | 261 | RTD Schedules Nov. 5 CORE Meetings |

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| 10/31/86 | 262 | Special to Downtown News: Metro Rail Construction |
| 10/31/86 | 263 | Bus Route Changes November 23 to Accommodate Metro Rail |
| 11/3/86 | 264 | Memo to Media -- COW Board Meeting 11/6/86 |
| 11/4/86 | 265 | Memo to Media -- November 5 CORE Meetings |
| 11/5/86 | 266 | Photo Caption -- Metro Rail Map Downtown News Special |
| 11/6/86 | 267 | Hollywood Park Service Begins for Fall Season |
| 11/6/86 | 268 | Memo to Media -- Notice to Editors Re: Drug & Alcohol Policy |
| 11/10/86 | 269 | Memo to Media -- Regular Board Meeting 11/13/86 |
| 11/12/86 | 270 | Memo to Media -- Press Event November 18 |
| 11/12/86 | 271a | Photo Caption -- Paramount Shuttle |
| 11/13/86 | 272 | 31 Lines Rerouted November 23 |
| 11/13/86 | 273 | CORE Meetings Schedules November 20 - December 2 |
| 11/17/86 | 274 | Memo to Media -- Regular Board Meeting 11/19/86 |
| 11/17/86 | 275 | Safety Panel Meeting November 21-22 |
| 11/18/86 | 276 | Safety Panel Memo |
| 11/18/86 | 277 | Notice of Board Meeting 11/22/86 |
| 11/18/86 | 278 | Notice of December 4 Public Hearing - Metro Rail |
| 11/18/86 | 279 | Benefit Assessment Bonding Public Hearing - Dec. 4 |
| 11/20/86 | 280 | October Operator of the Month |
| 11/26/86 | 281 | Hollywood Xmas Parade |
| 11/28/87 | 282 | Rose Bowl Service PSAs (3) |

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|---|---|---|
| 12/1/86 | 283 | Memo to Media -- COW Public Hearing & Special Board Meeting 12/4 |
| 12/2/86 | 284s | RTD Service to Rose Parade |
| 12/2/86 | 285 | Photo Caption -- Metro Rail Options |
| 12/3/86 | 286 | Rose Parade Service to Long Beach |
| 12/3/86 | 287 | Rose Parade Service to SFV |
| 12/3/86 | 288 | Rose Parade Service to SGV |
| 12/3/86 | 289s | Photo Caption -- Rose Queen |
| 12/8/86 | 290 | Memo to Media -- Regular Board Meeting 12/11 |
| 12/9/86 | 291 | Memo to Media -- Special Board Meeting 12/10/86 |
| 12/15/86 | 292 | Corporate Bus Pass Program (To Downtown News) |
| 12/15/86 | 293 | Memo to Media -- Regular Board Meeting 12/17 |
| 12/16/86 | 294 | Jan Hall Accounts for Expense Vouchers |
| 12/17/86 | 295 | RTD Brotherhood Crusade Campaign |
| 12/17/86 | 296 | RTD Essay & Poster Contest Re: Anti Vandalism |
| 12/18/86 | 297a | Photo Caption -- Para Los Ninos |
| 12/19/86 | 298 | December 28 Service Changes |
| 12/24/86 | 299 | Photo Caption -- Rose Parade w/John Day |
| 12/24/86 | 300 | Santa Anita Race Track Service |
| 12/29/86 | 301 | Rose Bown Service Advisory |
| 12/29/86 | 302 | Nov. Operator of the Month |

a = Photo Caption

s = Release also distributed in Spanish

# 1987 NEWS RELEASES

| DATE | RELEASE # | SUBJECT |
|---|---|---|
| 1/2/87 | 001 | Service to Los Alamitos |
| 1/5/87 | 002 | Memo to Media -- Regular Board Meeting 1/8 |
| 1/8/87 | 003 | Joe Scatchard Retires |
| 1/9/87 | 004a | Photo Caption - Anti Graffiti Program |
| 1/9/87 | 005a | Photo Caption -- RTD Appreciation Day in Monrovia |
| 1/12/86 | 006 | February 1 Service Change |
| 1/13/87 | 007 | Memo to Media -- Special Board Meeting 1/15/87 |
| 1/14/87 | 008 | Memo to Media -- COW Mtg. in Puente 1/17/87 |
| 1/15/87 | 009 | Acting Transportation Director Approved |
| 1/16/87 | 010 | Memo to Media -- Public Hearing Re: Hoc Svc. 1/22/87 |
| 1/20/87 | 011s | RTD Invites Contractors to Metro Rail Conference 1/29 |
| 1/23/87 | 012 | Lelia Bailey, Acting Director of Transportation |
| 1/26/87 | 013s | Memo to Media -- Metro Rail Contracts Conference 1/29 |
| 1/27/87 | 014 | Memo to Media -- Ad Hoc Meetings 1/29 & 1/31/87 |
| 1/27/87 | 015 | Special Meetings to Discuss Future of L. A. Transit |
| 1/30/87 | 016 | Memo to Media -- Metro Rail Community Meeting |
| 2/2/87 | 017 | RTD Lays off 32 Administrative Employees |
| 2/2/87 | 018 | Memo to Media -- Regular Board Meeting February 5 |

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| 2/9/87 | 019 | Memo to Media -- Board Meeting 2/12/87 |
| 2/12/87 | 020 | RTD to Conduct Communications Audit |
| 2/11/87 | 021 | New Inspector General Selected |
| 2/16/87 | 022 | December Operator of the Month |
| 2/18/87 | 023 | Benefit Assessment Prep Conference |
| 2/23/87 | 024 | Memo to Media -- Regular Board Meeting 2/26 |
| 2/24/87 | 025 | RTD to Lease Office Space for IG and Metro Rail |
| 2/25/87 | 026 | March 21 Public Hearing to Consider Fares |
| 2/26/87 | 027 | RTD Launches Joint Camp w/UTU Re: Absenteeism |
| 2/27/87 | 028a | January Operator of the Month |
| 3/2/87 | 029 | SEIR Public Hearing March 14 |
| 3/2/87 | 030 | Memo to Media -- COW Meeting 3/5 |
| 3/4/87 | 031 | RTD Awards $61 Million MR Construction Contract |
| 3/5/87 | 032 | RTD Makes Gains in Cutting Costs |
| 3/5/87 | 033 | 2nd Release -- March 21 P.H. |
| 3/6/87 | 034 | Memo to Media -- Public Forum March 9 |
| 3/9/87 | 035 | Memo to Media -- Board Meeting March 12, 1987 |
| 3/17/87 | 036a | Photo Caption -- Jan Hall Tours Division 10 Maint. |
| 3/18/87 | 037a | Dunning Swan in as New Board Member |
| 3/19/87 | 038 | Metro Rail Digs in at 7th Street Station |
| 3/19/87 | 039a | Operator of the Month -- February |
| 3/20/87 | 040a | Darrell Gibson Honored by Board |
| 3/23/87 | 041 | Memo to Media -- Regular Board Meeting 3/26/87 |

| | | |
|---|---|---|
| 3/25/87 | 042 | News Release New Monthly "Flash" Passes |
| 3/26/87 | 043 | Advertising Executives Honored |
| 3/27/87 | 044 | Special RTD Board Meeting April 1 |
| 3/30/87 | 045 | Memo to Media -- Agenda for Special Board Meeting 4/1/87 at 1 p.m. |
| 3/31/87 | 046 | Metro Rail Bond Hearing Set for May 14 |
| 4/1/87 | 047 | News Release Report Card |
| 4/2/87 | 048 | RTD Buses Return to Spring Street April 12 |
| 4/6/87 | 049 | First Neoplan Bus Arrives |
| 4/6/87 | 050 | Memo to Media -- Board Meeting 4/9/87 |
| 4/7/87 | 051 | Spring Street News 2 |
| 4/7/87 | 052 | Spring Street News 3 |
| 4/9/87 | 053 | RTD Provides Service to Baldwin Hills Recreation |
| 4/9/87 | 054 | RTD Board Approves Purchase of 297 New Buses Including 30 Powered by Methane |
| 4/13/87 | 055 | Photo Caption -- Neoplan Buses |
| 4/17/87 | 056 | Line 434 & 120 Reroute |
| 4/17/87 | 057 | Operator of the Month -- March |
| 4/20/87 | 058a | Memo to Media -- Regular Board Meeting 4/23/87 |
| 4/20/87 | 059 | Memo to Media -- Special Board Meeting 4/24/87 |
| 4/22/87 | 060 | "Operation Teamwork" Awards Youth in Transit Program |
| 4/22/87 | 061 | 114 Workers Move into New Central Maintenance Facility |
| 4/23/87 | 062 | 2nd Revision Agenda Special Board Meeting 4/24/87 |
| 4/23/87 | 063 | Line 459 Change |
| 4/24/87 | 064 | Memo to Media -- CMF |

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|---|---|---|
| 4/28/87 | 065 | Memo to Media -- COW Meeting |
| 4/28/87 | 066 | RTD Board to Consider MR Study Amendment April 30 |
| 4/28/87 | 067 | Photo Caption -- Sen. Cranston Honored Board Meeting May 7 Special Meetings |
| 4/30/87 | 068 | Jones Sworn in as Member of RTD BOD |
| 4/30/87 | 069 | RTD Takes Top Honors for Outstanding Safety Accomplishments |
| 5/1/87 | 070 | Metro Rail New LPA Adopted |
| 5/4/87 | 071 | Revised of #67B Fare Meeting |
| 5/6/87 | 072 | Community Day |
| 5/6/87 | 073 | RTD Driver of the Year to be Honored May 21 |
| 5/6/87 | 074 | Memo to Media -- Special Board Meeting 5/7/87 |
| 5/6/87 | 075a | Benefit Assessment Bond Hearing |
| 5/8/87 | 075 | RTD Cancel 18 High Modeling Bus Lines |
| 5/8/87 | 076 | Three RTD Employees Honored |
| 5/11/87 | 077 | Memo to Media -- Agenda for Regular Board Meeting 5/14/87 |
| 5/13/87 | 078 | Bailey Promotion |
| 5/13/87 | 079 | Hollywood Bowl Service |
| 5/13/87 | 080 | Riders Choice Award |
| 5/14/87 | 081a | Operation Teamwork Caption - Burger |
| 5/14/87 | 081b | Operation Teamwork Caption - Duong |
| 5/14/87 | 081c | Operation Teamwork Caption - Ruiz |
| 5/14/87 | 081d | Neusom Award to Thompson |
| 5/14/87 | 081e | Operation Teamwork Winner - Group Shot |
| 5/14/87 | 081f | Operation Teamwork Winner - Crespo |
| 5/14/87 | 081g | Neusom Award to Yonce |

| | | |
|---|---|---|
| 5/14/87 | 081h | Neusom Award to Williams |
| 5/14/87 | 082 | Operator of the Year Award |
| 5/15/87 | 083 | Metro Rail Brochure Available |
| 5/18/87 | 084 | Memo to Media -- Agenda for Board Meeting 5/21/87 |
| 5/19/87 | 085 | Photo Caption -- Bailey Director |
| 5/20/87 | 086 | Memo to Media -- Driver of the Year |
| 5/20/87 | 087 | Gifford Appointed Acting |
| 5/21/87 | 088 | Operator of the Year -- Felix Rubio |
| 5/26/87 | 089 | Photo Caption -- Spread the Word |
| 5/26/87 | 090 | Memo to Media -- Regular Board Meeting Agenda |
| 5/27/87 | 091 | April Operator of the Month |
| 5/28/87 | 092 | Affirmative Action Award |
| 5/28/87 | 093 | Safety Awards |
| 6/1/87 | 094 | Memo to Media -- COW Meeting Agenda |
| 6/1/87 | 095 | Blood Pressure Photo |
| 6/1/87 | 096 | Neoplan Buses |
| 6/1/87 | 097 | APTA Safety Award |
| 6/2/87 | 098 | Operator of the Year Photo Caption |
| 6/4/87 | 099 | Dick Powers Retires |
| 6/4/87 | 100 | 20-Year Veteran Is RTD's Finest |
| 6/5/87 | 101 | Memo to Media -- Neoplan Buses |
| 6/8/87 | 102 | Memo to Media -- Regular Board Meeting Agenda |
| 6/9/87 | 103 | Bus Roadeo Preliminary |
| 6/12/87 | 104 | Photo Caption -- NSC Safety Award Photo |
| 6/12/87 | 105 | Photo Caption -- United Way Photo |
| 6/12/87 | 106 | Citipass Program |

| | | |
|---|---|---|
| 6/12/87 | 107 | Alternate Parking During Construction of El Monte Parking Structure |
| 6/16/87 | 108 | Memo to Media -- Agenda for Special Board Meeting |
| 6/16/87 | 109 | Line 685 Service Southbay to Continue |
| 6/16/87 | 110 | Major RTD Changes to go into Effect June 21 |
| 6/16/87 | 111 | Special to Passenger Transport -- Picture Caption, Marketing Award |
| 6/17/87 | 112 | RTD Line 685 Continues |
| 6/22/87 | 113 | Community Day Re-Release |
| 6/22/87 | 114 | Student ID Applications Available |
| 6/22/87 | 115 | Memo to San Gabriel Media Re: El Monte Parking Structure Groundbreaking |
| 6/22/87 | 116 | Memo to Media -- Regular Board Meeting |
| 6/23/87 | 117 | Community Day |
| 6/23/87 | 118 | RTD Actions in Line with Audit |
| 6/25/87 | 119 | RTD Breaks Ground for New Parking Structure at El Monte Station |
| 6/26/87 | 120 | RTD Details Neoplan Retrofit Campaign |
| 6/26/87 | 121 | Budget FY 1988 Approved |
| 6/26/87 | 122 | Revised Comm. Day Memo |
| 6/29/87 | 123 | Memo to Media -- COW Agenda |
| 6/30/87 | 124 | May Operator of the Month |
| 6/30/87 | 125 | Citipass News |
| 6/30/87 | 126 | Jan Hall Re-elected |
| 6/30/87 | 127 | Revised Student ID Applications |
| 6/30/87 | 128 | Memo to Media -- Guide Dog Demonstration |
| 6/30/87 | 129 | Photo Caption -- El Monte Parking Structure |

| | | |
|---|---|---|
| 7/1/87 | 130 | Photo Caption -- Introducing RTD Citipass |
| 7/1/87 | 131 | Photo Caption -- New Neoplan Buses Serve City of Artesia |

a = Photo Caption

s = Release also distributed in Spanish

APPENDIX I

| BROCHURE TITLE | FY 85 (1/1 - 6/30/85) | FY 86 | FY 87 | SPANISH |
|---|---|---|---|---|
| SECTOR MAPS | | | | |
| EAST LOS ANGELES | Ø | 300,000 | 300,000 | * |
| WESTERN LOS ANGELES | Ø | 300,000 | 300,000 | |
| DOWNTOWN LOS ANGELES | 75,000 | 300,000 | 300,000 | |
| SOUTH BAY | 70,000 | 300,000 | 300,000 | |
| SOUTH CENTRAL | Ø | 300,000 | 300,000 | |
| SAN FERNANDO VALLEY | Ø | 300,000 | 300,000 | |
| SAN GABRIEL VALLEY | Ø | 300,000 | 300,000 | |
| MID CITIES | | 300,000 | 300,000 | |
| BURBANK, GLENDALE, PASADENA | Ø | 300,000 | 300,000 | |
| SUB TOTAL | 145,000 | 2,700,000 | 2,700,000 | |
| FARE BROCHURES | | | | |
| COLLEGE/VOCATIONAL | 160,000 | 200,000 | 200,000 | * |
| PARK 'N' RIDE | 110,000 | 150,000 | 150,000 | * |
| MONTHLY PASS | Ø | 200,000 | 200,000 | * |
| BEEP FARE | 35,000 | 100,000 | Ø | * |
| STUDENT FARE | 360,000 | 200,000 | 200,000 | * |
| HANDICAPPED | 125,000 | 200,000 | 200,000 | * |
| SENIOR CITIZEN | 185,000 | 200,000 | 200,000 | * |
| RTD FARE BROCHURE | 200,000 | 300,000 | 300,000 | * |
| SUB TOTAL | 1,175,000 | 1,550,000 | 1,450,000 | |
| RTD SERVICE CHANGES AND SYSTEM MAP | | | | |
| SERVICE CHANGES | 160,000 | 600,000 | 1,200,000 | |
| SUB TOTAL | 160,000 | 600,000 | 1,200,000 | |

* SPANISH AND ENGLISH

| BROCHURE TITLE | FY 85 (1/1 - 6/30/85) | FY 86 | FY 87 | SPANISH |
|---|---|---|---|---|
| MISCELLANEOUS BROCHURES | | | | |
| CRIME PREVENTION | 120,000 | 100,000 | 100,000 | * |
| FACTS AT A GLANCE | 2,000 | 50,000 | 50,000 | * |
| PASS SALES DIRECTORY | 70,000 | 300,000 | 200,000 | * |
| RTD TO ORANGE COUNTY | Ø | 200,000 | 200,000 | |
| NEW MOBILITY MAP | Ø | 150,000 | Ø | * |
| DOWNTOWN MINIBUS | 40,000 | 100,000 | Ø | * |
| RTD ACCESSIBLE SERVICE | 17,500 | Ø | 150,000 | * |
| UNIVERSAL STUDIOS | 125,000 | 250,000 | 250,000 | * |
| SELF GUIDED TOURS | 40,000 | 200,000 | 200,000 | * |
| GUIDE FOR THE NEW BUS RIDER | 90,000 | 200,000 | 200,000 | * |
| COMMUTER CRUISER | 120,000 | 100,000 | 100,000 | * |
| FUN IN THE SUN | 110,000 | 200,000 | 200,000 | * |
| WESTWOOD SHUTTLE | Ø | 20,000 | Ø | * |
| PASS PLUS | Ø | Ø | 300,000 | * |
| SAFETY BROCHURE | Ø | Ø | 10,000 | * |
| PARATRANSIT | Ø | Ø | 50,000 | |
| PERSONNEL INCENTIVE | Ø | Ø | 10,000 | |
| EMPLOYEE RECOGNITION | Ø | Ø | 10,000 | |
| EMPLOYEE ASSISTANCE | Ø | Ø | 10,000 | |
| EMPLOYEE SUGGESTION | Ø | Ø | 10,000 | |
| NEW YEAR'S DAY | 0 | 70,000 | 70,000 | * |
| ANNUAL REPORT | 0 | 3,000 | 3,000 | * |
| HOLLYWOOD PARK | 0 | 150,000 | 150,000 | * |
| GREEK THEATRE | 75,000 | 110,000 | 110,000 | * |
| HOLLYWOOD BOWL | 0 | 150,000 | 150,000 | |
| RIDING RTD SAFELY | 0 | 100,000 | 100,000 | * |
| ROSE BOWL | 0 | 75,000 | 75,000 | * |
| TICKET TO RIDE | 0 | 200,000 | 0 | * |
| SHOP BY BUS PROMOTION | 0 | 400,000 | 400,000 | * |
| COUPON PROMOTION | 0 | 800,000 | 800,000 | * |
| CAL MART TAKE ONE | 0 | 50,000 | 50,000 | * |
| EAST LOS ANGELES CSC | 0 | 50,000 | 0 | * |
| 434 BEACH BLVD. | 200,000 | 350,000 | 0 | * |
| POMONA FAIR | | 150,000 | 150,000 | * |

MISCELLANEOUS BROCHURES CONT.

| | | | | |
|---|---|---|---|---|
| MISCELLANEOUS LINE CHANGES | 0 | 250,000 | 100,000 | * |
| SANTA ANITA RACE TRACK | 0 | 100,000 | 100,000 | * |
| HOLLYWOOD CHRISTMAS PARADE | 0 | 100,000 | 100,000 | * |
| HOW TO SAFEGUARD PERSONAL BELONGINGS | 0 | 100,000 | 100,000 | * |
| OPERATION TEAMWORK | 0 | 150,000 | 0 | * |
| TIME OF YOU LIFE EXPO | 150,000 | 175,000 | 175,000 | |
| RTD TELEPHONE INFORMATION | 0 | 100,000 | 100,000 | * |
| RTD AT WORLD TRADE SHOW | 0 | 100,000 | 100,000 | * |
| THE FIESTA BUS | 0 | 100,000 | 100,000 | |
| TRANSIT READER | 250,000 | 900,000 | 900,000 | * |
| DISABLED RIDER EMERGENCY TELEPHONE NO. | 0 | 100,000 | 100,000 | * |
| SHOP BY BUS SURVEY | 0 | 50,000 | 50,000 | * |
| EL POLLO LOCO | 205,000 | 0 | 0 | * |
| NOTICE TO PASS BUYER -WILSHIRE OFFICE | 34,000 | 0 | 0 | * |
| JACK-IN-THE-BOX | 151,000 | 0 | 0 | * |
| RTD TICKET TO RIDE | 200,000 | 0 | 0 | * |
| HOW TO USE YOUR RTD TRANSFER | 90,000 | 100,000 | 100,000 | * |
| RTD MONTHLY PASS INFORMATION | 200,000 | 0 | 0 | * |
| LINE 53 | 300,000 | 0 | 0 | * |
| COUNTERFEIT PASS | 495,000 | 0 | 0 | * |
| RTD BUS GUIDE TO LAX | 75,000 | 0 | 0 | * |
| LOS ANGELES SUBSIDY PROGRAM | 480,000 | 0 | 0 | * |
| RTD SERVICE TO THE MUSIC CENTER | 75,000 | 0 | 0 | * |
| NOTICE TO LINE 266 PASSENGERS | 15,000 | 0 | 0 | * |
| NON-RESIDENT/CITY OF LOS ANGELES | 10,000 | 0 | 0 | * |
| CUSTOMER CENTER CLOSING | 4,000 | 0 | 0 | * |
| LINE 466 RIDER BULLETIN | 1,000 | 0 | 0 | * |
| NOTICE OF PUBLIC HEARING LINE 208 | 2,800 | 0 | 0 | * |
| CLOSE OF CONTRA FLOW LANE | 85,000 | 0 | 0 | * |
| LINE 438 RIDER BULLETIN | 600 | 0 | 0 | * |
| COUNTY/RTD SUBSIDY | 140,000 | 0 | 0 | * |
| RIDER BULLETIN | 48,000 | 0 | 0 | * |
| MISCELLANEOUS | 0 | 500,000 | 750,000 | |
| SUB TOTAL | 4,020,900 | 7,353,000 | 14,236,000 | |
| TOTAL | 5,500,000 | 12,203,000 | 19,586,000 | |

# APPENDIX J

# APPENDIX J

Included in this Appendix is an excerpt from the report entitled: Status of Environmental Mitigation Measures for Los Angeles Metro Rail Project - Minimum Operable Segment (MOS-1). This excerpt provides the status of mitigation measures undertaken to minimize the adverse landuse, social and economic impacts associated with the construction of the MOS-1.

LAND USE, SOCIAL AND ECONOMIC (LU)[1]

Mitigation Measure LU1. Develop residential projects on commercially zoned land.

a. Rezone surplus commercially or industrially zoned land for residential uses. The City's Community Redevelopment Agency is to examine potential for residential development on commercially zoned land in the northwest corner of the Union Station area.

b. Require the construction of housing as part of large scale projects or the contribution to a housing fund for small projects.

c. Encourage the construction of housing as mixed use or independent projects through density bonuses and other incentives.

d. Undertake joint development projects which include a housing component.

A. Reference: FEIS, Pages 3-63, 64

B. Implementation: This measure is accomplished outside of the construction contracts through coordination with other agencies.

C. Status: The Community Redevelopment Agency is undertaking a housing project on surplus industrial land leased from the Santa Fe Railroad. The project is a 130 bed temporary homeless shelter on a site east of Union Station, immediately north of the Metro Rail Yard. It was funded by a combination of public and private funds in December 1986.

Since the completion of the Final EIS, the Community Redevelopment Agency has completed Cathay Manor, a 270 unit low and moderate income elderly housing development within the station area. Ground was broken for the 124 unit Hillside Villa low and moderate income apartments in August 1986. Completion is expected by August 1987. Two additional low and moderate income projects sponsored by the Community Redevelopment Agency are under construction or about to start in Chinatown just outside the defined study area, but within walking distance of Union Station. They are Bartlett Hill Manor Apartments (65 units, under construction), scheduled for completion by the end of 1987 and TC Apartments (20 units), completed in 1986.

[1]Source: Status of Environmental Mitigation Measures for Los Angeles Metro Rail Project - Minimum Operable Segment (MOS-1), prepared by Environmental Engineering Section, SCRTD, April 1987.

The Community Redevelopment Agency has been approached by a developer requesting financial assistance for a 320 unit, two phase apartment complex to be located between Cathay Manor and Union Station on the block bounded by New High Street, Ord, North Spring, and Sunset. This project is currently in the discussion phase.

The Community Redevelopment Agency is in the planning stages for the South Park Project which is planned as a housing community, ultimately including several thousand units. This project is located within close walking distance of the 7th/Flower Station.

At three of the five MOS-1 stations located in-street the District only purchased enough land or easements for entrances, thus eliminating opportunities for joint development above stations. While Wilshire/Alvarado and Union Stations are located off-street and have substantial joint development potential, the District owned land at Wilshire/Alvarado is not available for joint development until after the station is built. The District owned land at Union Station also will be unavailable during construction, however, the Los Angeles Union Passenger Terminal Corporation has assembled a large vacant parcel on the Union Station site. The Community Redevelopment Agency is negotiating the terms of a new master land use plan for this site, and with the District's cooperation, may include housing on-site or en lieu payments to the downtown housing fund as part of the negotiation.

The District will continue to work with the Community Redevelopment Agency to insure that housing is built within walking distance of MOS-1, and anticipates continued substantial near term progress in the vicinities of Union Station and 7th/Flower Stations. In the longer term, after the disruptions of construction are over, the District expects the elements of the Draft Station Area Development Plan prepared by the City of Los Angeles which allows Transfers of Development Rights, Residential Financial Assistance, and development bonuses for provision of amenities and improvements in the station area to yield additional new housing in the Wilshire/Alvarado Station area.

D. Future Action: The District will continue to coordinate with the CRA and Los Angeles Department of Planning to insure residential development is included in station areas.

Mitigation Measure LU2. The District and the Community Redevelopment Agency will identify historic and cultural properties that could be affected by the indirect effects of increased developmental pressures resulting from the subway project. They will consider these properties in the planning process for the Station Area Specific Plans for MOS-1.

They will examine areas where indirect effects on historic and cultural properties are expected in consultation with the SHPO, the Los Angeles Cultural Heritage Board and interested local groups.

They will include mechanisms for the preservation of significant historic and cultural properties in the MOS-1 Station Area Specific Plans. These mechanisms may include :

Transfer of Development Rights,

Down-zoning,

Grants or low-interest loans for rehabilitation,

Establishing a revolving loan fund for rehabilitation,

Conditioning of bargain sale or joint development with the preservation/rehabilitation of an historic or cultural property,

Property tax abatement or discount,

Advocacy of the tax incentives of Section 212 of the Economic Recovery Tax Act, and

Donation/acceptance of a facade easement.

The SCRTD and private developers will cooperate with the CRA's preservation program.

A. Reference: FEIS, Pages 3-66, 67

FEIS, Pg 4-29, 30 (Section V, Memorandum of Agreement)

EA, Pages 49 and 50

COF, October 25, 1984, Page 21

B. Implementation: This measure is accomplished outside of the construction contracts.

C. Status: Progress to date has centered on the establishment of historic districts to help ensure preservation of historic structures near these two stations. Two historic districts in this area have been added to the National Register of Historic Places. South Spring Street between Fourth and Seventh Streets has been designated a National Register Historic District. The Historic District includes 29 buildings that form the heart of what was once known as "The Wall Street of the West." One block to the west, Broadway between Third and Ninth Streets has been designated as the Broadway Historic Theatre District and is the largest Historic Theatre District on the National Register of Historic Places.

The Draft Core Area Development Framework Plan contains a listing of all buildings listed on the National Register of Historic Places, buildings eligible for listing on the National Register of Historic Places, buildings potentially eligible for listing on the National Register of Historic Places, and all Historic/Cultural Monuments of the Los Angeles Cultural Heritage Board.

The District has requested, in a letter dated November 11, 1986, that the Community Redevelopment Agency incorporate a special section in the Final Metro Rail Station Area Master Plan for the Central Business District (CBD), with a detailed list of the mitigation measures to be taken for all historic structures within the Plan Area and that the Environmental Impact Report for this Plan include a discussion of impacts on and mitigation measures for the historic properties within the Master Plan Area.

D. Future Action: The District will follow-up with the CRA to ensure that at least some measures in the Memorandum Of Agreement with the Advisory Council on Historic Preservation are incorporated in final station area plans.

Mitigation Measure LU3. Assist the City, County and Community Redevelopment Agency in the development of Specific Plans.

A. Reference: FEIS, Page 3-104

B. Implementation: Coordination with other agencies

C. Status: The District provided funding assistance in the development by the City of Los Angeles of the Metro Rail Transit Corridor Specific Plan covering portions of the CBD, one City prepared Station Area Development Plan at the Wilshire/Alvarado Station and a CBD Master Plan, covering four CBD stations, developed by the Community Redevelopment Agency.

The City prepared and circulated an EIR for the Transit Corridor Specific Plan and public hearings have been held. Adoption of the plan is awaiting completion to the CORE Study to fix the middle portion of the Metro Rail alignment.

Revisions to the Station Area Development Plan are delayed until the City Planning Department and City Planning Commission resolve their response to Initiative Ordinance U, passed by the voters of the City of Los Angeles in November 1986. Initiative U, reduces the allowable Floor Area Ratio (FAR) in Height District One from FAR 3 to FAR 1.5. This results in downzoning substantial amounts of land in the Wilshire/Alvarado Station Area but would not affect the land owned by the District.

Since neither the Metro Rail Transit Corridor Specific Plan nor the Station Area Development Plan has been adopted, some or all of this land conceivably could be rezoned upward, but some questions exist as to the legal and political acceptability of such an action.

The Draft CBD Master Plan, written by the Community Redevelopment Agency, has been completed and reviewed by the District. On November 12, 1986 the agency notified the District that they would finalize the CBD Master Plan when results are available from the rezoning of all of downtown in compliance with California laws, the Development Framework Plan and the adoption of a Transportation Implementing Ordinance for downtown. They expect these events will require 18 months, but, until then they will use the draft Master Plan as a guideline for discussions with developers.

D. Future Action: The District will continue to coordinate with the City and CRA until Specific Plans are complete.

Mitigation Measure LU4. Relocation Assistance for displaced residents, tenants, businesses and non-profit organizations will be provided in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (of 1970) and the California Relocation Act.

A. Reference: FEIS, Page 3-104

B. Implementation: Coordination with other agencies

C. Status: All federal and federally assisted projects in the Metro Rail Corridor will comply with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (of 1970).

All projects in the Metro Rail Corridor where a public entity (including the state, the Regents of the University of California, a county, city, district, public authority, public agency, or other political subdivision) acquires real property for public use are required by law to provide relocation assistance under the terms of the California Relocation Act. In addition, the Community Redevelopment Agency requires compliance with the California Relocation Act as a condition of approval for all projects requiring discretionary Community Redevelopment Agency action.

RELOCATION

The relocation program is organized to comply with the provision of the Uniform Relocation Act. A Real Estate Specialist was assigned to each displaced occupant to completely inform them of the relocation benefits and services.

A community meeting was held with the commercial tenants displaced from the Wilshire/Alvarado station site to familiarize them with the route alignment and the relocation benefits. Other displacees were briefed on a one-on-one basis to discuss the Project and to explain their benefits. Four relocation brochures for Tenants and Homeowners and a brochure for Business and Non-Profit Organizations were prepared and distributed to each occupant displaced by the Project.

Listed below is a summary of the relocation work load. The units are families or businesses relocated.

| | CCU A100 | CCU A130 | CCU A145 | CCU A165 | CCU A171 | CCU A175 | TOTAL |
|---|---|---|---|---|---|---|---|
| Total Relocation | 4 | 5 | 0 | 0 | 5 | 42 | 56 |
| Relocations Completed | 4 | 3 | 0 | 0 | 5 | 42 | 54 |
| Relocations Remaining | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Residential | 0 | 0 | 0 | 0 | 0 | 25 | 25 |
| Commercial | 4 | 5 | 0 | 0 | 5 | 16 | 30 |

## RESIDENTIAL RELOCATIONS

The 25 residential relocations displaced in Construction Contract Unit (CCU) A175 consisted of tenants occupying an apartment building. The tenants were primarily low-income, Spanish-speaking occupants who were living in substandard units. A Last Resort Housing Plan was submitted to UMTA and approved December 28, 1984. The plan authorized the payment of a relocation payment over and above the normal tenant supplement maximum authorized by the Uniform Act. All 25 tenants were relocated to decent, safe, and sanitary units.

## COMMERCIAL RELOCATIONS

Twenty nine commercial tenants have been relocated with the assistance of a Real Estate Specialist. The commercial tenants consisted of two transport companies, a wholesale grocery distributor, a sheet metal processor, a corn processor, a medical clinic including individual medical practices, four fast food restaurants, a grocery market, a bar, several retail clothing operations, and several other small businesses.

Individualized service will be provided to the two remaining commercial occupants. Referrals to other commercial locations are routinely provided as well as other advisory services.

SUMMARY

A total of $603,000 has been paid to date in relocation expenses. The acquisition and relocation program will continue to be implemented with the remaining occupants.

D. Future Action: The District will continue real estate acquisitions until all right of way has been purchased.

Mitigation Measure LU5. The following mitigation options may be implemented by SCRTD or other public agencies such as the L.A. County: Community Redevelopment Commission and Department of Regional Planning; L.A. City: Department of Planning, Department of Transportation, Community Development Department, Economic Development Office, and the Community Development Commission.

a) Include affordable market rate housing on commercially zoned sites in lieu of increased density in adjacent neighborhoods.

A. Reference: FEIS, Pages 3-104, 105
EA, Pages 66, 67

B. Implementation: Coordination with other agencies for Civic Center, 5th/Hill, and 7th/Flower Station areas

C. Status: Page 67 of the Community Redevelopment Agency Draft Central Business District Station Area Master Plan requires new developments in the Central Business District which need agency discretionary action (desire to build higher than the by-right plan limit of up to F.A.R. 6) to provide either onsite housing or make a direct contribution to the South Park Housing Fund (a Community Redevelopment Agency designated future housing neighborhood at the southwest end of the Central Business District).

D. Future Action: The District will continue to monitor the progress of developers and other agencies.

b) Establish special rent control districts to avoid severe increases in rental rates in the station area.

A. Reference: Same as LU5a(A) above

B. Implementation: Existing policies at all station areas

C. Status: The City of Los Angeles adopted a Rent Stabilization Ordinance (Chapter XV) of the Los Angeles Municipal Code), operative from May 1, 1979. This ordinance includes rent controls in currently occupied apartments, protects tenants from the use of evictions to raise rents, provides for annually adjusted fair rent increases based on historic costs (now 5%), safety regulations, and administrative recourse for both landlords and tenants in the event of disputes. The Rent Control Ordinance does not cover single family dwellings but does include residential hotel rooms rented for more than 50 days. It requires all rental units to be registered with the Rent Stabilization Board. The ordinance is in effect in the entire City of Los Angeles, including all of the MOS-1 alignment and station areas.

D. Future Action: None Needed

c) As a last resort provide housing assistance for low income residential tenants in station areas to mitigate severe increases in rental rates.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with other agencies and tenants in all Station areas

C. Status: Both the City and County of Los Angeles have Department of Housing and Urban Development (HUD) Section 8 housing programs. Under this program, low income residents may qualify for a certificate which subsidizes their rent. They are then able to seek housing themselves at the location of their choice. This program applies throughout the City and County, but is much in demand and there are restrictions on the disbursement of the limited funds. See also status of LU5b above.

D. Future Action: The District will continue to monitor increases in rental rates in station areas.

d) Implement measures to reduce parking spill-over into adjacent neighborhoods.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with agencies and residents in all station areas

C. Status: The City of Los Angeles Department of Transportation has implemented a preferential parking program administered by a separate preferential parking section within the Department. A new preferential parking district can be established in an area of approximately six city blocks following the gathering of signatures of three-quarters of the residents on a standardized City form, technical studies by the City; and advertised public hearings. The fastest that a parking district has been established is five and one half months but a more representative time would be 12 to 18 months.

When a preferential parking district is established, on-street parking is limited to residents displaying permits. Permits cost $15 a year. Up to three permits are permitted per household (four on written request), and temporary or visitor passes are available for lesser amounts.

D. Future Action: The District will monitor and coordinate with neighborhood groups and LADOT when operations begin.

e) Establish special commercial zoning or development review procedures to preserve existing small businesses that provide community services in the station areas.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with agencies and neighborhood businesses

C. Status: The Draft Metro Rail Station Area Development Plan (Page VIII-3) includes a Development Area Review Team (DART) which will review development and could act to preserve existing small businesses that provide community services in the station areas.

A City Planning Department representative estimates that the DART will be operational one year after the adoption of the Metro Rail Transit Corridor Specific Plan. See LU3C above for a discussion of implementation.

Specific responsibilities of DART might include:
- o Receive and review development project applications.
- o Establish preliminary negotiating positions and recommendations
- o Coordinate with the Economic Development Office and Community Development Department on financial incentives and economic development programs.
- o Recommend use of density bonuses and other incentives to the Planning Commission.
- o Recommend related public improvements to the Planning Commission.
- o Coordinate with the SCRTD Operations, Planning, Engineering, Real Estate and Architecture (OPERA) committee, the District's equivalent of DART, in processing development applications

D. Future Action: The District will continue to monitor and coordinate with L. A. City Planning through implementation and operation of DART.

f) Encourage tenancy and investment in joint development to displaced firms.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with agencies and firms in the station areas

C. Status: The District encourages tenancy and investment in joint development by displaced firms. The District's first joint development agreement in construction, the Home Savings Tower, is an investment in the site by the firm originally occupying the site needed for the Metro Rail Portal.

At the Wilshire/Alvarado Station the District has successfully relocated firms displaced by the MOS-1 construction. As construction progresses and the climate for joint development improves, the District will notify the displaced firms when Requests for Proposals for Joint Development projects are issued and will invite their participation. In the case of smaller firms the District will suggest participation as part of a consortium or joint venture. See also the status of LU5h below.

D. Future Action: The District will continue to coordinate its efforts in joint development with L. A. City Planning and CRA.

g) Provide relocation assistance to social services or facilities displaced by new development.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with agencies in the station areas.

C. Status: No social services or facilities are to be displaced by initial construction of MOS-1.

D. Future Actions: None Needed

h) Establish special zoning or development review procedures to preserve existing and accommodate new social services and facilities in the station area.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with agencies in the station areas.

C. Status: The Draft Station Area Development Plans include a Development Area Review Team (DART) which will determine density bonuses to developments for the inclusion of community services. The DART would act as a liaison between the project applicant and the City, interpreting City plans and regulations. This new Committee would be chaired by the Director of Planning and would recommend project actions to the City Planning Commission and City Council.

The DART probably will be composed of the following departments: City Planning, Transportation, Public Works (Bureau of Engineering), and Community Redevelopment Agency (CRA projects only). The DART chair would have the authority to call in other departments, including the City Economic Development Office (CEDO) and the Community Development Department as needed for specific cases.

The City intends to include SCRTD as a participant in DART meetings and City Planning Commission meetings when Metro Rail issues and land development in Metro Rail station areas are being discussed. The City also intends to place Metro Rail land use items on the DART agenda at SCRTD's request, with tasks arising from these meetings to be completed by each agency.

The City Planning Department anticipates that the DART will be established and active within a year of the passage of the Metro Rail Transit Corridor Specific Plan. The current edition of the Metro Rail Transit Corridor Specific Plan calls for the establishment of a a single DART to serve the entire Metro Rail Corridor including the Alvarado Station Area and the Los Angeles CBD.

If a development application utilizes density bonuses, DART would determine, based on program criteria, the degree of consistency of the project with the Station Area Development Plan. DART would then determine the magnitude of bonuses to be granted. Criteria would include those in the Station Area Development Plan, when adopted, and:

- How much the bonusable feature will increase the ridership of Metro Rail,
- Do the bonusable features provide a use which will fulfill the goals of the Centers Concept,
- Will the bonusable feature provide an amenity that is not in the Plan area,
- Will the bonusable feature provide an amenity that meets a need,
- Will the bonusable feature fulfill the intent of the Transit Corridor Specific Plan and other elements of the General Plan,
- How appropriate the bonusable feature is to the site or the overall project,
- The accessibility of the bonusable feature to the intended users.

The District is negotiating with appropriate agencies to ensure that the Wilshire/Alvarado Station Area Development Plan will accomplish the project mitigation measures. The District will be represented on DART and will have the opportunity to work for the project mitigation measures.

D. Future Action: The District will continue to coordinate with the CRA and L. A. Department of Planning.

i) Encourage the inclusion of displaced and new social services and facilities in joint development projects for the stations.

A. Reference: Same as LU5a(A) above

B. Implementation: Coordination with other agencies in the station areas.

C. Status: The District will encourage developers and municipal agencies to support this measure. The Draft Station Area Development Plans include density bonuses allowing developers additional buildable floor space over what they would receive by right for including community services in joint developments.

In MOS-1 station areas, the SCRTD will use its representation on the DART at the Wilshire/-Alvarado station and its contacts with the Community Redevelopment Agency to negotiate for the inclusion of social agencies either in the new development on the existing site or at a new site in the station area.

D. Future Action: The District will continue to coordinate with the CRA.

j) Require 15% of all new housing constructed in the CBD to be low-moderate income housing.

A. Reference: Same as LU5a(A) above

B. Implementation: Existing policies for Union Station, Civic Center, 5th/Hill, 7th/Flower Station areas

C. Status: The Community Redevelopment Agency requires 15% of all housing constructed as part of Community Redevelopment Agency projects in the CBD to be low-moderate income housing. This requirement is contained in the Bunker Hill Redevelopment Project, Chinatown Redevelopment Project, Central Business District Redevelopment Project, and Little Tokyo Redevelopment Project plans. See also the response in LU1C above .

D. Future Actions The District will monitor the activities of contractors and coordinate with agencies during construction.

Mitigation Measure LU6. The City of Los Angeles has a zoning roll-back program to align the city's zoning ordinances with the general plan, that specifies lower density levels in the Wilshire/Alvarado area. This will create additional protections for the existing low income housing stock.

A. Reference: EA, Page 50

B. Implementation: Proposed zoning ordinances for the Wilshire/Alvarado Station Area.

C. Status: The proposed zoning rollbacks are part of the City effort to bring existing zoning into conformity with the existing City Plan and are in addition to the efforts to encourage housing preservation and the construction of new housing which will be required in the Station Area Development Plan. Preliminary zoning rollbacks for the Westlake Community Plan, which will protect the existing housing stock for low income individuals were scheduled to go to the City Planning Commission on February 2, 1987 for review and public comment. The Planning Commission has continued consideration of the proposed changes several times and scheduled another review for April 27, 1987. The Westlake Community Plan revisions do not include any changes in the immediate vicinity of the Wilshire/Alvarado Station because such changes will be accomplished in the Transit Corridor Specific Plan. Development of the Specific Plan by the Los Angeles Planning Department is pending.

D. Future Action: The District will continue to coordinate with the City Department of Planning on zoning changes and conformity efforts.

Mitigation Measure LU7. Identify the level of revenue contributed by the portion of the property that will be used for a Metro Rail station. Explore methods to compensate the taxing jurisdiction for the revenues they would have received. Identify residual development potential for the parcel and seek to have housing development incorporated into station area development.

A. Reference: FEIS, Page 3-80

B. Implementation: Coordinate with agencies affected by property takes at all station areas

C. Status: Some land used for the MOS-1 will have joint development on it, which will result in equal or greater revenues to the taxing jurisdiction. Other land required for the project, such as entrances to the CBD stations, will remain on the tax rolls. Further development on land used for the yard and shops and at Alvarado Station will return property to the tax rolls.

D. Future Action: The District will monitor development during construction and operation of Metro Rail.